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Western Australian Government Railways.

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CLASSIFICATION, RATES,

AND

GENERAL REGULATIONS

FOR THE

CONVEYANCE OF MERCHANDISE, LIVE STOCK,
PASSENGERS, AND PARCELS,

CLASSIFICATION, RATES,
AND
GENERAL REGULATIONS
FOR THE
CONVEYANCE OF MERCHANDISE AND LIVE STOCK.

SEPTEMBER 1st, 1899.

All Classifications, Rates, and Regulations relating to the Conveyance of Merchandise
and Live Stock prior to this date are Cancelled.

NOTE.—The Classification, Rates, and Regulations will apply also on the Midland Railway.

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GENERAL REGULATIONS.

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

THE Commissioner of Railways of Western Australia, in pursuance of the powers conferred upon him by the Railways Acts of 1878 and 1879, and amending Acts, does hereby declare that from and after the 1st day of September, 1899, the rates and charges for the carriage of Merchandise and Live Stock on the Western Australian Railways, and Classification, Conditions, and Regulations under which such Merchandise and Live Stock will be conveyed shall be as follows, and all previous rates and regulations are hereby repealed.

Approved by the Governor in Council on the 16th day of August, 1899.

F. H. PIESSE,

Commissioner of Railways.

GENERAL CONDITIONS AND REGULATIONS FOR THE CONVEYANCE OF MERCHANDISE AND LIVE STOCK.

1. *The Commissioner of Railways will not be responsible* for loss of or damage to any articles unless the same be signed for as received by his clerks or agents, and every consignment of goods, when delivered for transmission by Railway, must be accompanied by a consignment note (for forms see pages 129 to 140 inclusive, to be had on application at all stations) signed by the sender, or some authorised person on his behalf, as a guarantee of the correctness of the information furnished therein. Any false description will render the sender liable to a penalty of Ten Pounds (*vide* 44 Vict., No. 17, Sections 7 and 8). The goods must be well and securely packed and plainly and legibly marked, or addressed, with the name and address of the consignee and the name of the Railway Station to which they are to be despatched.

2. *The Commissioner of Railways or his officers may refuse* to receive for carriage any goods undescribed, or insufficiently described or addressed, and the right is reserved by himself and his servants or agents to inspect all goods before accepting the same for carriage; and for this purpose, if considered necessary, any package must be opened by the sender at his own expense.

3. GOODS WAREHOUSES will be open for the receipt and delivery of goods from 7-30 a.m. till 5-0 p.m. (Sundays, Christmas Day, Good Friday, and proclaimed holidays excepted), and except on Saturdays, when they will be closed at 2 p.m.

4. FREIGHT AND CHARGES TO BE PAID ON DEMAND.—Credit will not be given except under special arrangement with the Commissioner. The authorised charges on all goods must be paid on demand, and in default the Commissioner shall have the power to detain and sell the goods on which such charges are payable, or any other property which he may then have belonging to the person by whom such charges are payable, in order to realise the amount due. If the amount realised be insufficient to cover all charges, the Commissioner may take legal proceedings to recover the deficiency. It is optional with the Commissioner to require the prepayment of trainage or allow goods to be forwarded “to pay.” On goods of a highly perishable nature the trainage must always be *prepaid*. The Commissioner may correct any under charges in any railway receipt or invoice.

5. *The Commissioner of Railways shall have the right to deliver goods, and to charge for such delivery, in all cases in which the senders of the goods do not give notice that the goods are to be taken from the station by the consignees.*

6. *The Commissioner of Railways 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, 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, or Lace, or any of them which shall have been delivered for carriage by the Government Railways, when the value of such article or articles of 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, 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 Commissioner's risk rate for carriage shall have been paid to and accepted by the officer duly authorised to receive the same (42 Vict., No. 31, Sec. 30). Nor will he be responsible for any loss or damage occurring to goods consisting of a variety of articles in the same package liable by breakage to damage each other or other articles, or arising from leakage due to bad vessels or bad cooerage or to fermentation.

7. **INSURANCE.**—Unless otherwise specified in classification the rates chargeable on the declared value of any of the articles or goods mentioned in the preceding clause, when carried at Commissioner's risk shall be (in addition to ordinary freight charges) as follows:—Five (5) per cent. on declared value.

8. In the event of any such consignment tendered for insurance consisting of more packages than one *the value of each package must be declared separately*, but the charge for insurance must be upon the aggregate value of the whole number of packages. The Commissioner reserves the right of sending a representative to be present at the unpacking of insured articles.

9. *The Commissioner of Railways will not be responsible for the loss of, or damage done to goods put into returned Wrappers or Boxes, or Packages described as empties; nor of any goods left until called for, or to order, or warehoused for the convenience of the party to whom they belong, or by or to whom they are consigned.*

10. Nor for loss or injury to fruit, fish, meat, poultry, game, and other perishable articles, arising from the perishable nature of such articles, or from the same being not taken away forthwith on arrival at the station, or for the non-delivery thereof at any certain time or in any time for any particular market, or from not being conveyed or forwarded by any particular train. And such fruit, fish, meat, poultry, game, and other perishable articles not taken away, or not paid for forthwith after arrival, if directed to be kept till called for, or to the like effect, or without any legible or intelligible directions, or directed to a place not known, or refused by the person, or at the place to whom or where directed, may be forthwith sold by auction, or otherwise for the benefit of all concerned, and payment or tender of the net proceeds of any such sale, after deductions of the moneys due in respect of the carriage or storage of the said goods, and of all charges and expenses of sale, shall be accepted as equivalent to delivery, and the Commissioner of Railways may also destroy such goods if they become offensive or dangerous to health, and may recover from the owner all charges due to him in respect of the same in any court of competent jurisdiction. All produce liable to deteriorate, such as potatoes, etc., sent to store and unclaimed by the owner within one month, will be sold by the Commissioner of Railways, but any of such articles showing signs of deterioration before the expiry of one month may be sold forthwith, and after deducting what may be due for railway carriage, cartage, storage, and other charges (including expenses of sale), the Commissioner will pay over the surplus, if any, to the owner.

11. *The Commissioner of Railways will not bind himself to forward goods from any station by the first succeeding or any particular train; nor to send a wagon from one station to another with less than one ton.*

12. **ARRIVAL AND DELIVERY.**—The Commissioner does not, under any circumstances, guarantee arrival or delivery of any goods or live stock (perishable, or otherwise) at any particular time, by any particular train, or for any particular market, neither does he undertake to advise consignees of the arrival of goods, and exemption from demurrage or storage, and risk of loss or damage cannot be claimed in consequence of non-receipt of notice.

14. **PACKED GOODS.**—Furniture and fragile articles simply covered with canvas, or in frail, skeleton frames, will be treated as unpacked.

GENERAL REGULATIONS.

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15. **CONSIGNEES REFUSING TO RECEIVE GOODS.**—In the event of consignees refusing to receive goods invoiced to them, such goods will not be returned to sending station until instructions have been obtained from senders, who will, if possible, be advised of the refusal. Perishable goods refused by consignee, or rapidly losing their value, may be sold. The sender shall pay to the Commissioner of Railways all charges in respect of discharge, carting, demurrage, storage, and re-loading, rendered necessary by reason of such refusal to receive goods.

16. **CONSIGNEES TO GIVE RECEIPT.**—A written receipt must be given by consignees for all goods received from the Commissioner, and the Commissioner may demand proof of ownership or an indemnity note signed by two approved sureties should there be any doubt as to the person applying for the goods being the actual consignee or owner.

17. **STORAGE CHARGES.**—All goods will be subject to a storage charge of sixpence per ton (minimum threepence) per diem (exclusive of Sundays and proclaimed holidays), if not removed from the railway premises within twelve working hours after arrival, excepting at Perth and Fremantle, and at stations East of Southern Cross and Mullewa, where double rates will be charged. On goods for which warehouse accommodation is not provided, and which are not protected from the weather, the charges will be reduced by one-half upon the owner or consignee intimating, in writing, *that he relieves the Commissioner from all liability.*

At stations on the Great Southern Line, Beverley to Torbay Junction included; South-Western Line, Bunbury and Busselton excepted; Northern lines, Geraldton and stations Eastward of Mullewa excepted; and Yilgarn Line, Seabrook to Parker's Road included, three days, instead of twelve working hours, will be allowed free of storage, for removal of goods. Trucks containing goods to be handled by consignees which are not unloaded within 12 working hours after arrival at destination will be subject to demurrage or unloading charges, as shown in Clause 22 below.

18. *All empties* not taken away within one month after their arrival will be sold by auction to defray expenses.

20. **CLAIMS.**—No claim for damage will be recognised unless made within four days of the delivery from the railway premises of the goods alleged to have been damaged, and the delivery of goods shall be considered complete when notice of arrival has been given to the consignee, or, after such goods shall have been at the receiving station twelve hours. No claim for loss will be recognised unless the particulars of the claim be lodged with the Commissioner within seven days of the date upon which the goods should have arrived at their destination.

21. **PLATFORMS.**—Goods will not be received for delivery at platforms and sidings, except under special agreement that the consignor will relieve the Commissioner of all responsibility in regard to any loss or damage occurring in unloading or arising from any cause whatever after arrival at destination, and the sender will be required to sign a special agreement to that effect (*see Forms, pages 132 and 133*). All goods for platforms and sidings must be prepaid at sending stations.

At Platforms and sidings goods will only be accepted under special contract that the owner relieves the Commissioner of all risk as to quantity or condition of goods, and senders will be required to consign their goods in truck loads, or quantities, condition unknown by the Commissioner.

22. **DEMURRAGE ON TRUCKS.**—When the loading or unloading of trucks has to be performed by the sender, consignee, or owner, a demurrage charge of 4s. per truck per day or part of a day, will be made for trucks not loaded up within twelve working hours after supply, or unloaded within twelve working hours after arrival at destination, exclusive of Sundays or proclaimed holidays. At stations East of Southern Cross and Mullewa double these rates will be enforced. Should the loading or unloading of trucks be delayed beyond the prescribed time, when the goods have to be handled by the sender, consignee, or owner, as the case may be, the Commissioner may, instead of continuing to charge demurrage, do the loading or unloading by his own servants, or men specially employed for the purpose, charging one shilling per ton, minimum one shilling per consignor or consignee, or the actual cost of the work; the Commissioner does not, however, guarantee to undertake the loading or unloading of any trucks, it being optional with him to handle the goods or not.

23. **TARPAULINS.**—A charge of 2s. 6d. per day, or part of a day, will be made for each tarpaulin used beyond twelve working hours (exclusive of Sundays or proclaimed public holidays) in covering any goods (whether in the truck or otherwise) at stations.

Tarpaulins will not be provided to cover barbed wire, agricultural machines, machinery, or other goods, which from their character are likely to cause damage to them, unless the goods are so packed as to efficiently prevent any such damage.

24. **WEIGHING OF GOODS.**—When traffic coming to or from railway transit is weighed at stations specially for the convenience of the owners, a charge of threepence per weighing is to be made and a weighing ticket handed to them. Traffic going by rail requiring to be weighed for freight purposes will be weighed free of charge. Weights will not be entered on the receipt portion of consignment notes. No other loading will be weighed at stations where there is a weighbridge in the neighbourhood, but where there is no such bridge any traffic will be weighed on the railway weighbridge for a charge of 3d. per weighing. Consignments of goods are weighed solely for the purpose of arriving at the railway charges, and the weight shown is not intended for buying or selling purposes.

25. **UNCLAIMED PROPERTY.**—All goods or other property unclaimed for the space of one month after arrival will be sold by the Commissioner, and after deducting from the proceeds what may be due to him for freight, storage, or other charges (including expenses of sale), the surplus, if any, will be held to the credit of the owner, and paid to him on demand.

26. **UNCONSIGNED GOODS.**—Goods brought to any railway station to be forwarded by rail, and which are not consigned, but left on railway premises, may, after a period of one month be sold by auction or otherwise, and failing to find a purchaser may be destroyed. The proceeds of such sale shall in the first place be applied to defray storage charges, expenses of sale, etc., and the surplus (if any) may be paid to the owner.

27. **OWNER'S RISK.**—Goods as specified in classification may be conveyed at Owner's Risk, at the option of the sender, when the lower rate there specified will be charged. In such cases Owner's Risk Consignment Notes must be filled in and signed by Consignor or his Agent, failing which the higher rate will be charged.

When senders desire to load goods, as specified in Clause 29, at stations where there is a resident staff, the Commissioner will give a receipt only for truck loads or quantities—condition unknown—and the consignment note must be made out accordingly. When the sender desires a receipt for specific quantities or such goods sent at Commissioner's risk, the loading and unloading will be done by the Commissioner, for which an additional charge of 2s. per ton will be made, viz., one shilling for each service—minimum, sixpence.

At Perth and Fremantle, only, when the sender desires the Department to check and give receipts for, but not handle, the goods, the Commissioner will do so at half the above charges.

28. **RATES—HOW CALCULATED.**—All Goods and Minerals are charged at actual gross weight of 2,240lbs., or 40 cubic feet to the ton, except where otherwise specified, and all rates are calculated upon a mileage basis, with a minimum charge per ton as for five miles. For calculating rates any fractional part of a day will be charged as one day; fractional part of a mile—less than half-mile—will not be charged for; half-mile and upward, one mile will be charged for; any fractional part of one-quarter over 7lbs. in weight will be charged as one quarter; fractions of one penny—less than one half-penny—will not be charged for; half-penny and over will be charged as for one penny.

29. **CLASSES—MINERAL, A and B, S to S.**—The rates specified in the above classes are for haulage only. Goods and Minerals are to be loaded and unloaded, and if necessary chained, roped, and sheeted by the owner, or if this work be done by the Commissioner one shilling per ton (minimum, sixpence) in addition will be charged for each service. The minimum weight to be charged per wagon for consignments under Classes M, A, and B, except otherwise specified, will be as follows:—

- Minerals, 5 tons per wagon; smaller quantities at A rates and conditions;
- Special A, 4 tons per wagon; smaller quantities at B rates and conditions;
- Special B, 2 tons per wagon; smaller quantities actual weight first class.

The minimum weight ruling the class to be charged if the amount be less than charged for actual weight at next higher class.

Should the charge for actual weight at first class rates be less than that at one or any of the above rates and conditions, such rate will be applied, the Smalls Minimum being observed in all cases (*see* page 31 for minimum charges).

GENERAL REGULATIONS.

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Traffic of the A and B Classes, and agricultural produce at Special Rates, consigned at same time from one sender to one or more consignees to same destination at Commissioner's risk may be treated as parts of one consignment, subject to the Class minimums respectively, provided freight is prepaid. When owners use their wagons, an allowance will be made (*see* page 45).

Traffic of the A and B Classes, and agricultural produce at Special Rates, sent at the same time from several senders to one consignee; charges to pay may also be treated as parts of one consignment.

30. CLASSES 1, 2, and 3.—The rates specified in Classes 1, 2, and 3 include loading, unloading, and risk, except where otherwise specified. If a consignment consists of 1, 2, and 3 class traffic, the higher class rate will be charged should it be less than the separate charge for Smalls Minimum for each class. In Classes 1, 2, and 3, Goods, etc., consigned to different persons, though forwarded by the same individual, will be treated as separate and distinct consignments.

31. LONG AND BULKY ARTICLES.—The Commissioner shall not be bound to accept for carriage by Railway any article which from its excessive bulk would be inconvenient to transport. At stations where there are no appliances for loading or unloading such articles the duty must be undertaken by the owner at his own risk, and in all cases truck loads must be strictly limited to gauge, viz., 12ft. 6in. in height from the rail level in the centre, and be gradually rounded to 10ft. in height at the sides, and not more than 8ft. 6in. across, and not to project more than 6in. over the truck at each end, and be in the opinion of the Commissioner or his servants perfectly safe for transit. Long articles, requiring more than one four-wheeled truck, will be charged according to classification, with a minimum charge of two tons for each wagon used, either to carry the load or used as a safety only. Bogie trucks to be regarded as equal to two four-wheeled trucks.

32. HEAVY ARTICLES.—At stations where there are no appliances or means of loading or unloading such duties must be undertaken by owners at their own risk and expense. Heavy articles will not be accepted for conveyance unless satisfactory arrangements are made by owners for unloading. Articles weighing four tons and over, or requiring a specially constructed wagon, or alteration in wagon, will only be received and carried under special agreement.

33. LIGHT ARTICLES.—Articles fragile or brittle and unprotected will not be received for conveyance unless accompanied by an "Owner's Risk Note" freeing the Commissioner from responsibility.

Consignments of one package under 14lbs. in weight, packages wrapped in paper, watches, jewellery, precious stones, gold or silver coin or bullion, bills, bank notes, securities, stamps, and title deeds will not be accepted for conveyance by goods trains, but must be forwarded by passenger trains.

34. PRIVATE SIDINGS.—The loading and unloading of goods at Private Sidings shall be done by the owner at his own risk and expense. Goods to or from Private Sidings shall be subject to the Regulations governing Unattended Sidings, and to a shunting charge of 2s. per 4-wheeled truck, and 4s. per 8-wheeled truck, unless otherwise provided.

35. TRUCKS AND TRUCK LOADS.—Whenever trucks are mentioned, they shall, unless otherwise specified, be taken to mean 4-wheeled trucks, and whenever rates are quoted for goods in truck loads, the minimum load shall, unless otherwise specified, be reckoned as for a 4-wheeled truck. Bogie trucks to be regarded as equal to two 4-wheeled trucks.

In no case shall additional tonnage be charged when, in order to suit the convenience of the Department, a larger truck than necessary is used.

36. SPECIAL RATES.—Notwithstanding anything hereinbefore contained, the Commissioner, in exceptional cases, may, for the purposes of promoting traffic in any particular class of goods, or encouraging any local industry, make a special reduction in the rate for the carriage thereof from one station to any other station.

37. Wherever the word "Colony" is mentioned, it shall be taken to mean the Colony of Western Australia.

The following Regulations for the Carriage of Gunpowder or other Dangerous and Explosive Compounds upon the Railways have been made with the approval of the Minister appointed under "The Explosives Act of 1895."

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

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

3. Any person bringing to a railway station, or leaving thereat, any packages containing gunpowder or other dangerous and explosive compounds not labelled and addressed as aforesaid, or without having received the necessary permission, shall be liable to a penalty of £50 (44 Vict., No. 17, Sec. 15).

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

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

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

7. In loading or unloading any explosive, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case shall any such casks or packages be rolled, unless hides, clothes, 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.

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

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

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

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

EXPLOSIVES REGULATIONS.

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11. The Commissioner will not guarantee to despatch Gunpowder and other dangerous and explosive compounds at any particular time, or by any particular train, nor will he 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 within twelve hours after arrival it will be *immediately sent to the nearest powder magazine at the owner's risk and expense, or returned* to the sender, who will be required to remove it at once from the premises and to pay the whole of the charges incurred for *carriage, back carriage, and demurrage*.

12. Powder or other explosives will not be left at any place where there is not an officer in charge, unless there is someone present to take delivery, but will be taken on to the next station, and there left *at owner's risk and expense*. After the expiration of twelve hours it will be dealt with as set forth in Regulation 11.

13. 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 the Explosives Act, shall himself be guilty of an offence.

14. 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 half-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 half-inch thickness at the sides and one 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. Detonators will only be accepted in their original packages.

15. The contents of each keg or package must be specified on the outside thereof in letters not less than one inch in length; *and the package must be fully and plainly addressed*. A written or printed label must also be affixed describing how the contents are packed.

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

17. Explosives and goods of a dangerous nature must be forwarded as quickly as possible after receipt, and must not under any circumstances be kept on hand during the night at forwarding stations.

18. Explosives remaining undelivered at a receiving station overnight must be specially guarded and watched until delivery is effected.

19. Detonators and Fireworks must not be loaded together, nor must either be loaded with other explosives.

20. Acids of whatever description must not be loaded with explosives.

21. Lucifer Matches, Vestas, and other goods of a dangerous nature must not be loaded with explosives, but when packed and locked in portable magazines may be loaded with other goods in the same wagon. If portable magazines are not available, powder vans or covered goods vans must be used exclusively for the articles referred to.

22. Gunpowder or any other explosive authorised to be manufactured or imported into this colony, may be conveyed in limited quantities along with ordinary goods traffic, if packed in a double package and enclosed in a metallic cylinder or portable magazine of approved pattern.

23. The duties of common carriers in respect of explosives and dangerous goods carried under these regulations are not undertaken by the Commissioner; nor is the Commissioner to be subject to any risk of loading, storage, or unloading; nor is he 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.

24. Goods of a dangerous nature will only be received and carried subject to the regulations of "The Explosives Act, 1895." The Commissioner is not a common carrier of Gunpowder, Blasting Powder, Gun-Cotton, Dynamite, Lithofracteur, Fireworks, Cartridges, Aquafortis, Mineral Acids, Petroleum, Phosphorus, or Lucifer Matches, or any other goods

which in the judgment of himself or his officers may be of a dangerous nature; and when the conveyance of such goods is undertaken it must be distinctly understood that *it is entirely at the owner's risk.*

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

26. The days appointed for receiving gunpowder and other dangerous and explosive compounds at railway stations will be subject, from time to time, to such alterations as may be considered necessary, and may be ascertained on application to the various Stationmasters.

27. The Commissioner, or the agents appointed by him, may refuse to receive, forward, or carry, or allowed to be brought or carried upon the Government Railways, any package which he suspects to be packed, or sent, or to contain any article or thing sent or carried in contravention of "The Explosives Act, 1895," or of these regulations, or not in accordance therewith, and the Commissioner, or his agents, shall have the right to open, or require to be opened, such package on any of the railway premises in order to ascertain the fact.

28. Magazine boots will be provided at the loading stations, and must be used by all men appointed to do the loading. The boots must be sent with the van, and must be worn by all men whenever they have occasion to enter the van, and must be returned in the van.

29. These regulations are supplementary to "The Explosives Act, 1895." and all Regulations and Orders in Council thereunder.

30. Copies of these regulations shall be posted in a conspicuous place at the stations on the Government Railways, and shall be obtainable on application to the Chief Traffic Manager.

31. The Commissioner may at any time during the carriage of such goods, or while they are on the premises of the Commissioner, detain and stop the further handling and delivery of packages which appear defective. And the Commissioner may remove, repair, repack, and store such packages at the cost and risk of the owner.

32. Consignments not otherwise specified will be carried at third class rates. Minimum charges:—When carried in Powder Van, 12s. 6d., and when carried in Portable Magazines, 5s. The minimum charge for matches and vestas carried in portable magazines will be 2s. 6d.

33. Consignments from different consignors, or from one consignor to different consignees, though all to the care of one carrier, will be charged for separately.

34. No employee of the Commissioner is authorised to receive or undertake the carriage of gunpowder or other dangerous or explosive compounds, or to give any receipt or acknowledgment for such goods, unless the sender or person bringing them to a railway station has obtained from the Department and signed a special consignment note, setting off in form that such goods are carried solely upon the conditions hereinbefore mentioned (*see* Form, page 135).

35. Safety cartridges, percussion caps, safety fuse, and railway fog signals may be conveyed by passenger train provided all due precautions are taken by sender for the prevention of accident by fire or explosion.

36. The above Regulations (with the exception of No. 35) shall not apply to packages of percussion caps, safety cartridges, or gunpowder carried by passengers for private use and not for sale, not exceeding for each passenger at any one time 1,000 percussion caps, 250 safety cartridges, in number, and one (1) pound in weight of gunpowder, provided such gunpowder is contained in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the gunpowder from escaping.

37. Any person convicted of an offence under these Regulations shall be liable for the first offence to a penalty not exceeding £10, and for a subsequent offence to a penalty not exceeding £20.

ALPHABETICAL CLASSIFICATION OF GOODS.

15

GENERAL CLASSIFICATION OF GOODS.

Abbreviations.

N.O.S., not otherwise specified; O.R., owner's risk; C.R., Commissioner's risk; M., Mineral Class; A., Special A Class; B., Special B Class; D., double; S. to S., haulage station to station only; P.C., per cent.; + or x, *plus*.

NOTE.—(a.) Goods shown as conveyed at A x 10 p.c. C.R., A.O.R., if sent in less quantities than 4 tons, will be charged as 4 tons, or at B Class rates, as per Regulation 29, page 10, with the 10 per cent. added, if conveyed at Commissioner's risk.

(b.) When goods are consigned at O.R. the minimum at C.R. rate is to be observed, *e.g.*, Slate Slabs at O.R. should be charged A rate, B conditions.

(c.) Goods marked thus (a), in quantities of less than 4 tons, will be charged C.R., Class 1. O.R., Class B. actual weight.

Alphabetical Classification of Goods.

| Article. | Class. | | Article. | Class. | |
|---|-----------|----------------|---|--------|----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| A. | | | Ale, Beer, and Porter in casks (bulk) | 2 | |
| Acids, dangerous (in cases and carboys) (such as Nitric and Sulphuric) | ... | D, 3 O.R. only | Ale, Beer, and Porter bottled, in cases or casks | 2 | ... |
| Acids, do., do., do. in lots of 3 tons and upward | ... | 3 | Ale, Beer, and Porter, 2 ton lots | ... | 1 |
| Acids, not dangerous | 2 | | Ale and Beer Engines | 3 | |
| Aerated Waters, bottled, in cases or casks | 1 | | Almonds | 2 | |
| Agricultural Implements, N.O.S. | | | Alum and Alum Cake, packed | 1 | |
| Agricultural Implements, parts of, N.O.S. | | | American Leather and Cloth | 3 | |
| Agricultural Machines, as under, in packages | | | American Woodware in nests, tubs, and buckets | 3 | |
| Agricultural Machines, as under, set up | | | Ammonia | ... | 3 |
| Agricultural Chaff Cutters | | | Ammunition (<i>see</i> Explosives, page 14). | | |
| " Clod Crushers | | | Anchors and Chain Cables ... | 1 | |
| " Corn Crushers | | | Angle Bars and Plates | 1 | |
| " Corn Shellers and Screens | | | Animals and Poultry, N.O.S., in crates, coops, or cases ... | 3 | 1, min. 1 cwt. |
| " Cultivators | | | Animals and Birds, stuffed, in cases | D, 3 | 3 |
| " Earth Scoops | | | Antifriction and Axle Grease | 1 | |
| " Grubbers | | | Anvils | 1 | |
| " Harrows | | | Apples and Apricots (<i>see</i> Fruit). | | |
| " Harvesters | | | Architraves and Mouldings ... | 2 | |
| " Hay Presses | | | Arrowroot, Tapioca, and Sago | 2 | |
| " Hay Rakes and Elevators ... | | | Arsenic, in kegs or casks | 2 | |
| " Horseworks | | | Artificial Flowers | 3 | |
| " Mowers | | | Artesian Well Boring Plant (<i>see</i> Boring Plant). | | |
| " Ploughs | | | Artificial Manures (min. 10 cwt.) | M. | |
| " Reapers | | | Asbestic | ... | A. |
| " Reapers and Binders | | | Asbestos, manufactured | 1 | |
| " Seed Sowers | | | " crude | 1 | B. |
| " Strippers | | | Ashes | M. | |
| " Threshers | | | Asphalt | 1 | |
| " Windmills | | | " Apparatus | 1 | |
| " Winnowers | | | Axle Arm and Boxes (<i>see</i> Iron) | 2 | |
| α Agricultural Seeds | A+10 p.c. | A | " Beds | 2 | |
| Air Bricks (metal) | 2+10 p.c. | 2 | " Grease | 1 | |
| | | | " Springs | 2 | |
| | | | Axles, Wheels, and Springs (railway and tramway) ... | 1 | |

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-----------|-----------|--|-----------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| B. | | | Billiard and Bagatelle Tables, unpacked | 3+50 p.c. | 3 |
| Bacon and Hams, in cases, packages, or casks | 1 | | Bird Cages, wood and wire ... | 3+50 p.c. | 3 |
| Bagatelle Tables, packed ... | 3 | 3 | Birds and Animals, stuffed, in cases | D, 3 | 3 |
| „ „ unpacked ... | 3+50 p.c. | | Biscuits | 2 | |
| Bagging and Rope, for paper-making | 1 | A. | Bisulphide of Carbon (<i>see</i> Explosives). | | |
| Bags, in bales and bundles ... | A. | | Bitters, in casks or cases ... | 3 | |
| „ Paper, packed | 1 | | Bitumen, in bags or blocks ... | B. | |
| Baking Powder, in cases ... | 2 | | Blackboy (<i>see</i> Firewood, page 20). | | |
| Ballast | M. | 3 | Blacking | 2 | |
| Banners and Flags | 3+50 p.c. | | Blacklead | 2 | |
| Barcelona Nuts | 2 | | Blades—Scythe | 2 | |
| Bar and Rod Iron, in bundles | B. | | Blankets and Flannels, packed | 3 | |
| Bar and Rod Iron, loose ... | B. | | Blasting Powder (<i>see</i> Explosives). | | |
| Bark | B+10 p.c. | B. | Bleaching Liquid, in carboys or in bottles, packed in cases | | 3 |
| a Barley | A+10 p.c. | A. | Bleaching Powder | 1 | |
| Barrels, new and empty ... | 1 | | Blinds, Venetian, packed ... | 3 | |
| Barrows and Barrow Wheels | 2 | | Blinds, Venetian, unpacked ... | 3+25 p.c. | 3 |
| Baskets and Basket Ware ... | 3+25 p.c. | 3 | Blocks, Pulley, wood or iron... | 2 | |
| Bath Bricks | 1 | | Blocks, wooden, for paving (<i>see</i> Timber). | | |
| Bath Chairs, packed | 3 | | Blowers, Dry | 1+10 p.c. | 1 |
| „ „ unpacked | 3+25 p.c. | 3 | Blue and Starch | 2 | |
| Baths, iron, tin, zinc, or enamelled, packed | 3 | | Bluestone, in kegs and casks | 1 | |
| Baths, unpacked | 3+25 p.c. | 3 | Boards (<i>see</i> Timber, page 28) | | |
| Battens (<i>see</i> Timber, page 28). | | | Boats and Canoes, minimum charge as for one ton per wagon, S. to S. | 2 | |
| Beadings and Mouldings, common wood, not gilded ... | 2 | | Boats and Canoes, not packed, loaded on wagons with other goods, minimum charge as for 5cwt.... | 3+25 p.c. | 3 |
| Beadings and Mouldings, picture, packed | 3 | | Boats (swing), Hobby Horses and their appurtenances, 9d. per truck per mile S. to S. —minimum charge 15s. per wagon. | | |
| Beadings and Mouldings, picture, unpacked | 3+25 p.c. | 3 | Boilers—Steam, S. to S. ... | 2 | 1 |
| Beans (<i>see</i> Vegetables). | | | (Requiring more than one wagon to be charged not less than one ton per wagon.) | | |
| Bearers and Bedplates (<i>see</i> Iron) | 2 | | Boilers—Kitchen, Washing, or other open (copper or iron) | 3 | 2 |
| Bedsteads, in cases | 2 | | Boiler Fluid | 1 | |
| Bedsteads, otherwise packed | 3+25 p.c. | 3 | Boiler Composition | 1 | |
| Bedding | 3 | | Boiler Rivets (<i>see</i> Iron) ... | 1 | |
| Beef and Pork, salt, in casks | 1 | | Boiler Tubes | 2 | |
| Beef, Mutton, Veal, and Pork, fresh (<i>see</i> Meat, page 24). | | | Bolts, Nuts, and Washers ... | 1 | |
| Beef, Mutton, Veal, and Pork, preserved | 1 | | Bones (min. 10 cwt) | M. | |
| Beehives | 3 | | Bonedust (min. 10 cwt) ... | M. | |
| Beer, in casks and cases ... | 2 | | Bonnets and Hats of all kinds, in cases and crates | 3+25 p.c. | 3 |
| Beer, in casks and cases, in 2 ton lots | | 1 | Books, in cases... .. | 3 | |
| Beer Engines | 3 | | „ for Public Institutions | 1 | |
| Beeswax | 1 | | Boots and Shoes, in cases or trunks | 3 | |
| Bestroot (<i>see</i> Vegetables). | | | Borax, powdered | 1 | |
| Bellows | 2 | | Boring Plant, and Diamond Drill Plant | 1 | |
| Bells of all kinds | 3+25 p.c. | 3 | | | |
| Belting, leather and rubber | 2+10 p.c. | 2 | | | |
| Benzoline, Gasoline, Naphtha, Petroleum, and Kerosene | | 2 | | | |
| Bicarbonate of Soda | 1 | | | | |
| Bicycles, Tricycles, and Velocipedes, in pieces, packed in cases | 3 | | | | |
| Bicycles, Tricycles, and Velocipedes, complete, in cases | 3+50 p.c. | | | | |
| Bicycles, Tricycles, and Velocipedes, complete, unpacked | D, 3 | 3+50 p.c. | | | |
| Billiard and Bagatelle Tables, packed | 3 | | | | |

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-------------|------|--|-------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Boring Plant, in 4 ton lots, per wagon | ... | A. | Cabinet Ware, packed in cases | 3 | |
| Bottles and Jars (Druggists'), in cases, crates, and casks | 2 + 10 p.c. | 2 | " " unpacked ... | 3 + 50 p.c. | 3 |
| Bottles and Jars, common (other than Druggists'), in cases, casks, and crates ... | 1 + 10 p.c. | 1 | Cable Chains and Anchors ... | 1 | |
| Bottles, loose, empty, or in bags, minimum 3 tons per wagon | ... | A. | Cages, Bird, wood and wire ... | 3 + 50 p.c. | 3 |
| Bowls, Dishes, and Tubs—Galvanised iron (<i>see</i> Iron) | 2 | | Cages, Poultry (new) ... | 1 | |
| Boxes or Trunks, empty ... | 2 + 10 p.c. | 2 | " mining, S. to S. (<i>see</i> Iron) ... | 2 | |
| α Bran and Pollard ... | A + 10 p.c. | A. | α Cake, Oil and Linseed ... | A + 10 p.c. | A. |
| Brass—Nail Rod, Sheet, Tubing, and Wire ... | 2 | | Calcium of Carbide † ... | ... | 3 |
| Brass—Scrap ... | 1 | | Calves (<i>see</i> page 53). | | |
| Brattice Cloth ... | 1 | | Camels (<i>see</i> page 53). | | |
| Bread ... | 1 | | Camel Saddles and Gear ... | 2 | |
| Bread Safes ... | 3 + 25 p.c. | 3 | Camp and Colonial Ovens ... | 3 | 2 |
| Brake Blocks ... | 1 | | Cams, Stamper Heads, and Shoes ... | 1 | |
| Brickmaking Machinery (<i>see</i> Machinery) ... | 2 | | Canary and Hemp Seed ... | 2 | |
| Bricks, air, metal ... | 2 + 10 p.c. | 2 | Candles, in boxes ... | 2 | |
| Bricks, common, for building purposes ... | M. | | Candied Fruits ... | 2 | |
| Bricks, glazed or enamelled | A + 10 p.c. | A. | Cannon ... | 1 | |
| Bricks, Bath ... | 1 | | Canoes (<i>see</i> Boats). | | |
| Bridgework and Roofwork Iron (<i>see</i> Iron) ... | 2 | | Cans, new (<i>see</i> Tinware). | | |
| Britannia Metal goods ... | 3 | | Canvas, bales ... | 2 | |
| Bronze Phosphor ... | 3 | | " Hose, packed ... | 2 | |
| Brooms and Brushes, not packed ... | 2 | | Carbide, Calcium of † ... | ... | 3 |
| Brooms and Brushes, packed | 1 | | Carboys (new) ... | 2 | |
| Buckets and Pails, wooden and iron ... | 2 | | Carbonate of Soda ... | 1 | |
| Buckets and Tubs for mining and dredging, S. to S. (<i>see</i> Iron) ... | 2 | | Cards (show) ... | 3 | |
| Buffer and Buffer Heads ... | 2 | | Carpeting ... | 3 | |
| Buggies, Carriages, Wagonettes, and Wagons (<i>see</i> Vehicles, page 50). | | | Carriages, Railway (<i>see</i> page 49). | | |
| Building Stone, rough ... | M. | | Carriages, Wagons, and similar vehicles (<i>see</i> Vehicles, page 50). | | |
| Building Stone, dressed and carved (<i>see</i> Stone). | | | Cartridges, blasting (<i>see</i> Explosives) ... | ... | 3 |
| Builders' Implements, such as ladders, scaffold poles, etc. | 1 | | " Safety and Small Arm, in cases ... | ... | 3 |
| Bulbs and Roots ... | 2 | | Casks and Cases, new and empty ... | 1 | |
| Bullock Drays and heavy Lorries and Wagons (<i>see</i> page 50). | | | Castings, in cases ... | 2 | 1 |
| Bullock Yokes and Bows ... | 1 | | Castings, Iron and Steel, turned and polished, and light and fragile } <i>see</i> Iron | 3 | 2 |
| Butter, Dripping, and Lard, in casks, kegs, and cases, imported ... | 1 + 10 p.c. | 1 | Castings, rough ... | 1 + 10 p.c. | 1 |
| * Butter, Dripping, and Lard, made in the Colony (min. 10 cwt.) ... | B + 10 p.c. | B. | Castor, Colza, and Olive Oil ... | 2 | |
| | | | Cattle Cribbs ... | 3 | |
| | | | α Cattle Food, artificial ... | A + 10 p.c. | A. |
| | | | Cattle and other troughs (<i>see</i> Iron) ... | 2 | |
| | | | Caustic Soda, and Potash ... | 1 | |
| | | | Ceilings (moulded square), other than ornamental ... | 1 | |
| | | | Ceilings, patent ... | 1 | |
| | | | Cement ... | A + 10 p.c. | A. |
| | | | " and Concrete Blocks | A. | |
| | | | Chaff, in bales or bags, minimum 2½ tons per wagon | A + 10 p.c. | A. |
| | | | Chaff, smaller quantities actual weight ... | 1 | B. |
| | | | Chaff Cutters ... | 2 | 1 |
| | | | Chains, Cable, and Anchors ... | 1 | |
| | | | " N.O.S. ... | 2 | |
| | | | Chairs, Bath, packed ... | 3 | |
| | | | " " unpacked ... | 3 + 25 p.c. | 3 |
| | | | Chairs, in pieces, packed in cases ... | 2 | |
| | | | " unpacked ... | 3 + 25 p.c. | 3 |
| C. | | | | | |
| Cabbages, Cauliflowers, Carrots (<i>see</i> Vegetables). | | | | | |

* Butter may be conveyed in brake vans of passenger and mixed trains.

† Must be contained in waterproof packages and carried subject to Regulations pages 12, 13, and 14.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-------------|-------------------------|--|----------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Chalk and Ochre | 1 + 10 p.c. | 1 | Colours and Paints in Casks, Iron Drums and Tins | 2 | |
| Chandeliers, (see Clause 6, page 7) | D, 3 | | Columns (Iron) wrought or cast (see Iron) | 2 | |
| Charcoal, in bags | B. | | Commercial Travellers' Samples (see page 49) | 3 | |
| Charcoal in bags, less than 2 tons per wagon | 1 | | Composition, Boiler | 1 | |
| Cheese | 1 + 10 p.c. | 1 | Concentrates | B. | |
| Cheese, made in the colony (min. 10cwt.) | Bx10p.c. | B. | Confectionery in Parcels and Hampers | 2 | |
| " Presses | 2 | 1 | " " Casks, Cases, and Boxes | 2 | |
| Chicory | 2 | | Concrete and Cement Blocks a Condimental Food | A. Ax10p.c. | A. |
| Chimney Pieces, packed | 3 | | Connections and Spoutings, Tin, and Zinc | 3 | 2 |
| " metal, packed | 3 | 2 | Connections and Spoutings, Iron (see Iron) | 1 | |
| " metal, un- packed | 3x50 p.c. | 3 | Contractors' Plant (Railway) (see page 48). | | |
| Chimney Pots, earthenware... .. | Bx10p.c. | B. | Contractors' Wagons (empty) on wheels, 3d. per mile each; minimum 5s. per wagon (see page 48). | 1 | |
| " and Cows, iron | 2x10 p.c. | 2 | Coops (Poultry), new | 1 | |
| China and Glassware, packed (see clause 6, page 7) | D, 3 | 3 | Copper, in ingots or cakes | 1 | |
| Chinese and Japanese Goods, not otherwise specified (see clause 6, page 7) | D, 3 | 3 | " Ore (same as Quartz). " Scraps | 1 | |
| Chlorate of Potash | 1 | | " Tubing, Piping, Sheet, and Wire | 2 | |
| Chloride of Lime | 1 | | " Nails, Rivets, & Rods | 2 | |
| Chocolate | 2 | | Copperas, packed | 1 | |
| Churns and Churning Machines | 3 | | Copying Presses | 3 | 2 |
| Cider—in casks, or bottled, in cases | 2 | | Cordage | 2 | |
| Cigars and Cigarettes, in cases | 3 | | Cordials, in jars and bottles | 3 | |
| Circus Plant and Steam Circuses (see page 49). | | | " " cases, casks and hampers | 2 | |
| Cisterns (same as Galvanised Tanks). | M. | | Corks | 3 | |
| Clay, Fire and other | 1 | | Cornercrushers | 2 | 1 |
| " Retorts and Blocks | D, 3 | 3 | Corn Flour | 1 | |
| Clocks, in cases (see clause 6, page 7) | 2 | 1 | " Shellers and Screens | 2 | 1 |
| Clod Crushers | 2 | | " Sacks (new) | A. | |
| Closet Pans | 2 | | " " smaller quantities B min. 10cwt. 3 + 25 p.c. | 3 | 3 |
| Closets, Earth | 2 | | Cornices and Cornice Poles | | |
| Cloth, Floor (see Linoleum for conditions) | 3 | 2 | Corrugated Iron, in cases (see Iron) | 1 | |
| Cloth, Oil and Linoleum (see Linoleum for conditions) | 3 | 2 | " " loose (see Iron) | 2 | |
| Clothing | 3 | | Cotton and Linen Goods, in boxes, cases, bales, and trusses | 3 | |
| Coach and Carriage Wheels | 3 | | Cotton Waste | 1 | |
| Coach and Upholsterers' Trimnings | 3 | | Counter and Shop Fittings | 3 + 25 p.c. | 3 |
| Coal, imported (for exceptions see pages 46 and 49) | | A. | Crab Winches | 2 | |
| " raised in the colony in truck loads | | ½d. per ton per mile | Crane Work, in parts | 1 | |
| " Scuttles | 3 | | Cranes, complete, loaded in railway wagons | 2 | |
| Cocoa | 2 | | Crates (new) Empty | 1 | |
| Cocoanut and Coir Matting | 2 | | Crockery (see Earthenware). Crossings, Joints, and Points (Railway) | A. | |
| " Oil, in casks or iron drums | 2 | | Crowbars | 1 | |
| Cocoanuts, packed | 1 | | Crucibles | 1 | |
| " loose | 2 | | Crushing Machinery (Quartz), S. to S. (see Machinery, page 24) | 2 + 10 p.c. | 2 |
| Coffee | 2 | | Crystals (Soda) | 1 | |
| Coir Matting | 2 | | Currants (dried) | 2 | |
| " Yarn | 1 | | Cutlery | 3 | |
| Coke | A. | | Cyanide of Potassium, 4 ton lots | 1 | |
| Colliery Machinery (see Machi- nery) | 2 | | Cyanide of Potassium, smaller | 2 | |
| " Screens and Tips (see Machinery) | 2 | | | | |
| Colza Oil | 2 | | | | |

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-------------|------|---|-------------|-------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Cylinders, rough (<i>see</i> Iron, page 22) | 1 + 10 p.c. | 1 | E. | | |
| Cylinders, turned and polished (<i>see</i> Iron, page 22) ... | 3 | 2 | Earth | M. | |
| D. | | | „ Closets and Closet Pans ... | 2 | |
| Dairy Produce, N.O.S. ... | 1 + 10 p.c. | 1 | „ Scoops | 2 | 1 |
| Dairy Produce, Local (min. 10 cwt.) | B + 10 p.c. | B. | Earthenware, in boxes and cases | 3 | |
| Dates | 1 | | Earthenware, in hampers ... | 2 | |
| Deals (<i>see</i> Timber, page 28). | | | Earthenware, in casks and crates | 2 | |
| Detonators (<i>see</i> Explosives, page 14). | ... | 3 | Edge Tools | 2 | |
| Diamond Drill Plant (<i>see</i> Boring Plant, page 16). | | | Eggs, packed | ... | 1 |
| Dishes, Bowls, and Tubs (galvanised iron) (<i>see</i> Iron) | 2 | | Elevators | 2 | 1 |
| Disinfecting Fluid, in casks or tins | 1 | | Empties, returned (<i>see</i> pages 49 and 50) | | |
| Disinfecting Fluid, in bottles, packed in cases, hampers, or baskets | 2 | | Empties, new or not returned, N.O.S. | 1 | |
| Disinfecting Jars | 3 | | Engines (<i>see</i> Machinery, page 24) | | |
| Disinfecting Powder | 1 | | Engravings and Paintings (<i>see</i> Clause 6, page 7) | 3 | |
| Distillery Apparatus (<i>see</i> Machinery) | 3 + 25 p.c. | 3 | Eucalyptus Oil | 2 | |
| Dobbins (<i>see</i> Vehicles, page 50). | | | a Ensilage | A x 10 p.c. | A. |
| Dog Carts (<i>see</i> Vehicles, page 50). | | | Evergreens (carriage to be prepaid) | ... | 3 |
| Donkey Engines (<i>see</i> Machinery, page 24). | | | Excavators (same charges as Cranes) | | |
| Doors and Door Frames (wooden) | 2 | | Exhibits at Shows (<i>see</i> Regulations, page 51). | | |
| Doors and Door Frames (with glass) | 3 + 50 p.c. | 3 | Explosives, except safety and small arm (<i>see</i> page 14) ... | ... | 3 |
| Doors and Door Frames (furnace) | 2 | | F. | | |
| Door Bolts, Chains, Knobs, Knockers, Latches, Plates, and Springs | 2 | | Fancy Goods | 3 + 50 p.c. | 3 |
| Drain Pipes and Roofing Tiles, Glazed | B + 10 p.c. | B. | Fang Bolts | B. | |
| Drain Pipes and Tiles (common) | A + 10 p.c. | A. | Fat and Tallow (min. 10 cwt.) | B. | |
| Drapery, in bales, packs, and trusses | 3 | | Feathers and Plumes | 3 x 50 p.c. | |
| Drapery, in boxes, cases, and hampers | 3 | | Felloes, Naves, and Spokes ... | B. | |
| Drays (<i>see</i> Vehicles, page 50). | | | Felt | 2 | |
| Dray and Wagon underframes and Fittings ... | 1 + 10 p.c. | 1 | Felt for roofing and insulating | 1 | |
| Dripping and Lard, in casks, kegs, and cases, imported ... | 1 x 10 p.c. | 1 | Fencing Posts and Rails (<i>see</i> Timber, page 28). | | |
| Dripping and Lard, in casks, kegs, and cases, made in the Colony (min. 10 cwt.) ... | B x 10 p.c. | B. | Fencing Wire and Standards | 1 | |
| Drugs and Medicines | 3 | | „ „ „ in 1-ton lots | ... | B x 25 p.c. |
| Drums, iron (new and empty) | 2 | | Fencing Wire and Standards, in 2-ton lots | ... | B. |
| Dryblowers | 1 x 10 p.c. | 1 | Fender and Fire Irons, in cases (<i>see</i> Iron, page 22) ... | 2 | |
| Dyes (liquid), in casks, iron drums, and tins | 3 | | Fenders and Fire Irons, loose | 3 x 25 p.c. | 3 |
| Dyewood | 1 | | Ferns (Tree) | ... | 1 |
| Dynamite (<i>see</i> Explosives, page 14) | ... | 3 | „ in pots | ... | 3 |
| Dynamos and Electric Machinery, packed | 2 | | Fibre, not otherwise specified | 2 | |
| Dynamos and Electric Machinery, unpacked | 3 | | „ Coconut | 2 | |
| | | | Figs (<i>see</i> Fruit). | | |
| | | | Figs, dried | 2 | |
| | | | Files, packed | 1 | |
| | | | Filters, packed | 2 | |
| | | | „ unpacked | 3 | 2 |
| | | | Fire Arms, in cases | 3 | |
| | | | Fire Blocks, Bars, and Bearers | 1 | |
| | | | „ Boxes of Portable and other Engines, packed | 2 | |
| | | | Fire Bricks | A. | |

ALPHABETICAL CLASSIFICATION OF GOODS.

21

| Articles. | Class. | | Article. | Class. | |
|--|-------------|------|--|-------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| a Gram | A x 10 p.c. | A. | Hoop Iron or Steel (<i>see</i> Iron, page 22) | 1 | |
| Grapes (<i>see</i> Fruit). | | | Hop Beer, bottled, in cases and casks, made in the colony | 1 | |
| Grape Crushing Machinery (<i>see</i> Machinery). | | | Hops, in bales or pockets | 2 | |
| a Grass Seed | A x 10 p.c. | A. | Horns and Hoofs | B. | |
| Grates and Stoves, not packed | 3 x 25 p.c. | 3 | Horse or Cattle Provender, in bags | 1 | |
| Grates and Stoves packed ... | 3 | | Horses (<i>see</i> page 52). | | |
| Gratings, Cast Iron (<i>see</i> Iron, page 22) | 3 | 2 | Horse-powers | 2 | 1 |
| Gravel and Road Metal ... | M. | | Horse Shoes in bags, casks and packages | 1 | |
| Gravestones or Tombstones | 3 x 25 p.c. | 3 | Hosiery and Haberdashery in bales, packs, and trusses ... | 3 | |
| Grease, Antifriction and Axle | 1 | | Hosiery and Haberdashery, in boxes, cases, hampers, parcels | 3 | |
| Green Fodder (same as Hay). | | | Houses (Wood, Portable) ... | 2 | 1 |
| Grindery | 2 | 1 | Hurdles (Wood and Iron) ... | 1 | |
| Grindstones | 2 | | Hydraulic Machinery (<i>see</i> Machinery) | 2 x 10 p.c. | 2 |
| Groceries and Oilmen's Stores, in casks and cases, N.O.S.... | 2 | | | | |
| Grubbers, Tree | 2 | 1 | I. | | |
| Guano (minimum 10 cwt.) ... | M. | | Ice (freight to be prepaid) ... | 1 | |
| Gum | 1 | | „ in 4 ton loads (do.) ... | | A. |
| Gun Cotton (<i>see</i> Explosives, page 14) | | 3 | „ Safes and Chests | 3 | |
| Gunpowder (<i>see</i> Explosives, page 14) | | 3 | Implements, Agricultural, S. to S. | 2 | 1 |
| Guttering, Tubing and Piping (Galvanised, Zinc, or Tin)... | 3 | 2 | Incubators | 3 | |
| Gypsum... .. | R. | | India Rubber and India Rubber Goods | 2 | |
| | | | a Indian Corn | A x 10 p.c. | A. |
| H. | | | Ink, Printers' | 1 | |
| Hair, Plasterers' | 1 | | „ Writing | 2 | |
| „ for upholstering purposes | 3 | | Instruments, Musical and Scientific, packed, N.O.S. ... | 3 | |
| Hams and Bacon, packed in cases, casks, or packages ... | 1 | | Instruments, Musical and Scientific, not packed ... | D, 3 | 3 |
| Hand Carts and Trucks ... | 2 | | Insulators, packed | 1 | |
| Handles—Broom, Fork, Mop, Rake, Shovel, and Spade ... | 2 | | †IRON AND STEEL— | | |
| Hardware, N.O.S. | 3 | | Airbricks | 2 x 10 p.c. | 2 |
| „ N.O.S. in casks or cases | 2 | | Anchors | 1 | |
| Harness and Saddlery, in cases | 3 | | Angle Bars and Plates ... | 1 | |
| „ „ „ loose or in bags | 3 | 2 | Anvils | 1 | |
| Harrows | 2 | 1 | Axle Arms and Boxes ... | 2 | |
| Hats, in cases and crates ... | 3 x 25 p.c. | 3 | Axles and Wheels (railway and tramway) | 1 | |
| Hay, min. 2½ tons per truck... | A x 10 p.c. | A. | Bar and Rod... .. | B. | |
| Hay, smaller quantities, actual weight | 1 | B. | Bearers and Bed Plates ... | 2 | |
| Hay Presses | 2 | 1 | Boilers, Steam, S. to S. ... | 2 | 1 |
| Hay Rakes and Elevators ... | 2 | 1 | (Requiring more than one wagon to be charged not less than one ton per wagon.) | | |
| Hearthstones | 1 | B. | Boilers, Kitchen, Washing, or other open | 3 | 2 |
| Hemp | 1 | | Bolts, Nuts, Washers, and Boiler Rivets | 1 | |
| Hemp Seed | 2 | | Brake Blocks | 1 | |
| Hessian | 2 | | | | |
| * Hides and Skins in bundles | 1 | | | | |
| * Hides and Skins, loose ... | 1 x 10 p.c. | | | | |
| Hobby Horses (<i>see</i> Swing Boats). | | | | | |
| Hogsheads, new | 1 | | | | |
| Hollow-ware, N.O.S. | 3 x 25 p.c. | 3 | | | |
| Honey in tins and cases ... | 1 | | | | |

* Green Hides and Skins sent for local manufacture will be reduced to B rate, upon application with certificate from the Tannery at which they have been treated.

† All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate, if consigned in lots of 4 tons, and not requiring more than one 4-wheeled wagon for conveyance.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|--------------------------------------|-------------|------|--------------------------------------|-------------|-------------|
| | C.R. | O.R. | | C.R. | O.R. |
| † IRON & STEEL (<i>continued</i>)— | | | † IRON & STEEL (<i>continued</i>)— | | |
| Bridgework, consisting of | | | Lathing | 2 | |
| Floor Plates, Lattice Bars, | | | Mining Cages, Screens and | | |
| Struts and Ties, Cross and | | | Tips, S. to S. | 2 | |
| Longitudinal Girders, Can- | | | Mould Boards | 2 | |
| tilevers, Joists, Screw, and | | | Nails and Spikes | 1 | |
| other Piles and Girders ... | 2 | | Ore | M. | |
| Buckets and Pails | 2 | | Ovens, Camp and Colonial ... | 3 | 2 |
| Buckets, Mining and Dredg- | | | ing, patent, same as | | |
| ing, S. to S. | 2 | | Stoves. | | |
| Buffers and Buffer Heads ... | 2 | | Pans | 2 | |
| Cables and Chains | 1 | | Pedestals and Pilasters ... | 2 | |
| Cages, Mining, S. to S. ... | 2 | | Pig | M. | |
| Cams, Stamper Heads, and | | | Pipes, Gas and Water, Cast | | |
| Shoes (rough castings) ... | 1 | | Iron, including T bends | | |
| Castings, rough | 1 x 10 p.c. | 1 | and junctions | 1 | |
| „ in cases | 2 | 1 | Pipes, wrought, riveted, not | | |
| „ turned and pol- | | | exceeding 12 inches ... | 1 | |
| ished, and light | | | Pipes, wrought, riveted, ex- | | |
| and fragile | 3 | 2 | ceeding 12 inches ... | 2 | |
| Chains, N.O.S. | 2 | | Pipes, Rainwater, Spouting | | |
| Chain, Cable | 1 | | and Connection (cast iron) | 1 | |
| Chimney Pieces, packed ... | 3 | 2 | Pipes, Galvanised | 1 | |
| Chimney Pieces unpacked ... | 3 x 50 p.c. | 3 | Plates | 1 | |
| Chimney Pots and Cows ... | 2 x 10 p.c. | 2 | Ploughshares | 1 | |
| Columns, Wrought and Cast | 2 | | Posts | 2 x 10 p.c. | 2 |
| Crab Winches | 2 | | Pots | 2 | |
| Cranes (Water and Derrick) | | | Pulleys | 2 | |
| parts | 1 | | Rails, Chairs, Fishplates and | | |
| Cranes (Water and Derrick) | | | Spikes, Points and Cros- | | |
| complete | 2 | | sings | A. | |
| Crowbars | 1 | | Railway Carriage and Wagon | | |
| Cylinders, rough | 1 x 10 p.c. | 1 | Work | 1 | |
| „ turned & polished ... | 3 | 2 | Railway Signal Posts and | | |
| Corrugated, Galvanised or | | | Racks | 1 | |
| Sheet Iron, in cases ... | 1 | | Railway Construction Mate- | | |
| Corrugated, Galvanised or | | | rial, consisting of Turn- | | |
| Sheet Iron, loose | 2 | | table Material, Boring | | |
| Curved, in cases | 1 | | Tools, Tank Plates ... | 1 | |
| „ loose | 2 | | Railings | 2 x 10 p.c. | 2 |
| Dishes, Bowls, and Tubs, | | | Retorts | 2 | |
| galvanised | 2 | | Rings | 2 | |
| Engine and Machine Bed | | | Rivets | 1 | |
| Plates | 2 | | Roofwork | 2 | |
| Fenders and Fireirons, | | | Ridging | 3 | 2 |
| packed | 2 | | Rims | 2 | |
| Fenders and Fireirons, | | | Rope | 2 | |
| unpackd | 3 x 25 p.c. | 3 | Safes, packed | 3 | |
| Fire Bars, Blocks, & Bearers | 1 | | „ unpacked | 3 x 50 p. | 3 |
| Flues and Funnels | 2 | | Sashweights | 1 | |
| Fly and Spur Wheels, not | | | Scrap | M. | |
| exceeding 8ft. in diameter | 2 | | Screws and Washers ... | 1 | |
| Forgings, rough | 1 | | Scythes and Scythe Blades | 2 | |
| Gasometer Plates and | | | Shafting | 2 | |
| Weights | 1 | | Sheet, in cases | 1 | |
| Gates | 2 | | „ loose | 2 | |
| Girders (if more than one | | | Skips, Mining, S. to S. ... | 2 | |
| wagon is required, min. | | | Sole-plates | 2 | |
| charge 1 ton per wagon) | 2 | | Spouting | 3 | 2 |
| Grates, packed | 3 | | Springs—Carriage, Dray, | | |
| „ unpacked | 3 x 25 p.c. | 3 | and Truck | 2 | |
| Gratings | 3 | 2 | Stampers and Shoes ... | 1 | |
| Hoop | 1 | | Standards for fencing ... | 1 | |
| Hurdles | 1 | | Standards for fencing, 1 ton | | |
| Horse-shoes, packed ... | 1 | | lots | | B x 25 p.c. |
| Lamp and Verandah Posts | 2 x 10 p.c. | 2 | Standards for fencing, 2 ton | | |
| Lathes | 2 | | lots | | B. |

† All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate if consigned in lots of 4 tons, and not requiring more than one 4-wheeled wagon for conveyance.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|--|---|--|-------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| †IRON & STEEL (<i>continued</i>)— | | | Kegs and Drums, empty ... | 2 | |
| Staples, Droppers, and | | | Kerosene | ... | 2 |
| Wedges | 1 | | Keys and Locks | 2 | |
| Stoves, packed | 3 | | Kitchen Boilers (<i>see</i> Boilers) | 3 | 2 |
| „ unpacked | 3 x 25 p.c. | 3 | | | |
| Tanks, square, empty ... | 3 + 50 p.c. | | L. | | |
| „ „ filled | 3, and contents as per classification. | | Ladders, exceeding 15 feet, minimum charge as for one ton per wagon S. to S.; if loaded with other goods, actual weight, provided minimum one ton per wagon is maintained | 1 | |
| „ galvanised, empty ... | D, 3 | 3 + 50 p.c. | Lampblack | 2 | |
| „ „ filled | D 3, and contents as per classification. | 3 + 50 p.c. and contents as per classification. | Lamp Glasses (<i>see</i> Clause 7, page 7) | 3 x 25 p.c. | 3 |
| Telegraph Posts & Brackets | 1 | | Lamp and Verandah Posts (Iron and Wood) | 2 x 10 p.c. | 2 |
| Tires and Tire Iron ... | 1 | | Lamp Reflectors | 2 | |
| Trucks and Skips, mining, S. to S. | 2 | | Lamp Wick | 2 | |
| Tubs and Buckets | 2 | | Lamps | 3 x 50 p.c. | 3 |
| Tubes, boiler | 2 | | Lard, in casks, kegs, or cases, imported | 1 x 10 p.c. | 1 |
| Troughs | 2 | | Lard, made in the colony (min. 10 cwt.) | B x 10 p.c. | B. |
| Tubing for Diamond Drills | 1 | | Lathes | 2 | |
| Tubing for Diamond Drills, 4 ton per wagon | ... | A. | Lathing, Patent Iron (<i>see</i> Iron) | 2 | |
| Tue irons | 2 | | Laths (<i>see</i> Timber, page 28). | | |
| Valves | 2 | | Lathwood („ „ 28.) | | |
| Vices | 2 | | Lawn Mowers | 2 | |
| Weights | 1 | | Lead, Pig | B. | |
| Wheels, Fly and Spur (not exceeding 8 feet in diameter) | 2 | | „ Sheet | 2 | |
| Wheels, Railway, rough, engine, car or wagon ... | 1 | | „ Piping | 2 x 10 p.c. | 2 |
| Wheels, not otherwise specified | 3 | 2 | „ Red and White | 2 | |
| Wire-fencing and Netting in bundles | 1 | | „ Ore (same as Quartz).... | | |
| Wire-fencing and Netting in bundles, 1 ton lots | ... | B x 25 p.c. | „ Scrap | B. | |
| Wire-fencing and Netting in bundles, 2 ton lots | ... | B. | Leather, in bales, bundles, and cases | 2 | |
| Wire, N.O.S. | 1 | | Leather Belting | 2 x 10 p.c. | 2 |
| Iron, not otherwise specified | 2 | | „ American | 3 | |
| Ironmongery, N.O.S. in Casks or Cases | 2 | | Lemons and Oranges, in boxes, casks, and crates (<i>see</i> Fruit) | | |
| Ironmongery, N.O.S. | 3 | | Light Goods, N.O.S. | D, 3 | 3 |
| Ironstone and Ore | M. | | Lime | M. | |
| J. | | | Lime Juice, in hampers, casks, and cases | 2 | |
| Jam, including Marmalade, in boxes casks, and cases, imported | 2 | | Limestone | M. | |
| Jams, including Marmalade made in the colony | ... | B. | Linen Goods, in bales, packs, and trusses | 3 | |
| Japanned Ware | 3 x 25 p.c. | 3 | Linen Goods, in boxes, cases, and hampers... .. | 3 | |
| Japanese Goods, N.O.S. ... | D, 3 | 3 | Linoleum and Floorcloth, in rolls not exceeding 15 feet long | 3 | 2 |
| Jarrah Wood (<i>see</i> Timber, page 28). | | | Linoleum and Floorcloth, exceeding 15 feet, minimum charge as for one ton per wagon, S. to S. | 3 | 2 |
| Jars (<i>see</i> Bottles, page 17). | | | (If loaded with other goods, actual weight, provided min. one ton per wagon is maintained.) | | |
| Joinery, N.O.S. | 3 x 25 p.c. | 3 | a Linseed | A x 10 p.c. | A. |
| Joints, Railway | A. | | a „ Meal. | A x 10 p.c. | A. |
| K. | | | | | |
| Kangaroo, Opossum and Wallaby Skins | 1 | | | | |
| Kapock | 3 | | | | |

† All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate if consigned in lots of 4 tons, and not requiring more than one 4-wheeled wagon for conveyance.

24 ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|--------------------------|------------------|--|-------------|-----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Linseed Oil | 2 | | Match Boards (<i>see</i> Timber). | | |
| Liqueurs (<i>see</i> Spirits). | | | Matches and Vestas (<i>see</i> Explosives Regulations, page 14) | 2 | 3 |
| Live Stock (<i>see</i> pages 52 to 67). | | | Mats | 2 | |
| Locks and Keys | 2 | | Matting | 2 | |
| Locomotives (<i>see</i> Regulations, page 49). | | | Mattresses (Wire, Woven or other) | 3 x 25 p.c. | 3 |
| Logs and Piles (<i>see</i> Timber, page 28). | | | a Meal | A x 10 p.c. | A. |
| Logwood | 1 | | Meat, Fresh and Frozen | | 1 |
| Looking Glasses, packed } " " in skele- } " " ton cases } " " unpacked } | 3 3 x 25 p.c. D, 3 | | " " " in cool storage vans | | 2 (min. 2 tons) |
| Lucifer Matches and Vestas (<i>see</i> Explosives Regulations) | | 3 | " Preserved, in tins or casks | 1 | |
| Luggage (personal) | 3 | | " Safes | 3 x 25 p.c. | 3 |
| M. | | | Melons (<i>see</i> Fruit) | A. | |
| * MACHINERY & MACHINES, S. to S.— | | | Metal, Road | M. | |
| Machinery, N.O.S., not packed | 3 x 25 p.c. | 3 | Meters, Gas and Water | 3 | |
| " " packed | 2 x 10 p.c. | 2 | Mica | B. | |
| Brick-making Machinery | 2 | | Milk, 1d. per gallon up to 25 miles; 3d. per gallon up to 50 miles; 1d. per gallon up to 100 miles; 1d. per gallon up to 150 miles; 3d. per gallon extra for each additional 100 miles or part of 100 miles. Minimum charge, 6d. | | |
| Colliery " " " " " Screens and Tips | 2 | | Milk, Concentrated, in cases or jars, packed in cases | 2 | |
| Diamond Drills (<i>see</i> Boring Plant). | | | Milk (Preserved), in tins, packed in boxes, casks, or cases | 2 | |
| Distillery Apparatus | 3 x 25 p.c. | 3 | Millinery, in cases and boxes | 3 x 25 p.c. | 3 |
| Engines (other than Locomotive) | 2 x 10 p.c. | 2 | Mills, Wind | 2 | 1 |
| Flour Dressing | 2 | | Mineral Waters, in cases and casks | 1 | |
| Grape Crushing | 2 x 10 p.c. | 2 | Mining Cages, Screens and Tips, S. to S. (<i>see</i> Iron) | 2 | |
| Hydraulic Machinery and Presses | 2 x 10 p.c. | 2 | Mining Props (<i>see</i> Timber, page 28). | | |
| Lawn Mowers | 2 | | Mining Trucks and Buckets, S. to S. (<i>see</i> Iron) | 2 | |
| Mining Machinery | 2 x 10 p.c. | 2 | Mining Machinery, S. to S. (<i>see</i> Machinery). | | |
| " " in lots of 12 tons and upwards (min. 4 tons per wagon) | | B x 50 p.c. | Mirrors (<i>see</i> Looking Glasses). | | |
| Pile-driving Machinery | 2 | | Molasses | 1 | |
| Printing " " " " " Quartz Crushing | 2 | | Mould Boards (<i>see</i> Iron) | 2 | |
| Stone Breaking | 2 x 10 p.c. | 2 | Mouldings and Architraves | 2 | |
| Water Boring (<i>see</i> Boring Plant). | | | Mouldings and Beadings (picture), packed | 3 | |
| Weighing | 3 | 2 | Mouldings and Beadings, picture, unpacked | 3 x 25 p.c. | 3 |
| Magazines, Newspapers, and Periodicals | 2 | | Mowing Machines | 2 | 1 |
| Mail Carts (Children's), packed | 3 x 25 p.c. | 3 | Musical Instruments, packed | 3 | |
| a Maize and Maizemeal | A x 10 p.c. | A. | " " not packed | D, 3 | 3 |
| Maizena | 1 | B. | Mustard | 2 | |
| Malt | 1 | | N. | | |
| Manganese Ore | M | | Nails, Rivets, and Screws (iron and steel) | 1 | |
| a Mangold-Wurzels | A x 10 p.c. | A. | Nails, Rivets, and Screws (copper and brass) | 2 | |
| Mangles | 3 | 2 | Naphtha | | 2 |
| Manure, Stable and other (min. 10 cwt.) | M. | | Naves and Hubs | B. | |
| Marble, Polished, in cases (not gravestones) | 2 | | Nectarines (<i>see</i> Fruit). | | |
| Marble, Polished, loose (not gravestones) | 3 | 2 | | | |
| Marble, in the rough | 1 | B. (min. 2 tons) | | | |
| Marmalade (<i>see</i> Jam). | | | | | |
| Marquees and Tents | 2 | | | | |

* Machinery will be carried in quantities if not less than 4 tons at 1st Class rate, O.R., provided that no less weight is carried on each 4-wheel truck necessary for conveyance.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|-------------|-------------|---|-------------|-------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Netting, Wire | 1 | | Peas green (<i>see</i> Vegetables). | | |
| " " in one-ton lots | ... | B x 25 p.c. | Pedestals and Pilasters ... | 2 | |
| " " in two-ton " | ... | B. | Pelts | B. | |
| New Railway Vehicles (<i>see</i> | | | Pepper | 2 | |
| Regulations, page 49). | | | Perambulators, packed ... | 3 x 50 p.c. | 3 |
| Newspapers, Magazines and | | | " unpacked ... | D, 3 | 3 x 50 p.c. |
| Periodicals | 2 | | Perfumery | 3 | |
| Nuts, Edible, N.O.S. ... | 2 | | Periodicals, Magazines and | | |
| " Iron (<i>see</i> Iron and Steel) | 1 | | Newspapers | 2 | |
| | | | Petroleum | ... | 2 |
| O. | | | Pianos and Organs, packed in | | |
| Oakum and flock | 3 | | cases | 3 | |
| Oatmeal | A x 10 p.c. | A. | Pianos and Organs, not packed | D, 3 | 3 |
| a Oats | A x 10 p.c. | A. | Pickets (<i>see</i> Timber, page 28). | | |
| Ochre | 1 x 10 p.c. | 1 | Pick Handles or Helves ... | 2 | |
| Oils, in casks, cases, and tins, | | | Pickles | 2 | |
| N.O.S. | 3 | | Picture Frames | D, 3 | 3 |
| Oils, Castor, Colza, and Olive | 2 | | Pictures, in cases (<i>see</i> Clause | | |
| " (other than Kerosene), | | | 6, page 7) | 3 | |
| for Mining purposes | 2 | | Pier Glasses (<i>see</i> Looking | | |
| Oils (other than Kerosene), for | | | Glasses). | | |
| Mining purposes, in 4 ton lots | | 1 | Pig Iron | M. | |
| a Oil Cake | A x 10 p.c. | A. | " Lead | B. | |
| " Vitriol | ... | D, 3 | Pigs (<i>see</i> Live Stock, page 53). | | |
| Oilmen's Stores, N.O.S. ... | 2 | | Pine (<i>see</i> Timber, page 28). | | |
| a Onions | A x 10 p.c. | A. | Pile Drivers and Pile Driving | | |
| Opium | ... | D, 3 | Machinery (<i>see</i> Machinery) | 2 | |
| Oranges and Lemons, in boxes, | | | Piles and Logs (<i>see</i> Timber, | | |
| casks, and crates (<i>see</i> Fruit). | | | page 28). | | |
| Ores, Crude, N.O.S. (<i>see</i> | | | Pipes (Brass and Copper) ... | 2 | |
| Quartz). | | | " Drain and Tiles (com- | | |
| Organs (same as Pianos). | | | mon) | A x 10 p.c. | A. |
| Ornaments | D, 3 | 3 | " Drain and Tiles (glazed) | B x 10 p.c. | B. |
| Ovens (<i>see</i> Iron). | | | " Galvanised Iron (<i>see</i> | | |
| Oysters, in bags | 1 | | Iron) | 1 | |
| | | | " Galvanised Tin or Zinc | 3 | 2 |
| | | | " Lead | 2 x 10 p.c. | 2 |
| | | | " Gas and Water (<i>see</i> | | |
| | | | Iron). | | |
| | | | " Rainwater, Spoutings, | | |
| | | | and Connections (Tin | | |
| | | | or Zinc) | 3 | 2 |
| P. | | | Pit-boring and Well-boring | | |
| Packed Manures (min. 10 cwt.) | M. | | Tools | 1 | |
| Pails (wooden and iron) ... | 2 | | Pitch and Tar | B. | |
| Paints and Colours, in casks, | 2 | | Pitch Pine (<i>see</i> Timber, page | | |
| drums, or tins | | | 28). | | |
| Paintings and Engravings, | 3 | | Pitwood, Propwood, and Pit- | | |
| (<i>see</i> Clause 6, page 7) ... | 2 | | props (<i>see</i> Timber, page 28). | | |
| Pans, iron and copper ... | 1 | | Planks (<i>see</i> Timber, page 28). | | |
| Paper Bags, packed | 1 | | Plants, Garden and Budding. | | |
| " Printing and Wrapping, | | | in boxes and cases | 2 | |
| in bales and bundles | 1 | | Plants, Shrubs and Trees | | |
| " Emery | 2 | | (Ornamental) in baskets, | | |
| " Hangings and Wall | | | mats, pots, and tubs ... | 3 | 2 |
| Papers | 3 | | Plaster | 1 x 10 p.c. | 1 |
| " Waste | B. | | Plaster of Paris Ornaments ... | D, 3 | 3 |
| Papier-maché Goods | 3 | | Plate (Gold and Silver), to be | | |
| Paraffin Oil | ... | 2 | carried by special arrange- | | |
| Patent Iron Lathing (<i>see</i> Iron) | 2 | | ment only, both in respect | | |
| Patterns | 2 | | to rates and conveyance (<i>see</i> | | |
| Paving Blocks, wooden (<i>see</i> | | | Clause 6, page 7). | | |
| Timber). | | | Plate Glass, in cases (<i>see</i> Clause | | |
| Peaches (<i>see</i> Fruit). | | | 6, page 7) | D, 3 | 3 |
| Pearl Barley | 1 | | Plate and Sheet Iron (<i>see</i> Iron). | | |
| " Shells | 1 | | Plated Goods (<i>see</i> Clause 6, | | |
| Pears (<i>see</i> Fruit). | | | page 7). | 3 | |
| Peas, dried and split ... | 1 | | Ploughs | 2 | 1 |
| a Peas, dried for fodder ... | A x 10 p.c. | A. | Plough Shares | 1 | |

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-------------|-----------|--|-------------|------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Plumes and Feathers | 3 x 50 p.c. | | Rain Water Pipes, Tin ... | 3 | 2 |
| Plums (<i>see</i> Fruit). | | | " " Iron (<i>see</i> ... | 1 | |
| Points, Railway | A. | | Raisins, dried | 2 | |
| Poles, Telegraph and Scaffold | | | Rakes, Hay | 2 | 1 |
| (<i>see</i> Timber, page 28). | | | Ranges, Cooking (<i>see</i> Grates | | |
| a Pollard | A x 10 p.c. | A. | and Stoves). | | |
| Pork and Beef, salt, in casks | 1 | | Rattans and Willows ... | 1 | |
| Portable Engines, S. to S. (<i>see</i> | | | Reaping Machines | 2 | 1 |
| Machinery, page 24). | | | Red Lead | 2 | |
| Porter (same as Ale). | | | Resin | 1 | |
| Posts and Rails, wooden (<i>see</i> | | | Retorts, Clay | 1 | |
| Timber, page 28). | | | " Iron (<i>see</i> Iron) ... | 2 | |
| Posts, Iron (<i>see</i> Iron) | 2 x 10 p.c. | 2 | Returned Empties (<i>see</i> Regu- | | |
| a Potatoes | A x 10 p.c. | A. | lations, page 49). | | |
| Pots, Iron | 2 | | Rice | 1 | |
| " Flower, in casks or crates | 2 | 1 | Ridging (<i>see</i> Iron) | 3 | 2 |
| " " loose | 3 | 2 | Rims and Rings (<i>see</i> Iron) ... | 2 | |
| " Chimney (earthenware) | B x 10 p.c. | B. | Rivets, Screws, and Nails (iron | | |
| Pottery, in crates | 2 | 1 | and steel) | 1 | |
| " minimum 4 tons per | | | Rivets, Screws, and Nails (cop- | | |
| wagon | | B. | per and brass) | 2 | |
| Poultry, dead (freight to be | | | Road Metal | M. | |
| prepaid), minimum, 1 cwt. | 1 | | Rock Salt | A. | |
| Poultry, alive in crates, cases, | | | " " smaller quantities | | B (min. 10 |
| etc. | 3 | 1 (min. 1 | | | cwt.) |
| | | cwt.) | | | |
| Powder (<i>see</i> Explosives, page | | | Rods, Copper and Brass ... | 2 | |
| 14) | | 3 | " Iron (<i>see</i> Iron). | | |
| Powders, Baking, etc. (non- | | | Rollers, Road and Garden ... | 2 | |
| explosive) | 2 | | Roofing, Felt | 1 | |
| Preserved Fruit (<i>see</i> Fruit). | | | " Slates and Tiles (com- | | |
| Preserved Meat | 1 | | mon) | A x 10 p.c. | A. |
| Preserves, in cases, N.O.S. ... | 2 | | Roofing Slates and Tiles | | |
| Printing Ink | 1 | | (glazed) | B x 10 p.c. | B. |
| " Machinery | 2 | | Roof and Bridge Work, iron | | |
| " Material and Type, | | | (<i>see</i> Iron) | 2 | |
| in cases | 2 | | Rope, Hemp and Wire | 2 | |
| Produce, Dairy, N.O.S. ... | 1 x 10 p.c. | 1 | Rubber and Leather Belting | 2 x 10 p.c. | 2 |
| Produce, Dairy, Local, mini- | | | Rugs, packed in bales and | | |
| mum, 10 cwt. | B x 10 p.c. | B. | bundles | 3 | |
| Props, Mining (<i>see</i> Timber Re- | | | Rushes (<i>see</i> Straw). | | |
| gulations, page 28). | | | Rye | A x 10 p.c. | A. |
| Provisions, Preserved, N.O.S. | 2 | | | | |
| Pulleys, wood or iron | 2 | | S. | | |
| Pumps and Pump Castings ... | 2 x 10 p.c. | 2 | Sacks, Corn, new, in bales ... | A. | |
| a Pumpkins | A x 10 p.c. | A. | " " " smaller lots | | B (min. 10 |
| Pyrites | M. | | | | cwt.) |
| | | | Saddlery and Harness, in cases | 3 | |
| Q. | | | " " in bags | | |
| Quartz (<i>see</i> Ores, page 45) in | | | or loose | 3 | 2 |
| 5-ton lots | B. | M. | Saddlers' Ironmongery ... | 2 | |
| Quartz, smaller quantities ... | 1 | B. | Safes, Bread and Meat ... | 3 x 25 p.c. | 3 |
| " Crushing Machinery | | | " Iron, in cases (<i>see</i> Iron) | 3 | |
| <i>(see</i> Machinery) | 2 x 10 p.c. | 2 | " " loose (<i>see</i> Iron) ... | 3 x 50 p.c. | 3 |
| | | | Sago | 2 | |
| R. | | | Salt, Table | 2 | |
| Rackarock (<i>see</i> Explosives, | | | Salt, Common | 1 | |
| page 14) | | 3 | " " minimum 4 tons | | |
| Rags, in bales | B. | | per wagon | | B. |
| Railings and Posts (<i>see</i> Iron) | 2 x 10 p.c. | 2 | Saltpetre | 1 | |
| Rails and Posts, wooden (<i>see</i> | | | Samples, Commercial Travel- | | |
| Timber, page 28) | | | lers' (<i>see</i> page 49) | 3 | |
| Rails, Fishplates, and Spikes | A. | | Sand | M. | |
| Railway Signals and Material | | | Sandalwood—Minimum, Bogie | | |
| belonging thereto | 1 | | High Side Truck, 5 tons; | | |
| Railway Sleepers (<i>see</i> Timber, | | | High Side, 2½ tons; Low | | |
| page 28). | | | Side, 2 tons. All Vans— | | |
| Railway Trucks (<i>see</i> Regula- | | | Single, 3 tons; Double, 6 | | |
| tions, page 49). | | | tons | B x 25 p.c. | |

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-------------|----------------|---|-------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Sandpaper | 2 | | Shop Fittings and Counters... | 3 x 25 p.c. | 3 |
| Sanitary Tubes | 2 | 1 | Shot, in bags and kegs ... | 2 | |
| Sash Weights (<i>see</i> Iron) ... | 1 | | Shovels and Spades, in bundles | 2 | |
| Sauces | 2 | | Shrubs (<i>see</i> Plants). | | |
| Sauce, Tomato, made in the | | | Signal Posts (Railway), and | | |
| Colony | ... | B. | Material belonging thereto | 1 | |
| Sawdust | M. | | Silk Goods (<i>see</i> Clause 6, | | |
| Sawn Timber (<i>see</i> Timber, | | | page 7) | 3 | |
| page 28). | | | *Skins and Hides, in bundles | | |
| Saws, packed | 2 | | or packed | 1 | |
| Scab Specific and Footrot | | | *Skins and Hides, loose ... | 1 x 10 p.c. | |
| Preparations, in casks ... | 1 | | Skips, Mining, S. to S. (<i>see</i> | | |
| Scaffold and Telegraph Poles | | | Iron) | 2 | |
| (<i>see</i> Timber, page 28). | | | Skirting Boards (<i>see</i> Timber, | | |
| Scenery, Theatrical and Pano- | | | page 28). | | |
| rama, in cases | 3 | | Slate Slabs | B. | A. |
| Scenery, Theatrical and Pano- | | | Slates, Roofing (<i>see</i> Roofing | | |
| rama, not packed | 3 x 25 p.c. | 3 | Slates). | | |
| School Furniture | 1 | | Slates, School (<i>see</i> School | | |
| „ Slates in cases | 1 | | Slates). | | |
| „ „ packages | 3 | | Sleepers, Railway (<i>see</i> Timber, | | |
| Scientific Instruments | | | page 28). | | |
| (packed) | 3 | | Smalls (<i>see</i> page 31). | | |
| Scientific Instruments (un- | | | Snuff | D, 3 | 3 |
| packed) | D, 3 | 3 | Soap, Common | 1 | |
| Scrap, Brass, Copper | 1 | | „ Fancy | 2 | |
| „ Iron (<i>see</i> Iron) | M. | | „ Soft | 1 | |
| „ Lead | B. | | Soda, in casks and bags ... | 1 | |
| „ Zinc | 1 | { B min, 1 ton | „ Bicarbonate | 1 | |
| Screw Jacks | 2 | per wagon. | Soda Carbonate, Caustic, and | | |
| Screws and Washers—Copper | | | Crystals and Potash ... | 1 | |
| Screws—Iron and Steel ... | 1 | | Soda Water, in casks and cases | 1 | |
| Scrubland Cultivators, in | | | Sole Bars, Wooden | 1 | |
| pieces | 2 | 1 | Sole Plates and Breasts (<i>see</i> | | |
| Scuttles, Coal | 3 | | Iron) | 2 | |
| Scythes and Scythe Blades ... | 2 | | Spade Handles | 2 | |
| Seats, Garden | 2 | | Spades and Shovels, in bundles | 2 | |
| a Seeds, Agricultural | A x 10 p.c. | A | Spikes and Nails (<i>see</i> Iron) ... | 1 | |
| „ „ Canary and Hemp ... | | | Spirits and Wines, in casks, | | |
| „ „ Grass | A x 10 p.c. | A | cases, and hampers, im- | | |
| „ „ N.O.S. | 2 | | ported | 3 | |
| Seed Sowers | 2 | 1 | Spirits and Wines, in jars, | | |
| Semolina | 2 | | imported | 3 x 50 p.c. | 3 |
| Sewing Machines, packed ... | 3 | | Spokes, Felloes, and Naves ... | B. | |
| „ „ not packed | 3 x 50 p.c. | 3 | Sponges, in bales and cases ... | 3 | |
| Shafting (<i>see</i> Iron) | 2 | | Sporting Cartridges, in cases | ... | 3 |
| Shafts, Cart and Dray | 2 | | Spouting (Tin or Zinc) | 3 | 2 |
| „ Buggy, Carriage, Dog | | | Springs and Axles (<i>see</i> Iron) | 2 | |
| „ „ Cart, and Gig | 3 | | „ „ „ (Railway) | 1 | |
| „ „ Iron | 2 | | Spur and Fly Wheels (not | | |
| „ „ Wood in the rough ... | B. | | exceeding 8ft. in diameter) | 2 | |
| Sheep (<i>see</i> Live Stock Re- | | | Standards (<i>see</i> Iron). | | |
| gulations, page 52). | | | Staples, Iron | 1 | |
| *Sheep Skins, in bundles ... | 1 | | Stampers and Shoes | 1 | |
| „ „ „ loose | 1 x 10 p.c. | | Starch and Blue | 2 | |
| Sheep Troughing or Racks ... | 2 | | Stationery | 3 | |
| Sheep Wash in cases, casks, | | | Staves and Stavewood (<i>see</i> | | |
| and iron drums | 1 | | Timber). | | |
| Sheet Brass and Copper | 2 | | Steam Cranes (<i>see</i> Cranes). | | |
| Sheet Iron (<i>see</i> Iron, page 22). | | | „ „ Engines (<i>see</i> Machinery, | | |
| Sheet Lead | 2 | | „ „ „ page 24). | A. | |
| Shell, Pearl | 1 | | Stearine | | |
| Shingles, in bundles (<i>see</i> | | | Steel Bars and Bundles (<i>see</i> | | |
| Timber). | | | Iron). | | |
| Shoes and Boots, in cases and | | | „ „ Castings (<i>see</i> Iron). | | |
| trunks | 3 | | „ „ Sheets (<i>see</i> Iron). | | |
| Shooks (<i>see</i> Timber). | | | Stock, Live (<i>see</i> page 52). | | |

* Green skins and hides sent for local manufacture will be reduced to B. rates upon application, with certificate, from the Tannery at which they have been treated.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|--------------|------|---|--------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Stone-cutting and Crushing Machines (<i>see</i> Machinery) ... | 2 x 10 p.c. | 2 | †TIMBER (West Australian Hardwoods only)—S. to S. | | |
| Stone rough and undressed ... | M. | | [Minimum 4 tons on timber floats and high-sided wagons, 8 tons on double timber trucks, and 10 tons on bogie trucks, Timber requiring three or more wagons for conveyance must in all cases be charged at measurement or actual weight, with a minimum charge as for 8 tons for two wagons and two tons per wagon for remainder, whether carrying part of the load or used as a safety only.] | | |
| „ dressed for building ... | B. | | Battens ... | M. | |
| „ carved, packed ... | 1 | | Boards, Flooring, and Skirting, rough ... | M. | |
| „ „ not packed ... | 2 | 1 | Boards, Skirting, and Flooring, dressed ... | A. | |
| Stoneware (<i>see</i> Earthenware). | | | Joggled, for mining purposes ... | M. | |
| Stoves and Grates, packed (<i>see</i> Iron) ... | 3 | | Laths in bundles ... | M. | |
| Stoves and Grates, not packed (<i>see</i> Iron) ... | 3 x 25 p.c. | 3 | Lathwood (not Laths) ... | M. | |
| Straw, 2½ tons per wagon ... | A x 10 p.c. | A. | Logs ... | M. | |
| Straw, smaller quantities, actual weight ... | 1 | B. | Mouldings ... | A. | |
| Straw Elevators ... | 2 | 1 | Paving Blocks ... | M. | |
| „ Envelopes for bottles ... | 1 | | Pickets ... | M. | |
| Strawberries and Raspberries | 1 | | Piles ... | M. | |
| Stuffed Animals and Birds, in cases ... | D 3 | 3 | Pitwood, Props, and Propwood ... | M. | |
| Sucking Pigs (in coops or cases), <i>see</i> Animals. | | | Posts and Rails for fencing | M. | |
| Sugar ... | 1 | | Sawn Timber and Planks, rough ... | M. | |
| „ Lump, packed ... | 2 | | Sawn Timber and Planks, dressed or prepared ... | A. | |
| Sulphate of Iron ... | 1 | | Scaffold Poles ... | M. | |
| Sulphur ... | 1 | | Shingles in Bundles ... | M. | |
| Superphosphates for Manure (C. Conditions) ... | M. | | Sleepers, 6ft. 6in. x 8in. x 4in., 21 to the ton | M. | |
| a Swedes ... | A x 10 p.c. | A. | „ 7ft. x 8in. x 4in., 20 to the ton | M. | |
| Swing Boats, S. to S., Hobby Horses, and their Appurtenances—per wagon per mile 9d.; minimum, 15s. per wagon. | | | „ 6ft. x 8in. x 5in., 18 to the ton | M. | |
| Syrup, in casks ... | 1 | | „ 6ft. 10in. x 9in. x 4in., 18 to the ton | M. | |
| T. | | | „ 6ft. 6in. x 9in. x 4½in., 17 to the ton | M. | |
| Tailings, Quartz ... | M. | | „ 7ft. x 9in. x 4½in., 16 to the ton | M. | |
| Tallow and Fat (min. 10 cwt.) | B. | | „ 7ft. 3in. x 9in. x 4½in., 15 to the ton | M. | |
| Tanks, Galvanised and Iron (<i>see</i> Iron and Steel). | | | „ 8ft. 6in. x 9in. x 4½in., 13 to the ton | M. | |
| Tan ... | B + 10 p.c. | B. | „ 9ft. x 9in. x 4½in., 12 to the ton | M. | |
| Tapioca ... | 2 | | „ 6ft. 10in. x 10in. x 5in., 13 to the ton | M. | |
| Tar and Pitch ... | B. | | „ 7ft. x 10in. x 5in., 13 to the ton | M. | |
| Tarpaulins ... | 2 | | „ 8ft. 6in. x 10in. x 5in., 10 to the ton | M. | |
| Tea ... | 3 | | „ 9ft. x 10in. x 5in., 10 to the ton | M. | |
| Telegraph Poles, wood (<i>see</i> Timber, page 28). | | | „ 9ft. 6in. x 10in. x 5in., 10 to the ton | M. | |
| Telegraph Posts and Sockets, iron (<i>see</i> Iron) ... | 1 | | „ 10ft. x 10in. x 5in., 9 to the ton | M. | |
| Tents, in bundles ... | 2 | | | | |
| Terra Cotta Bricks ... | 1 | | | | |
| „ „ Ware ... | 2 | | | | |
| Theatrical Scenery (<i>see</i> Scenery). | | | | | |
| Threshing Machines ... | 2 | 1 | | | |
| Tiles, Fancy ... | 2 | | | | |
| „ Roofing, Paving, and Edging (common) | A x 10 p.c. | A. | | | |
| „ Roofing, Paving, and Edging (glazed) ... | B. x 10 p.c. | B. | | | |

† To be carried at actual machine weight.

Note.—For information of staff, where weighbridges are not available, a ton of timber (W.A. hardwoods) equals about 30 cubic feet. Small consignments to be charged with minimum as for “Smalls.”

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|--------|------|--|--------|-------------------|
| | C.R. | O.R. | | C.R. | O.R. |
| ‡ TIMBER (West Australian hardwoods only)—S. to S. —continued— | | | U. | | |
| Stavewood M. | | | Umbrellas, packed in boxes and cases 3 | | |
| Staves and Shooks M. | | | Upholsterers' and Coach Trim-mings 3 | | |
| Telegraph Poles M. | | | „ Hair 3 | | |
| ‡ TIMBER (imported) — | | | V. | | |
| Deals, and other Soft Woods (rough), S. to S. ... 1 | | | Valves 2 | | |
| Flooring Boards, Match Boarding, and Shelving, dressed 1 | | | Varnish, in casks, cases, and drums 2 | | |
| Imported Timber, N.O.S., S. to S. 1 | | | Vats, same as Galvanised Tanks. | | |
| Pitch Pine, (rough), S. to S. 1 | | | Vegetables, N.O S. (4 ton lots) „ „ actual weight 1 | | A. B. smalls min. |
| Round Timber, S. to S. ... 1 | | | Vegetables, preserved in tins, packed in boxes and cases... 1 | | |
| Skirting Boards 1 | | | Velocipedes (same as Bicycles). 3 | | |
| Shooks 1 | | | Ventilators 3 | | |
| Tin, in blocks, cakes, or ingots 1 | | | Venetian Blinds and Shutters, packed 3 | | |
| Tin Ore (same as Quartz). ... 1 | | | Venetian Blinds and Shutters, not packed 3 x 25 p.c. 3 | | |
| „ Plates 1 | | | Vertical Steam Engines (see Machinery, page 24). ... | | |
| „ Ware, in crates and hampers... .. 3 | | | Vestas and Matches (see Explosives, page 14) 2 | | 3 |
| „ Ware, not packed 3 x 25 p.c. 3 | | | Vices (see Iron) 1 | | |
| Tires and Tire Irons 1 | | | Vine Cuttings 1 | | |
| Tobacco Leaf, packed 1 | | | Vinegar, made in the Colony „ in cases or casks im-ported 1 | | B. (min. 10cwt.) |
| „ Manufactured 3 | | | W. | | |
| Tomato Pulp (see Fruit). | | | Wagons (see Vehicles). | | |
| Tomatoes, Preserved, in cases 1 | | | Wagons, Contractors (see Contractors' Wagons). | | |
| „ Fresh (see Vegetables). | | | Wagons, on wheels, Railway (see page 49). | | |
| „ Sauce { made } | | | Wall Paper 3 | | |
| „ Preserved { in the } B. | | | Washing Boilers (see Boilers) | | 2 |
| Tombstones 3 x 25 p.c. 3 | | | Washing and Wringing Machines, packed 2 | | |
| Tools, N.O.S. 2 x 10 p.c. 2 | | | Washing and Wringing Machines not packed 3 | | 2 |
| Toys, in cases 3 x 50 p.c. 3 | | | Waste, Cotton 1 | | |
| Traces and Chains, in bags, casks, and hampers ... 1 | | | Water, Aerated, in cases and casks 1 | | |
| Traction Engine (see Machinery, page 24). | | | Water, in bulk (see page 47)... A. | | |
| Tramway Wheels and Axles... 1 | | | Water-boring Machines (see Boring Plant, page 16). | | |
| Travellers' Samples (see page 49) 3 | | | Water Meters 3 | | |
| Treacle 1 | | | „ Pipes (see Iron). | | |
| Tree Pullers 1 | | | Wax, N.O.S. 2 | | |
| Trees and Shrubs, ornamental (see Plants). | | | Weighing Machines (see Machinery) 3 | | 2 |
| Tricycles (see Bicycles). | | | Weights, Sash 1 | | |
| Troughs, Iron (see Iron) ... 2 | | | a Wheat A x 10 p.c. A. | | |
| Trucks, Hand 2 | | | Wheelbarrows 2 | | |
| „ Mining (see Iron) S. to S. 2 | | | Wheels, Buggy, Carriage, and Gig 3 | | |
| „ Railway (see page 49). | | | Wheels, Dray, and Wagon ... 1 | | |
| Trunks and Boxes, empty ... 2 x 10 p.c. 2 | | | „ loose, iron, N.O.S. ... 3 | | 2 |
| Tubing and Piping, brass and copper 2 | | | | | |
| „ „ „ iron (see Iron). | | | | | |
| Tubes, Boiler 2 | | | | | |
| Tubs and Buckets, wooden ... 2 | | | | | |
| „ „ „ iron (see Iron) ... 2 | | | | | |
| Turnery Ware, N.O.S. 3 x 25 p.c. 3 | | | | | |
| a Turnips A x 10 p.c. A. | | | | | |
| Turpentine, in cases, casks, and cans 2 | | | | | |
| Twine 1 | | | | | |
| Type, Printing, in cases ... 2 | | | | | |

‡ To be carried at actual machine weight.

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ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|--|-------------|-------------|--|----------------------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Wheels, fly and spur (<i>see</i> Iron) | 2 | | Wooden Blocks, for paving (<i>see</i> Timber, page 28). | | |
| „ Railway and Tramway (<i>see</i> Iron) ... | 1 | | Wool, undumped | 1 | |
| White and Red Lead | 2 | | „ dumped and hooped with iron | 1, less 10 per cent. | |
| Whiting | 1 | | Wool. — Each consignment note must show whether the wool is dumped or undumped, and the <i>marks</i> on the bales. | | |
| Window Frames and Sashes, with glass | 3x 50 p.c. | 3 | Woolpacks, in bales | B, min. 10cwt. | |
| Window Frames and Sashes, without glass | 3 | 2 | „ loose or in bundles | 1 | |
| Winches, Crab (<i>see</i> Iron) ... | 2 | | Wool Presses | 2 | |
| Wine made in the Colony { | A x 10 p.c. | A. | Wringing and Washing Machines, packed | 2 | |
| Wine made in the Colony, smaller quantities | B x 10 p.c. | B. | Wringing and Washing Machines, not packed ... | 3 | 2 |
| Wines and Spirits in casks and cases, imported ... | 3 | | Y. | | |
| Wines and Spirits, imported in jars | 3 x 50 p.c. | 3 | Yeast, in kegs and cases ... | 3 | |
| Windmills, in pieces and packages | 2 | 1 | Yokes, Bullock | 1 | |
| Window Glass (<i>see</i> Glass). | | | Z. | | |
| Wire, Brass and Copper ... | 2 | | Zinc, in bundles, casks, cases, and plates | 1 | |
| Wire Fencing and Netting ... | 1 | | Zinc, Scrap | 1 | |
| „ one ton lots | ... | B x 25 p.c. | „ „ minimum one ton per wagon | ... | B. |
| Wire Fencing and Netting in two ton lots | ... | B. | | | |
| Wire Rope | 2 | | | | |
| Wooden Railings (<i>see</i> Timber, page 28). | | | | | |

NOTE.—Where the words “made in the Colony” occur, the Colony of Western Australia is intended.

MILEAGE RATES.

31

Minimum Charges.

MINIMUM CHARGES for the carriage of goods the weight of which in any one class, or at any one rate, does not exceed 336lbs.

The rate at the head of columns represents the tonnage rate of the article consigned at its ordinary class rate.

| Exceeding | s. ... | s. 10 | s. 15 | s. 20 | s. 30 | s. 40 | s. 50 | s. 60 | s. 70 | s. 80 | s. 90 | For every 10s. or part thereof over 100s. | Exceeding |
|-------------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|-------------------------------------|
| Not exceeding | 10 | 15 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | | Not exceeding |
| Weight not exceeding:— cwt. qrs. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | Weight not exceeding:— cwt. qrs. |
| 0 1 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 3 | 1 3 | 1 6 | 1 6 | 0 3 | 0 1 |
| 0 2 | 1 0 | 1 0 | 1 0 | 1 0 | 1 3 | 1 6 | 2 0 | 2 3 | 2 6 | 2 9 | 3 0 | 0 3 | 0 2 |
| 0 3 | 1 0 | 1 0 | 1 0 | 1 6 | 2 0 | 2 3 | 2 9 | 3 3 | 3 9 | 4 0 | 4 6 | 0 6 | 0 3 |
| 1 0 | 1 0 | 1 0 | 1 3 | 2 0 | 2 6 | 3 0 | 3 9 | 4 3 | 5 0 | 5 6 | 6 0 | 0 6 | 1 0 |
| 1 1 | 1 0 | 1 3 | 1 6 | 2 3 | 3 0 | 3 9 | 4 6 | 5 3 | 6 0 | 6 9 | 7 6 | 0 9 | 1 1 |
| 1 2 | 1 0 | 1 6 | 1 9 | 2 9 | 3 9 | 4 6 | 5 6 | 6 6 | 7 3 | 8 0 | 9 0 | 0 9 | 1 2 |
| 1 3 | 1 0 | 1 9 | 2 0 | 3 3 | 4 3 | 5 3 | 6 6 | 7 6 | 8 6 | 9 6 | 10 6 | 1 0 | 1 3 |
| 2 0 | 1 3 | 2 0 | 2 3 | 3 6 | 4 9 | 6 0 | 7 0 | 8 6 | 9 9 | 10 6 | 12 0 | 1 0 | 2 0 |
| 2 1 | 1 3 | 2 0 | 2 6 | 3 9 | 5 0 | 6 3 | 7 6 | 8 9 | 10 0 | 11 6 | 12 6 | 1 3 | 2 1 |
| 2 2 | 1 6 | 2 3 | 2 9 | 4 3 | 5 6 | 7 0 | 8 3 | 9 9 | 11 0 | 12 6 | 13 9 | 1 3 | 2 2 |
| 2 3 | 1 6 | 2 3 | 3 0 | 4 9 | 6 0 | 7 9 | 9 0 | 10 9 | 12 0 | 13 6 | 15 3 | 1 6 | 2 3 |
| 3 0 | 1 9 | 2 6 | 3 3 | 5 0 | 6 6 | 8 0 | 9 6 | 11 3 | 12 9 | 14 3 | 15 9 | 1 6 | 3 0 |

When a consignment, weighing in the aggregate not more than 336lbs., from one consignor to one consignee, consists of 1, 2, and 3-class traffic, the highest class minimum only is to be charged, if less than the minimum charges of each class added together.

Consignments over 336lbs. in any one class will be charged for at tonnage rate, but the charge will not be less than the minimum charge for 3cwt. in the same class.

Articles forming a portion of a consignment over 336lbs. will be charged for at actual weight in each class at tonnage rates, with minimum, as shown above.

For minimum charges for explosives and dangerous goods, see page 14.

MILEAGE RATES.

Mileage Rates for Goods at per ton of 2,240lbs.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|---------------------------------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1 } 2 } 3 } 4 } 5 } | 0 1 3 | 0 1 8 | 0 3 4 | 0 3 4 | 0 6 6 | 0 9 2 |
| 6 | 0 1 4 | 0 1 10 | 0 3 6 | 0 3 8 | | |
| 7 | 0 1 5 | 0 2 0 | 0 3 8 | 0 4 0 | | |
| 8 | 0 1 6 | 0 2 2 | 0 3 10 | 0 4 4 | | |
| 9 | 0 1 7 | 0 2 4 | 0 4 0 | 0 4 8 | | |
| 10 | 0 1 8 | 0 2 6 | 0 4 2 | 0 5 0 | | |
| 11 | 0 1 9 | 0 2 8 | 0 4 4 | 0 5 4 | 0 6 6 | 0 9 2 |
| 12 | 0 1 10 | 0 2 10 | 0 4 6 | 0 5 8 | 0 6 6 | 0 9 2 |
| 13 | 0 1 11 | 0 3 0 | 0 4 8 | 0 6 0 | 0 7 3 | 0 10 0 |
| 14 | 0 2 0 | 0 3 2 | 0 4 10 | 0 6 4 | 0 8 0 | 0 10 10 |
| 15 | 0 2 1 | 0 3 4 | 0 5 0 | 0 6 8 | 0 8 9 | 0 11 8 |
| 16 | 0 2 2 | 0 3 6 | 0 5 2 | 0 7 0 | 0 9 6 | 0 12 6 |
| 17 | 0 2 3 | 0 3 8 | 0 5 4 | 0 7 4 | 0 10 3 | 0 13 4 |
| 18 | 0 2 4 | 0 3 10 | 0 5 6 | 0 7 8 | 0 11 0 | 0 14 2 |
| 19 | 0 2 5 | 0 4 0 | 0 5 8 | 0 8 0 | 0 11 9 | 0 15 0 |
| 20 | 0 2 6 | 0 4 2 | 0 5 10 | 0 8 4 | 0 12 6 | 0 15 10 |
| 21 | 0 2 7 | 0 4 3 | 0 5 11 | 0 8 7 | 0 12 10 | 0 16 4 |
| 22 | 0 2 8 | 0 4 4 | 0 6 0 | 0 8 10 | 0 13 2 | 0 16 10 |
| 23 | 0 2 9 | 0 4 5 | 0 6 1 | 0 9 1 | 0 13 6 | 0 17 4 |
| 24 | 0 2 10 | 0 4 6 | 0 6 2 | 0 9 4 | 0 13 10 | 0 17 10 |
| 25 | 0 2 11 | 0 4 7 | 0 6 3 | 0 9 7 | 0 14 2 | 0 18 4 |
| 26 | 0 3 0 | 0 4 8 | 0 6 4 | 0 9 10 | 0 14 6 | 0 18 10 |
| 27 | 0 3 1 | 0 4 9 | 0 6 5 | 0 10 1 | 0 14 10 | 0 19 4 |
| 28 | 0 3 2 | 0 4 10 | 0 6 6 | 0 10 4 | 0 15 2 | 0 19 10 |
| 29 | 0 3 3 | 0 4 11 | 0 6 7 | 0 10 7 | 0 15 6 | 1 0 4 |
| 30 | 0 3 4 | 0 5 0 | 0 6 8 | 0 10 10 | 0 15 10 | 1 0 10 |
| 31 | 0 3 5 | 0 5 1 | 0 6 9 | 0 11 1 | 0 16 2 | 1 1 4 |
| 32 | 0 3 6 | 0 5 2 | 0 6 10 | 0 11 4 | 0 16 6 | 1 1 10 |
| 33 | 0 3 7 | 0 5 3 | 0 6 11 | 0 11 7 | 0 16 10 | 1 2 4 |
| 34 | 0 3 8 | 0 5 4 | 0 7 0 | 0 11 10 | 0 17 2 | 1 2 10 |
| 35 | 0 3 9 | 0 5 5 | 0 7 1 | 0 12 1 | 0 17 6 | 1 3 4 |
| 36 | 0 3 10 | 0 5 6 | 0 7 2 | 0 12 4 | 0 17 10 | 1 3 10 |
| 37 | 0 3 11 | 0 5 7 | 0 7 3 | 0 12 7 | 0 18 2 | 1 4 4 |
| 38 | 0 4 0 | 0 5 8 | 0 7 4 | 0 12 10 | 0 18 6 | 1 4 10 |
| 39 | 0 4 1 | 0 5 9 | 0 7 5 | 0 13 1 | 0 18 10 | 1 5 4 |
| 40 | 0 4 2 | 0 5 10 | 0 7 6 | 0 13 4 | 0 19 2 | 1 5 10 |
| 41 | 0 4 3 | 0 5 11 | 0 7 7 | 0 13 7 | 0 19 6 | 1 6 4 |
| 42 | 0 4 4 | 0 6 0 | 0 7 8 | 0 13 10 | 0 19 10 | 1 6 10 |
| 43 | 0 4 5 | 0 6 1 | 0 7 9 | 0 14 1 | 1 0 2 | 1 7 4 |
| 44 | 0 4 6 | 0 6 2 | 0 7 10 | 0 14 4 | 1 0 6 | 1 7 10 |
| 45 | 0 4 7 | 0 6 3 | 0 7 11 | 0 14 7 | 1 0 10 | 1 8 4 |

MILEAGE RATES.

33

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 46 | 0 4 8 | 0 6 4 | 0 8 0 | 0 14 10 | 1 1 2 | 1 8 10 |
| 47 | 0 4 9 | 0 6 5 | 0 8 1 | 0 15 1 | 1 1 6 | 1 9 4 |
| 48 | 0 4 10 | 0 6 6 | 0 8 2 | 0 15 4 | 1 1 10 | 1 9 10 |
| 49 | 0 4 11 | 0 6 7 | 0 8 3 | 0 15 7 | 1 2 2 | 1 10 4 |
| 50 | 0 5 0 | 0 6 8 | 0 8 4 | 0 15 10 | 1 2 6 | 1 10 10 |
| 51 | 0 5 1 | 0 6 9 | 0 8 5 | 0 16 1 | 1 2 10 | 1 11 4 |
| 52 | 0 5 1 | 0 6 10 | 0 8 6 | 0 16 4 | 1 3 2 | 1 11 10 |
| 53 | 0 5 2 | 0 6 11 | 0 8 7 | 0 16 7 | 1 3 6 | 1 12 4 |
| 54 | 0 5 2 | 0 7 0 | 0 8 8 | 0 16 10 | 1 3 10 | 1 12 10 |
| 55 | 0 5 3 | 0 7 1 | 0 8 9 | 0 17 1 | 1 4 2 | 1 13 4 |
| 56 | 0 5 3 | 0 7 2 | 0 8 10 | 0 17 4 | 1 4 6 | 1 13 10 |
| 57 | 0 5 4 | 0 7 3 | 0 8 11 | 0 17 7 | 1 4 10 | 1 14 4 |
| 58 | 0 5 4 | 0 7 4 | 0 9 0 | 0 17 10 | 1 5 2 | 1 14 10 |
| 59 | 0 5 5 | 0 7 5 | 0 9 1 | 0 18 1 | 1 5 6 | 1 15 4 |
| 60 | 0 5 5 | 0 7 6 | 0 9 2 | 0 18 4 | 1 5 10 | 1 15 10 |
| 61 | 0 5 6 | 0 7 7 | 0 9 3 | 0 18 7 | 1 6 2 | 1 16 4 |
| 62 | 0 5 6 | 0 7 8 | 0 9 4 | 0 18 10 | 1 6 6 | 1 16 10 |
| 63 | 0 5 7 | 0 7 9 | 0 9 5 | 0 19 1 | 1 6 10 | 1 17 4 |
| 64 | 0 5 7 | 0 7 10 | 0 9 6 | 0 19 4 | 1 7 2 | 1 17 10 |
| 65 | 0 5 8 | 0 7 11 | 0 9 7 | 0 19 7 | 1 7 6 | 1 18 4 |
| 66 | 0 5 8 | 0 8 0 | 0 9 8 | 0 19 10 | 1 7 10 | 1 18 10 |
| 67 | 0 5 9 | 0 8 1 | 0 9 9 | 1 0 1 | 1 8 2 | 1 19 4 |
| 68 | 0 5 9 | 0 8 2 | 0 9 10 | 1 0 4 | 1 8 6 | 1 19 10 |
| 69 | 0 5 10 | 0 8 3 | 0 9 11 | 1 0 7 | 1 8 10 | 2 0 4 |
| 70 | 0 5 10 | 0 8 4 | 0 10 0 | 1 0 10 | 1 9 2 | 2 0 10 |
| 71 | 0 5 11 | 0 8 5 | 0 10 1 | 1 1 1 | 1 9 6 | 2 1 4 |
| 72 | 0 5 11 | 0 8 6 | 0 10 2 | 1 1 4 | 1 9 10 | 2 1 10 |
| 73 | 0 6 0 | 0 8 7 | 0 10 3 | 1 1 7 | 1 10 2 | 2 2 4 |
| 74 | 0 6 0 | 0 8 8 | 0 10 4 | 1 1 10 | 1 10 6 | 2 2 10 |
| 75 | 0 6 1 | 0 8 9 | 0 10 5 | 1 2 1 | 1 10 10 | 2 3 4 |
| 76 | 0 6 1 | 0 8 10 | 0 10 6 | 1 2 4 | 1 11 2 | 2 3 10 |
| 77 | 0 6 2 | 0 8 11 | 0 10 7 | 1 2 7 | 1 11 6 | 2 4 4 |
| 78 | 0 6 2 | 0 9 0 | 0 10 8 | 1 2 10 | 1 11 10 | 2 4 10 |
| 79 | 0 6 3 | 0 9 1 | 0 10 9 | 1 3 1 | 1 12 2 | 2 5 4 |
| 80 | 0 6 3 | 0 9 2 | 0 10 10 | 1 3 4 | 1 12 6 | 2 5 10 |
| 81 | 0 6 4 | 0 9 3 | 0 10 11 | 1 3 7 | 1 12 10 | 2 6 4 |
| 82 | 0 6 4 | 0 9 4 | 0 11 0 | 1 3 10 | 1 13 2 | 2 6 10 |
| 83 | 0 6 5 | 0 9 5 | 0 11 1 | 1 4 1 | 1 13 6 | 2 7 4 |
| 84 | 0 6 5 | 0 9 6 | 0 11 2 | 1 4 4 | 1 13 10 | 2 7 10 |
| 85 | 0 6 6 | 0 9 7 | 0 11 3 | 1 4 7 | 1 14 2 | 2 8 4 |
| 86 | 0 6 6 | 0 9 8 | 0 11 4 | 1 4 10 | 1 14 6 | 2 8 10 |
| 87 | 0 6 7 | 0 9 9 | 0 11 5 | 1 5 1 | 1 14 10 | 2 9 4 |
| 88 | 0 6 7 | 0 9 10 | 0 11 6 | 1 5 4 | 1 15 2 | 2 9 10 |
| 89 | 0 6 8 | 0 9 11 | 0 11 7 | 1 5 7 | 1 15 6 | 2 10 4 |
| 90 | 0 6 8 | 0 10 0 | 0 11 8 | 1 5 10 | 1 15 10 | 2 10 10 |
| 91 | 0 6 9 | 0 10 1 | 0 11 9 | 1 6 1 | 1 16 2 | 2 11 4 |
| 92 | 0 6 9 | 0 10 2 | 0 11 10 | 1 6 4 | 1 16 6 | 2 11 10 |
| 93 | 0 6 10 | 0 10 3 | 0 11 11 | 1 6 7 | 1 16 10 | 2 12 4 |
| 94 | 0 6 10 | 0 10 4 | 0 12 0 | 1 6 10 | 1 17 2 | 2 12 10 |
| 95 | 0 6 11 | 0 10 5 | 0 12 1 | 1 7 1 | 1 17 6 | 2 13 4 |
| 96 | 0 6 11 | 0 10 6 | 0 12 2 | 1 7 4 | 1 17 10 | 2 13 10 |
| 97 | 0 7 0 | 0 10 7 | 0 12 3 | 1 7 7 | 1 18 2 | 2 14 4 |
| 98 | 0 7 0 | 0 10 8 | 0 12 4 | 1 7 10 | 1 18 6 | 2 14 10 |
| 99 | 0 7 1 | 0 10 9 | 0 12 5 | 1 8 1 | 1 18 10 | 2 15 4 |
| 100 | 0 7 1 | 0 10 10 | 0 12 6 | 1 8 4 | 1 19 2 | 2 15 10 |
| 101 | 0 7 2 | 0 10 11 | 0 12 7 | 1 8 7 | 1 19 5 | 2 16 3 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 102 | 0 7 2 | 0 11 0 | 0 12 8 | 1 8 10 | 1 19 8 | 2 16 7 |
| 103 | 0 7 3 | 0 11 0 | 0 12 9 | 1 9 0 | 1 19 11 | 2 17 0 |
| 104 | 0 7 3 | 0 11 1 | 0 12 10 | 1 9 3 | 2 0 2 | 2 17 4 |
| 105 | 0 7 4 | 0 11 2 | 0 12 11 | 1 9 6 | 2 0 5 | 2 17 9 |
| 106 | 0 7 4 | 0 11 3 | 0 13 0 | 1 9 9 | 2 0 8 | 2 18 1 |
| 107 | 0 7 5 | 0 11 3 | 0 13 1 | 1 9 11 | 2 0 11 | 2 18 6 |
| 108 | 0 7 5 | 0 11 4 | 0 13 2 | 1 10 2 | 2 1 2 | 2 18 10 |
| 109 | 0 7 6 | 0 11 5 | 0 13 3 | 1 10 5 | 2 1 5 | 2 19 3 |
| 110 | 0 7 6 | 0 11 6 | 0 13 4 | 1 10 8 | 2 1 8 | 2 19 7 |
| 111 | 0 7 7 | 0 11 6 | 0 13 5 | 1 10 10 | 2 1 11 | 3 0 0 |
| 112 | 0 7 7 | 0 11 7 | 0 13 6 | 1 11 1 | 2 2 2 | 3 0 4 |
| 113 | 0 7 8 | 0 11 8 | 0 13 7 | 1 11 4 | 2 2 5 | 3 0 9 |
| 114 | 0 7 8 | 0 11 9 | 0 13 8 | 1 11 7 | 2 2 8 | 3 1 1 |
| 115 | 0 7 9 | 0 11 9 | 0 13 9 | 1 11 9 | 2 2 11 | 3 1 6 |
| 116 | 0 7 9 | 0 11 10 | 0 13 10 | 1 12 0 | 2 3 2 | 3 1 10 |
| 117 | 0 7 10 | 0 11 11 | 0 13 11 | 1 12 3 | 2 3 5 | 3 2 3 |
| 118 | 0 7 10 | 0 12 0 | 0 14 0 | 1 12 6 | 2 3 8 | 3 2 7 |
| 119 | 0 7 11 | 0 12 0 | 0 14 1 | 1 12 8 | 2 3 11 | 3 3 0 |
| 120 | 0 7 11 | 0 12 1 | 0 14 2 | 1 12 11 | 2 4 2 | 3 3 4 |
| 121 | 0 8 0 | 0 12 2 | 0 14 3 | 1 13 3 | 2 4 5 | 3 3 9 |
| 122 | 0 8 0 | 0 12 3 | 0 14 4 | 1 13 5 | 2 4 8 | 3 4 1 |
| 123 | 0 8 1 | 0 12 3 | 0 14 5 | 1 13 7 | 2 4 11 | 3 4 6 |
| 124 | 0 8 1 | 0 12 4 | 0 14 6 | 1 13 10 | 2 5 2 | 3 4 10 |
| 125 | 0 8 2 | 0 12 5 | 0 14 7 | 1 14 1 | 2 5 5 | 3 5 3 |
| 126 | 0 8 2 | 0 12 6 | 0 14 8 | 1 14 4 | 2 5 8 | 3 5 7 |
| 127 | 0 8 3 | 0 12 6 | 0 14 9 | 1 14 6 | 2 5 11 | 3 6 0 |
| 128 | 0 8 3 | 0 12 7 | 0 14 10 | 1 14 9 | 2 6 2 | 3 6 4 |
| 129 | 0 8 4 | 0 12 8 | 0 14 11 | 1 15 0 | 2 6 5 | 3 6 9 |
| 130 | 0 8 4 | 0 12 9 | 0 15 0 | 1 15 3 | 2 6 8 | 3 7 1 |
| 131 | 0 8 5 | 0 12 9 | 0 15 1 | 1 15 5 | 2 6 11 | 3 7 6 |
| 132 | 0 8 5 | 0 12 10 | 0 15 2 | 1 15 8 | 2 7 2 | 3 7 10 |
| 133 | 0 8 6 | 0 12 11 | 0 15 3 | 1 15 11 | 2 7 5 | 3 8 3 |
| 134 | 0 8 6 | 0 13 0 | 0 15 4 | 1 16 1 | 2 7 8 | 3 8 7 |
| 135 | 0 8 7 | 0 13 0 | 0 15 5 | 1 16 4 | 2 7 11 | 3 9 0 |
| 136 | 0 8 7 | 0 13 1 | 0 15 6 | 1 16 7 | 2 8 2 | 3 9 4 |
| 137 | 0 8 8 | 0 13 2 | 0 15 7 | 1 16 10 | 2 8 5 | 3 9 9 |
| 138 | 0 8 8 | 0 13 3 | 0 15 8 | 1 17 0 | 2 8 8 | 3 10 1 |
| 139 | 0 8 9 | 0 13 3 | 0 15 9 | 1 17 3 | 2 8 11 | 3 10 6 |
| 140 | 0 8 9 | 0 13 4 | 0 15 10 | 1 17 6 | 2 9 2 | 3 10 10 |
| 141 | 0 8 10 | 0 13 5 | 0 15 11 | 1 17 9 | 2 9 5 | 3 11 3 |
| 142 | 0 8 10 | 0 13 6 | 0 16 0 | 1 17 11 | 2 9 8 | 3 11 7 |
| 143 | 0 8 11 | 0 13 6 | 0 16 1 | 1 18 2 | 2 9 11 | 3 12 0 |
| 144 | 0 8 11 | 0 13 7 | 0 16 2 | 1 18 5 | 2 10 2 | 3 12 4 |
| 145 | 0 9 0 | 0 13 8 | 0 16 3 | 1 18 8 | 2 10 5 | 3 12 9 |
| 146 | 0 9 0 | 0 13 9 | 0 16 4 | 1 18 10 | 2 10 8 | 3 13 1 |
| 147 | 0 9 1 | 0 13 9 | 0 16 5 | 1 19 1 | 2 10 11 | 3 13 6 |
| 148 | 0 9 1 | 0 13 10 | 0 16 6 | 1 19 4 | 2 11 2 | 3 13 10 |
| 149 | 0 9 2 | 0 13 11 | 0 16 7 | 1 19 7 | 2 11 5 | 3 14 3 |
| 150 | 0 9 2 | 0 14 0 | 0 16 8 | 1 19 9 | 2 11 8 | 3 14 7 |
| 151 | 0 9 3 | 0 14 0 | 0 16 9 | 2 0 0 | 2 11 11 | 3 15 0 |
| 152 | 0 9 3 | 0 14 1 | 0 16 10 | 2 0 3 | 2 12 2 | 3 15 4 |
| 153 | 0 9 4 | 0 14 2 | 0 16 11 | 2 0 6 | 2 12 5 | 3 15 9 |
| 154 | 0 9 4 | 0 14 3 | 0 17 0 | 2 0 8 | 2 12 8 | 3 16 1 |
| 155 | 0 9 5 | 0 14 3 | 0 17 1 | 2 0 11 | 2 12 11 | 3 16 6 |
| 156 | 0 9 5 | 0 14 4 | 0 17 2 | 2 1 2 | 2 13 2 | 3 16 10 |
| 157 | 0 9 6 | 0 14 5 | 0 17 3 | 2 1 5 | 2 13 5 | 3 17 3 |

MILEAGE RATES. 35

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 158 | 0 9 6 | 0 14 6 | 0 17 4 | 2 1 8 | 2 13 8 | 3 17 7 |
| 159 | 0 9 7 | 0 14 6 | 0 17 5 | 2 1 10 | 2 13 11 | 3 18 0 |
| 160 | 0 9 7 | 0 14 7 | 0 17 6 | 2 2 1 | 2 14 2 | 3 18 4 |
| 161 | 0 9 8 | 0 14 8 | 0 17 7 | 2 2 4 | 2 14 5 | 3 18 9 |
| 162 | 0 9 8 | 0 14 9 | 0 17 8 | 2 2 7 | 2 14 8 | 3 19 1 |
| 163 | 0 9 9 | 0 14 9 | 0 17 9 | 2 2 9 | 2 14 11 | 3 19 6 |
| 164 | 0 9 9 | 0 14 10 | 0 17 10 | 2 3 0 | 2 15 2 | 3 19 10 |
| 165 | 0 9 10 | 0 14 11 | 0 17 11 | 2 3 3 | 2 15 5 | 4 0 3 |
| 166 | 0 9 10 | 0 15 0 | 0 18 0 | 2 3 6 | 2 15 8 | 4 0 7 |
| 167 | 0 9 11 | 0 15 0 | 0 18 1 | 2 3 8 | 2 15 11 | 4 1 0 |
| 168 | 0 9 11 | 0 15 1 | 0 18 2 | 2 3 11 | 2 16 2 | 4 1 4 |
| 169 | 0 10 0 | 0 15 2 | 0 18 3 | 2 4 2 | 2 16 5 | 4 1 9 |
| 170 | 0 10 0 | 0 15 3 | 0 18 4 | 2 4 5 | 2 16 8 | 4 2 1 |
| 171 | 0 10 1 | 0 15 3 | 0 18 5 | 2 4 7 | 2 16 11 | 4 2 6 |
| 172 | 0 10 1 | 0 15 4 | 0 18 6 | 2 4 10 | 2 17 2 | 4 2 10 |
| 173 | 0 10 2 | 0 15 5 | 0 18 7 | 2 5 1 | 2 17 5 | 4 3 3 |
| 174 | 0 10 2 | 0 15 6 | 0 18 8 | 2 5 4 | 2 17 8 | 4 3 7 |
| 175 | 0 10 3 | 0 15 6 | 0 18 9 | 2 5 6 | 2 17 11 | 4 4 0 |
| 176 | 0 10 3 | 0 15 7 | 0 18 10 | 2 5 9 | 2 18 2 | 4 4 4 |
| 177 | 0 10 4 | 0 15 8 | 0 18 11 | 2 6 0 | 2 18 5 | 4 4 9 |
| 178 | 0 10 4 | 0 15 9 | 0 19 0 | 2 6 3 | 2 18 8 | 4 5 1 |
| 179 | 0 10 5 | 0 15 9 | 0 19 1 | 2 6 5 | 2 18 11 | 4 5 6 |
| 180 | 0 10 5 | 0 15 10 | 0 19 2 | 2 6 8 | 2 19 2 | 4 5 10 |
| 181 | 0 10 6 | 0 15 11 | 0 19 3 | 2 6 11 | 2 19 5 | 4 6 3 |
| 182 | 0 10 6 | 0 16 0 | 0 19 4 | 2 7 2 | 2 19 8 | 4 6 7 |
| 183 | 0 10 7 | 0 16 0 | 0 19 5 | 2 7 4 | 2 19 11 | 4 7 0 |
| 184 | 0 10 7 | 0 16 1 | 0 19 6 | 2 7 7 | 3 0 2 | 4 7 4 |
| 185 | 0 10 8 | 0 16 2 | 0 19 7 | 2 7 10 | 3 0 5 | 4 7 9 |
| 186 | 0 10 8 | 0 16 3 | 0 19 8 | 2 8 1 | 3 0 8 | 4 8 1 |
| 187 | 0 10 9 | 0 16 3 | 0 19 9 | 2 8 3 | 3 0 11 | 4 8 6 |
| 188 | 0 10 9 | 0 16 4 | 0 19 10 | 2 8 6 | 3 1 2 | 4 8 10 |
| 189 | 0 10 10 | 0 16 5 | 0 19 11 | 2 8 9 | 3 1 5 | 4 9 3 |
| 190 | 0 10 10 | 0 16 6 | 1 0 0 | 2 9 0 | 3 1 8 | 4 9 7 |
| 191 | 0 10 11 | 0 16 6 | 1 0 1 | 2 9 2 | 3 1 11 | 4 10 0 |
| 192 | 0 10 11 | 0 16 7 | 1 0 2 | 2 9 5 | 3 2 2 | 4 10 4 |
| 193 | 0 11 0 | 0 16 8 | 1 0 3 | 2 9 8 | 3 2 5 | 4 10 9 |
| 194 | 0 11 0 | 0 16 9 | 1 0 4 | 2 9 11 | 3 2 8 | 4 11 1 |
| 195 | 0 11 1 | 0 16 9 | 1 0 5 | 2 10 1 | 3 2 11 | 4 11 6 |
| 196 | 0 11 1 | 0 16 10 | 1 0 6 | 2 10 4 | 3 3 2 | 4 11 10 |
| 197 | 0 11 2 | 0 16 11 | 1 0 7 | 2 10 7 | 3 3 5 | 4 12 3 |
| 198 | 0 11 2 | 0 17 0 | 1 0 8 | 2 10 10 | 3 3 8 | 4 12 7 |
| 199 | 0 11 3 | 0 17 0 | 1 0 9 | 2 11 0 | 3 3 11 | 4 13 0 |
| 200 | 0 11 3 | 0 17 1 | 1 0 10 | 2 11 3 | 3 4 2 | 4 13 4 |
| 201 | 0 11 4 | 0 17 2 | 1 0 11 | 2 11 5 | 3 4 5 | 4 13 9 |
| 202 | 0 11 4 | 0 17 3 | 1 1 0 | 2 11 7 | 3 4 8 | 4 14 1 |
| 203 | 0 11 5 | 0 17 3 | 1 1 1 | 2 11 9 | 3 4 11 | 4 14 6 |
| 204 | 0 11 5 | 0 17 4 | 1 1 2 | 2 12 0 | 3 5 2 | 4 14 10 |
| 205 | 0 11 6 | 0 17 5 | 1 1 3 | 2 12 2 | 3 5 5 | 4 15 3 |
| 206 | 0 11 6 | 0 17 6 | 1 1 4 | 2 12 4 | 3 5 8 | 4 15 7 |
| 207 | 0 11 7 | 0 17 6 | 1 1 5 | 2 12 6 | 3 5 11 | 4 16 0 |
| 208 | 0 11 7 | 0 17 7 | 1 1 6 | 2 12 9 | 3 6 2 | 4 16 4 |
| 209 | 0 11 8 | 0 17 8 | 1 1 7 | 2 12 11 | 3 6 5 | 4 16 9 |
| 210 | 0 11 8 | 0 17 9 | 1 1 8 | 2 13 1 | 3 6 8 | 4 17 1 |
| 211 | 0 11 9 | 0 17 9 | 1 1 9 | 2 13 3 | 3 6 11 | 4 17 6 |
| 212 | 0 11 9 | 0 17 10 | 1 1 10 | 2 13 6 | 3 7 2 | 4 17 10 |
| 213 | 0 11 10 | 0 17 11 | 1 1 11 | 2 13 8 | 3 7 5 | 4 18 3 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| 214 | £ s. d. 0 11 10 | £ s. d. 0 18 0 | £ s. d. 1 2 0 | £ s. d. 2 13 11 | £ s. d. 3 7 8 | £ s. d. 4 18 7 |
| 215 | 0 11 11 | 0 18 0 | 1 2 1 | 2 14 1 | 3 7 11 | 4 19 0 |
| 216 | 0 11 11 | 0 18 1 | 1 2 2 | 2 14 3 | 3 8 2 | 4 19 4 |
| 217 | 0 12 0 | 0 18 2 | 1 2 3 | 2 14 5 | 3 8 5 | 4 19 9 |
| 218 | 0 12 0 | 0 18 3 | 1 2 4 | 2 14 8 | 3 8 8 | 5 0 1 |
| 219 | 0 12 1 | 0 18 3 | 1 2 5 | 2 14 10 | 3 8 11 | 5 0 6 |
| 220 | 0 12 1 | 0 18 4 | 1 2 6 | 2 15 0 | 3 9 2 | 5 0 10 |
| 221 | 0 12 2 | 0 18 5 | 1 2 7 | 2 15 2 | 3 9 5 | 5 1 3 |
| 222 | 0 12 2 | 0 18 6 | 1 2 8 | 2 15 5 | 3 9 8 | 5 1 7 |
| 223 | 0 12 3 | 0 18 6 | 1 2 9 | 2 15 7 | 3 9 11 | 5 2 0 |
| 224 | 0 12 3 | 0 18 7 | 1 2 10 | 2 15 9 | 3 10 2 | 5 2 4 |
| 225 | 0 12 4 | 0 18 8 | 1 2 11 | 2 15 11 | 3 10 5 | 5 2 9 |
| 226 | 0 12 4 | 0 18 9 | 1 3 0 | 2 16 2 | 3 10 8 | 5 3 1 |
| 227 | 0 12 5 | 0 18 9 | 1 3 1 | 2 16 4 | 3 10 11 | 5 3 6 |
| 228 | 0 12 5 | 0 18 10 | 1 3 2 | 2 16 6 | 3 11 2 | 5 3 10 |
| 229 | 0 12 6 | 0 18 11 | 1 3 3 | 2 16 8 | 3 11 5 | 5 4 3 |
| 230 | 0 12 6 | 0 19 0 | 1 3 4 | 2 16 11 | 3 11 8 | 5 4 7 |
| 231 | 0 12 7 | 0 19 0 | 1 3 5 | 2 17 1 | 3 11 11 | 5 5 0 |
| 232 | 0 12 7 | 0 19 1 | 1 3 6 | 2 17 3 | 3 12 2 | 5 5 4 |
| 233 | 0 12 8 | 0 19 2 | 1 3 7 | 2 17 5 | 3 12 5 | 5 5 9 |
| 234 | 0 12 8 | 0 19 3 | 1 3 8 | 2 17 8 | 3 12 8 | 5 6 1 |
| 235 | 0 12 9 | 0 19 3 | 1 3 9 | 2 17 10 | 3 12 11 | 5 6 6 |
| 236 | 0 12 9 | 0 19 4 | 1 3 10 | 2 18 0 | 3 13 2 | 5 6 10 |
| 237 | 0 12 10 | 0 19 5 | 1 3 11 | 2 18 2 | 3 13 5 | 5 7 3 |
| 238 | 0 12 10 | 0 19 6 | 1 4 0 | 2 18 5 | 3 13 8 | 5 7 7 |
| 239 | 0 12 11 | 0 19 6 | 1 4 1 | 2 18 7 | 3 13 11 | 5 8 0 |
| 240 | 0 12 11 | 0 19 7 | 1 4 2 | 2 18 9 | 3 14 2 | 5 8 4 |
| 241 | 0 13 0 | 0 19 8 | 1 4 3 | 2 18 11 | 3 14 5 | 5 8 9 |
| 242 | 0 13 0 | 0 19 9 | 1 4 4 | 2 19 2 | 3 14 8 | 5 9 1 |
| 243 | 0 13 1 | 0 19 9 | 1 4 5 | 2 19 4 | 3 14 11 | 5 9 6 |
| 244 | 0 13 1 | 0 19 10 | 1 4 6 | 2 19 6 | 3 15 2 | 5 9 10 |
| 245 | 0 13 2 | 0 19 11 | 1 4 7 | 2 19 8 | 3 15 5 | 5 10 3 |
| 246 | 0 13 2 | 1 0 0 | 1 4 8 | 2 19 11 | 3 15 8 | 5 10 7 |
| 247 | 0 13 3 | 1 0 0 | 1 4 9 | 3 0 1 | 3 15 11 | 5 11 0 |
| 248 | 0 13 3 | 1 0 1 | 1 4 10 | 3 0 3 | 3 16 2 | 5 11 4 |
| 249 | 0 13 4 | 1 0 2 | 1 4 11 | 3 0 5 | 3 16 5 | 5 11 9 |
| 250 | 0 13 4 | 1 0 3 | 1 5 0 | 3 0 8 | 3 16 8 | 5 12 1 |
| 251 | 0 13 5 | 1 0 3 | 1 5 1 | 3 0 10 | 3 16 11 | 5 12 6 |
| 252 | 0 13 5 | 1 0 4 | 1 5 2 | 3 1 0 | 3 17 2 | 5 12 10 |
| 253 | 0 13 6 | 1 0 5 | 1 5 3 | 3 1 2 | 3 17 5 | 5 13 3 |
| 254 | 0 13 6 | 1 0 6 | 1 5 4 | 3 1 5 | 3 17 8 | 5 13 7 |
| 255 | 0 13 7 | 1 0 6 | 1 5 5 | 3 1 7 | 3 17 11 | 5 14 0 |
| 256 | 0 13 7 | 1 0 7 | 1 5 6 | 3 1 9 | 3 18 2 | 5 14 4 |
| 257 | 0 13 8 | 1 0 8 | 1 5 7 | 3 1 11 | 3 18 5 | 5 14 9 |
| 258 | 0 13 8 | 1 0 9 | 1 5 8 | 3 2 2 | 3 18 8 | 5 15 1 |
| 259 | 0 13 9 | 1 0 9 | 1 5 9 | 3 2 4 | 3 18 11 | 5 15 6 |
| 260 | 0 13 9 | 1 0 10 | 1 5 10 | 3 2 6 | 3 19 2 | 5 15 10 |
| 261 | 0 13 10 | 1 0 11 | 1 5 11 | 3 2 8 | 3 19 5 | 5 16 3 |
| 262 | 0 13 10 | 1 1 0 | 1 6 0 | 3 2 11 | 3 19 8 | 5 16 7 |
| 263 | 0 13 11 | 1 1 0 | 1 6 1 | 3 3 1 | 3 19 11 | 5 17 0 |
| 264 | 0 13 11 | 1 1 1 | 1 6 2 | 3 3 3 | 4 0 2 | 5 17 4 |
| 265 | 0 14 0 | 1 1 2 | 1 6 3 | 3 3 5 | 4 0 5 | 5 17 9 |
| 266 | 0 14 0 | 1 1 3 | 1 6 4 | 3 3 8 | 4 0 8 | 5 18 1 |
| 267 | 0 14 1 | 1 1 3 | 1 6 5 | 3 3 10 | 4 0 11 | 5 18 6 |
| 268 | 0 14 1 | 1 1 4 | 1 6 6 | 3 4 0 | 4 1 2 | 5 18 10 |
| 269 | 0 14 2 | 1 1 5 | 1 6 7 | 3 4 2 | 4 1 5 | 5 19 3 |

MILEAGE RATES. 37

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 270 | 0 14 2 | 1 1 6 | 1 6 8 | 3 4 5 | 4 1 8 | 5 19 7 |
| 271 | 0 14 3 | 1 1 6 | 1 6 9 | 3 4 7 | 4 1 11 | 6 0 0 |
| 272 | 0 14 3 | 1 1 7 | 1 6 10 | 3 4 9 | 4 2 2 | 6 0 4 |
| 273 | 0 14 4 | 1 1 8 | 1 6 11 | 3 4 11 | 4 2 5 | 6 0 9 |
| 274 | 0 14 4 | 1 1 9 | 1 7 0 | 3 5 2 | 4 2 8 | 6 1 1 |
| 275 | 0 14 5 | 1 1 9 | 1 7 1 | 3 5 4 | 4 2 11 | 6 1 6 |
| 276 | 0 14 5 | 1 1 10 | 1 7 2 | 3 5 6 | 4 3 2 | 6 1 10 |
| 277 | 0 14 6 | 1 1 11 | 1 7 3 | 3 5 8 | 4 3 5 | 6 2 3 |
| 278 | 0 14 6 | 1 2 0 | 1 7 4 | 3 5 11 | 4 3 8 | 6 2 7 |
| 279 | 0 14 7 | 1 2 0 | 1 7 5 | 3 6 1 | 4 3 11 | 6 3 0 |
| 280 | 0 14 7 | 1 2 1 | 1 7 6 | 3 6 3 | 4 4 2 | 6 3 4 |
| 281 | 0 14 8 | 1 2 2 | 1 7 7 | 3 6 5 | 4 4 5 | 6 3 9 |
| 282 | 0 14 8 | 1 2 3 | 1 7 8 | 3 6 8 | 4 4 8 | 6 4 1 |
| 283 | 0 14 9 | 1 2 3 | 1 7 9 | 3 6 10 | 4 4 11 | 6 4 6 |
| 284 | 0 14 9 | 1 2 4 | 1 7 10 | 3 7 0 | 4 5 2 | 6 4 10 |
| 285 | 0 14 10 | 1 2 5 | 1 7 11 | 3 7 2 | 4 5 5 | 6 5 3 |
| 286 | 0 14 10 | 1 2 6 | 1 8 0 | 3 7 5 | 4 5 8 | 6 5 7 |
| 287 | 0 14 11 | 1 2 6 | 1 8 1 | 3 7 7 | 4 5 11 | 6 6 0 |
| 288 | 0 14 11 | 1 2 7 | 1 8 2 | 3 7 9 | 4 6 2 | 6 6 4 |
| 289 | 0 15 0 | 1 2 8 | 1 8 3 | 3 7 11 | 4 6 5 | 6 6 9 |
| 290 | 0 15 0 | 1 2 9 | 1 8 4 | 3 8 2 | 4 6 8 | 6 7 1 |
| 291 | 0 15 1 | 1 2 9 | 1 8 5 | 3 8 4 | 4 6 11 | 6 7 6 |
| 292 | 0 15 1 | 1 2 10 | 1 8 6 | 3 8 6 | 4 7 2 | 6 7 10 |
| 293 | 0 15 2 | 1 2 11 | 1 8 7 | 3 8 8 | 4 7 5 | 6 8 3 |
| 294 | 0 15 2 | 1 3 0 | 1 8 8 | 3 8 11 | 4 7 8 | 6 8 7 |
| 295 | 0 15 3 | 1 3 0 | 1 8 9 | 3 9 1 | 4 7 11 | 6 9 0 |
| 296 | 0 15 3 | 1 3 1 | 1 8 10 | 3 9 3 | 4 8 2 | 6 9 4 |
| 297 | 0 15 4 | 1 3 2 | 1 8 11 | 3 9 5 | 4 8 5 | 6 9 9 |
| 298 | 0 15 4 | 1 3 3 | 1 9 0 | 3 9 8 | 4 8 8 | 6 10 1 |
| 299 | 0 15 5 | 1 3 3 | 1 9 1 | 3 9 10 | 4 8 11 | 6 10 6 |
| 300 | 0 15 5 | 1 3 4 | 1 9 2 | 3 10 0 | 4 9 2 | 6 10 10 |
| 301 | 0 15 6 | 1 3 5 | 1 9 3 | 3 10 2 | 4 9 4 | 6 11 1 |
| 302 | 0 15 6 | 1 3 6 | 1 9 4 | 3 10 4 | 4 9 6 | 6 11 4 |
| 303 | 0 15 7 | 1 3 6 | 1 9 5 | 3 10 5 | 4 9 8 | 6 11 7 |
| 304 | 0 15 7 | 1 3 7 | 1 9 6 | 3 10 7 | 4 9 10 | 6 11 10 |
| 305 | 0 15 8 | 1 3 8 | 1 9 7 | 3 10 9 | 4 10 0 | 6 12 1 |
| 306 | 0 15 8 | 1 3 9 | 1 9 8 | 3 10 11 | 4 10 2 | 6 12 4 |
| 307 | 0 15 9 | 1 3 9 | 1 9 9 | 3 11 0 | 4 10 4 | 6 12 7 |
| 308 | 0 15 9 | 1 3 10 | 1 9 10 | 3 11 2 | 4 10 6 | 6 12 10 |
| 309 | 0 15 10 | 1 3 11 | 1 9 11 | 3 11 4 | 4 10 8 | 6 13 1 |
| 310 | 0 15 10 | 1 4 0 | 1 10 0 | 3 11 6 | 4 10 10 | 6 13 4 |
| 311 | 0 15 11 | 1 4 0 | 1 10 1 | 3 11 7 | 4 11 0 | 6 13 7 |
| 312 | 0 15 11 | 1 4 1 | 1 10 2 | 3 11 9 | 4 11 2 | 6 13 10 |
| 313 | 0 16 0 | 1 4 2 | 1 10 3 | 3 11 11 | 4 11 4 | 6 14 1 |
| 314 | 0 16 0 | 1 4 3 | 1 10 4 | 3 12 1 | 4 11 6 | 6 14 4 |
| 315 | 0 16 1 | 1 4 3 | 1 10 5 | 3 12 2 | 4 11 8 | 6 14 7 |
| 316 | 0 16 1 | 1 4 4 | 1 10 6 | 3 12 4 | 4 11 10 | 6 14 10 |
| 317 | 0 16 2 | 1 4 5 | 1 10 7 | 3 12 6 | 4 12 0 | 6 15 1 |
| 318 | 0 16 2 | 1 4 6 | 1 10 8 | 3 12 8 | 4 12 2 | 6 15 4 |
| 319 | 0 16 3 | 1 4 6 | 1 10 9 | 3 12 9 | 4 12 4 | 6 15 7 |
| 320 | 0 16 3 | 1 4 7 | 1 10 10 | 3 12 11 | 4 12 6 | 6 15 10 |
| 321 | 0 16 4 | 1 4 8 | 1 10 11 | 3 13 1 | 4 12 8 | 6 16 1 |
| 322 | 0 16 4 | 1 4 9 | 1 11 0 | 3 13 3 | 4 12 10 | 6 16 4 |
| 323 | 0 16 5 | 1 4 9 | 1 11 1 | 3 13 4 | 4 13 0 | 6 16 7 |
| 324 | 0 16 5 | 1 4 10 | 1 11 2 | 3 13 6 | 4 13 2 | 6 16 10 |
| 325 | 0 16 6 | 1 4 11 | 1 11 3 | 3 13 8 | 4 13 4 | 6 17 1 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 326 | 0 16 6 | 1 5 0 | 1 11 4 | 3 13 10 | 4 13 6 | 6 17 4 |
| 327 | 0 16 7 | 1 5 0 | 1 11 5 | 3 13 11 | 4 13 8 | 6 17 7 |
| 328 | 0 16 7 | 1 5 1 | 1 11 6 | 3 14 1 | 4 13 10 | 6 17 10 |
| 329 | 0 16 8 | 1 5 2 | 1 11 7 | 3 14 3 | 4 14 0 | 6 18 1 |
| 330 | 0 16 8 | 1 5 3 | 1 11 8 | 3 14 5 | 4 14 2 | 6 18 4 |
| 331 | 0 16 9 | 1 5 3 | 1 11 9 | 3 14 6 | 4 14 4 | 6 18 7 |
| 332 | 0 16 9 | 1 5 4 | 1 11 10 | 3 14 8 | 4 14 6 | 6 18 10 |
| 333 | 0 16 10 | 1 5 5 | 1 11 11 | 3 14 10 | 4 14 8 | 6 19 1 |
| 334 | 0 16 10 | 1 5 6 | 1 12 0 | 3 15 0 | 4 14 10 | 6 19 4 |
| 335 | 0 16 11 | 1 5 6 | 1 12 1 | 3 15 1 | 4 15 0 | 6 19 7 |
| 336 | 0 16 11 | 1 5 7 | 1 12 2 | 3 15 3 | 4 15 2 | 6 19 10 |
| 337 | 0 17 0 | 1 5 8 | 1 12 3 | 3 15 5 | 4 15 4 | 7 0 1 |
| 338 | 0 17 0 | 1 5 9 | 1 12 4 | 3 15 7 | 4 15 6 | 7 0 4 |
| 339 | 0 17 1 | 1 5 9 | 1 12 5 | 3 15 8 | 4 15 8 | 7 0 7 |
| 340 | 0 17 1 | 1 5 10 | 1 12 6 | 3 15 10 | 4 15 10 | 7 0 10 |
| 341 | 0 17 2 | 1 5 11 | 1 12 7 | 3 16 0 | 4 16 0 | 7 1 1 |
| 342 | 0 17 2 | 1 6 0 | 1 12 8 | 3 16 2 | 4 16 2 | 7 1 4 |
| 343 | 0 17 3 | 1 6 0 | 1 12 9 | 3 16 3 | 4 16 4 | 7 1 7 |
| 344 | 0 17 3 | 1 6 1 | 1 12 10 | 3 16 5 | 4 16 6 | 7 1 10 |
| 345 | 0 17 4 | 1 6 2 | 1 12 11 | 3 16 7 | 4 16 8 | 7 2 1 |
| 346 | 0 17 4 | 1 6 3 | 1 13 0 | 3 16 9 | 4 16 10 | 7 2 4 |
| 347 | 0 17 5 | 1 6 3 | 1 13 1 | 3 16 10 | 4 17 0 | 7 2 7 |
| 348 | 0 17 5 | 1 6 4 | 1 13 2 | 3 17 0 | 4 17 2 | 7 2 10 |
| 349 | 0 17 6 | 1 6 5 | 1 13 3 | 3 17 2 | 4 17 4 | 7 3 1 |
| 350 | 0 17 6 | 1 6 6 | 1 13 4 | 3 17 4 | 4 17 6 | 7 3 4 |
| 351 | 0 17 7 | 1 6 7 | 1 13 5 | 3 17 5 | 4 17 8 | 7 3 7 |
| 352 | 0 17 7 | 1 6 8 | 1 13 6 | 3 17 7 | 4 17 10 | 7 3 10 |
| 353 | 0 17 8 | 1 6 8 | 1 13 7 | 3 17 9 | 4 18 0 | 7 4 1 |
| 354 | 0 17 8 | 1 6 9 | 1 13 8 | 3 17 11 | 4 18 2 | 7 4 4 |
| 355 | 0 17 9 | 1 6 10 | 1 13 9 | 3 18 0 | 4 18 4 | 7 4 7 |
| 356 | 0 17 10 | 1 6 11 | 1 13 10 | 3 18 2 | 4 18 6 | 7 4 10 |
| 357 | 0 17 10 | 1 6 11 | 1 13 11 | 3 18 4 | 4 18 8 | 7 5 1 |
| 358 | 0 17 11 | 1 7 0 | 1 14 0 | 3 18 6 | 4 18 10 | 7 5 4 |
| 359 | 0 17 11 | 1 7 1 | 1 14 1 | 3 18 7 | 4 19 0 | 7 5 7 |
| 360 | 0 18 0 | 1 7 2 | 1 14 2 | 3 18 9 | 4 19 2 | 7 5 10 |
| 361 | 0 18 0 | 1 7 2 | 1 14 3 | 3 18 11 | 4 19 4 | 7 6 1 |
| 362 | 0 18 1 | 1 7 3 | 1 14 4 | 3 19 1 | 4 19 6 | 7 6 4 |
| 363 | 0 18 1 | 1 7 4 | 1 14 5 | 3 19 2 | 4 19 8 | 7 6 7 |
| 364 | 0 18 2 | 1 7 5 | 1 14 6 | 3 19 4 | 4 19 10 | 7 6 10 |
| 365 | 0 18 2 | 1 7 5 | 1 14 7 | 3 19 6 | 5 0 0 | 7 7 1 |
| 366 | 0 18 3 | 1 7 6 | 1 14 8 | 3 19 8 | 5 0 2 | 7 7 4 |
| 367 | 0 18 3 | 1 7 7 | 1 14 9 | 3 19 9 | 5 0 4 | 7 7 7 |
| 368 | 0 18 4 | 1 7 7 | 1 14 10 | 3 19 11 | 5 0 6 | 7 7 10 |
| 369 | 0 18 4 | 1 7 8 | 1 14 11 | 4 0 1 | 5 0 8 | 7 8 1 |
| 370 | 0 18 5 | 1 7 8 | 1 15 0 | 4 0 3 | 5 0 10 | 7 8 4 |
| 371 | 0 18 5 | 1 7 9 | 1 15 1 | 4 0 4 | 5 1 0 | 7 8 7 |
| 372 | 0 18 6 | 1 7 10 | 1 15 2 | 4 0 6 | 5 1 2 | 7 8 10 |
| 373 | 0 18 6 | 1 7 11 | 1 15 3 | 4 0 8 | 5 1 4 | 7 9 1 |
| 374 | 0 18 7 | 1 7 11 | 1 15 4 | 4 0 9 | 5 1 6 | 7 9 4 |
| 375 | 0 18 7 | 1 8 0 | 1 15 5 | 4 0 11 | 5 1 8 | 7 9 7 |
| 376 | 0 18 8 | 1 8 1 | 1 15 6 | 4 1 1 | 5 1 10 | 7 9 10 |
| 377 | 0 18 8 | 1 8 2 | 1 15 7 | 4 1 3 | 5 2 0 | 7 10 1 |
| 378 | 0 18 9 | 1 8 2 | 1 15 8 | 4 1 4 | 5 2 2 | 7 10 4 |
| 379 | 0 18 9 | 1 8 3 | 1 15 9 | 4 1 6 | 5 2 4 | 7 10 7 |
| 380 | 0 18 10 | 1 8 4 | 1 15 10 | 4 1 8 | 5 2 6 | 7 10 10 |
| 381 | 0 18 10 | 1 8 5 | 1 15 11 | 4 1 10 | 5 2 8 | 7 11 1 |

MILEAGE RATES.

39

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 382 | 0 18 11 | 1 8 5 | 1 16 0 | 4 2 0 | 5 2 10 | 7 11 4 |
| 383 | 0 18 11 | 1 8 6 | 1 16 1 | 4 2 1 | 5 3 0 | 7 11 7 |
| 384 | 0 19 0 | 1 8 7 | 1 16 2 | 4 2 3 | 5 3 2 | 7 11 10 |
| 385 | 0 19 0 | 1 8 8 | 1 16 3 | 4 2 5 | 5 3 4 | 7 12 1 |
| 386 | 0 19 1 | 1 8 8 | 1 16 4 | 4 2 7 | 5 3 6 | 7 12 4 |
| 387 | 0 19 1 | 1 8 9 | 1 16 5 | 4 2 8 | 5 3 8 | 7 12 7 |
| 388 | 0 19 2 | 1 8 10 | 1 16 6 | 4 2 10 | 5 3 10 | 7 12 10 |
| 389 | 0 19 2 | 1 8 11 | 1 16 7 | 4 3 0 | 5 4 0 | 7 13 1 |
| 390 | 0 19 3 | 1 8 11 | 1 16 8 | 4 3 2 | 5 4 2 | 7 13 4 |
| 391 | 0 19 3 | 1 9 0 | 1 16 9 | 4 3 3 | 5 4 4 | 7 13 7 |
| 392 | 0 19 4 | 1 9 1 | 1 16 10 | 4 3 5 | 5 4 6 | 7 13 10 |
| 393 | 0 19 4 | 1 9 2 | 1 16 11 | 4 3 7 | 5 4 8 | 7 14 1 |
| 394 | 0 19 5 | 1 9 2 | 1 17 0 | 4 3 9 | 5 4 10 | 7 14 4 |
| 395 | 0 19 5 | 1 9 3 | 1 17 1 | 4 3 10 | 5 5 0 | 7 14 7 |
| 396 | 0 19 6 | 1 9 4 | 1 17 2 | 4 4 0 | 5 5 2 | 7 14 10 |
| 397 | 0 19 6 | 1 9 5 | 1 17 3 | 4 4 2 | 5 5 4 | 7 15 1 |
| 398 | 0 19 7 | 1 9 5 | 1 17 4 | 4 4 4 | 5 5 6 | 7 15 4 |
| 399 | 0 19 7 | 1 9 6 | 1 17 5 | 4 4 5 | 5 5 8 | 7 15 7 |
| 400 | 0 19 8 | 1 9 7 | 1 17 6 | 4 4 7 | 5 5 10 | 7 15 10 |
| 401 | 0 19 8 | 1 9 8 | 1 17 7 | 4 4 9 | 5 6 0 | 7 16 1 |
| 402 | 0 19 9 | 1 9 8 | 1 17 8 | 4 4 10 | 5 6 2 | 7 16 4 |
| 403 | 0 19 9 | 1 9 9 | 1 17 9 | 4 5 0 | 5 6 4 | 7 16 7 |
| 404 | 0 19 10 | 1 9 10 | 1 17 10 | 4 5 1 | 5 6 6 | 7 16 10 |
| 405 | 0 19 10 | 1 9 11 | 1 17 11 | 4 5 3 | 5 6 8 | 7 17 1 |
| 406 | 0 19 11 | 1 9 11 | 1 18 0 | 4 5 4 | 5 6 10 | 7 17 4 |
| 407 | 0 19 11 | 1 10 0 | 1 18 1 | 4 5 6 | 5 7 0 | 7 17 7 |
| 408 | 1 0 0 | 1 10 1 | 1 18 2 | 4 5 7 | 5 7 2 | 7 17 10 |
| 409 | 1 0 0 | 1 10 2 | 1 18 3 | 4 5 9 | 5 7 4 | 7 18 1 |
| 410 | 1 0 1 | 1 10 2 | 1 18 4 | 4 5 10 | 5 7 6 | 7 18 4 |
| 411 | 1 0 1 | 1 10 3 | 1 18 5 | 4 6 0 | 5 7 8 | 7 18 7 |
| 412 | 1 0 2 | 1 10 4 | 1 18 6 | 4 6 1 | 5 7 10 | 7 18 10 |
| 413 | 1 0 2 | 1 10 5 | 1 18 7 | 4 6 3 | 5 8 0 | 7 19 1 |
| 414 | 1 0 3 | 1 10 5 | 1 18 8 | 4 6 4 | 5 8 2 | 7 19 4 |
| 415 | 1 0 3 | 1 10 6 | 1 18 9 | 4 6 6 | 5 8 4 | 7 19 7 |
| 416 | 1 0 4 | 1 10 7 | 1 18 10 | 4 6 7 | 5 8 6 | 7 19 10 |
| 417 | 1 0 4 | 1 10 8 | 1 18 11 | 4 6 9 | 5 8 8 | 8 0 1 |
| 418 | 1 0 5 | 1 10 8 | 1 19 0 | 4 6 10 | 5 8 10 | 8 0 4 |
| 419 | 1 0 5 | 1 10 9 | 1 19 1 | 4 7 0 | 5 9 0 | 8 0 7 |
| 420 | 1 0 6 | 1 10 10 | 1 19 2 | 4 7 1 | 5 9 2 | 8 0 10 |
| 421 | 1 0 6 | 1 10 11 | 1 19 3 | 4 7 3 | 5 9 4 | 8 1 1 |
| 422 | 1 0 7 | 1 10 11 | 1 19 4 | 4 7 4 | 5 9 6 | 8 1 4 |
| 423 | 1 0 7 | 1 11 0 | 1 19 5 | 4 7 6 | 5 9 8 | 8 1 7 |
| 424 | 1 0 8 | 1 11 1 | 1 19 6 | 4 7 7 | 5 9 10 | 8 1 10 |
| 425 | 1 0 8 | 1 11 2 | 1 19 7 | 4 7 9 | 5 10 0 | 8 2 1 |
| 426 | 1 0 9 | 1 11 2 | 1 19 8 | 4 7 10 | 5 10 2 | 8 2 4 |
| 427 | 1 0 9 | 1 11 3 | 1 19 9 | 4 8 0 | 5 10 4 | 8 2 7 |
| 428 | 1 0 10 | 1 11 4 | 1 19 10 | 4 8 1 | 5 10 6 | 8 2 10 |
| 429 | 1 0 10 | 1 11 5 | 1 19 11 | 4 8 3 | 5 10 8 | 8 3 1 |
| 430 | 1 0 11 | 1 11 5 | 2 0 0 | 4 8 4 | 5 10 10 | 8 3 4 |
| 431 | 1 0 11 | 1 11 6 | 2 0 1 | 4 8 6 | 5 11 0 | 8 3 7 |
| 432 | 1 1 0 | 1 11 7 | 2 0 2 | 4 8 7 | 5 11 2 | 8 3 10 |
| 433 | 1 1 0 | 1 11 8 | 2 0 3 | 4 8 9 | 5 11 4 | 8 4 1 |
| 434 | 1 1 1 | 1 11 8 | 2 0 4 | 4 8 10 | 5 11 6 | 8 4 4 |
| 435 | 1 1 1 | 1 11 9 | 2 0 5 | 4 9 0 | 5 11 8 | 8 4 7 |
| 436 | 1 1 2 | 1 11 10 | 2 0 6 | 4 9 1 | 5 11 10 | 8 4 10 |
| 437 | 1 1 2 | 1 11 11 | 2 0 7 | 4 9 3 | 5 12 0 | 8 5 1 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 438 | 1 1 3 | 1 11 11 | 2 0 8 | 4 9 4 | 5 12 2 | 8 5 4 |
| 439 | 1 1 3 | 1 12 0 | 2 0 9 | 4 9 6 | 5 12 4 | 8 5 7 |
| 440 | 1 1 4 | 1 12 1 | 2 0 10 | 4 9 7 | 5 12 6 | 8 5 10 |
| 441 | 1 1 4 | 1 12 2 | 2 0 11 | 4 9 9 | 5 12 8 | 8 6 1 |
| 442 | 1 1 5 | 1 12 2 | 2 1 0 | 4 9 10 | 5 12 10 | 8 6 4 |
| 443 | 1 1 5 | 1 12 3 | 2 1 1 | 4 10 0 | 5 13 0 | 8 6 7 |
| 444 | 1 1 6 | 1 12 4 | 2 1 2 | 4 10 1 | 5 13 2 | 8 6 10 |
| 445 | 1 1 6 | 1 12 5 | 2 1 3 | 4 10 3 | 5 13 4 | 8 7 1 |
| 446 | 1 1 7 | 1 12 5 | 2 1 4 | 4 10 4 | 5 13 6 | 8 7 4 |
| 447 | 1 1 7 | 1 12 6 | 2 1 5 | 4 10 6 | 5 13 8 | 8 7 7 |
| 448 | 1 1 8 | 1 12 7 | 2 1 6 | 4 10 7 | 5 13 10 | 8 7 10 |
| 449 | 1 1 8 | 1 12 8 | 2 1 7 | 4 10 9 | 5 14 0 | 8 8 1 |
| 450 | 1 1 9 | 1 12 8 | 2 1 8 | 4 10 10 | 5 14 2 | 8 8 4 |
| 451 | 1 1 9 | 1 12 9 | 2 1 9 | 4 11 0 | 5 14 4 | 8 8 7 |
| 452 | 1 1 10 | 1 12 10 | 2 1 10 | 4 11 1 | 5 14 6 | 8 8 10 |
| 453 | 1 1 10 | 1 12 11 | 2 1 11 | 4 11 3 | 5 14 8 | 8 9 1 |
| 454 | 1 1 11 | 1 12 11 | 2 2 0 | 4 11 4 | 5 14 10 | 8 9 4 |
| 455 | 1 1 11 | 1 13 0 | 2 2 1 | 4 11 6 | 5 15 0 | 8 9 7 |
| 456 | 1 2 0 | 1 13 1 | 2 2 2 | 4 11 7 | 5 15 2 | 8 9 10 |
| 457 | 1 2 0 | 1 13 2 | 2 2 3 | 4 11 9 | 5 15 4 | 8 10 1 |
| 458 | 1 2 1 | 1 13 2 | 2 2 4 | 4 11 10 | 5 15 6 | 8 10 4 |
| 459 | 1 2 1 | 1 13 3 | 2 2 5 | 4 12 0 | 5 15 8 | 8 10 7 |
| 460 | 1 2 2 | 1 13 4 | 2 2 6 | 4 12 1 | 5 15 10 | 8 10 10 |
| 461 | 1 2 2 | 1 13 5 | 2 2 7 | 4 12 3 | 5 16 0 | 8 11 1 |
| 462 | 1 2 3 | 1 13 5 | 2 2 8 | 4 12 4 | 5 16 2 | 8 11 4 |
| 463 | 1 2 3 | 1 13 6 | 2 2 9 | 4 12 6 | 5 16 4 | 8 11 7 |
| 464 | 1 2 4 | 1 13 7 | 2 2 10 | 4 12 7 | 5 16 6 | 8 11 10 |
| 465 | 1 2 4 | 1 13 8 | 2 2 11 | 4 12 9 | 5 16 8 | 8 12 1 |
| 466 | 1 2 5 | 1 13 8 | 2 3 0 | 4 12 10 | 5 16 10 | 8 12 4 |
| 467 | 1 2 5 | 1 13 9 | 2 3 1 | 4 13 0 | 5 17 0 | 8 12 7 |
| 468 | 1 2 6 | 1 13 10 | 2 3 2 | 4 13 1 | 5 17 2 | 8 12 10 |
| 469 | 1 2 6 | 1 13 11 | 2 3 3 | 4 13 3 | 5 17 4 | 8 13 1 |
| 470 | 1 2 7 | 1 13 11 | 2 3 4 | 4 13 4 | 5 17 6 | 8 13 4 |
| 471 | 1 2 7 | 1 14 0 | 2 3 5 | 4 13 6 | 5 17 8 | 8 13 7 |
| 472 | 1 2 8 | 1 14 1 | 2 3 6 | 4 13 7 | 5 17 10 | 8 13 10 |
| 473 | 1 2 8 | 1 14 2 | 2 3 7 | 4 13 9 | 5 18 0 | 8 14 1 |
| 474 | 1 2 9 | 1 14 2 | 2 3 8 | 4 13 10 | 5 18 2 | 8 14 4 |
| 475 | 1 2 9 | 1 14 3 | 2 3 9 | 4 14 0 | 5 18 4 | 8 14 7 |
| 476 | 1 2 10 | 1 14 4 | 2 3 10 | 4 14 1 | 5 18 6 | 8 14 10 |
| 477 | 1 2 10 | 1 14 5 | 2 3 11 | 4 14 3 | 5 18 8 | 8 15 1 |
| 478 | 1 2 11 | 1 14 5 | 2 4 0 | 4 14 4 | 5 18 10 | 8 15 4 |
| 479 | 1 2 11 | 1 14 6 | 2 4 1 | 4 14 6 | 5 19 0 | 8 15 7 |
| 480 | 1 3 0 | 1 14 7 | 2 4 2 | 4 14 7 | 5 19 2 | 8 15 10 |
| 481 | 1 3 0 | 1 14 8 | 2 4 3 | 4 14 9 | 5 19 4 | 8 16 1 |
| 482 | 1 3 1 | 1 14 8 | 2 4 4 | 4 14 10 | 5 19 6 | 8 16 4 |
| 483 | 1 3 1 | 1 14 9 | 2 4 5 | 4 15 0 | 5 19 8 | 8 16 7 |
| 484 | 1 3 2 | 1 14 10 | 2 4 6 | 4 15 1 | 5 19 10 | 8 16 10 |
| 485 | 1 3 2 | 1 14 11 | 2 4 7 | 4 15 3 | 6 0 0 | 8 17 1 |
| 486 | 1 3 3 | 1 14 11 | 2 4 8 | 4 15 4 | 6 0 2 | 8 17 4 |
| 487 | 1 3 3 | 1 15 0 | 2 4 9 | 4 15 6 | 6 0 4 | 8 17 7 |
| 488 | 1 3 4 | 1 15 1 | 2 4 10 | 4 15 7 | 6 0 6 | 8 17 10 |
| 489 | 1 3 4 | 1 15 2 | 2 4 11 | 4 15 9 | 6 0 8 | 8 18 1 |
| 490 | 1 3 5 | 1 15 2 | 2 5 0 | 4 15 10 | 6 0 10 | 8 18 4 |
| 491 | 1 3 5 | 1 15 3 | 2 5 1 | 4 16 0 | 6 1 0 | 8 18 7 |
| 492 | 1 3 6 | 1 15 4 | 2 5 2 | 4 16 1 | 6 1 2 | 8 18 10 |
| 493 | 1 3 6 | 1 15 5 | 2 5 3 | 4 16 3 | 6 1 4 | 8 19 1 |

MILEAGE RATES.

41

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 494 | 1 3 7 | 1 15 5 | 2 5 4 | 4 16 4 | 6 1 6 | 8 19 4 |
| 495 | 1 3 7 | 1 15 6 | 2 5 5 | 4 16 6 | 6 1 8 | 8 19 7 |
| 496 | 1 3 8 | 1 15 7 | 2 5 6 | 4 16 7 | 6 1 10 | 8 19 10 |
| 497 | 1 3 8 | 1 15 8 | 2 5 7 | 4 16 9 | 6 2 0 | 9 0 1 |
| 498 | 1 3 9 | 1 15 8 | 2 5 8 | 4 16 10 | 6 2 2 | 9 0 4 |
| 499 | 1 3 9 | 1 15 9 | 2 5 9 | 4 17 0 | 6 2 4 | 9 0 7 |
| 500 | 1 3 10 | 1 15 10 | 2 5 10 | 4 17 1 | 6 2 6 | 9 0 10 |
| 501 | 1 3 11 | 1 15 11 | 2 5 11 | 4 17 3 | 6 2 8 | 9 1 1 |
| 502 | 1 3 11 | 1 15 11 | 2 6 0 | 4 17 4 | 6 2 10 | 9 1 4 |
| 503 | 1 4 0 | 1 16 0 | 2 6 1 | 4 17 6 | 6 3 0 | 9 1 7 |
| 504 | 1 4 0 | 1 16 1 | 2 6 2 | 4 17 7 | 6 3 2 | 9 1 10 |
| 505 | 1 4 1 | 1 16 2 | 2 6 3 | 4 17 9 | 6 3 4 | 9 2 1 |
| 506 | 1 4 1 | 1 16 2 | 2 6 4 | 4 17 10 | 6 3 6 | 9 2 4 |
| 507 | 1 4 2 | 1 16 3 | 2 6 5 | 4 18 0 | 6 3 8 | 9 2 7 |
| 508 | 1 4 2 | 1 16 4 | 2 6 6 | 4 18 1 | 6 3 10 | 9 2 10 |
| 509 | 1 4 3 | 1 16 5 | 2 6 7 | 4 18 3 | 6 4 0 | 9 3 1 |
| 510 | 1 4 3 | 1 16 5 | 2 6 8 | 4 18 4 | 6 4 2 | 9 3 4 |
| 511 | 1 4 4 | 1 16 6 | 2 6 9 | 4 18 6 | 6 4 4 | 9 3 7 |
| 512 | 1 4 4 | 1 16 7 | 2 6 10 | 4 18 7 | 6 4 6 | 9 3 10 |
| 513 | 1 4 5 | 1 16 8 | 2 6 11 | 4 18 9 | 6 4 8 | 9 4 1 |
| 514 | 1 4 5 | 1 16 8 | 2 7 0 | 4 18 10 | 6 4 10 | 9 4 4 |
| 515 | 1 4 6 | 1 16 9 | 2 7 1 | 4 19 0 | 6 5 0 | 9 4 7 |
| 516 | 1 4 6 | 1 16 10 | 2 7 2 | 4 19 1 | 6 5 2 | 9 4 10 |
| 517 | 1 4 7 | 1 16 11 | 2 7 3 | 4 19 3 | 6 5 4 | 9 5 1 |
| 518 | 1 4 7 | 1 16 11 | 2 7 4 | 4 19 4 | 6 5 6 | 9 5 4 |
| 519 | 1 4 8 | 1 17 0 | 2 7 5 | 4 19 6 | 6 5 8 | 9 5 7 |
| 520 | 1 4 8 | 1 17 1 | 2 7 6 | 4 19 7 | 6 5 10 | 9 5 10 |
| 521 | 1 4 9 | 1 17 2 | 2 7 7 | 4 19 9 | 6 6 0 | 9 6 1 |
| 522 | 1 4 9 | 1 17 2 | 2 7 8 | 4 19 10 | 6 6 2 | 9 6 4 |
| 523 | 1 4 10 | 1 17 3 | 2 7 9 | 5 0 0 | 6 6 4 | 9 6 7 |
| 524 | 1 4 10 | 1 17 4 | 2 7 10 | 5 0 1 | 6 6 6 | 9 6 10 |
| 525 | 1 4 11 | 1 17 5 | 2 7 11 | 5 0 3 | 6 6 8 | 9 7 1 |
| 526 | 1 4 11 | 1 17 5 | 2 8 0 | 5 0 4 | 6 6 10 | 9 7 4 |
| 527 | 1 5 0 | 1 17 6 | 2 8 1 | 5 0 6 | 6 7 0 | 9 7 7 |
| 528 | 1 5 0 | 1 17 7 | 2 8 2 | 5 0 7 | 6 7 2 | 9 7 10 |
| 529 | 1 5 1 | 1 17 8 | 2 8 3 | 5 0 9 | 6 7 4 | 9 8 1 |
| 530 | 1 5 1 | 1 17 8 | 2 8 4 | 5 0 10 | 6 7 6 | 9 8 4 |
| 531 | 1 5 2 | 1 17 9 | 2 8 5 | 5 1 0 | 6 7 8 | 9 8 7 |
| 532 | 1 5 2 | 1 17 10 | 2 8 6 | 5 1 1 | 6 7 10 | 9 8 10 |
| 533 | 1 5 3 | 1 17 11 | 2 8 7 | 5 1 3 | 6 8 0 | 9 9 1 |
| 534 | 1 5 3 | 1 17 11 | 2 8 8 | 5 1 4 | 6 8 2 | 9 9 4 |
| 535 | 1 5 4 | 1 18 0 | 2 8 9 | 5 1 6 | 6 8 4 | 9 9 7 |
| 536 | 1 5 4 | 1 18 1 | 2 8 10 | 5 1 7 | 6 8 6 | 9 9 10 |
| 537 | 1 5 5 | 1 18 2 | 2 8 11 | 5 1 9 | 6 8 8 | 9 10 1 |
| 538 | 1 5 5 | 1 18 2 | 2 9 0 | 5 1 10 | 6 8 10 | 9 10 4 |
| 539 | 1 5 6 | 1 18 3 | 2 9 1 | 5 2 0 | 6 9 0 | 9 10 7 |
| 540 | 1 5 6 | 1 18 4 | 2 9 2 | 5 2 1 | 6 9 2 | 9 10 10 |
| 541 | 1 5 7 | 1 18 5 | 2 9 3 | 5 2 3 | 6 9 4 | 9 11 1 |
| 542 | 1 5 7 | 1 18 5 | 2 9 4 | 5 2 4 | 6 9 6 | 9 11 4 |
| 543 | 1 5 8 | 1 18 6 | 2 9 5 | 5 2 6 | 6 9 8 | 9 11 7 |
| 544 | 1 5 8 | 1 18 7 | 2 9 6 | 5 2 7 | 6 9 10 | 9 11 10 |
| 545 | 1 5 9 | 1 18 8 | 2 9 7 | 5 2 9 | 6 10 0 | 9 12 1 |
| 546 | 1 5 9 | 1 18 8 | 2 9 8 | 5 2 10 | 6 10 2 | 9 12 4 |
| 547 | 1 5 10 | 1 18 9 | 2 9 9 | 5 3 0 | 6 10 4 | 9 12 7 |
| 548 | 1 5 10 | 1 18 10 | 2 9 10 | 5 3 1 | 6 10 6 | 9 12 10 |
| 549 | 1 5 11 | 1 18 11 | 2 9 11 | 5 3 3 | 6 10 8 | 9 13 1 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 550 | 1 5 11 | 1 18 11 | 2 10 0 | 5 3 4 | 6 10 10 | 9 13 4 |
| 551 | 1 6 0 | 1 19 0 | 2 10 1 | 5 3 6 | 6 11 0 | 9 13 7 |
| 552 | 1 6 0 | 1 19 1 | 2 10 2 | 5 3 7 | 6 11 2 | 9 13 10 |
| 553 | 1 6 1 | 1 19 2 | 2 10 3 | 5 3 9 | 6 11 4 | 9 14 1 |
| 554 | 1 6 1 | 1 19 2 | 2 10 4 | 5 3 10 | 6 11 6 | 9 14 4 |
| 555 | 1 6 2 | 1 19 3 | 2 10 5 | 5 4 0 | 6 11 8 | 9 14 7 |
| 556 | 1 6 2 | 1 19 4 | 2 10 6 | 5 4 1 | 6 11 10 | 9 14 10 |
| 557 | 1 6 3 | 1 19 5 | 2 10 7 | 5 4 3 | 6 12 0 | 9 15 1 |
| 558 | 1 6 3 | 1 19 5 | 2 10 8 | 5 4 4 | 6 12 2 | 9 15 4 |
| 559 | 1 6 4 | 1 19 6 | 2 10 9 | 5 4 6 | 6 12 4 | 9 15 7 |
| 560 | 1 6 4 | 1 19 7 | 2 10 10 | 5 4 7 | 6 12 6 | 9 15 10 |
| 561 | 1 6 5 | 1 19 8 | 2 10 11 | 5 4 9 | 6 12 8 | 9 16 1 |
| 562 | 1 6 5 | 1 19 8 | 2 11 0 | 5 4 10 | 6 12 10 | 9 16 4 |
| 563 | 1 6 6 | 1 19 9 | 2 11 1 | 5 5 0 | 6 13 0 | 9 16 7 |
| 564 | 1 6 6 | 1 19 10 | 2 11 2 | 5 5 1 | 6 13 2 | 9 16 10 |
| 565 | 1 6 7 | 1 19 11 | 2 11 3 | 5 5 3 | 6 13 4 | 9 17 1 |
| 566 | 1 6 7 | 1 19 11 | 2 11 4 | 5 5 4 | 6 13 6 | 9 17 4 |
| 567 | 1 6 8 | 2 0 0 | 2 11 5 | 5 5 6 | 6 13 8 | 9 17 7 |
| 568 | 1 6 8 | 2 0 1 | 2 11 6 | 5 5 7 | 6 13 10 | 9 17 10 |
| 569 | 1 6 9 | 2 0 2 | 2 11 7 | 5 5 9 | 6 14 0 | 9 18 1 |
| 570 | 1 6 9 | 2 0 2 | 2 11 8 | 5 5 10 | 6 14 2 | 9 18 4 |
| 571 | 1 6 10 | 2 0 3 | 2 11 9 | 5 6 0 | 6 14 4 | 9 18 7 |
| 572 | 1 6 10 | 2 0 4 | 2 11 10 | 5 6 1 | 6 14 6 | 9 18 10 |
| 573 | 1 6 11 | 2 0 5 | 2 11 11 | 5 6 3 | 6 14 8 | 9 19 1 |
| 574 | 1 6 11 | 2 0 5 | 2 12 0 | 5 6 4 | 6 14 10 | 9 19 4 |
| 575 | 1 7 0 | 2 0 6 | 2 12 1 | 5 6 6 | 6 15 0 | 9 19 7 |
| 576 | 1 7 0 | 2 0 7 | 2 12 2 | 5 6 7 | 6 15 2 | 9 19 10 |
| 577 | 1 7 1 | 2 0 8 | 2 12 3 | 5 6 9 | 6 15 4 | 10 0 1 |
| 578 | 1 7 1 | 2 0 8 | 2 12 4 | 5 6 10 | 6 15 6 | 10 0 4 |
| 579 | 1 7 2 | 2 0 9 | 2 12 5 | 5 7 0 | 6 15 8 | 10 0 7 |
| 580 | 1 7 2 | 2 0 10 | 2 12 6 | 5 7 1 | 6 15 10 | 10 0 10 |
| 581 | 1 7 3 | 2 0 11 | 2 12 7 | 5 7 3 | 6 16 0 | 10 1 1 |
| 582 | 1 7 3 | 2 0 11 | 2 12 8 | 5 7 4 | 6 16 2 | 10 1 4 |
| 583 | 1 7 4 | 2 1 0 | 2 12 9 | 5 7 6 | 6 16 4 | 10 1 7 |
| 584 | 1 7 4 | 2 1 1 | 2 12 10 | 5 7 7 | 6 16 6 | 10 1 10 |
| 585 | 1 7 5 | 2 1 2 | 2 12 11 | 5 7 9 | 6 16 8 | 10 2 1 |
| 586 | 1 7 5 | 2 1 2 | 2 13 0 | 5 7 10 | 6 16 10 | 10 2 4 |
| 587 | 1 7 6 | 2 1 3 | 2 13 1 | 5 8 0 | 6 17 0 | 10 2 7 |
| 588 | 1 7 6 | 2 1 4 | 2 13 2 | 5 8 1 | 6 17 2 | 10 2 10 |
| 589 | 1 7 7 | 2 1 5 | 2 13 3 | 5 8 3 | 6 17 4 | 10 3 1 |
| 590 | 1 7 7 | 2 1 5 | 2 13 4 | 5 8 4 | 6 17 6 | 10 3 4 |
| 591 | 1 7 8 | 2 1 6 | 2 13 5 | 5 8 6 | 6 17 8 | 10 3 7 |
| 592 | 1 7 8 | 2 1 7 | 2 13 6 | 5 8 7 | 6 17 10 | 10 3 10 |
| 593 | 1 7 9 | 2 1 8 | 2 13 7 | 5 8 9 | 6 18 0 | 10 4 1 |
| 594 | 1 7 9 | 2 1 8 | 2 13 8 | 5 8 10 | 6 18 2 | 10 4 4 |
| 595 | 1 7 10 | 2 1 9 | 2 13 9 | 5 9 0 | 6 18 4 | 10 4 7 |
| 596 | 1 7 10 | 2 1 10 | 2 13 10 | 5 9 1 | 6 18 6 | 10 4 10 |
| 597 | 1 7 11 | 2 1 11 | 2 13 11 | 5 9 3 | 6 18 8 | 10 5 1 |
| 598 | 1 7 11 | 2 1 11 | 2 14 0 | 5 9 4 | 6 18 10 | 10 5 4 |
| 599 | 1 8 0 | 2 2 0 | 2 14 1 | 5 9 6 | 6 19 0 | 10 5 7 |
| 600 | 1 8 0 | 2 2 1 | 2 14 2 | 5 9 7 | 6 19 2 | 10 5 10 |
| 601 | 1 8 1 | 2 2 2 | 2 14 3 | 5 9 9 | 6 19 4 | 10 6 1 |
| 602 | 1 8 1 | 2 2 2 | 2 14 4 | 5 9 10 | 6 19 6 | 10 6 4 |
| 603 | 1 8 2 | 2 2 3 | 2 14 5 | 5 10 0 | 6 19 8 | 10 6 7 |
| 604 | 1 8 2 | 2 2 3 | 2 14 6 | 5 10 1 | 6 19 10 | 10 6 10 |
| 605 | 1 8 3 | 2 2 4 | 2 14 7 | 5 10 3 | 7 0 0 | 10 7 1 |

MILEAGE RATES. 43

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--------|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 606 | 1 8 3 | 2 2 5 | 2 14 8 | 5 10 4 | 7 0 2 | 10 7 4 |
| 607 | 1 8 4 | 2 2 5 | 2 14 9 | 5 10 6 | 7 0 4 | 10 7 7 |
| 608 | 1 8 4 | 2 2 6 | 2 14 10 | 5 10 7 | 7 0 6 | 10 7 10 |
| 609 | 1 8 5 | 2 2 6 | 2 14 11 | 5 10 9 | 7 0 8 | 10 8 1 |
| 610 | 1 8 5 | 2 2 7 | 2 15 0 | 5 10 10 | 7 0 10 | 10 8 4 |
| 611 | 1 8 6 | 2 2 8 | 2 15 1 | 5 11 0 | 7 1 0 | 10 8 7 |
| 612 | 1 8 6 | 2 2 8 | 2 15 2 | 5 11 1 | 7 1 2 | 10 8 10 |
| 613 | 1 8 7 | 2 2 9 | 2 15 3 | 5 11 3 | 7 1 4 | 10 9 1 |
| 614 | 1 8 7 | 2 2 9 | 2 15 4 | 5 11 4 | 7 1 6 | 10 9 4 |
| 615 | 1 8 8 | 2 2 10 | 2 15 5 | 5 11 6 | 7 1 8 | 10 9 7 |
| 616 | 1 8 8 | 2 2 11 | 2 15 6 | 5 11 7 | 7 1 10 | 10 9 10 |
| 617 | 1 8 9 | 2 2 11 | 2 15 7 | 5 11 9 | 7 2 0 | 10 10 1 |
| 618 | 1 8 9 | 2 3 0 | 2 15 8 | 5 11 10 | 7 2 2 | 10 10 4 |
| 619 | 1 8 10 | 2 3 0 | 2 15 9 | 5 12 0 | 7 2 4 | 10 10 7 |
| 620 | 1 8 10 | 2 3 1 | 2 15 10 | 5 12 1 | 7 2 6 | 10 10 10 |
| 621 | 1 8 11 | 2 3 2 | 2 15 11 | 5 12 3 | 7 2 8 | 10 11 1 |
| 622 | 1 8 11 | 2 3 2 | 2 16 0 | 5 12 4 | 7 2 10 | 10 11 4 |
| 623 | 1 9 0 | 2 3 3 | 2 16 1 | 5 12 6 | 7 3 0 | 10 11 7 |
| 624 | 1 9 0 | 2 3 3 | 2 16 2 | 5 12 7 | 7 3 2 | 10 11 10 |
| 625 | 1 9 1 | 2 3 4 | 2 16 3 | 5 12 9 | 7 3 4 | 10 12 1 |
| 626 | 1 9 1 | 2 3 5 | 2 16 4 | 5 12 10 | 7 3 6 | 10 12 4 |
| 627 | 1 9 2 | 2 3 5 | 2 16 5 | 5 13 0 | 7 3 8 | 10 12 7 |
| 628 | 1 9 2 | 2 3 6 | 2 16 6 | 5 13 1 | 7 3 10 | 10 12 10 |
| 629 | 1 9 3 | 2 3 6 | 2 16 7 | 5 13 3 | 7 4 0 | 10 13 1 |
| 630 | 1 9 3 | 2 3 7 | 2 16 8 | 5 13 4 | 7 4 2 | 10 13 4 |
| 631 | 1 9 4 | 2 3 8 | 2 16 9 | 5 13 6 | 7 4 4 | 10 13 7 |
| 632 | 1 9 4 | 2 3 8 | 2 16 10 | 5 13 7 | 7 4 6 | 10 13 10 |
| 633 | 1 9 5 | 2 3 9 | 2 16 11 | 5 13 9 | 7 4 8 | 10 14 1 |
| 634 | 1 9 5 | 2 3 9 | 2 17 0 | 5 13 10 | 7 4 10 | 10 14 4 |
| 635 | 1 9 6 | 2 3 10 | 2 17 1 | 5 14 0 | 7 5 0 | 10 14 7 |
| 636 | 1 9 6 | 2 3 11 | 2 17 2 | 5 14 1 | 7 5 2 | 10 14 10 |
| 637 | 1 9 7 | 2 3 11 | 2 17 3 | 5 14 3 | 7 5 4 | 10 15 1 |
| 638 | 1 9 7 | 2 4 0 | 2 17 4 | 5 14 4 | 7 5 6 | 10 15 4 |
| 639 | 1 9 8 | 2 4 0 | 2 17 5 | 5 14 6 | 7 5 8 | 10 15 7 |
| 640 | 1 9 8 | 2 4 1 | 2 17 6 | 5 14 7 | 7 5 10 | 10 15 10 |
| 641 | 1 9 9 | 2 4 2 | 2 17 7 | 5 14 9 | 7 6 0 | 10 16 1 |
| 642 | 1 9 9 | 2 4 2 | 2 17 8 | 5 14 10 | 7 6 2 | 10 16 4 |
| 643 | 1 9 10 | 2 4 3 | 2 17 9 | 5 15 0 | 7 6 4 | 10 16 7 |
| 644 | 1 9 10 | 2 4 3 | 2 17 10 | 5 15 1 | 7 6 6 | 10 16 10 |
| 645 | 1 9 11 | 2 4 4 | 2 17 11 | 5 15 3 | 7 6 8 | 10 17 1 |
| 646 | 1 9 11 | 2 4 5 | 2 18 0 | 5 15 4 | 7 6 10 | 10 17 4 |
| 647 | 1 10 0 | 2 4 5 | 2 18 1 | 5 15 6 | 7 7 0 | 10 17 7 |
| 648 | 1 10 0 | 2 4 6 | 2 18 2 | 5 15 7 | 7 7 2 | 10 17 10 |
| 649 | 1 10 1 | 2 4 6 | 2 18 3 | 5 15 9 | 7 7 4 | 10 18 1 |
| 650 | 1 10 1 | 2 4 7 | 2 18 4 | 5 15 10 | 7 7 6 | 10 18 4 |
| 651 | 1 10 2 | 2 4 8 | 2 18 5 | 5 16 0 | 7 7 8 | 10 18 7 |
| 652 | 1 10 2 | 2 4 8 | 2 18 6 | 5 16 1 | 7 7 10 | 10 18 10 |
| 653 | 1 10 3 | 2 4 9 | 2 18 7 | 5 16 3 | 7 8 0 | 10 19 1 |
| 654 | 1 10 3 | 2 4 9 | 2 18 8 | 5 16 4 | 7 8 2 | 10 19 4 |
| 655 | 1 10 4 | 2 4 10 | 2 18 9 | 5 16 6 | 7 8 4 | 10 19 7 |
| 656 | 1 10 4 | 2 4 11 | 2 18 10 | 5 16 7 | 7 8 6 | 10 19 10 |
| 657 | 1 10 5 | 2 4 11 | 2 18 11 | 5 16 9 | 7 8 8 | 11 0 1 |
| 658 | 1 10 5 | 2 5 0 | 2 19 0 | 5 16 10 | 7 8 10 | 11 0 4 |
| 659 | 1 10 6 | 2 5 0 | 2 19 1 | 5 17 0 | 7 9 0 | 11 0 7 |
| 660 | 1 10 6 | 2 5 1 | 2 19 2 | 5 17 1 | 7 9 2 | 11 0 10 |
| 661 | 1 10 7 | 2 5 2 | 2 19 3 | 5 17 3 | 7 9 4 | 11 1 1 |

MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | NUMERAL CLASSES. | | |
|--|-------------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| | Mineral Class. per ton. | A Class. per ton. | B Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 662 | 1 10 7 | 2 5 2 | 2 19 4 | 5 17 4 | 7 9 6 | 11 1 4 |
| 663 | 1 10 8 | 2 5 3 | 2 19 5 | 5 17 6 | 7 9 8 | 11 1 7 |
| 664 | 1 10 8 | 2 5 3 | 2 19 6 | 5 17 7 | 7 9 10 | 11 1 10 |
| 665 | 1 10 9 | 2 5 4 | 2 19 7 | 5 17 9 | 7 10 0 | 11 2 1 |
| 666 | 1 10 9 | 2 5 5 | 2 19 8 | 5 17 10 | 7 10 2 | 11 2 4 |
| 667 | 1 10 10 | 2 5 5 | 2 19 9 | 5 18 0 | 7 10 4 | 11 2 7 |
| 668 | 1 10 10 | 2 5 6 | 2 19 10 | 5 18 1 | 7 10 6 | 11 2 10 |
| 669 | 1 10 11 | 2 5 6 | 2 19 11 | 5 18 3 | 7 10 8 | 11 3 1 |
| 670 | 1 10 11 | 2 5 7 | 3 0 0 | 5 18 4 | 7 10 10 | 11 3 4 |
| 671 | 1 11 0 | 2 5 8 | 3 0 1 | 5 18 6 | 7 11 0 | 11 3 7 |
| 672 | 1 11 0 | 2 5 8 | 3 0 2 | 5 18 7 | 7 11 2 | 11 3 10 |
| 673 | 1 11 1 | 2 5 9 | 3 0 3 | 5 18 9 | 7 11 4 | 11 4 1 |
| 674 | 1 11 1 | 2 5 9 | 3 0 4 | 5 18 10 | 7 11 6 | 11 4 4 |
| 675 | 1 11 2 | 2 5 10 | 3 0 5 | 5 19 0 | 7 11 8 | 11 4 7 |
| 676 | 1 11 2 | 2 5 11 | 3 0 6 | 5 19 1 | 7 11 10 | 11 4 10 |
| 677 | 1 11 3 | 2 5 11 | 3 0 7 | 5 19 3 | 7 12 0 | 11 5 1 |
| 678 | 1 11 3 | 2 6 0 | 3 0 8 | 5 19 4 | 7 12 2 | 11 5 4 |
| 679 | 1 11 4 | 2 6 0 | 3 0 9 | 5 19 6 | 7 12 4 | 11 5 7 |
| 680 | 1 11 4 | 2 6 1 | 3 0 10 | 5 19 7 | 7 12 6 | 11 5 10 |
| 681 | 1 11 5 | 2 6 2 | 3 0 11 | 5 19 9 | 7 12 8 | 11 6 1 |
| 682 | 1 11 5 | 2 6 2 | 3 1 0 | 5 19 10 | 7 12 10 | 11 6 4 |
| 683 | 1 11 6 | 2 6 3 | 3 1 1 | 6 0 0 | 7 13 0 | 11 6 7 |
| 684 | 1 11 6 | 2 6 3 | 3 1 2 | 6 0 1 | 7 13 2 | 11 6 10 |
| 685 | 1 11 7 | 2 6 4 | 3 1 3 | 6 0 3 | 7 13 4 | 11 7 1 |
| 686 | 1 11 7 | 2 6 5 | 3 1 4 | 6 0 4 | 7 13 6 | 11 7 4 |
| 687 | 1 11 8 | 2 6 5 | 3 1 5 | 6 0 6 | 7 13 8 | 11 7 7 |
| 688 | 1 11 8 | 2 6 6 | 3 1 6 | 6 0 7 | 7 13 10 | 11 7 10 |
| 689 | 1 11 9 | 2 6 6 | 3 1 7 | 6 0 9 | 7 14 0 | 11 8 1 |
| 690 | 1 11 9 | 2 6 7 | 3 1 8 | 6 0 10 | 7 14 2 | 11 8 4 |
| 691 | 1 11 10 | 2 6 8 | 3 1 9 | 6 1 0 | 7 14 4 | 11 8 7 |
| 692 | 1 11 10 | 2 6 8 | 3 1 10 | 6 1 1 | 7 14 6 | 11 8 10 |
| 693 | 1 11 11 | 2 6 9 | 3 1 11 | 6 1 3 | 7 14 8 | 11 9 1 |
| 694 | 1 11 11 | 2 6 9 | 3 2 0 | 6 1 4 | 7 14 10 | 11 9 4 |
| 695 | 1 12 0 | 2 6 10 | 3 2 1 | 6 1 6 | 7 15 0 | 11 9 7 |
| 696 | 1 12 0 | 2 6 11 | 3 2 2 | 6 1 7 | 7 15 2 | 11 9 10 |
| 697 | 1 12 1 | 2 6 11 | 3 2 3 | 6 1 9 | 7 15 4 | 11 10 1 |
| 698 | 1 12 1 | 2 7 0 | 3 2 4 | 6 1 10 | 7 15 6 | 11 10 4 |
| 699 | 1 12 2 | 2 7 0 | 3 2 5 | 6 2 0 | 7 15 8 | 11 10 7 |
| 700 | 1 12 2 | 2 7 1 | 3 2 6 | 6 2 1 | 7 15 10 | 11 10 10 |
| For every addi- tional mile over 700 add | 0 0 0½ | 0 0 0¾ | 0 0 1 | 0 0 1½ | 0 0 2 | 0 0 3 |

Private Railway Wagons.

Owners of Railway Wagons will be made the following allowances in freight for use of such wagons :—

| | s. | d. | |
|---------------------------------|----|----|---------|
| For any distance up to 50 miles | 0 | 6 | per ton |
| „ over 50 and up to 100 miles | 1 | 0 | „ |
| „ „ 100 „ 200 | 1 | 6 | „ |
| „ „ 200 „ 350 | 2 | 0 | „ |
| „ „ 350 „ 500 | 2 | 6 | „ |
| „ „ 500 „ 700 | 3 | 0 | „ |
| „ „ 700 „ 1000 | 3 | 6 | „ |

Amounts payable to be computed on tonnage of traffic carried.

LOCAL, SPECIAL, AND TEMPORARY RATES.

45

Local, Special, and Temporary Rates.

GOODS FOR HIS EXCELLENCY THE GOVERNOR will be conveyed free.

GOODS FOR LESSEES OF RAILWAY REFRESHMENT ROOMS can be carried by passenger trains at goods rates.

FRUIT STALLS ON STATIONS.—Fruit, etc., required for these stalls will be conveyed by passenger trains at goods rates.

ADVERTISEMENT BOARDS and material for use by railway advertising contractors to be carried free.

TARPAULINS lent for private use by special permission of Chief Traffic Manager only at 2s. 6d. each per day or part of a day.

NATURAL HISTORY SPECIMENS for Perth and Sydney Museums will be conveyed free.

Goods ex Ships.

For Goods ex Ships from Albany to Fremantle, Perth, Bunbury (Goods under Bond or Free) Guildford (Free Goods only), by rail, and *vice versa*.

All Goods consigned as above, on a Through Bill of Lading will be conveyed at 15s. per ton ship's weight, excepting Bunbury, which will be at 25s. per ton.

All other Goods classified in Special, 1st, 2nd, and 3rd Classes from Albany to Perth and Fremantle, and *vice versa*, in truck loads of 4 tons and upwards at 20s. per ton (owner's risk).

Smaller Consignments at 50s. per ton; minimum charge, 3s. 6d.

Also from Albany to Bunbury, and *vice versa*, in truck loads of 4 tons and upwards at 30s. per ton (owner's risk). Smaller consignments at 60s. per ton; minimum charge, 5s.

| | | | |
|--|-----|--|-----|
| Live Stock.—Per truck per mile for the first 350 miles | ... | ... | 4d. |
| " | " | for each additional mile exceeding 350 miles | 3d. |

Goods ex ship on through bill of lading will be conveyed from Fremantle to Bunbury, and *vice versa*, at 15s. per ton (ship's weight).

All other goods of the 2nd and 3rd classes from Fremantle and Perth to Bunbury and *vice versa* will be charged 37s. 6d. per ton.

Brick Traffic from Midland Line.

In future brick traffic from between Ten (10) Miles Midland Railway and Midland Junction, will be invoiced and charged as from Upper Swan, M.R.

Fremantle and Perth Traffic.

Special rates on goods carried between Fremantle and Perth :—

5s. per ton, measurement as per ship's manifest.

7s. per ton dead weight, as per ship's manifest.

The above to be ex ship, and to include wharfage, loading, and unloading.

5s. 8d. per ton on goods other than above, to include loading and unloading.

4s. per ton on goods in truck loads at owner's risk. Minimum charges, 5 tons per four-wheeled, and 10 tons per eight-wheeled truck. Loading and unloading to be done by owners.

Fish from Albany to Perth and Eastern Goldfields.

Fish in cold storage vans from Albany to Perth and Eastern Goldfields, Class 1, O.R.

Senders to supply ice, and freight to be charged on total weight of fish and ice conveyed in van. Minimum, 4 tons per van. If ice supplied by Department, ordinary rates to be charged.

Ores.

Ores not exceeding in value two ozs. of gold per ton, when loaded in wagons which have been loaded on outward journey, will be conveyed for a distance of 150 miles and upwards at one half-penny per ton per mile when carried at owner's risk, *i.e.*, the Commissioner will not be responsible for the loss of ore; and at "B" rates when carried at the risk of the Commissioner.

Ores exceeding in value 2 ozs., and not exceeding 5 oz. of gold per ton, 1d. per ton per mile O.R.

Ores exceeding 5 ozs., and not exceeding 15 oz. of gold per ton, 1½d. per ton per mile O.R.

Ores exceeding 15 oz. of gold per ton, ½d. per ton per mile to be added for every additional 10 oz. (or part thereof) of gold per ton O.R.

Twenty per cent. to be added to the rates for ore over 2 oz. of gold in value per ton if sent at Commissioner's risk.

A rebate of 10s. per ton will be allowed on ores exceeding 2 oz. per ton if conveyed for a distance of 300 miles and upwards, and treated in the Colony.

The value of the ore must be declared by consignors on consignment note.

Minimum, 4-wheeled trucks 5 tons per wagon; minimum, 10 tons per 8-wheeled wagon.

Freight on ores consigned to W.A. Smelting Works, Fremantle, must be prepaid.

Shunting Charges to Sidings, etc.

Between Fremantle and North Mole, 4s. per four-wheeled truck, or 8s. per eight-wheeled truck.

Between North Fremantle and North Mole.

Coolgardie and Coolgardie Brick Company.

Coolgardie and Coolgardie Exhibition.

Menzies and Lady Shenton Mine.

Sidings on Shunting Neck, Boulder line.

Perth Electric Tramway Co.'s Siding.

Bunbury Jetty and Imperial Jarrah Company.

}

2s. per four-wheeled truck, and 4s. per eight-wheeled truck.

One mile to be added to Station Mileage Rates on goods consigned to or from the following Sidings:—

- PERTH.—Honey & Co.; Perth Ice Co.; Perth Gas Co.; Gill-McDowell Timber Co.; Jarrahdale Jarrah Forests and Railways; Canning Jarrah Timber Co.; Coombe, Wood, & Co.; J. M. Ferguson.

EAST PERTH.—Atkins & Law; Perth City Council.

BAYSWATER.—Swan Brick Co., and West Australian Brick Co.

PARKERVILLE.—City Council's quarries.

SEABROOK.—Seabrook Battery.

BUNBURY.—Imperial Jarrah Co.; London Jarrah and Wood Paving Corporation; Millar's Karri and Jarrah Forests, Ltd.

COLLIEFIELDS.—Wallsend; Collie Proprietary; and West Collie Collieries.

On all goods carried between Fremantle and Perth at the special rates quoted on page 45, a shunting charge of 6d. per four-wheeled wagon and 1s. per eight-wheeled wagon will be made if the wagons are shunted to any private siding in Perth or East Perth, except the Perth Electric Tramway Company's siding shown above.

Government Stores Material.

Haulage charges on Government Stores between Fremantle or North Fremantle and Government Stores, 1s. 3d. per four-wheeled truck, 2s. 6d. per eight-wheeled truck, wharfage not included.

North Fremantle Sidings.

Goods for Messrs. Ferguson, Ltd., Matheson & Co., and Victoria Galvanised Iron and Wire Company's Sidings at North Fremantle will be conveyed in truck loads (minimum 1 ton) at the following rates:—
From ship's side, 3s. 9d. per ton, including wharfage and shunting charges.
Loading and unloading to be done by owners; Cranes, if required, to be paid for.

Coal from North Mole (North Fremantle).

Coal from North Mole wharf for North Fremantle and Stations beyond to be charged as from Fremantle wharves and jetties.

Coal for Fremantle Gas Company.

HAULAGE CHARGES.—From Fremantle Jetties and Wharves to Siding, 2s. }
per ton. } Including wharfage.
From North Mole to Siding, 3s. 3d. per ton.

Steel Plates for Patent Water Pipes.

Steel plates for Messrs. Ferguson (Falkirk) and Hoskins (Midland Junction), 10s. 8d. per ton, including wharfage and haulage charges.

Special Rates for Agricultural Produce grown in the Colony, Station to Station.

For Grain, Flour, Meal, Bran, Pollard, Roots, Potatoes, Onions, Pumpkins, Melons, Turnips, Hay, Straw, Chaff, Green Fodder, Ensilage, and other Agricultural Produce not otherwise specified.

On the Up Journey only.

Traffic charged at these rates will be carried at owner's risk only:—

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|------------|---------------|------------|---------------|------------|---------------|
| | s. d. | | s. d. | | s. d. |
| 1 to 59 | Class A | 121 to 132 | 10 0 | 258 to 282 | 13 0 |
| 60 to 72 | 7 6 | 133 to 157 | 10 6 | 283 to 307 | 13 6 |
| 73 to 84 | 8 0 | 158 to 182 | 11 0 | 308 to 332 | 14 0 |
| 85 to 96 | 8 6 | 183 to 207 | 11 6 | 333 to 357 | 14 6 |
| 97 to 108 | 9 0 | 208 to 232 | 12 0 | 358 to 382 | 15 0 |
| 109 to 120 | 9 6 | 233 to 257 | 12 6 | 383 to 407 | 15 6 |

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Minimum, 5 tons per four-wheeled truck, and 10 tons per eight-wheeled truck, except for Hay, Chaff, Straw, and Green Fodder, when the minimum will be 2½ and 5 tons respectively. Less quantities will be charged as for truck loads, or 4 tons Class "A," or actual weight Class "B," subject to Smalls minimum.

Consignments will be treated as in Up transit when carried from any inland station to any port.

When consignments are sent in Up, and then in the Down direction (or *vice versa*), and the united freight at the Up and Down rates at their respective weight minimum amounts to more than the through charges at Down Journey rates, the *latter charge only* will be made.

Special Rates for Agricultural Produce, any Direction for Distances over 400 miles
(at owner's risk) Station to Station.

Up to 400 miles, as per classification.

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|------------|---------------|------------|---------------|------------|---------------|
| | s. d. | | s. d. | | s. d. |
| 401 to 425 | 29 7 | 551 to 575 | 31 1 | 676 to 700 | 32 4 |
| 426 to 450 | 29 10 | 576 to 600 | 31 4 | 701 to 725 | 32 7 |
| 451 to 475 | 30 1 | 601 to 625 | 31 7 | 726 to 750 | 32 10 |
| 476 to 500 | 30 4 | 626 to 650 | 31 10 | 751 to 775 | 33 1 |
| 501 to 525 | 30 7 | 651 to 675 | 32 1 | 776 to 800 | 33 4 |
| 526 to 550 | 30 10 | | | | |

Minimum, 5 tons per four-wheeled truck, and 10 tons per eight-wheeled truck, except for Hay, Straw, Chaff, and Green Fodder, the minimum for which will be 2½ tons and 5 tons respectively.

Less quantities will be charged as for truck loads, or 4 tons Class "A," or actual weight Class "B."

Rates for Single Packages.

Bacon, Butter, Hams, Honey, Eggs, Cheese, Fruit, Canned Fruit, Jams, Vegetables, Garden Produce, and Wine, the Produce of the Colony, on the Up Journey, and Seed Potatoes, and Seeds of all kinds on the Up or Down Journey.

The undermentioned Scale of mileage rates will be charged for any single package containing butter, honey, eggs, cheese, fruit, canned fruits, jams, vegetables, garden produce, and wines, the produce of the Colony, conveyed on the Up Journey, and seed potatoes and seeds of all kinds on the Up or Down Journey, when the weight does not exceed that specified as follows:—

| Miles. | Package not exceeding 90lb. | 91lb. and not exceeding 112lb. | 113lb. and not exceeding 140lb. |
|-------------------------------|-----------------------------|--------------------------------|---------------------------------|
| | s. d. | s. d. | s. d. |
| Up to 50 miles | 1 0 | 1 0 | 1 0 |
| 51 to 100 miles | 1 0 | 1 3 | 1 6 |
| 101 to 200 miles... .. | 1 9 | 2 3 | 2 6 |
| 201 to 300 miles... .. | 2 3 | 2 9 | 3 3 |
| 301 to 400 miles... .. | 2 6 | 3 3 | 3 9 |
| 401 to 500 miles... .. | 2 9 | 3 6 | 4 3 |
| 501 to 600 miles... .. | 3 0 | 3 9 | 4 6 |
| Each additional 100 miles ... | 0 3 | 0 3 | 0 3 |

In the case of potatoes only, when the bag or package weighs over 112lb., but does not exceed 170lb., the charge will be at the scale shown for 140lb.

Should there be more than one package in a consignment each package will be charged as above, unless the charge by weight at the classified tonnage rate for the article is cheaper, subject to the usual minimum freight charge.

The through mileage charge to or from all branch lines will apply.

Slot Weighing Machines.

Slot Weighing Machines, when being sent for use on stations, are to be carried by Passenger Train at Goods Rates.

Water.

Water conveyed in Railway Water Tanks for the public will be charged A Class rates and conditions. If Private Tanks are used a reduction of 6d. per ton to be allowed. Provided the minimum truck load is maintained on the outward journey, the tanks may be returned free. Freight must be prepaid.

Charges in connection with Kerosene Store at North Fremantle.

FROM JETTIES TO STORE.—Haulage charge, including wharfage, 3s. per ton.

FROM STORE TO FREMANTLE.—Haulage charge 2s. per ton.

FROM STORE TO NORTH FREMANTLE STATION FOR TRANSIT.—Shunting charge, 2s. per 4-wheel wagon; 4s. per 8-wheel wagon.

The above charges are exclusive of loading and unloading.

Explosives to and from Geraldton and Magazine.*Explosives to the Magazine.*

(a.) Freight will be charged on Explosives for the Geraldton Magazine at the approved ordinary classification rates + 10s. for extra shunting to and from the magazine.

(b.) Explosives conveyed to the Magazine from Geraldton *ex* the jetty will be charged, in addition to the Jetty Dues, ordinary classification rates, minimum, 12s. 6d.

Explosives from the Magazine.

(a.) Freight will be charged at the ordinary classification rates, minimum, 12s. 6d., on Explosives taken to Geraldton from the magazine.

(b.) Explosives for conveyance from the magazine inland will be charged freight at the ordinary classification rates from Geraldton + 10s. for additional shunting in connection therewith.

Timber Companies' Traffic.

The following charges on all Government wagons running on all Timber Companies' lines are to be debited to respective Companies:—

Five Miles and under:—

1s. 3d. for each small wagon.

2s. 6d. for each double wagon.

Over 5 Miles:—

2s. 6d. for each small wagon.

5s. for each double wagon.

An additional charge of 4s. per day or part of a day demurrage on each small wagon, and 8s. per double, to be enforced if not returned within 24 hours.

Government Railway Contractors' Rates, etc.

Contractor's Plant Class 1, + 25 per cent.

Contractor's Plant, minimum, 4 tons per wagon Class A., owner's risk.

NOTE.—Contractor's plant includes tools, tackle, stores (other than groceries and provisions), chaff and material necessary for carrying out the work. Live stock and explosives will not be conveyed at above rates. The rates will apply only to Contractor's plant used for constructing a Government Railway, sent to the station nearest to the line to be constructed, and will be allowed on return trip when sent from new line to one station only not distant more than the original mileage conveyed on outward journey.

GOVERNMENT RAILWAY CONTRACTORS' TRAINS.—The Commissioner may at his discretion, allow Government Railway Contractors' trains to be run over the lines, and, in the event of permission being granted, the following will be the Rates and Conditions:—

An Engine, light, 1s. 6d. per mile, under steam; minimum 50s.

A train of ten wagons, ballast or material—Contractors' own engine, trucks and men—or haulage of a dead engine 2s. 6d. per mile; minimum, 50s. per train. Ballast or material trains are not charged for the return journey empty.

A train of contractors' empty wagons, Department finding engine and men, 5s. per mile; minimum, 50s. per train.

A train of ten Contractors' wagons with material for their own contract, Department finding engine and men, 7s. 6d. per mile; minimum, 50s. per train.

Contractors' empty wagons attached to ordinary goods trains, 3d. per truck per mile; minimum, 5s. each.

Contractors' wagons cannot be sent by ordinary goods trains unless provided with spring buffers.

All Contractors' wagons and engines must be examined and passed, at the expense of the Contractors, by the Locomotive Engineer, before being allowed to run.

Contractors' men in charge of engines or trains must also give satisfactory proof of their knowledge of the line, and general fitness, before being permitted to run.

The Department finds pilots in all cases, whose wages and expenses are to be paid by Contractors.

The charge for trucks loaded with material previously conveyed by rail taken by Contractors for new lines under construction from the junction of the new line with the main line to the head of the road will be 2s. 6d. per truck per trip, if the distance exceeds one mile and does not exceed five miles; for distances exceeding five miles and not exceeding 20 miles, 5s. per truck per trip; over 20 miles 7s. 6d. per truck per trip. No charge is made for distances not exceeding one mile.

The foregoing rates are contingent on the trucks being hauled by contractors' engine from the place material is deliverable at by the Commissioner, according to contract, and provided the empty trucks are returned within twelve working hours; if not returned within twelve working hours, 1s. per truck per hour, or 4s. per working day, demurrage to be charged.

If material is loaded locally, *i.e.*, at the commencement of the contract, and taken by contractors' engine to the head of the road, a charge of 7s. 6d. per truck per day, or part of a day, will be made.

Circuses.—S. to S.

When Circuses are conveyed by Ordinary Goods Trains, 9d. per mile for each four-wheeled cattle wagon and goods truck. Minimum charge, 15s. per vehicle. All loading and unloading to be performed by the proprietors, or their agents, and at their own risk and expense. When conveyed by Special Trains, consisting of not less than fourteen vehicles each, the above rates per vehicle will be charged; minimum £30 per train per day.

The through mileage to and from all Branch lines will apply.

STEAM CIRCUSES and Merry-Go-Rounds will be charged 9d. per truck per mile. Loading and unloading to be performed by owners or their agents at their own risk and expense.

Locomotive Engines, Railway Carriages, and Wagons.

LOCOMOTIVE ENGINES AND TENDERS ON THEIR OWN WHEELS:—

1d. per ton per mile. S. to S. Minimum charge, 10s.
Half rates when running in steam and in good running order. Minimum, 10s.

LOCOMOTIVE ENGINES AND TENDERS (not on their own wheels) LOADED ON RAILWAY WAGONS:—
Class 1, O.R., S. to S.

RAILWAY WAGONS (on their own wheels), 3d. per wagon per mile. S. to S.—Minimum, 5s.

NEW RAILWAY VEHICLES (on their own wheels), viz., Carriages, Passenger and Luggage Brake Vans, Horse Boxes, and Carriage Trucks:—

Not exceeding 12 tons each, 4d. per vehicle per mile. S. to S. } Minimum, 5s.
Do. 20 tons each, 6d. do. }
Packed in cases, Class 1, O.R. S. to S.

All engines, wagons, etc., must be examined and passed, at the expense of the senders, by the Locomotive Engineer, before being allowed to run.

Commercial Travellers' Samples.

Commercial Travellers' samples will be carried free on the return journey for an equal distance to that for which trainage has been paid on the outward journey, on production of railway receipts showing that full rates have been paid in the first instance. At the time of consigning, the full mileage of the journey proposed to be travelled on main and branch lines will be aggregated and charged at the through rate.

Cranes, Hire of.

| | | | | |
|---------------------------|---------|-----------|----------------|-----|
| 10-ton Cranes (steam) ... | 10s. | per hour. | Minimum Charge | £2. |
| 5 do. do. ... | 5s. | do. | do. | £1. |
| Donkey Engines ... | 4s. | do. | do. | £1. |
| Hand Cranes ... | 2s. 6d. | do. | do. | — |

The foregoing charges are for use of Cranes at Hirer's risk only, but the Commissioner will undertake the risk on payment of 2½ per cent. on value of the goods to be lifted by Crane, in addition to ordinary Crane charges.

Application for use of Cranes must be made on prescribed form (*see* page 137). The minimum charge will only be enforced when the Crane is ordered, and it is necessary to get up steam specially.

Coal.

| | | | | |
|---|-----|-----|-----|-----------------------|
| Coal Imported, between Fremantle and Midland Junction and intermediate stations, in full truck loads, loading, unloading, and shunting excluded | ... | ... | ... | M. Rate. |
| Coal, Local, <i>i.e.</i> , raised in the Colony, in truck loads, loading, unloading, and shunting excluded | ... | ... | ... | ½d. per ton per mile. |

Scrap Iron to Perth.

Scrap Iron will be conveyed from Yalgoo and Stations Eastward, and Southern Cross and Stations Eastward, to Perth at ½d. per ton per mile, O. R., if conveyed in wagons which have been loaded on the outward journey.

Returned Empties.

Carried at Owner's Risk only.

1. Carriage of all returned empties must be prepaid, unless arrangements are made to the contrary with the Chief Traffic Manager.

RETURNED EMPTIES AND VEHICLES.

2. The Scale of Charges (*see* exceptions, clauses *a, b, c,* and *d*) will only apply to empties which were carried full on the outward journey by railway between the same stations and from original consignee to original sender of the Goods.
3. The following is the General Scale of Charges for the conveyance of empties to and from all stations :—

| | |
|------------------------|--------------|
| Not exceeding 25 miles | 4d. per cwt. |
| From 26 to 50 miles | 6d. „ |
| „ 51 to 100 „ | 8d. „ |
| „ 101 to 150 „ | 10d. „ |
| „ 151 to 200 „ | 1s. 0d. „ |
| „ 201 to 250 „ | 1s. 2d. „ |
| „ 251 to 300 „ | 1s. 4d. „ |
| „ 301 to 350 „ | 1s. 6d. „ |

3d. for every additional 100 miles or part thereof.

The minimum weight to be $\frac{1}{2}$ cwt., with a minimum of 4d. up to 25 miles, and 6d. above 25 miles. Ore Bags will be returned free.

Exceptions to the foregoing scales :—

- (a.) All Sacks and Bags (second hand) *sent* to be filled or returned empty :—

| | |
|-------------------------|--------------|
| Not exceeding 100 miles | 3d. per cwt. |
| From 101 to 200 „ | 6d. „ |
| „ 201 to 300 „ | 9d. „ |
| „ 301 to 400 „ | 1s. 0d. „ |

3d. for every additional 100 miles or part thereof.

Minimum charge as for 1cwt.

- (b.) CRATES.—Returned empty Hat, Bicycle, Tricycle, and Earthenware Crates—Class 1, minimum charge 9d.

- (c.) EMPTY CARBOYS.—Returned empty carboys whether in tubs or hampers :—

| | |
|------------------------|----------|
| Not exceeding 50 miles | 2d. each |
| „ 100 „ | 3d. „ |
| „ 150 „ | 4d. „ |
| „ 200 „ | 5d. „ |
| Exceeding 200 „ | 6d. „ |

- (d.) BUTTER KEGS AND CASES, Fish Baskets, Fruit Cases, Milk Cans, Meat and Vegetable Empties (inclusive of wrappers and cloths) *sent* to be filled or returned empty :—

| | |
|------------------------|--------------|
| Not exceeding 25 miles | 2d. per cwt. |
| From 26 to 50 „ | 3d. „ |
| „ 51 to 100 „ | 5d. „ |
| „ 101 to 150 „ | 6d. „ |
| „ 151 to 200 „ | 8d. „ |
| „ 201 to 250 „ | 9d. „ |
| „ 251 to 300 „ | 11d. „ |
| Exceeding 300 „ | 1s. 0d. „ |

Minimum charge 2d.

- (e.) WEIGHT OF ALE AND PORTER CASKS.—The weight to be calculated as follows :—

| | | | | |
|----------------------------|-----|-----|-----|-------------|
| Half firkin | ... | ... | ... | 14lbs. |
| Firkins | ... | ... | ... | 1qr. |
| 12 Gallon casks | ... | ... | ... | 42lbs. |
| Kilderkin | ... | ... | ... | 2qrs. |
| Barrels and Half Hogsheads | ... | ... | ... | 3qrs. |
| Hogsheads | ... | ... | ... | 1cwt. |
| Butts | ... | ... | ... | 1cwt. 2qrs. |

Vehicles.

Buggies, Carriages, etc., will be conveyed from such stations only as have accommodation for loading and unloading (*see* pages 141 to 147). They must be at the station forty minutes before the departure of the train by which they are intended to be despatched; but the Commissioner of Railways does not guarantee to forward by any particular train. *Twenty-four hours'* notice required in all cases. When more vehicles than one belonging to the same owner are loaded on one 4-wheeled truck the first only is to be charged at full rate, the remainder at half rate. If the vehicles are loaded in a bogie

VEHICLES AND EXHIBITS.51

truck, two must be charged at full rate. Consistent with safety, there is no limit as to the number of vehicles which may be loaded on a truck.

| Description. | PER MILE. For the first 100 miles. | For each additional mile exceeding 100 miles and not exceeding 200 miles. | For each additional mile exceeding 200 miles. | Minimum. |
|--|--|--|---|-------------------|
| | s. d. | s. d. | s. d. | s. d. |
| Buggies, Carriages, Drays, Gigs, 2-wheeled Street Scrapers, Street Sweepers, Sanitary Carts, and similar vehicles on wheels or in pieces, and including shafts and wheels in goods trucks by goods trains, not exceeding 10 cwt. ... | 0 4 | 0 3 | 0 2 | 7 6 |
| Ditto, exceeding 10cwt., and Street Watering Carts, Bullock Drays, Dobbins, Heavy Wagons, Lorries, and Tram Cars, not requiring more than one 4-wheeled truck ... | 0 6 | 0 5 | 0 4 | 12 6 |
| Carriages, Buggies, Gigs, Drays, Wagons, and similar vehicles, unpainted and in the rough, in pieces, loose, or in cases ... | Class 3 ... | ... | ... | Smalls. |
| Small vehicles in pieces, loaded with other ordinary goods, and not requiring a separate truck ... | Class 3 ... | ... | ... | 5s. each vehicle. |
| Sulkies ... | Half Buggy Rates | ... | ... | 7 6 |

NOTE.—For 8-wheeled bogie trucks double rates will be charged. Minimum 20s.

Exhibits.

Regulations for the conveyance of Agricultural Machines, Implements, Live Stock, Produce, and other Exhibits to and from Shows by ordinary trains only, at owner's risk :—

- Exhibits will be charged full rates to the place of exhibition, but will be conveyed back free to the station whence they were sent, if returned within two weeks of the termination of the Show at which they were last exhibited, and if a certificate (see page 135 for form) from the Secretary of the Society, that they have been exhibited and not sold, is handed in on consigning. If part of a consignment be sold, the balance will be returned free.
- Exhibits must be returned to the Station whence they started, otherwise freight will be charged.
- Return exhibits, unaccompanied by a certificate from the Secretary of the Show, will be charged full rates.
- For all exhibits which may have been sold, full rates will be charged for the return journey.
- All exhibits to be loaded and unloaded by consignors and consignees, and to be entirely at owners' risk.
- All freight incurred on the outward journey must be paid at the sending station.
- The Commissioner's servants must see that "owner's risk" notes are handed in with all consignments.
- Five clear days' notice should be given to the Stationmaster of the number and description of vehicles required.
- The foregoing applies to exhibits conveyed in cattle or goods wagons, and by goods trains. The Commissioner, however, reserves the right to convey animals in horse boxes by passenger trains under the same conditions at goods rate, provided it be necessary to meet pressure of traffic.
- Exhibits may be sent from one Show to another on the same line or branch of line, provided a "not sold" certificate is presented and freight prepaid at each station. When final destination is reached they will be returned to starting station, as per Clause 1.
- Attendants on Stock before starting to a Show must furnish themselves with a certificate, duly filled up and signed as per Clause 12, and pay full fare to and from the place of Exhibition; but after returning with their Exhibits, if a full sheep truck load of Sheep or a full Cattle truck load of Horses, Cattle, or Pigs, has been paid for, and if provided with a certificate as per Clause 12, duly filled up and signed, a refund of both fares will be made. This applies only to attendants who travel in the trucks or in vans of goods trains with the Stock. Only one attendant to be allowed to each truck. The certificate must be receipted by the attendant and sent by the Stationmaster to the Traffic Audit Office as a voucher.

12. FORM.

..... Station.
 Date.
 I hereby certify Mr., travelled in truck No., train with his
 stock to Agricultural Show. fare.
 Stationmaster.

..... Station.
 Date.
 I hereby certify Mr., returned from Agricultural Show in
 truck No., train, with unsold exhibits. fare.
 Stationmaster.

(Stationmasters to have supplies of this form always on hand.)

Live Stock Rates and Conditions.

[For List of Stations at which Cattle, Sheep, Pigs, and Horses can be loaded and unloaded—see pages 141 to 147.]

1. The Commissioner will not receive Live Stock for conveyance on Sunday, Good Friday, Christmas Day, or any proclaimed Holiday, nor on any day immediately preceding such holiday (or Holy Day) when through transit cannot be provided.

2. By the 30th Section of Act 42 Vict., No. 31, the liability of the Commissioner is limited as follows, viz.:—For any Horse, £20; for any neat Cattle, per head, £15; for any Sheep, Pig, or other small animal, per head, £1. Any person forwarding animals of a higher value than as above mentioned, and declaring their value at the time of booking, will be charged £5 per centum upon the value so declared above the respective sums so limited as aforesaid, and which percentage shall be paid in addition to the ordinary rate of charge. On live stock insured at the risk of the Commissioner the power is reserved to regulate the number of animals to be carried in each truck.

3. No Horses, Cattle or other animals are to be brought to railway stations except on the terms that the owner takes upon himself all risk of injury on the premises not arising from negligence on the part of the Commissioner or his employees. And the Commissioner is to be held free from all risk and responsibility in respect of any loss or damage arising on the loading or unloading, or from suffocation, or from being trampled on, bruised, or otherwise injured in transit, or from fire, or from any other cause whatsoever not arising from such negligence as aforesaid, or where the loss or injury arises wholly or partially from fear or restiveness; and all fastenings in either horse-boxes or trucks must be done by the consignee, who will take the whole responsibility.

4. All Live Stock delivered at a station for carriage shall be accompanied by a consignment note in the form shown on page 136.

5. Live Stock will be conveyed only from and to such stations as have accommodation for loading and unloading (see pages 141 to 147), and Herds and Flocks only at convenient times to be previously arranged.

6. All Live Stock must be loaded and unloaded by the senders and consignees respectively, or their agents, at the owner's risk.

7. The Commissioner does not undertake to forward Horses, Cattle, or other animals at or by any particular time or train, or to deliver them at any stated time or for any stated market.

8. Rugs, bridles, saddles, or other trappings, forwarded with Horses or Cattle are carried entirely at the risk of the owner, unless previously booked and paid for as parcels; and in any case the Commissioner accepts no responsibility for damage done to these articles.

9. All Live Stock must be unloaded within three hours after arrival, otherwise it will be unloaded and a charge of 2s. 6d. per truck made in addition to the carriage rate.

10. All Live Stock must be removed from the Railway premises immediately after being unloaded, or if left will remain at the owner's risk and expense, and may be sent to agistment or livery, the cost of which shall be paid by the owner, and such cost must be paid on demand as part of the authorised charges, and such Stock, if not removed within seven days, may be sold by auction by order of the Commissioner, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

11. When a truck is only partly occupied by a consignment, the Commissioner reserves the right to fill it up to its full carrying capacity with other stock.

12. Mixed Stock will be carried together in the same truck, provided the whole consignment belongs to one person, and the Commissioner is relieved of all responsibility. When such is done, freight will be charged on the higher scale, e.g., if Horses and Cattle are sent together, the charge will be as for Horses.

13. No Sheep, Cattle, Horses, or other Live Stock, which, in the judgment of the Commissioner, his officers or employees, may be infected with any disease, shall be carried on any railway, and the Commissioner, his officers or employees, may refuse to take any Sheep, Cattle, Horses, or other Live Stock suspected by them to be diseased. Any person causing or procuring any diseased Sheep, Cattle, Horses, or other Live Stock to be carried upon or along any railway shall be liable to a penalty not exceeding £20.

14. Applications for conveyance of Live Stock are to be made on the printed form provided for that purpose (see specimen, page 136). Those sent by telegram or letter will be subject to the same conditions as if made on the printed form. The acceptance of an order is subject to the discretion of the Chief

LIVE STOCK RATES AND CONDITIONS.

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Traffic Manager, but no order will be accepted when a longer period intervenes than 21 days in advance of the date upon which conveyance is required.

15. Each order must be lodged four clear days before date of loading, and be accompanied with a deposit of 20s. or actual freight when less than that amount per truck ordered.

16. An order once lodged with the Department can only be withdrawn or the number of trucks reduced or destination altered at any time (not being less than four clear days before the date of conveyance) by forfeiting the amount of deposit for each truck so withdrawn, number reduced, or destination altered.

17. The Commissioner reserves to himself the right to charge for all trucks ordered and not used on the date and at the station specified in the order as if used.

18. Trucks must be loaded ready for despatch at a time to be fixed by the Chief Traffic Manager, which will be ascertained on application to the Stationmaster at the loading station. If not loaded by the time specified, the Commissioner reserves the right to remove or otherwise use the wagons, and charge full rates to the person who lodged the order.

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

20. The following charges must be made for conveyance of Live Stock over the Government Lines, when forwarded from any station on the Midland Railway, viz. :—

On Small 4-wheel Cattle Wagons, Mileage Rates, calculated on the throughout distance. Minimum, 5s. per truck.

Large 8-wheel Bogie Cattle and Sheep Trucks, Mileage Rates calculated on the throughout distance. Minimum, 10s. per truck.

21. Camels to be charged at the same rate as horses.

Camels, when loaded in small high-sided wagons, charge small wagon rate.

Camels, when loaded in bogie high-sided wagons, charge double rates.

22. Drivers in charge of live stock to be allowed to travel at half ordinary second class single or return fares (as may be required) on the following conditions, viz. :—

1 Drover for two fully-loaded bogie wagons.

1 " " three " " small "

1 " " one " " " wagon of camels.

2 Drivers " " " " bogie " "

The fare must in all cases be prepaid, and amount entered in the "paid" column of the live stock ticket and counterfoil. In the case of a return fare, a drover's pass will be issued by the forwarding station to cover the return journey. Reference to Live Stock Ticket must always be inserted in the drover's pass.

The return pass to be made available as follows :—

| | | | | |
|---------------|-----|-----|-----|--------|
| 1 to 50 miles | ... | ... | ... | 3 days |
| 51 to 75 " | ... | ... | ... | 4 " |
| 76 to 100 " | ... | ... | ... | 5 " |
| 101 to 150 " | ... | ... | ... | 7 " |
| 151 to 200 " | ... | ... | ... | 8 " |
| 201 to 300 " | ... | ... | ... | 10 " |
| 301 to 400 " | ... | ... | ... | 12 " |
| Above 400 " | ... | ... | ... | 14 " |

23. Camels, Sheep, and Cattle in train loads of not less than 8 large bogie trucks will be conveyed from one station to another, a distance exceeding 50 miles, at a reduction of 20 per cent. upon the ordinary rates. In lots of 5, 6, or 7 bogie trucks on ordinary trains for similar distance a concession of 10 per cent. upon the ordinary rates will be made.

Small Consignments--Rates for.

| | | | | |
|---|-----|-----|---------------|-----------|
| In Trucks : | | | | Minimum. |
| | | | | s. d. |
| Single horse, cow, or ox | ... | ... | 2½d. per mile | 5 0 |
| Calves, when less than half-truck | ... | ... | 1d. each " | 2 0 each. |
| Sheep, goats, or pigs, when less than half-truck | ... | ... | ½d. each " | 1 6 each. |
| In Cases, &c. : | | | | Minimum. |
| | | | | s. d. |
| Calves, goats, or pigs in cases, total weight of package not exceeding 150lbs. | ... | ... | ½d. per mile | 2 0 |
| Calves, goats, or pigs in cases, total weight of package exceeding 150lbs. and not exceeding 250lbs. | ... | ... | 1d. per mile | 3 0 |
| Calves, goats, or pigs in cases, total weight of package exceeding 250lbs. | ... | ... | 2d. per mile | 4 0 |
| No case above 400lbs. will be carried. | | | | |
| Sheep in cases, not exceeding 84lbs each. | ... | ... | ½d. per mile | 2 0 |
| Sheep in cases, exceeding 84lbs. each | ... | ... | 1d. per mile | 3 0 |
| Stud rams and stud ewes, each (such charges not to exceed full rates for the description of vehicle used) | ... | ... | 2d. per mile | 4 0 |
| Cases for the carriage of live stock as above-mentioned must be provided by the consignor. | | | | |

LIVE STOCK RATES.

Horses, Cattle, Calves, Sheep, Lambs, Goats, and Pigs in Small Cattle Wagons
(Full and Half Loads).

| HORSES. | | | | CATTLE, SHEEP, &c. | | HORSES. | | | | CATTLE, SHEEP, &c. | |
|---------|--|---|--|---|--------|--|---|--|---|--------------------|---------|
| MILES. | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. | MILES. | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. | | |
| | | | | | | | | | | £ s. d. | £ s. d. |
| 1 to 9 | 0 5 0 | 0 7 6 | 0 5 0 | 0 7 6 | 59 | 1 11 9 | 2 7 8 | 0 19 2 | 1 8 9 | | |
| 10 | 0 5 7 | 0 8 4 | 0 5 0 | 0 7 6 | 60 | 1 12 3 | 2 8 4 | 0 19 5 | 1 9 2 | | |
| 11 | 0 6 2 | 0 9 2 | 0 5 0 | 0 7 6 | | | | | | | |
| 12 | 0 6 8 | 0 10 0 | 0 5 0 | 0 7 6 | 61 | 1 12 8 | 2 9 0 | 0 19 9 | 1 9 7 | | |
| 13 | 0 7 3 | 0 10 10 | 0 5 0 | 0 7 6 | 62 | 1 13 1 | 2 9 8 | 1 0 0 | 1 10 0 | | |
| 14 | 0 7 10 | 0 11 8 | 0 5 0 | 0 7 6 | 63 | 1 13 7 | 2 10 4 | 1 0 3 | 1 10 5 | | |
| 15 | 0 8 4 | 0 12 6 | 0 5 0 | 0 7 6 | 64 | 1 14 0 | 2 11 0 | 1 0 7 | 1 10 10 | | |
| | | | | | 65 | 1 14 5 | 2 11 8 | 1 0 10 | 1 11 3 | | |
| 16 | 0 8 11 | 0 13 4 | 0 5 4 | 0 8 0 | | | | | | | |
| 17 | 0 9 6 | 0 14 2 | 0 5 8 | 0 8 6 | 66 | 1 14 11 | 2 12 4 | 1 1 1 | 1 11 8 | | |
| 18 | 0 10 0 | 0 15 0 | 0 6 0 | 0 9 0 | 67 | 1 15 4 | 2 13 0 | 1 1 5 | 1 12 1 | | |
| 19 | 0 10 7 | 0 15 10 | 0 6 4 | 0 9 6 | 68 | 1 15 9 | 2 13 8 | 1 1 8 | 1 12 6 | | |
| 20 | 0 11 2 | 0 16 8 | 0 6 8 | 0 10 0 | 69 | 1 16 3 | 2 14 4 | 1 1 11 | 1 12 11 | | |
| | | | | | 70 | 1 16 8 | 2 15 0 | 1 2 3 | 1 13 4 | | |
| 21 | 0 11 8 | 0 17 6 | 0 7 0 | 0 10 6 | | | | | | | |
| 22 | 0 12 3 | 0 18 4 | 0 7 4 | 0 11 0 | 71 | 1 17 1 | 2 15 8 | 1 2 6 | 1 13 9 | | |
| 23 | 0 12 10 | 0 19 2 | 0 7 8 | 0 11 6 | 72 | 1 17 7 | 2 16 4 | 1 2 9 | 1 14 2 | | |
| 24 | 0 13 4 | 1 0 0 | 0 8 0 | 0 12 0 | 73 | 1 18 0 | 2 17 0 | 1 3 1 | 1 14 7 | | |
| 25 | 0 13 11 | 1 0 10 | 0 8 4 | 0 12 6 | 74 | 1 18 5 | 2 17 8 | 1 3 4 | 1 15 0 | | |
| | | | | | 75 | 1 18 11 | 2 18 4 | 1 3 7 | 1 15 5 | | |
| 26 | 0 14 6 | 1 1 8 | 0 8 8 | 0 13 0 | | | | | | | |
| 27 | 0 15 0 | 1 2 6 | 0 9 0 | 0 13 6 | 76 | 1 19 4 | 2 19 0 | 1 3 11 | 1 15 10 | | |
| 28 | 0 15 7 | 1 3 4 | 0 9 4 | 0 14 0 | 77 | 1 19 9 | 2 19 8 | 1 4 2 | 1 16 3 | | |
| 29 | 0 16 2 | 1 4 2 | 0 9 8 | 0 14 6 | 78 | 2 0 3 | 3 0 4 | 1 4 5 | 1 16 8 | | |
| 30 | 0 16 8 | 1 5 0 | 0 10 0 | 0 15 0 | 79 | 2 0 8 | 3 1 0 | 1 4 9 | 1 17 1 | | |
| | | | | | 80 | 2 1 1 | 3 1 8 | 1 5 0 | 1 17 6 | | |
| 31 | 0 17 3 | 1 5 10 | 0 10 4 | 0 15 6 | | | | | | | |
| 32 | 0 17 10 | 1 6 8 | 0 10 8 | 0 16 0 | 81 | 2 1 7 | 3 2 4 | 1 5 3 | 1 17 11 | | |
| 33 | 0 18 4 | 1 7 6 | 0 11 0 | 0 16 6 | 82 | 2 2 0 | 3 3 0 | 1 5 7 | 1 18 4 | | |
| 34 | 0 18 11 | 1 8 4 | 0 11 4 | 0 17 0 | 83 | 2 2 5 | 3 3 8 | 1 5 10 | 1 18 9 | | |
| 35 | 0 19 5 | 1 9 2 | 0 11 8 | 0 17 6 | 84 | 2 2 11 | 3 4 4 | 1 6 1 | 1 19 2 | | |
| | | | | | 85 | 2 3 4 | 3 5 0 | 1 6 5 | 1 19 7 | | |
| 36 | 1 0 0 | 1 10 0 | 0 12 0 | 0 18 0 | | | | | | | |
| 37 | 1 0 7 | 1 10 10 | 0 12 4 | 0 18 6 | 86 | 2 3 9 | 3 5 8 | 1 6 8 | 2 0 0 | | |
| 38 | 1 1 1 | 1 11 8 | 0 12 8 | 0 19 0 | 87 | 2 4 3 | 3 6 4 | 1 6 11 | 2 0 5 | | |
| 39 | 1 1 8 | 1 12 6 | 0 13 0 | 0 19 6 | 88 | 2 4 8 | 3 7 0 | 1 7 3 | 2 0 10 | | |
| 40 | 1 2 3 | 1 13 4 | 0 13 4 | 1 0 0 | 89 | 2 5 1 | 3 7 8 | 1 7 6 | 2 1 3 | | |
| | | | | | 90 | 2 5 7 | 3 8 4 | 1 7 9 | 2 1 8 | | |
| 41 | 1 2 9 | 1 14 2 | 0 13 8 | 1 0 6 | | | | | | | |
| 42 | 1 3 4 | 1 15 0 | 0 14 0 | 1 1 0 | 91 | 2 6 0 | 3 9 0 | 1 8 1 | 2 2 1 | | |
| 43 | 1 3 11 | 1 15 10 | 0 14 4 | 1 1 6 | 92 | 2 6 5 | 3 9 8 | 1 8 4 | 2 2 6 | | |
| 44 | 1 4 5 | 1 16 8 | 0 14 8 | 1 2 0 | 93 | 2 6 11 | 3 10 4 | 1 8 7 | 2 2 11 | | |
| 45 | 1 5 0 | 1 17 6 | 0 15 0 | 1 2 6 | 94 | 2 7 4 | 3 11 0 | 1 8 11 | 2 3 4 | | |
| | | | | | 95 | 2 7 9 | 3 11 8 | 1 9 2 | 2 3 9 | | |
| 46 | 1 5 7 | 1 18 4 | 0 15 4 | 1 3 0 | | | | | | | |
| 47 | 1 6 1 | 1 19 2 | 0 15 8 | 1 3 6 | 96 | 2 8 3 | 3 12 4 | 1 9 5 | 2 4 2 | | |
| 48 | 1 6 8 | 2 0 0 | 0 16 0 | 1 4 0 | 97 | 2 8 8 | 3 13 0 | 1 9 9 | 2 4 7 | | |
| 49 | 1 7 3 | 2 0 10 | 0 16 4 | 1 4 6 | 98 | 2 9 1 | 3 13 8 | 1 10 0 | 2 5 0 | | |
| 50 | 1 7 9 | 2 1 8 | 0 16 8 | 1 5 0 | 99 | 2 9 7 | 3 14 4 | 1 10 3 | 2 5 5 | | |
| | | | | | 100 | 2 10 0 | 3 15 0 | 1 10 7 | 2 5 10 | | |
| 51 | 1 8 3 | 2 2 4 | 0 16 11 | 1 5 5 | | | | | | | |
| 52 | 1 8 8 | 2 3 0 | 0 17 3 | 1 5 10 | 101 | 2 10 4 | 3 15 6 | 1 10 10 | 2 6 2 | | |
| 53 | 1 9 1 | 2 3 8 | 0 17 6 | 1 6 3 | 102 | 2 10 8 | 3 16 0 | 1 11 0 | 2 6 6 | | |
| 54 | 1 9 7 | 2 4 4 | 0 17 9 | 1 6 8 | 103 | 2 11 0 | 3 16 6 | 1 11 3 | 2 6 10 | | |
| 55 | 1 10 0 | 2 5 0 | 0 18 1 | 1 7 1 | 104 | 2 11 4 | 3 17 0 | 1 11 6 | 2 7 2 | | |
| | | | | | 105 | 2 11 8 | 3 17 6 | 1 11 9 | 2 7 6 | | |
| 56 | 1 10 5 | 2 5 8 | 0 18 4 | 1 7 6 | | | | | | | |
| 57 | 1 10 11 | 2 6 4 | 0 18 7 | 1 7 11 | 106 | 2 12 0 | 3 18 0 | 1 12 0 | 2 7 10 | | |
| 58 | 1 11 4 | 2 7 0 | 0 18 11 | 1 8 4 | 107 | 2 12 4 | 3 18 6 | 1 12 3 | 2 8 2 | | |

LIVE STOCK RATES.

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| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|---------|--|---|--|---|---------|--|---|--|---|
| | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. |
| | | | | | | | | | |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 108 | 2 12 8 | 3 19 0 | 1 12 5 | 2 8 6 | 160 | 3 10 0 | 5 5 0 | 2 3 11 | 3 5 10 |
| 109 | 2 13 0 | 3 19 6 | 1 12 8 | 2 8 10 | | | | | |
| 110 | 2 13 4 | 4 0 0 | 1 12 11 | 2 9 2 | 161 | 3 10 4 | 5 5 6 | 2 4 1 | 3 6 2 |
| | | | | | 162 | 3 10 8 | 5 6 0 | 2 4 4 | 3 6 6 |
| 111 | 2 13 8 | 4 0 6 | 1 13 1 | 2 9 6 | 163 | 3 11 0 | 5 6 6 | 2 4 7 | 3 6 10 |
| 112 | 2 14 0 | 4 1 0 | 1 13 4 | 2 9 10 | 164 | 3 11 4 | 5 7 0 | 2 4 9 | 3 7 2 |
| 113 | 2 14 4 | 4 1 6 | 1 13 7 | 2 10 2 | 165 | 3 11 8 | 5 7 6 | 2 5 0 | 3 7 6 |
| 114 | 2 14 8 | 4 2 0 | 1 13 9 | 2 10 6 | | | | | |
| 115 | 2 15 0 | 4 2 6 | 1 14 0 | 2 10 10 | 166 | 3 12 0 | 5 8 0 | 2 5 3 | 3 7 10 |
| | | | | | 167 | 3 12 4 | 5 8 6 | 2 5 5 | 3 8 2 |
| 116 | 2 15 4 | 4 3 0 | 1 14 3 | 2 11 2 | 168 | 3 12 8 | 5 9 0 | 2 5 8 | 3 8 6 |
| 117 | 2 15 8 | 4 3 6 | 1 14 5 | 2 11 6 | 169 | 3 13 0 | 5 9 6 | 2 5 11 | 3 8 10 |
| 118 | 2 16 0 | 4 4 0 | 1 14 8 | 2 11 10 | 170 | 3 13 4 | 5 10 0 | 2 6 1 | 3 9 2 |
| 119 | 2 16 4 | 4 4 6 | 1 14 11 | 2 12 2 | | | | | |
| 120 | 2 16 8 | 4 5 0 | 1 15 1 | 2 12 6 | 171 | 3 13 8 | 5 10 6 | 2 6 4 | 3 9 6 |
| | | | | | 172 | 3 14 0 | 5 11 0 | 2 6 7 | 3 9 10 |
| 121 | 2 17 0 | 4 5 6 | 1 15 4 | 2 12 10 | 173 | 3 14 4 | 5 11 6 | 2 6 9 | 3 10 2 |
| 122 | 2 17 4 | 4 6 0 | 1 15 7 | 2 13 2 | 174 | 3 14 8 | 5 12 0 | 2 7 0 | 3 10 6 |
| 123 | 2 17 8 | 4 6 6 | 1 15 9 | 2 13 6 | 175 | 3 15 0 | 5 12 6 | 2 7 3 | 3 10 10 |
| 124 | 2 18 0 | 4 7 0 | 1 16 0 | 2 13 10 | | | | | |
| 125 | 2 18 4 | 4 7 6 | 1 16 3 | 2 14 2 | 176 | 3 15 4 | 5 13 0 | 2 7 5 | 3 11 2 |
| | | | | | 177 | 3 15 8 | 5 13 6 | 2 7 8 | 3 11 6 |
| 126 | 2 18 8 | 4 8 0 | 1 16 5 | 2 14 6 | 178 | 3 16 0 | 5 14 0 | 2 7 11 | 3 11 10 |
| 127 | 2 19 0 | 4 8 6 | 1 16 7 | 2 14 10 | 179 | 3 16 4 | 5 14 6 | 2 8 1 | 3 12 2 |
| 128 | 2 19 4 | 4 9 0 | 1 16 9 | 2 15 2 | 180 | 3 16 8 | 5 15 0 | 2 8 4 | 3 12 6 |
| 129 | 2 19 8 | 4 9 6 | 1 17 0 | 2 15 6 | | | | | |
| 130 | 3 0 0 | 4 10 0 | 1 17 3 | 2 15 10 | 181 | 3 17 0 | 5 15 6 | 2 8 7 | 3 12 10 |
| | | | | | 182 | 3 17 4 | 5 16 0 | 2 8 9 | 3 13 2 |
| 131 | 3 0 4 | 4 10 6 | 1 17 5 | 2 16 2 | 183 | 3 17 8 | 5 16 6 | 2 9 0 | 3 13 6 |
| 132 | 3 0 8 | 4 11 0 | 1 17 8 | 2 16 6 | 184 | 3 18 0 | 5 17 0 | 2 9 3 | 3 13 10 |
| 133 | 3 1 0 | 4 11 6 | 1 17 11 | 2 16 10 | 185 | 3 18 4 | 5 17 6 | 2 9 5 | 3 14 2 |
| 134 | 3 1 4 | 4 12 0 | 1 18 1 | 2 17 2 | | | | | |
| 135 | 3 1 8 | 4 12 6 | 1 18 4 | 2 17 6 | 186 | 3 18 8 | 5 18 0 | 2 9 8 | 3 14 6 |
| | | | | | 187 | 3 19 0 | 5 18 6 | 2 9 11 | 3 14 10 |
| 136 | 3 2 0 | 4 13 0 | 1 18 7 | 2 17 10 | 188 | 3 19 4 | 5 19 0 | 2 10 1 | 3 15 2 |
| 137 | 3 2 4 | 4 13 6 | 1 18 9 | 2 18 2 | 189 | 3 19 8 | 5 19 6 | 2 10 4 | 3 15 6 |
| 138 | 3 2 8 | 4 14 0 | 1 19 0 | 2 18 6 | 190 | 4 0 0 | 6 0 0 | 2 10 7 | 3 15 10 |
| 139 | 3 3 0 | 4 14 6 | 1 19 3 | 2 18 10 | | | | | |
| 140 | 3 3 4 | 4 15 0 | 1 19 5 | 2 19 2 | 191 | 4 0 4 | 6 0 6 | 2 10 9 | 3 16 2 |
| | | | | | 192 | 4 0 8 | 6 1 0 | 2 11 0 | 3 16 6 |
| 141 | 3 3 8 | 4 15 6 | 1 19 8 | 2 19 6 | 193 | 4 1 0 | 6 1 6 | 2 11 3 | 3 16 10 |
| 142 | 3 4 0 | 4 16 0 | 1 19 11 | 2 19 10 | 194 | 4 1 4 | 6 2 0 | 2 11 5 | 3 17 2 |
| 143 | 3 4 4 | 4 16 6 | 2 0 1 | 3 0 2 | 195 | 4 1 8 | 6 2 6 | 2 11 8 | 3 17 6 |
| 144 | 3 4 8 | 4 17 0 | 2 0 4 | 3 0 6 | | | | | |
| 145 | 3 5 0 | 4 17 6 | 2 0 6 | 3 0 10 | 196 | 4 2 0 | 6 3 0 | 2 11 11 | 3 17 10 |
| | | | | | 197 | 4 2 4 | 6 3 6 | 2 12 1 | 3 18 2 |
| 146 | 3 5 4 | 4 18 0 | 2 0 9 | 3 1 2 | 198 | 4 2 8 | 6 4 0 | 2 12 4 | 3 18 6 |
| 147 | 3 5 8 | 4 18 6 | 2 1 0 | 3 1 6 | 199 | 4 3 0 | 6 4 6 | 2 12 7 | 3 18 10 |
| 148 | 3 6 0 | 4 19 0 | 2 1 3 | 3 1 10 | 200 | 4 3 4 | 6 5 0 | 2 12 9 | 3 19 2 |
| 149 | 3 6 4 | 4 19 6 | 2 1 5 | 3 2 2 | | | | | |
| 150 | 3 6 8 | 5 0 0 | 2 1 8 | 3 2 6 | 201 | 4 3 8 | 6 5 6 | 2 13 0 | 3 19 6 |
| | | | | | 202 | 4 4 0 | 6 6 0 | 2 13 3 | 3 19 10 |
| 151 | 3 7 0 | 5 0 6 | 2 1 11 | 3 2 10 | 203 | 4 4 4 | 6 6 6 | 2 13 5 | 4 0 2 |
| 152 | 3 7 4 | 5 1 0 | 2 2 1 | 3 3 2 | 204 | 4 4 8 | 6 7 0 | 2 13 8 | 4 0 6 |
| 153 | 3 7 8 | 5 1 6 | 2 2 4 | 3 3 6 | 205 | 4 5 0 | 6 7 6 | 2 13 11 | 4 0 10 |
| 154 | 3 8 0 | 5 2 0 | 2 2 7 | 3 3 10 | | | | | |
| 155 | 3 8 4 | 5 2 6 | 2 2 9 | 3 4 2 | 206 | 4 5 4 | 6 8 0 | 2 14 1 | 4 1 2 |
| | | | | | 207 | 4 5 8 | 6 8 6 | 2 14 4 | 4 1 6 |
| 156 | 3 8 8 | 5 3 0 | 2 3 0 | 3 4 6 | 208 | 4 6 0 | 6 9 0 | 2 14 7 | 4 1 10 |
| 157 | 3 9 0 | 5 3 6 | 2 3 3 | 3 4 10 | 209 | 4 6 4 | 6 9 6 | 2 14 9 | 4 2 2 |
| 158 | 3 9 4 | 5 4 0 | 2 3 5 | 3 5 2 | 210 | 4 6 8 | 6 10 0 | 2 15 0 | 4 2 6 |
| 159 | 3 9 8 | 5 4 6 | 2 3 8 | 3 5 6 | | | | | |

LIVE STOCK RATES.

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|---------|--|---|--|---|---------|--|---|--|---|
| | ½-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates, approximately 6 Horses. | ½-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | ½-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates, approximately 6 Horses. | ½-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 211 | 4 7 0 | 6 10 6 | 2 15 3 | 4 2 10 | 263 | 5 4 4 | 7 16 6 | 3 6 9 | 5 0 2 |
| 212 | 4 7 4 | 6 11 0 | 2 15 5 | 4 3 2 | 264 | 5 4 8 | 7 17 0 | 3 7 0 | 5 0 6 |
| 213 | 4 7 8 | 6 11 6 | 2 15 8 | 4 3 6 | 265 | 5 5 0 | 7 17 6 | 3 7 3 | 5 0 10 |
| 214 | 4 8 0 | 6 12 0 | 2 15 11 | 4 3 10 | 266 | 5 5 4 | 7 18 0 | 3 7 5 | 5 1 2 |
| 215 | 4 8 4 | 6 12 6 | 2 16 1 | 4 4 2 | 267 | 5 5 8 | 7 18 6 | 3 7 8 | 5 1 6 |
| 216 | 4 8 8 | 6 13 0 | 2 16 4 | 4 4 6 | 268 | 5 6 0 | 7 19 0 | 3 7 11 | 5 1 10 |
| 217 | 4 9 0 | 6 13 6 | 2 16 7 | 4 4 10 | 269 | 5 6 4 | 7 19 6 | 3 8 1 | 5 2 2 |
| 218 | 4 9 4 | 6 14 0 | 2 16 9 | 4 5 2 | 270 | 5 6 8 | 8 0 0 | 3 8 4 | 5 2 6 |
| 219 | 4 9 8 | 6 14 6 | 2 17 0 | 4 5 6 | 271 | 5 7 0 | 8 0 6 | 3 8 7 | 5 2 10 |
| 220 | 4 10 0 | 6 15 0 | 2 17 3 | 4 5 10 | 272 | 5 7 4 | 8 1 0 | 3 8 9 | 5 3 2 |
| 221 | 4 10 4 | 6 15 6 | 2 17 5 | 4 6 2 | 273 | 5 7 8 | 8 1 6 | 3 9 0 | 5 3 6 |
| 222 | 4 10 8 | 6 16 0 | 2 17 8 | 4 6 6 | 274 | 5 8 0 | 8 2 0 | 3 9 3 | 5 3 10 |
| 223 | 4 11 0 | 6 16 6 | 2 17 11 | 4 6 10 | 275 | 5 8 4 | 8 2 6 | 3 9 5 | 5 4 2 |
| 224 | 4 11 4 | 6 17 0 | 2 18 1 | 4 7 2 | 276 | 5 8 8 | 8 3 0 | 3 9 8 | 5 4 6 |
| 225 | 4 11 8 | 6 17 6 | 2 18 4 | 4 7 6 | 277 | 5 9 0 | 8 3 6 | 3 9 11 | 5 4 10 |
| 226 | 4 12 0 | 6 18 0 | 2 18 7 | 4 7 10 | 278 | 5 9 4 | 8 4 0 | 3 10 1 | 5 5 2 |
| 227 | 4 12 4 | 6 18 6 | 2 18 9 | 4 8 2 | 279 | 5 9 8 | 8 4 6 | 3 10 4 | 5 5 6 |
| 228 | 4 12 8 | 6 19 0 | 2 19 0 | 4 8 6 | 280 | 5 10 0 | 8 5 0 | 3 10 7 | 5 5 10 |
| 229 | 4 13 0 | 6 19 6 | 2 19 3 | 4 8 10 | 281 | 5 10 4 | 8 5 6 | 3 10 9 | 5 6 2 |
| 230 | 4 13 4 | 7 0 0 | 2 19 5 | 4 9 2 | 282 | 5 10 8 | 8 6 0 | 3 11 0 | 5 6 6 |
| 231 | 4 13 8 | 7 0 6 | 2 19 8 | 4 9 6 | 283 | 5 11 0 | 8 6 6 | 3 11 3 | 5 6 10 |
| 232 | 4 14 0 | 7 1 0 | 2 19 11 | 4 9 10 | 284 | 5 11 4 | 8 7 0 | 3 11 5 | 5 7 2 |
| 233 | 4 14 4 | 7 1 6 | 3 0 0 | 4 10 2 | 285 | 5 11 8 | 8 7 6 | 3 11 8 | 5 7 6 |
| 234 | 4 14 8 | 7 2 0 | 3 0 4 | 4 10 6 | 286 | 5 12 0 | 8 8 0 | 3 11 11 | 5 7 10 |
| 235 | 4 15 0 | 7 2 6 | 3 0 7 | 4 10 10 | 287 | 5 12 4 | 8 8 6 | 3 12 1 | 5 8 2 |
| 236 | 4 15 4 | 7 3 0 | 3 0 9 | 4 11 2 | 288 | 5 12 8 | 8 9 0 | 3 12 4 | 5 8 6 |
| 237 | 4 15 8 | 7 3 6 | 3 1 0 | 4 11 6 | 289 | 5 13 0 | 8 9 6 | 3 12 7 | 5 8 10 |
| 238 | 4 16 0 | 7 4 0 | 3 1 3 | 4 11 10 | 290 | 5 13 4 | 8 10 0 | 3 12 9 | 5 9 2 |
| 239 | 4 16 4 | 7 4 6 | 3 1 5 | 4 12 2 | 291 | 5 13 8 | 8 10 6 | 3 13 0 | 5 9 6 |
| 240 | 4 16 8 | 7 5 0 | 3 1 8 | 4 12 6 | 292 | 5 14 0 | 8 11 0 | 3 13 3 | 5 9 10 |
| 241 | 4 17 0 | 7 5 6 | 3 1 11 | 4 12 10 | 293 | 5 14 4 | 8 11 6 | 3 13 5 | 5 10 2 |
| 242 | 4 17 4 | 7 6 0 | 3 2 1 | 4 13 2 | 294 | 5 14 8 | 8 12 0 | 3 13 8 | 5 10 6 |
| 243 | 4 17 8 | 7 6 6 | 3 2 4 | 4 13 6 | 295 | 5 15 0 | 8 12 6 | 3 13 11 | 5 10 10 |
| 244 | 4 18 0 | 7 7 0 | 3 2 7 | 4 13 10 | 296 | 5 15 4 | 8 13 0 | 3 14 1 | 5 11 2 |
| 245 | 4 18 4 | 7 7 6 | 3 2 9 | 4 14 2 | 297 | 5 15 8 | 8 13 6 | 3 14 4 | 5 11 6 |
| 246 | 4 18 8 | 7 8 0 | 3 3 0 | 4 14 6 | 298 | 5 16 0 | 8 14 0 | 3 14 7 | 5 11 10 |
| 247 | 4 19 0 | 7 8 6 | 3 3 3 | 4 14 10 | 299 | 5 16 4 | 8 14 6 | 3 14 9 | 5 12 2 |
| 248 | 4 19 4 | 7 9 0 | 3 3 5 | 4 15 2 | 300 | 5 16 8 | 8 15 0 | 3 15 0 | 5 12 6 |
| 249 | 4 19 8 | 7 9 6 | 3 3 8 | 4 15 6 | 301 | 5 17 0 | 8 15 6 | 3 15 3 | 5 12 10 |
| 250 | 5 0 0 | 7 10 0 | 3 3 11 | 4 15 10 | 302 | 5 17 4 | 8 16 0 | 3 15 5 | 5 13 2 |
| 251 | 5 0 4 | 7 10 6 | 3 4 1 | 4 16 2 | 303 | 5 17 8 | 8 16 6 | 3 15 8 | 5 13 6 |
| 252 | 5 0 8 | 7 11 0 | 3 4 4 | 4 16 6 | 304 | 5 18 0 | 8 17 0 | 3 15 11 | 5 13 10 |
| 253 | 5 1 0 | 7 11 6 | 3 4 7 | 4 16 10 | 305 | 5 18 4 | 8 17 6 | 3 16 1 | 5 14 2 |
| 254 | 5 1 4 | 7 12 0 | 3 4 9 | 4 17 2 | 306 | 5 18 8 | 8 18 0 | 3 16 4 | 5 14 6 |
| 255 | 5 1 8 | 7 12 6 | 3 5 0 | 4 17 6 | 307 | 5 19 0 | 8 18 6 | 3 16 7 | 5 14 10 |
| 256 | 5 2 0 | 7 13 0 | 3 5 3 | 4 17 10 | 308 | 5 19 4 | 8 19 0 | 3 16 9 | 5 15 2 |
| 257 | 5 2 4 | 7 13 6 | 3 5 5 | 4 18 2 | 309 | 5 19 8 | 8 19 6 | 3 17 0 | 5 15 6 |
| 258 | 5 2 8 | 7 14 0 | 3 5 8 | 4 18 6 | 310 | 6 0 0 | 9 0 0 | 3 17 3 | 5 15 10 |
| 259 | 5 3 0 | 7 14 6 | 3 5 11 | 4 18 10 | 311 | 6 0 4 | 9 0 6 | 3 17 5 | 5 16 2 |
| 260 | 5 3 4 | 7 15 0 | 3 6 1 | 4 19 2 | 312 | 6 0 8 | 9 1 0 | 3 17 8 | 5 16 6 |
| 261 | 5 3 8 | 7 15 6 | 3 6 4 | 4 19 6 | 313 | 6 1 0 | 9 1 6 | 3 17 11 | 5 16 10 |
| 262 | 5 4 0 | 7 16 0 | 3 6 7 | 4 19 10 | 314 | 6 1 4 | 9 2 0 | 3 18 1 | 5 17 2 |

LIVE STOCK RATES.

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| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|--------|--|---|--|---|--------|--|---|--|---|
| | 1-Track Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Track Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | 1-Track Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Track Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 15 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 315 | 6 1 8 | 9 2 6 | 3 18 4 | 5 17 6 | 366 | 6 18 8 | 10 8 0 | 4 9 8 | 6 14 6 |
| 316 | 6 2 0 | 9 3 0 | 3 18 7 | 5 17 10 | 367 | 6 19 0 | 10 8 6 | 4 9 11 | 6 14 10 |
| 317 | 6 2 4 | 9 3 6 | 3 18 9 | 5 18 2 | 368 | 6 19 4 | 10 9 0 | 4 10 1 | 6 15 2 |
| 318 | 6 2 8 | 9 4 0 | 3 19 0 | 5 18 6 | 369 | 6 19 8 | 10 9 6 | 4 10 4 | 6 15 6 |
| 319 | 6 3 0 | 9 4 6 | 3 19 3 | 5 18 10 | 370 | 7 0 0 | 10 10 0 | 4 10 7 | 6 15 10 |
| 320 | 6 3 4 | 9 5 0 | 3 19 5 | 5 19 2 | 371 | 7 0 4 | 10 10 6 | 4 10 9 | 6 16 2 |
| 321 | 6 3 8 | 9 5 6 | 3 19 8 | 5 19 6 | 372 | 7 0 8 | 10 11 0 | 4 11 0 | 6 16 6 |
| 322 | 6 4 0 | 9 6 0 | 3 19 11 | 5 19 10 | 373 | 7 1 0 | 10 11 6 | 4 11 3 | 6 16 10 |
| 323 | 6 4 4 | 9 6 6 | 4 0 1 | 6 0 2 | 374 | 7 1 4 | 10 12 0 | 4 11 5 | 6 17 2 |
| 324 | 6 4 8 | 9 7 0 | 4 0 4 | 6 0 6 | 375 | 7 1 8 | 10 12 6 | 4 11 8 | 6 17 6 |
| 325 | 6 5 0 | 9 7 6 | 4 0 7 | 6 0 10 | 376 | 7 2 0 | 10 13 0 | 4 11 11 | 6 17 10 |
| 326 | 6 5 4 | 9 8 0 | 4 0 9 | 6 1 2 | 377 | 7 2 4 | 10 13 6 | 4 12 1 | 6 18 2 |
| 327 | 6 5 8 | 9 8 6 | 4 1 0 | 6 1 6 | 378 | 7 2 8 | 10 14 0 | 4 12 4 | 6 18 6 |
| 328 | 6 6 0 | 9 9 0 | 4 1 3 | 6 1 10 | 379 | 7 3 0 | 10 14 6 | 4 12 7 | 6 18 10 |
| 329 | 6 6 4 | 9 9 6 | 4 1 5 | 6 2 2 | 380 | 7 3 4 | 10 15 0 | 4 12 9 | 6 19 2 |
| 330 | 6 6 8 | 9 10 0 | 4 1 8 | 6 2 6 | 381 | 7 3 8 | 10 15 6 | 4 13 0 | 6 19 6 |
| 331 | 6 7 0 | 9 10 6 | 4 1 11 | 6 2 10 | 382 | 7 4 0 | 10 16 0 | 4 13 3 | 6 19 10 |
| 332 | 6 7 4 | 9 11 0 | 4 2 1 | 6 3 2 | 383 | 7 4 4 | 10 16 6 | 4 13 5 | 7 0 2 |
| 333 | 6 7 8 | 9 11 6 | 4 2 4 | 6 3 6 | 384 | 7 4 8 | 10 17 0 | 4 13 8 | 7 0 6 |
| 334 | 6 8 0 | 9 12 0 | 4 2 7 | 6 3 10 | 385 | 7 5 0 | 10 17 6 | 4 13 11 | 7 0 10 |
| 335 | 6 8 4 | 9 12 6 | 4 2 9 | 6 4 2 | 386 | 7 5 4 | 10 18 0 | 4 14 1 | 7 1 2 |
| 336 | 6 8 8 | 9 13 0 | 4 3 0 | 6 4 6 | 387 | 7 5 8 | 10 18 6 | 4 14 4 | 7 1 6 |
| 337 | 6 9 0 | 9 13 6 | 4 3 3 | 6 4 10 | 388 | 7 6 0 | 10 19 0 | 4 14 7 | 7 1 10 |
| 338 | 6 9 4 | 9 14 0 | 4 3 5 | 6 5 2 | 389 | 7 6 4 | 10 19 6 | 4 14 9 | 7 2 2 |
| 339 | 6 9 8 | 9 14 6 | 4 3 8 | 6 5 6 | 390 | 7 6 8 | 11 0 0 | 4 15 0 | 7 2 6 |
| 340 | 6 10 0 | 9 15 0 | 4 3 11 | 6 5 10 | 391 | 7 7 0 | 11 0 6 | 4 15 3 | 7 2 10 |
| 341 | 6 10 4 | 9 15 6 | 4 4 1 | 6 6 2 | 392 | 7 7 4 | 11 1 0 | 4 15 5 | 7 3 2 |
| 342 | 6 10 8 | 9 16 0 | 4 4 4 | 6 6 6 | 393 | 7 7 8 | 11 1 6 | 4 15 8 | 7 3 6 |
| 343 | 6 11 0 | 9 16 6 | 4 4 7 | 6 6 10 | 394 | 7 8 0 | 11 2 0 | 4 15 11 | 7 3 10 |
| 344 | 6 11 4 | 9 17 0 | 4 4 9 | 6 7 2 | 395 | 7 8 4 | 11 2 6 | 4 16 1 | 7 4 2 |
| 345 | 6 11 8 | 9 17 6 | 4 5 0 | 6 7 6 | 396 | 7 8 8 | 11 3 0 | 4 16 4 | 7 4 6 |
| 346 | 6 12 0 | 9 18 0 | 4 5 3 | 6 7 10 | 397 | 7 9 0 | 11 3 6 | 4 16 7 | 7 4 10 |
| 347 | 6 12 4 | 9 18 6 | 4 5 5 | 6 8 2 | 398 | 7 9 4 | 11 4 0 | 4 16 9 | 7 5 2 |
| 348 | 6 12 8 | 9 19 0 | 4 5 8 | 6 8 6 | 399 | 7 9 8 | 11 4 6 | 4 17 0 | 7 5 6 |
| 349 | 6 13 0 | 9 19 6 | 4 5 11 | 6 8 10 | 400 | 7 10 0 | 11 5 0 | 4 17 3 | 7 5 10 |
| 350 | 6 13 4 | 10 0 0 | 4 6 1 | 6 9 2 | 401 | 7 10 4 | 11 5 6 | 4 17 5 | 7 6 2 |
| 351 | 6 13 8 | 10 0 6 | 4 6 4 | 6 9 6 | 402 | 7 10 8 | 11 6 0 | 4 17 8 | 7 6 6 |
| 352 | 6 14 0 | 10 1 0 | 4 6 7 | 6 9 10 | 403 | 7 11 0 | 11 6 6 | 4 17 11 | 7 6 10 |
| 353 | 6 14 4 | 10 1 6 | 4 6 9 | 6 10 2 | 404 | 7 11 4 | 11 7 0 | 4 18 1 | 7 7 2 |
| 354 | 6 14 8 | 10 2 0 | 4 7 0 | 6 10 6 | 405 | 7 11 8 | 11 7 6 | 4 18 4 | 7 7 6 |
| 355 | 6 15 0 | 10 2 6 | 4 7 3 | 6 10 10 | 406 | 7 12 0 | 11 8 0 | 4 18 7 | 7 7 10 |
| 356 | 6 15 4 | 10 3 0 | 4 7 5 | 6 11 2 | 407 | 7 12 4 | 11 8 6 | 4 18 9 | 7 8 2 |
| 357 | 6 15 8 | 10 3 6 | 4 7 8 | 6 11 6 | 408 | 7 12 8 | 11 9 0 | 4 19 0 | 7 8 6 |
| 358 | 6 16 0 | 10 4 0 | 4 7 11 | 6 11 10 | 409 | 7 13 0 | 11 9 6 | 4 19 3 | 7 8 10 |
| 359 | 6 16 4 | 10 4 6 | 4 8 1 | 6 12 2 | 410 | 7 13 4 | 11 10 0 | 4 19 5 | 7 9 2 |
| 360 | 6 16 8 | 10 5 0 | 4 8 4 | 6 12 6 | 411 | 7 13 8 | 11 10 6 | 4 19 8 | 7 9 6 |
| 361 | 6 17 0 | 10 5 6 | 4 8 7 | 6 12 10 | 412 | 7 14 0 | 11 11 0 | 4 19 11 | 7 9 10 |
| 362 | 6 17 4 | 10 6 0 | 4 8 9 | 6 13 2 | 413 | 7 14 4 | 11 11 6 | 5 0 1 | 7 10 2 |
| 363 | 6 17 8 | 10 6 6 | 4 9 0 | 6 13 6 | 414 | 7 14 8 | 11 12 0 | 5 0 4 | 7 10 6 |
| 364 | 6 18 0 | 10 7 0 | 4 9 3 | 6 13 10 | 415 | 7 15 0 | 11 12 6 | 5 0 7 | 7 10 10 |
| 365 | 6 18 4 | 10 7 6 | 4 9 5 | 6 14 2 | 416 | 7 15 4 | 11 13 0 | 5 0 9 | 7 11 2 |

LIVE STOCK RATES.

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|----------------------------------|---|--|---|--|--------|---|--|---|--|
| | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 3 Fat or 4 Store Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| 417 | 7 15 8 | 11 13 6 | 5 1 0 | 7 11 6 | 459 | 8 9 8 | 12 14 6 | 5 10 4 | 8 5 6 |
| 418 | 7 16 0 | 11 14 0 | 5 1 3 | 7 11 10 | 460 | 8 10 0 | 12 15 0 | 5 10 7 | 8 5 10 |
| 419 | 7 16 4 | 11 14 6 | 5 1 5 | 7 12 2 | | | | | |
| 420 | 7 16 8 | 11 15 0 | 5 1 8 | 7 12 6 | 461 | 8 10 4 | 12 15 6 | 5 10 9 | 8 6 2 |
| | | | | | 462 | 8 10 8 | 12 16 0 | 5 11 0 | 8 6 6 |
| 421 | 7 17 0 | 11 15 6 | 5 1 11 | 7 12 10 | 463 | 8 11 0 | 12 16 6 | 5 11 3 | 8 6 10 |
| 422 | 7 17 4 | 11 16 0 | 5 2 1 | 7 13 2 | 464 | 8 11 4 | 12 17 0 | 5 11 5 | 8 7 2 |
| 423 | 7 17 8 | 11 16 6 | 5 2 4 | 7 13 6 | 465 | 8 11 8 | 12 17 6 | 5 11 8 | 8 7 6 |
| 424 | 7 18 0 | 11 17 0 | 5 2 7 | 7 13 10 | | | | | |
| 425 | 7 18 4 | 11 17 6 | 5 2 9 | 7 14 2 | 466 | 8 12 0 | 12 18 0 | 5 11 11 | 8 7 10 |
| | | | | | 467 | 8 12 4 | 12 18 6 | 5 12 1 | 8 8 2 |
| 426 | 7 18 8 | 11 18 0 | 5 3 0 | 7 14 6 | 468 | 8 12 8 | 12 19 0 | 5 12 4 | 8 8 6 |
| 427 | 7 19 0 | 11 18 6 | 5 3 3 | 7 14 10 | 469 | 8 13 0 | 12 19 6 | 5 12 7 | 8 8 10 |
| 428 | 7 19 4 | 11 19 0 | 5 3 5 | 7 15 2 | 470 | 8 13 4 | 13 0 0 | 5 12 9 | 8 9 2 |
| 429 | 7 19 8 | 11 19 6 | 5 3 8 | 7 15 6 | | | | | |
| 430 | 8 0 0 | 12 0 0 | 5 3 11 | 7 15 10 | 471 | 8 13 8 | 13 0 6 | 5 13 0 | 8 9 6 |
| | | | | | 472 | 8 14 0 | 13 1 0 | 5 13 3 | 8 9 10 |
| 431 | 8 0 4 | 12 0 6 | 5 4 1 | 7 16 2 | 473 | 8 14 4 | 13 1 6 | 5 13 5 | 8 10 2 |
| 432 | 8 0 8 | 12 1 0 | 5 4 4 | 7 16 6 | 474 | 8 14 8 | 13 2 0 | 5 13 8 | 8 10 6 |
| 433 | 8 1 0 | 12 1 6 | 5 4 7 | 7 16 10 | 475 | 8 15 0 | 13 2 6 | 5 13 11 | 8 10 10 |
| 434 | 8 1 4 | 12 2 0 | 5 4 9 | 7 17 2 | | | | | |
| 435 | 8 1 8 | 12 2 6 | 5 5 0 | 7 17 6 | 476 | 8 15 4 | 13 3 0 | 5 14 1 | 8 11 2 |
| | | | | | 477 | 8 15 8 | 13 3 6 | 5 14 4 | 8 11 6 |
| 436 | 8 2 0 | 12 3 0 | 5 5 3 | 7 17 10 | 478 | 8 16 0 | 13 4 0 | 5 14 7 | 8 11 10 |
| 437 | 8 2 4 | 12 3 6 | 5 5 5 | 7 18 2 | 479 | 8 16 4 | 13 4 6 | 5 14 9 | 8 12 2 |
| 438 | 8 2 8 | 12 4 0 | 5 5 8 | 7 18 6 | 480 | 8 16 8 | 13 5 0 | 5 15 0 | 8 12 6 |
| 439 | 8 3 0 | 12 4 6 | 5 5 11 | 7 18 10 | | | | | |
| 440 | 8 3 4 | 12 5 0 | 5 6 1 | 7 19 2 | 481 | 8 17 0 | 13 5 6 | 5 15 3 | 8 12 10 |
| | | | | | 482 | 8 17 4 | 13 6 0 | 5 15 5 | 8 13 2 |
| 441 | 8 3 8 | 12 5 6 | 5 6 4 | 7 19 6 | 483 | 8 17 8 | 13 6 6 | 5 15 8 | 8 13 6 |
| 442 | 8 4 0 | 12 6 0 | 5 6 7 | 7 19 10 | 484 | 8 18 0 | 13 7 0 | 5 15 11 | 8 13 10 |
| 443 | 8 4 4 | 12 6 6 | 5 6 9 | 8 0 2 | 485 | 8 18 4 | 13 7 6 | 5 16 1 | 8 14 2 |
| 444 | 8 4 8 | 12 7 0 | 5 7 0 | 8 0 6 | | | | | |
| 445 | 8 5 0 | 12 7 6 | 5 7 3 | 8 0 10 | 486 | 8 18 8 | 13 8 0 | 5 16 4 | 8 14 6 |
| | | | | | 487 | 8 19 0 | 13 8 6 | 5 16 7 | 8 14 10 |
| 446 | 8 5 4 | 12 8 0 | 5 7 5 | 8 1 2 | 488 | 8 19 4 | 13 9 0 | 5 16 9 | 8 15 2 |
| 447 | 8 5 8 | 12 8 6 | 5 7 8 | 8 1 6 | 489 | 8 19 8 | 13 9 6 | 5 17 0 | 8 15 6 |
| 448 | 8 6 0 | 12 9 0 | 5 7 11 | 8 1 10 | 490 | 9 0 0 | 13 10 0 | 5 17 3 | 8 15 10 |
| 449 | 8 6 4 | 12 9 6 | 5 8 1 | 8 2 2 | | | | | |
| 450 | 8 6 8 | 12 10 0 | 5 8 4 | 8 2 6 | 491 | 9 0 4 | 13 10 6 | 5 17 5 | 8 16 2 |
| | | | | | 492 | 9 0 8 | 13 11 0 | 5 17 8 | 8 16 6 |
| 451 | 8 7 0 | 12 10 6 | 5 8 7 | 8 2 10 | 493 | 9 1 0 | 13 11 6 | 5 17 11 | 8 16 10 |
| 452 | 8 7 4 | 12 11 0 | 5 8 9 | 8 3 2 | 494 | 9 1 4 | 13 12 0 | 5 18 1 | 8 17 2 |
| 453 | 8 7 8 | 12 11 6 | 5 9 0 | 8 3 6 | 495 | 9 1 8 | 13 12 6 | 5 18 4 | 8 17 6 |
| 454 | 8 8 0 | 12 12 0 | 5 9 3 | 8 3 10 | | | | | |
| 455 | 8 8 4 | 12 12 6 | 5 9 5 | 8 4 2 | 496 | 9 2 0 | 13 13 0 | 5 18 7 | 8 17 10 |
| | | | | | 497 | 9 2 4 | 13 13 6 | 5 18 9 | 8 18 2 |
| 456 | 8 8 8 | 12 13 0 | 5 9 8 | 8 4 6 | 498 | 9 2 8 | 13 14 0 | 5 19 0 | 8 18 6 |
| 457 | 8 9 0 | 12 13 6 | 5 9 11 | 8 4 10 | 499 | 9 3 0 | 13 14 6 | 5 19 3 | 8 18 10 |
| 458 | 8 9 4 | 12 14 0 | 5 10 1 | 8 5 2 | 500 | 9 3 4 | 13 15 0 | 5 19 5 | 8 19 2 |
| For every mile beyond 500 | | | | | | 0 0 4 | 0 0 6 | 0 0 2 ³ | 0 0 4 |

RATES FOR CONVEYANCE OF LIVE STOCK—*continued.*

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Rates for Conveyance of Horses, Cattle, Calves, Goats, and Pigs in 8-wheel bogie cattle wagons; and Sheep and Lambs in 8-wheel bogie sheep trucks.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|---|---|--|---|---|--|
| 1 to 9 | £ s. d. 0 10 0 | £ s. d. 0 10 0 | £ s. d. 0 15 0 | £ s. d. 0 10 0 | £ s. d. 0 11 3 | £ s. d. 0 15 0 | £ s. d. 0 10 0 | £ s. d. 0 15 0 |
| 10 | 0 11 1 | 0 12 6 | 0 16 8 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 11 | 0 12 3 | 0 13 9 | 0 18 4 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 12 | 0 13 4 | 0 15 0 | 1 0 0 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 13 | 0 14 5 | 0 16 3 | 1 1 8 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 14 | 0 15 7 | 0 17 6 | 1 3 4 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 15 | 0 16 8 | 0 18 9 | 1 5 0 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 |
| 16 | 0 17 9 | 1 0 0 | 1 6 8 | 0 10 8 | 0 12 0 | 0 16 0 | 0 10 8 | 0 16 0 |
| 17 | 0 18 11 | 1 1 3 | 1 8 4 | 0 11 4 | 0 12 9 | 0 17 0 | 0 11 4 | 0 17 0 |
| 18 | 1 0 0 | 1 2 6 | 1 10 0 | 0 12 0 | 0 13 6 | 0 18 0 | 0 12 0 | 0 18 0 |
| 19 | 1 1 1 | 1 3 9 | 1 11 8 | 0 12 8 | 0 14 3 | 0 19 0 | 0 12 8 | 0 19 0 |
| 20 | 1 2 3 | 1 5 0 | 1 13 4 | 0 13 4 | 0 15 0 | 1 0 0 | 0 13 4 | 1 0 0 |
| 21 | 1 3 4 | 1 6 3 | 1 15 0 | 0 14 0 | 0 15 9 | 1 1 0 | 0 14 0 | 1 1 0 |
| 22 | 1 4 5 | 1 7 6 | 1 16 8 | 0 14 8 | 0 16 6 | 1 2 0 | 0 14 8 | 1 2 0 |
| 23 | 1 5 7 | 1 8 9 | 1 18 4 | 0 15 4 | 0 17 3 | 1 3 0 | 0 15 4 | 1 3 0 |
| 24 | 1 6 8 | 1 10 0 | 2 0 0 | 0 16 0 | 0 18 0 | 1 4 0 | 0 16 0 | 1 4 0 |
| 25 | 1 7 9 | 1 11 3 | 2 1 8 | 0 16 8 | 0 18 9 | 1 5 0 | 0 16 8 | 1 5 0 |
| 26 | 1 8 11 | 1 12 6 | 2 3 4 | 0 17 4 | 0 19 6 | 1 6 0 | 0 17 4 | 1 6 0 |
| 27 | 1 10 0 | 1 13 9 | 2 5 0 | 0 18 0 | 1 0 3 | 1 7 0 | 0 18 0 | 1 7 0 |
| 28 | 1 11 1 | 1 15 0 | 2 6 8 | 0 18 8 | 1 1 0 | 1 8 0 | 0 18 8 | 1 8 0 |
| 29 | 1 12 2 | 1 16 3 | 2 8 4 | 0 19 4 | 1 1 9 | 1 9 0 | 0 19 4 | 1 9 0 |
| 30 | 1 13 4 | 1 17 6 | 2 10 0 | 1 0 0 | 1 2 6 | 1 10 0 | 1 0 0 | 1 10 0 |
| 31 | 1 14 5 | 1 18 9 | 2 11 8 | 1 0 8 | 1 3 3 | 1 11 0 | 1 0 8 | 1 11 0 |
| 32 | 1 15 7 | 2 0 0 | 2 13 4 | 1 1 4 | 1 4 0 | 1 12 0 | 1 1 4 | 1 12 0 |
| 33 | 1 16 8 | 2 1 3 | 2 15 0 | 1 2 0 | 1 4 9 | 1 13 0 | 1 2 0 | 1 13 0 |
| 34 | 1 17 9 | 2 2 6 | 2 16 8 | 1 2 8 | 1 5 6 | 1 14 0 | 1 2 8 | 1 14 0 |
| 35 | 1 18 11 | 2 3 9 | 2 18 4 | 1 3 4 | 1 6 3 | 1 15 0 | 1 3 4 | 1 15 0 |
| 36 | 2 0 0 | 2 5 0 | 3 0 0 | 1 4 0 | 1 7 0 | 1 16 0 | 1 4 0 | 1 16 0 |
| 37 | 2 1 1 | 2 6 3 | 3 1 8 | 1 4 8 | 1 7 9 | 1 17 0 | 1 4 8 | 1 17 0 |
| 38 | 2 2 3 | 2 7 6 | 3 3 4 | 1 5 4 | 1 8 6 | 1 18 0 | 1 5 4 | 1 18 0 |
| 39 | 2 3 4 | 2 8 9 | 3 5 0 | 1 6 0 | 1 9 3 | 1 19 0 | 1 6 0 | 1 19 0 |
| 40 | 2 4 5 | 2 10 0 | 3 6 8 | 1 6 8 | 1 10 0 | 2 0 0 | 1 6 8 | 2 0 0 |
| 41 | 2 5 7 | 2 11 3 | 3 8 4 | 1 7 4 | 1 10 9 | 2 1 0 | 1 7 4 | 2 1 0 |
| 42 | 2 6 8 | 2 12 6 | 3 10 0 | 1 8 0 | 1 11 6 | 2 2 0 | 1 8 0 | 2 2 0 |
| 43 | 2 7 9 | 2 13 9 | 3 11 8 | 1 8 8 | 1 12 3 | 2 3 0 | 1 8 8 | 2 3 0 |
| 44 | 2 8 11 | 2 15 0 | 3 13 4 | 1 9 4 | 1 13 0 | 2 4 0 | 1 9 4 | 2 4 0 |
| 45 | 2 10 0 | 2 16 3 | 3 15 0 | 1 10 0 | 1 13 9 | 2 5 0 | 1 10 0 | 2 5 0 |
| 46 | 2 11 1 | 2 17 6 | 3 16 8 | 1 10 8 | 1 14 6 | 2 6 0 | 1 10 8 | 2 6 0 |
| 47 | 2 12 3 | 2 18 9 | 3 18 4 | 1 11 4 | 1 15 3 | 2 7 0 | 1 11 4 | 2 7 0 |
| 48 | 2 13 4 | 3 0 0 | 4 0 0 | 1 12 0 | 1 16 0 | 2 8 0 | 1 12 0 | 2 8 0 |
| 49 | 2 14 5 | 3 1 3 | 4 1 8 | 1 12 8 | 1 16 9 | 2 9 0 | 1 12 8 | 2 9 0 |
| 50 | 2 15 7 | 3 2 6 | 4 3 4 | 1 13 4 | 1 17 6 | 2 10 0 | 1 13 4 | 2 10 0 |
| 51 | 2 16 5 | 3 3 6 | 4 4 8 | 1 13 11 | 1 18 2 | 2 10 10 | 1 13 11 | 2 10 10 |
| 52 | 2 17 4 | 3 4 6 | 4 6 0 | 1 14 5 | 1 18 9 | 2 11 8 | 1 14 5 | 2 11 8 |
| 53 | 2 18 3 | 3 5 6 | 4 7 4 | 1 15 0 | 1 19 5 | 2 12 6 | 1 15 0 | 2 12 6 |
| 54 | 2 19 1 | 3 6 6 | 4 8 8 | 1 15 7 | 2 0 0 | 2 13 4 | 1 15 7 | 2 13 4 |
| 55 | 3 0 0 | 3 7 6 | 4 10 0 | 1 16 1 | 2 0 8 | 2 14 2 | 1 16 1 | 2 14 2 |
| 56 | 3 0 11 | 3 8 6 | 4 11 4 | 1 16 8 | 2 1 3 | 2 15 0 | 1 16 8 | 2 15 0 |
| 57 | 3 1 9 | 3 9 6 | 4 12 8 | 1 17 3 | 2 1 11 | 2 15 10 | 1 17 3 | 2 15 10 |
| 58 | 3 2 10 | 3 10 6 | 4 14 0 | 1 17 9 | 2 2 6 | 2 16 8 | 1 17 9 | 2 16 8 |
| 59 | 3 3 6 | 3 11 6 | 4 15 4 | 1 18 4 | 2 3 2 | 2 17 6 | 1 18 4 | 2 17 6 |

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RATES FOR CONVEYANCE OF LIVE STOCK—continued.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 80 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|---|---|--|---|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 60 | 3 4 5 | 3 12 6 | 4 16 8 | 1 18 11 | 2 3 9 | 2 18 4 | 1 18 11 | 2 18 4 |
| 61 | 3 5 4 | 3 13 6 | 4 18 0 | 1 19 5 | 2 4 5 | 2 19 2 | 1 19 5 | 2 19 2 |
| 62 | 3 6 2 | 3 14 6 | 4 19 4 | 2 0 0 | 2 5 0 | 3 0 0 | 2 0 0 | 3 0 0 |
| 63 | 3 7 1 | 3 15 6 | 5 0 8 | 2 0 7 | 2 5 8 | 3 0 10 | 2 0 7 | 3 0 10 |
| 64 | 3 8 0 | 3 16 6 | 5 2 0 | 2 1 1 | 2 6 3 | 3 1 8 | 2 1 1 | 3 1 8 |
| 65 | 3 8 10 | 3 17 6 | 5 3 4 | 2 1 8 | 2 6 11 | 3 2 6 | 2 1 8 | 3 2 6 |
| 66 | 3 9 10 | 3 18 6 | 5 4 8 | 2 2 3 | 2 7 6 | 3 3 4 | 2 2 3 | 3 3 4 |
| 67 | 3 10 7 | 3 19 6 | 5 6 0 | 2 2 9 | 2 8 2 | 3 4 2 | 2 2 9 | 3 4 2 |
| 68 | 3 11 6 | 4 0 6 | 5 7 4 | 2 3 4 | 2 8 9 | 3 5 0 | 2 3 4 | 3 5 0 |
| 69 | 3 12 4 | 4 1 6 | 5 8 8 | 2 3 11 | 2 9 5 | 3 5 10 | 2 3 11 | 3 5 10 |
| 70 | 3 13 3 | 4 2 6 | 5 10 0 | 2 4 5 | 2 10 0 | 3 6 8 | 2 4 4 | 3 6 8 |
| 71 | 3 14 1 | 4 3 6 | 5 11 4 | 2 5 0 | 2 10 8 | 3 7 6 | 2 4 11 | 3 7 6 |
| 72 | 3 15 0 | 4 4 6 | 5 12 8 | 2 5 7 | 2 11 3 | 3 8 4 | 2 5 6 | 3 8 4 |
| 73 | 3 15 10 | 4 5 6 | 5 14 0 | 2 6 1 | 2 11 11 | 3 9 2 | 2 6 0 | 3 9 2 |
| 74 | 3 16 9 | 4 6 6 | 5 15 4 | 2 6 8 | 2 12 6 | 3 10 0 | 2 6 7 | 3 10 0 |
| 75 | 3 17 8 | 4 7 6 | 5 16 8 | 2 7 3 | 2 13 2 | 3 10 10 | 2 7 2 | 3 10 10 |
| 76 | 3 18 6 | 4 8 6 | 5 18 0 | 2 7 9 | 2 13 9 | 3 11 8 | 2 7 8 | 3 11 8 |
| 77 | 3 19 5 | 4 9 6 | 5 19 4 | 2 8 4 | 2 14 5 | 3 12 6 | 2 8 3 | 3 12 6 |
| 78 | 4 0 4 | 4 10 6 | 6 0 8 | 2 8 11 | 2 15 0 | 3 13 4 | 2 8 10 | 3 13 4 |
| 79 | 4 1 2 | 4 11 6 | 6 2 0 | 2 9 5 | 2 15 8 | 3 14 2 | 2 9 4 | 3 14 2 |
| 80 | 4 2 1 | 4 12 6 | 6 3 4 | 2 10 0 | 2 16 3 | 3 15 0 | 2 9 11 | 3 15 0 |
| 81 | 4 3 0 | 4 13 6 | 6 4 8 | 2 10 7 | 2 16 11 | 3 15 10 | 2 10 6 | 3 15 10 |
| 82 | 4 3 10 | 4 14 6 | 6 6 0 | 2 11 1 | 2 17 6 | 3 16 8 | 2 11 1 | 3 16 8 |
| 83 | 4 4 9 | 4 15 6 | 6 7 4 | 2 11 8 | 2 18 2 | 3 17 6 | 2 11 8 | 3 17 6 |
| 84 | 4 5 8 | 4 16 6 | 6 8 8 | 2 12 3 | 2 18 9 | 3 18 4 | 2 12 3 | 3 18 4 |
| 85 | 4 6 6 | 4 17 6 | 6 10 0 | 2 12 9 | 2 19 5 | 3 19 2 | 2 12 9 | 3 19 2 |
| 86 | 4 7 5 | 4 18 6 | 6 11 4 | 2 13 4 | 3 0 0 | 4 0 0 | 2 13 4 | 4 0 0 |
| 87 | 4 8 4 | 4 19 6 | 6 12 8 | 2 13 11 | 3 0 8 | 4 0 10 | 2 13 11 | 4 0 10 |
| 88 | 4 9 2 | 5 0 6 | 6 14 0 | 2 14 5 | 3 1 3 | 4 1 8 | 2 14 5 | 4 1 8 |
| 89 | 4 10 1 | 5 1 6 | 6 15 4 | 2 15 0 | 3 1 11 | 4 2 6 | 2 15 0 | 4 2 6 |
| 90 | 4 11 0 | 5 2 6 | 6 16 8 | 2 15 7 | 3 2 6 | 4 3 4 | 2 15 7 | 4 3 4 |
| 91 | 4 11 10 | 5 3 6 | 6 18 0 | 2 16 1 | 3 3 2 | 4 4 2 | 2 16 1 | 4 4 2 |
| 92 | 4 12 9 | 5 4 6 | 6 19 4 | 2 16 8 | 3 3 9 | 4 5 0 | 2 16 8 | 4 5 0 |
| 93 | 4 13 8 | 5 5 6 | 7 0 8 | 2 17 3 | 3 4 5 | 4 5 10 | 2 17 3 | 4 5 10 |
| 94 | 4 14 6 | 5 6 6 | 7 2 0 | 2 17 9 | 3 5 0 | 4 6 8 | 2 17 9 | 4 6 8 |
| 95 | 4 15 5 | 5 7 6 | 7 3 4 | 2 18 4 | 3 5 8 | 4 7 6 | 2 18 4 | 4 7 6 |
| 96 | 4 16 4 | 5 8 6 | 7 4 8 | 2 18 10 | 3 6 3 | 4 8 4 | 2 18 11 | 4 8 4 |
| 97 | 4 17 2 | 5 9 6 | 7 6 0 | 2 19 5 | 3 6 11 | 4 9 2 | 2 19 5 | 4 9 2 |
| 98 | 4 18 1 | 5 10 6 | 7 7 4 | 3 0 0 | 3 7 6 | 4 10 0 | 3 0 0 | 4 10 0 |
| 99 | 4 19 0 | 5 11 6 | 7 8 8 | 3 0 7 | 3 8 2 | 4 10 10 | 3 0 7 | 4 10 10 |
| 100 | 4 19 11 | 5 12 6 | 7 10 0 | 3 1 1 | 3 8 9 | 4 11 8 | 3 1 1 | 4 11 8 |
| 101 | 5 0 8 | 5 13 3 | 7 11 0 | 3 1 6 | 3 9 3 | 4 12 4 | 3 1 7 | 4 12 4 |
| 102 | 5 1 4 | 5 14 0 | 7 12 0 | 3 1 11 | 3 9 9 | 4 13 0 | 3 2 0 | 4 13 0 |
| 103 | 5 2 0 | 5 14 9 | 7 13 0 | 3 2 5 | 3 10 3 | 4 13 8 | 3 2 5 | 4 13 8 |
| 104 | 5 2 8 | 5 15 6 | 7 14 0 | 3 2 10 | 3 10 9 | 4 14 4 | 3 2 11 | 4 14 4 |
| 105 | 5 3 4 | 5 16 3 | 7 15 0 | 3 3 3 | 3 11 3 | 4 15 0 | 3 3 4 | 4 15 0 |
| 106 | 5 4 0 | 5 17 0 | 7 16 0 | 3 3 9 | 3 12 9 | 4 15 8 | 3 3 9 | 4 15 8 |
| 107 | 5 4 8 | 5 17 9 | 7 17 0 | 3 4 2 | 3 13 3 | 4 16 4 | 3 4 3 | 4 16 4 |
| 108 | 5 5 4 | 5 18 6 | 7 18 0 | 3 4 7 | 3 13 3 | 4 17 0 | 3 4 8 | 4 17 0 |
| 109 | 5 6 0 | 5 19 3 | 7 19 0 | 3 5 1 | 3 13 9 | 4 17 8 | 3 5 1 | 4 17 8 |
| 110 | 5 6 8 | 6 0 0 | 8 0 0 | 3 5 6 | 3 13 9 | 4 18 4 | 3 5 7 | 4 18 4 |
| 111 | 5 7 4 | 6 0 9 | 8 1 0 | 3 5 11 | 3 14 3 | 4 19 0 | 3 6 0 | 4 19 0 |
| 112 | 5 8 0 | 6 1 6 | 8 2 0 | 3 6 5 | 3 14 9 | 4 19 8 | 3 6 5 | 4 19 8 |
| 113 | 5 8 8 | 6 2 3 | 8 3 0 | 3 6 10 | 3 15 3 | 5 0 4 | 3 6 11 | 5 0 4 |
| 114 | 5 9 4 | 6 3 0 | 8 4 0 | 3 7 3 | 3 15 9 | 5 1 0 | 3 7 4 | 5 1 0 |
| 115 | 5 10 0 | 6 3 9 | 8 5 0 | 3 7 9 | 3 16 3 | 5 1 8 | 3 7 9 | 5 1 8 |

RATES FOR CONVEYANCE OF LIVE STOCK—*continued.*

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| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|---|---|--|---|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 116 | 5 10 8 | 6 4 6 | 8 6 0 | 3 8 2 | 3 16 9 | 5 2 4 | 3 8 3 | 5 2 4 |
| 117 | 5 11 4 | 6 5 3 | 8 7 0 | 3 8 7 | 3 17 3 | 5 3 0 | 3 8 8 | 5 3 0 |
| 118 | 5 12 0 | 6 6 0 | 8 8 0 | 3 9 1 | 3 17 9 | 5 3 8 | 3 9 1 | 5 3 8 |
| 119 | 5 12 8 | 6 6 9 | 8 9 0 | 3 9 6 | 3 18 3 | 5 4 4 | 3 9 7 | 5 4 4 |
| 120 | 5 13 4 | 6 7 6 | 8 10 0 | 3 9 11 | 3 18 9 | 5 5 0 | 3 10 0 | 5 5 0 |
| 121 | 5 14 0 | 6 8 3 | 8 11 0 | 3 10 5 | 3 19 3 | 5 5 8 | 3 10 5 | 5 5 8 |
| 122 | 5 14 8 | 6 9 0 | 8 12 0 | 3 10 10 | 3 19 9 | 5 6 4 | 3 10 11 | 5 6 4 |
| 123 | 5 15 4 | 6 9 9 | 8 13 0 | 3 11 4 | 4 0 3 | 5 7 0 | 3 11 4 | 5 7 0 |
| 124 | 5 16 0 | 6 10 6 | 8 14 0 | 3 11 9 | 4 0 9 | 5 7 8 | 3 11 9 | 5 7 8 |
| 125 | 5 16 8 | 6 11 3 | 8 15 0 | 3 12 2 | 4 1 3 | 5 8 4 | 3 12 3 | 5 8 4 |
| 126 | 5 17 4 | 6 12 0 | 8 16 0 | 3 12 8 | 4 1 9 | 5 9 0 | 3 12 8 | 5 9 0 |
| 127 | 5 18 0 | 6 12 9 | 8 17 0 | 3 13 1 | 4 2 3 | 5 9 8 | 3 13 1 | 5 9 8 |
| 128 | 5 18 8 | 6 13 6 | 8 18 0 | 3 13 6 | 4 2 9 | 5 10 4 | 3 13 7 | 5 10 4 |
| 129 | 5 19 4 | 6 14 3 | 8 19 0 | 3 14 0 | 4 3 3 | 5 11 0 | 3 14 0 | 5 11 0 |
| 130 | 6 0 0 | 6 15 0 | 9 0 0 | 3 14 5 | 4 3 9 | 5 11 8 | 3 14 5 | 5 11 8 |
| 131 | 6 0 8 | 6 15 9 | 9 1 0 | 3 14 10 | 4 4 3 | 5 12 4 | 3 14 11 | 5 12 4 |
| 132 | 6 1 4 | 6 16 6 | 9 2 0 | 3 15 4 | 4 4 9 | 5 13 0 | 3 15 4 | 5 13 0 |
| 133 | 6 2 0 | 6 17 3 | 9 3 0 | 3 15 9 | 4 5 3 | 5 13 8 | 3 15 9 | 5 13 8 |
| 134 | 6 2 8 | 6 18 0 | 9 4 0 | 3 16 2 | 4 5 9 | 5 14 4 | 3 16 3 | 5 14 4 |
| 135 | 6 3 4 | 6 18 9 | 9 5 0 | 3 16 8 | 4 6 3 | 5 15 0 | 3 16 8 | 5 15 0 |
| 136 | 6 4 0 | 6 19 6 | 9 6 0 | 3 17 1 | 4 6 9 | 5 15 8 | 3 17 1 | 5 15 8 |
| 137 | 6 4 8 | 7 0 3 | 9 7 0 | 3 17 6 | 4 7 3 | 5 16 4 | 3 17 7 | 5 16 4 |
| 138 | 6 5 4 | 7 1 0 | 9 8 0 | 3 18 0 | 4 7 9 | 5 17 0 | 3 18 0 | 5 17 0 |
| 139 | 6 6 0 | 7 1 9 | 9 9 0 | 3 18 5 | 4 8 3 | 5 17 8 | 3 18 5 | 5 17 8 |
| 140 | 6 6 8 | 7 2 6 | 9 10 0 | 3 18 10 | 4 8 9 | 5 18 4 | 3 18 11 | 5 18 4 |
| 141 | 6 7 4 | 7 3 3 | 9 11 0 | 3 19 4 | 4 9 3 | 5 19 0 | 3 19 4 | 5 19 0 |
| 142 | 6 8 0 | 7 4 0 | 9 12 0 | 3 19 9 | 4 9 9 | 5 19 8 | 3 19 9 | 5 19 8 |
| 143 | 6 8 8 | 7 4 9 | 9 13 0 | 4 0 2 | 4 10 3 | 6 0 4 | 4 0 3 | 6 0 4 |
| 144 | 6 9 4 | 7 5 6 | 9 14 0 | 4 0 8 | 4 10 9 | 6 1 0 | 4 0 8 | 6 1 0 |
| 145 | 6 10 0 | 7 6 3 | 9 15 0 | 4 1 1 | 4 11 3 | 6 1 8 | 4 1 1 | 6 1 8 |
| 146 | 6 10 8 | 7 7 0 | 9 16 0 | 4 1 6 | 4 11 9 | 6 2 4 | 4 1 7 | 6 2 4 |
| 147 | 6 11 4 | 7 7 9 | 9 17 0 | 4 2 0 | 4 12 3 | 6 3 0 | 4 2 0 | 6 3 0 |
| 148 | 6 12 0 | 7 8 6 | 9 18 0 | 4 2 5 | 4 12 9 | 6 3 8 | 4 2 5 | 6 3 8 |
| 149 | 6 12 8 | 7 9 3 | 9 19 0 | 4 2 10 | 4 13 3 | 6 4 4 | 4 2 11 | 6 4 4 |
| 150 | 6 13 4 | 7 10 0 | 10 0 0 | 4 3 4 | 4 13 9 | 6 5 0 | 4 3 4 | 6 5 0 |
| 151 | 6 14 0 | 7 10 9 | 10 1 0 | 4 3 9 | 4 14 3 | 6 5 8 | 4 3 9 | 6 5 8 |
| 152 | 6 14 8 | 7 11 6 | 10 2 0 | 4 4 2 | 4 14 9 | 6 6 4 | 4 4 3 | 6 6 4 |
| 153 | 6 15 4 | 7 12 3 | 10 3 0 | 4 4 8 | 4 15 3 | 6 7 0 | 4 4 8 | 6 7 0 |
| 154 | 6 16 0 | 7 13 0 | 10 4 0 | 4 5 1 | 4 15 9 | 6 7 8 | 4 5 1 | 6 7 8 |
| 155 | 6 16 8 | 7 13 9 | 10 5 0 | 4 5 6 | 4 16 3 | 6 8 4 | 4 5 7 | 6 8 4 |
| 156 | 6 17 4 | 7 14 6 | 10 6 0 | 4 6 0 | 4 16 9 | 6 9 0 | 4 6 0 | 6 9 0 |
| 157 | 6 18 0 | 7 15 3 | 10 7 0 | 4 6 5 | 4 17 3 | 6 9 8 | 4 6 5 | 6 9 8 |
| 158 | 6 18 8 | 7 16 0 | 10 8 0 | 4 6 10 | 4 17 9 | 6 10 4 | 4 6 11 | 6 10 4 |
| 159 | 6 19 4 | 7 16 9 | 10 9 0 | 4 7 4 | 4 18 3 | 6 11 0 | 4 7 4 | 6 11 0 |
| 160 | 7 0 0 | 7 17 6 | 10 10 0 | 4 7 9 | 4 18 9 | 6 11 8 | 4 7 9 | 6 11 8 |
| 161 | 7 0 8 | 7 18 3 | 10 11 0 | 4 8 2 | 4 19 3 | 6 12 4 | 4 8 3 | 6 12 4 |
| 162 | 7 1 4 | 7 19 0 | 10 12 0 | 4 8 8 | 4 19 9 | 6 13 0 | 4 8 8 | 6 13 0 |
| 163 | 7 2 0 | 7 19 9 | 10 13 0 | 4 9 1 | 5 0 3 | 6 13 8 | 4 9 1 | 6 13 8 |
| 164 | 7 2 8 | 8 0 6 | 10 14 0 | 4 9 6 | 5 0 9 | 6 14 4 | 4 9 7 | 6 14 4 |
| 165 | 7 3 4 | 8 1 3 | 10 15 0 | 4 10 0 | 5 1 3 | 6 15 0 | 4 10 0 | 6 15 0 |
| 166 | 7 4 0 | 8 2 0 | 10 16 0 | 4 10 5 | 5 1 9 | 6 15 8 | 4 10 5 | 6 15 8 |
| 167 | 7 4 8 | 8 2 9 | 10 17 0 | 4 10 10 | 5 2 3 | 6 16 4 | 4 10 11 | 6 16 4 |
| 168 | 7 5 4 | 8 3 6 | 10 18 0 | 4 11 4 | 5 2 9 | 6 17 0 | 4 11 4 | 6 17 0 |
| 169 | 7 6 0 | 8 4 3 | 10 19 0 | 4 11 9 | 5 3 3 | 6 17 8 | 4 11 9 | 6 17 8 |
| 170 | 7 6 8 | 8 5 0 | 11 0 0 | 4 12 2 | 5 3 9 | 6 18 4 | 4 12 3 | 6 18 4 |
| 171 | 7 7 4 | 8 5 9 | 11 1 0 | 4 12 8 | 5 4 3 | 6 19 0 | 4 12 8 | 6 19 0 |
| 172 | 7 8 0 | 8 6 6 | 11 2 0 | 4 13 1 | 5 4 9 | 6 19 8 | 4 13 1 | 6 19 8 |

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RATES FOR CONVEYANCE OF LIVE STOCK—continued.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|--|---|--|--|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 173 | 7 8 8 | 8 7 3 | 11 3 0 | 4 13 6 | 5 5 3 | 7 0 4 | 4 13 7 | 7 0 4 |
| 174 | 7 9 4 | 8 8 0 | 11 4 0 | 4 14 0 | 5 5 9 | 7 1 0 | 4 14 0 | 7 1 0 |
| 175 | 7 10 0 | 8 8 9 | 11 5 0 | 4 14 5 | 5 6 3 | 7 1 8 | 4 14 5 | 7 1 8 |
| 176 | 7 10 8 | 8 9 6 | 11 6 0 | 4 14 10 | 5 6 9 | 7 2 4 | 4 14 11 | 7 2 4 |
| 177 | 7 11 4 | 8 10 3 | 11 7 0 | 4 15 4 | 5 7 3 | 7 3 0 | 4 15 4 | 7 3 0 |
| 178 | 7 12 0 | 8 11 0 | 11 8 0 | 4 15 9 | 5 7 9 | 7 3 8 | 4 15 9 | 7 3 8 |
| 179 | 7 12 8 | 8 11 9 | 11 9 0 | 4 16 2 | 5 8 3 | 7 4 4 | 4 16 3 | 7 4 4 |
| 180 | 7 13 4 | 8 12 6 | 11 10 0 | 4 16 8 | 5 8 9 | 7 5 0 | 4 16 8 | 7 5 0 |
| 181 | 7 14 0 | 8 13 3 | 11 11 0 | 4 17 1 | 5 9 3 | 7 5 8 | 4 17 1 | 7 5 8 |
| 182 | 7 14 8 | 8 14 0 | 11 12 0 | 4 17 6 | 5 9 9 | 7 6 4 | 4 17 7 | 7 6 4 |
| 183 | 7 15 4 | 8 14 9 | 11 13 0 | 4 18 0 | 5 10 3 | 7 7 0 | 4 18 0 | 7 7 0 |
| 184 | 7 16 0 | 8 15 6 | 11 14 0 | 4 18 5 | 5 10 9 | 7 7 8 | 4 18 5 | 7 7 8 |
| 185 | 7 16 8 | 8 16 3 | 11 15 0 | 4 18 10 | 5 11 3 | 7 8 4 | 4 18 11 | 7 8 4 |
| 186 | 7 17 4 | 8 17 0 | 11 16 0 | 4 19 4 | 5 11 9 | 7 9 0 | 4 19 4 | 7 9 0 |
| 187 | 7 18 0 | 8 17 9 | 11 17 0 | 4 19 9 | 5 12 3 | 7 9 8 | 4 19 9 | 7 9 8 |
| 188 | 7 18 8 | 8 18 6 | 11 18 0 | 5 0 2 | 5 12 9 | 7 10 4 | 5 0 3 | 7 10 4 |
| 189 | 7 19 4 | 8 19 3 | 11 19 0 | 5 0 8 | 5 13 3 | 7 11 0 | 5 0 8 | 7 11 0 |
| 190 | 8 0 0 | 9 0 0 | 12 0 0 | 5 1 1 | 5 13 9 | 7 11 8 | 5 1 1 | 7 11 8 |
| 191 | 8 0 8 | 9 0 9 | 12 1 0 | 5 1 6 | 5 14 3 | 7 12 4 | 5 1 7 | 7 12 4 |
| 192 | 8 1 4 | 9 1 6 | 12 2 0 | 5 2 0 | 5 14 9 | 7 13 0 | 5 2 0 | 7 13 0 |
| 193 | 8 2 0 | 9 2 3 | 12 3 0 | 5 2 5 | 5 15 3 | 7 13 8 | 5 2 5 | 7 13 8 |
| 194 | 8 2 8 | 9 3 0 | 12 4 0 | 5 2 10 | 5 15 9 | 7 14 4 | 5 2 11 | 7 14 4 |
| 195 | 8 3 4 | 9 3 9 | 12 5 0 | 5 3 4 | 5 16 3 | 7 15 0 | 5 3 4 | 7 15 0 |
| 196 | 8 4 0 | 9 4 6 | 12 6 0 | 5 3 9 | 5 16 9 | 7 15 8 | 5 3 9 | 7 15 8 |
| 197 | 8 4 8 | 9 5 3 | 12 7 0 | 5 4 2 | 5 17 3 | 7 16 4 | 5 4 3 | 7 16 4 |
| 198 | 8 5 4 | 9 6 0 | 12 8 0 | 5 4 8 | 5 17 9 | 7 17 0 | 5 4 8 | 7 17 0 |
| 199 | 8 6 0 | 9 6 9 | 12 9 0 | 5 5 1 | 5 18 3 | 7 17 8 | 5 5 1 | 7 17 8 |
| 200 | 8 6 8 | 9 7 6 | 12 10 0 | 5 5 6 | 5 18 9 | 7 18 4 | 5 5 7 | 7 18 4 |
| 201 | 8 7 4 | 9 8 3 | 12 11 0 | 5 6 0 | 5 19 3 | 7 19 0 | 5 6 0 | 7 19 0 |
| 202 | 8 8 0 | 9 9 0 | 12 12 0 | 5 6 5 | 5 19 9 | 7 19 8 | 5 6 5 | 7 19 8 |
| 203 | 8 8 8 | 9 9 9 | 12 13 0 | 5 6 10 | 6 0 3 | 8 0 4 | 5 6 11 | 8 0 4 |
| 204 | 8 9 4 | 9 10 6 | 12 14 0 | 5 7 4 | 6 0 9 | 8 1 0 | 5 7 4 | 8 1 0 |
| 205 | 8 10 0 | 9 11 3 | 12 15 0 | 5 7 9 | 6 1 3 | 8 1 8 | 5 7 9 | 8 1 8 |
| 206 | 8 10 8 | 9 12 0 | 12 16 0 | 5 8 2 | 6 1 9 | 8 2 4 | 5 8 3 | 8 2 4 |
| 207 | 8 11 4 | 9 12 9 | 12 17 0 | 5 8 8 | 6 2 3 | 8 3 0 | 5 8 8 | 8 3 0 |
| 208 | 8 12 0 | 9 13 6 | 12 18 0 | 5 9 1 | 6 2 9 | 8 3 8 | 5 9 1 | 8 3 8 |
| 209 | 8 12 8 | 9 14 3 | 12 19 0 | 5 9 6 | 6 3 3 | 8 4 4 | 5 9 7 | 8 4 4 |
| 210 | 8 13 4 | 9 15 0 | 13 0 0 | 5 10 0 | 6 3 9 | 8 5 0 | 5 10 0 | 8 5 0 |
| 211 | 8 14 0 | 9 15 9 | 13 1 0 | 5 10 5 | 6 4 3 | 8 5 8 | 5 10 5 | 8 5 8 |
| 212 | 8 14 8 | 9 16 6 | 13 2 0 | 5 10 10 | 6 4 9 | 8 6 4 | 5 10 11 | 8 6 4 |
| 213 | 8 15 4 | 9 17 3 | 13 3 0 | 5 11 4 | 6 5 3 | 8 7 0 | 5 11 4 | 8 7 0 |
| 214 | 8 16 0 | 9 18 0 | 13 4 0 | 5 11 9 | 6 5 9 | 8 7 8 | 5 11 9 | 8 7 8 |
| 215 | 8 16 8 | 9 18 9 | 13 5 0 | 5 12 2 | 6 6 3 | 8 8 4 | 5 12 3 | 8 8 4 |
| 216 | 8 17 4 | 9 19 6 | 13 6 0 | 5 12 8 | 6 6 9 | 8 9 0 | 5 12 8 | 8 9 0 |
| 217 | 8 18 0 | 10 0 3 | 13 7 0 | 5 13 1 | 6 7 3 | 8 9 8 | 5 13 1 | 8 9 8 |
| 218 | 8 18 8 | 10 1 0 | 13 8 0 | 5 13 6 | 6 7 9 | 8 10 4 | 5 13 7 | 8 10 4 |
| 219 | 8 19 4 | 10 1 9 | 13 9 0 | 5 14 0 | 6 8 3 | 8 11 0 | 5 14 0 | 8 11 0 |
| 220 | 9 0 0 | 10 2 6 | 13 10 0 | 5 14 5 | 6 8 9 | 8 11 8 | 5 14 5 | 8 11 8 |
| 221 | 9 0 8 | 10 3 3 | 13 11 0 | 5 14 10 | 6 9 3 | 8 12 4 | 5 14 11 | 8 12 4 |
| 222 | 9 1 4 | 10 4 0 | 13 12 0 | 5 15 4 | 6 9 9 | 8 13 0 | 5 15 4 | 8 13 0 |
| 223 | 9 2 0 | 10 4 9 | 13 13 0 | 5 15 9 | 6 10 3 | 8 13 8 | 5 15 9 | 8 13 8 |
| 224 | 9 2 8 | 10 5 6 | 13 14 0 | 5 16 2 | 6 10 9 | 8 14 4 | 5 16 3 | 8 14 4 |
| 225 | 9 3 4 | 10 6 3 | 13 15 0 | 5 16 8 | 6 11 3 | 8 15 0 | 5 16 8 | 8 15 0 |
| 226 | 9 4 0 | 10 7 0 | 13 16 0 | 5 17 1 | 6 11 9 | 8 15 8 | 5 17 1 | 8 15 8 |
| 227 | 9 4 8 | 10 7 9 | 13 17 0 | 5 17 6 | 6 12 3 | 8 16 4 | 5 17 7 | 8 16 4 |
| 228 | 9 5 4 | 10 8 6 | 13 18 0 | 5 18 0 | 6 12 9 | 8 17 0 | 5 18 0 | 8 17 0 |

RATES FOR CONVEYANCE OF LIVE STOCK—*continued.*

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| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, approx- imately double the number shown in previous column. |
|--------|---|---|--|---|--|--|---|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 229 | 9 6 0 | 10 9 3 | 13 19 0 | 5 18 5 | 6 13 3 | 8 17 8 | 5 18 5 | 8 17 8 |
| 230 | 9 6 8 | 10 10 0 | 14 0 0 | 5 18 10 | 6 13 9 | 8 18 4 | 5 18 11 | 8 18 4 |
| 231 | 9 7 4 | 10 10 9 | 14 1 0 | 5 19 4 | 6 14 3 | 8 19 0 | 5 19 4 | 8 19 0 |
| 232 | 9 8 0 | 10 11 6 | 14 2 0 | 5 19 9 | 6 14 9 | 8 19 8 | 5 19 9 | 8 19 8 |
| 233 | 9 8 8 | 10 12 3 | 14 3 0 | 6 0 2 | 6 15 3 | 9 0 4 | 6 0 3 | 9 0 4 |
| 234 | 9 9 4 | 10 13 0 | 14 4 0 | 6 0 8 | 6 15 9 | 9 1 0 | 6 0 8 | 9 1 0 |
| 235 | 9 10 0 | 10 13 9 | 14 5 0 | 6 1 1 | 6 16 3 | 9 1 8 | 6 1 1 | 9 1 8 |
| 236 | 9 10 8 | 10 14 6 | 14 6 0 | 6 1 6 | 6 16 9 | 9 2 4 | 6 1 7 | 9 2 4 |
| 237 | 9 11 4 | 10 15 3 | 14 7 0 | 6 2 0 | 6 17 3 | 9 3 0 | 6 2 0 | 9 3 0 |
| 238 | 9 12 0 | 10 16 0 | 14 8 0 | 6 2 5 | 6 17 9 | 9 3 8 | 6 2 5 | 9 3 8 |
| 239 | 9 12 8 | 10 16 9 | 14 9 0 | 6 2 10 | 6 18 3 | 9 4 4 | 6 2 11 | 9 4 4 |
| 240 | 9 13 4 | 10 17 6 | 14 10 0 | 6 3 4 | 6 18 9 | 9 5 0 | 6 3 4 | 9 5 0 |
| 241 | 9 14 0 | 10 18 3 | 14 11 0 | 6 3 9 | 6 19 3 | 9 5 8 | 6 3 9 | 9 5 8 |
| 242 | 9 14 8 | 10 19 0 | 14 12 0 | 6 4 2 | 6 19 9 | 9 6 4 | 6 4 3 | 9 6 4 |
| 243 | 9 15 4 | 10 19 9 | 14 13 0 | 6 4 8 | 7 0 3 | 9 7 0 | 6 4 8 | 9 7 0 |
| 244 | 9 16 0 | 11 0 6 | 14 14 0 | 6 5 1 | 7 0 9 | 9 7 8 | 6 5 1 | 9 7 8 |
| 245 | 9 16 8 | 11 1 3 | 14 15 0 | 6 5 6 | 7 1 3 | 9 8 4 | 6 5 7 | 9 8 4 |
| 246 | 9 17 4 | 11 2 0 | 14 16 0 | 6 6 0 | 7 1 9 | 9 9 0 | 6 6 0 | 9 9 0 |
| 247 | 9 18 0 | 11 2 9 | 14 17 0 | 6 6 5 | 7 2 3 | 9 9 8 | 6 6 5 | 9 9 8 |
| 248 | 9 18 8 | 11 3 6 | 14 18 0 | 6 6 10 | 7 2 9 | 9 10 4 | 6 6 11 | 9 10 4 |
| 249 | 9 19 4 | 11 4 3 | 14 19 0 | 6 7 4 | 7 3 3 | 9 11 0 | 6 7 4 | 9 11 0 |
| 250 | 10 0 0 | 11 5 0 | 15 0 0 | 6 7 9 | 7 3 9 | 9 11 8 | 6 7 9 | 9 11 8 |
| 251 | 10 0 8 | 11 5 9 | 15 1 0 | 6 8 2 | 7 4 3 | 9 12 4 | 6 8 3 | 9 12 4 |
| 252 | 10 1 4 | 11 6 6 | 15 2 0 | 6 8 8 | 7 4 9 | 9 13 0 | 6 8 8 | 9 13 0 |
| 253 | 10 2 0 | 11 7 3 | 15 3 0 | 6 9 1 | 7 5 3 | 9 13 8 | 6 9 1 | 9 13 8 |
| 254 | 10 2 8 | 11 8 0 | 15 4 0 | 6 9 6 | 7 5 9 | 9 14 4 | 6 9 7 | 9 14 4 |
| 255 | 10 3 4 | 11 8 9 | 15 5 0 | 6 10 0 | 7 6 3 | 9 15 0 | 6 10 0 | 9 15 0 |
| 256 | 10 4 0 | 11 9 6 | 15 6 0 | 6 10 5 | 7 6 9 | 9 15 8 | 6 10 5 | 9 15 8 |
| 257 | 10 4 8 | 11 10 3 | 15 7 0 | 6 10 10 | 7 7 3 | 9 16 4 | 6 10 11 | 9 16 4 |
| 258 | 10 5 4 | 11 11 0 | 15 8 0 | 6 11 4 | 7 7 9 | 9 17 0 | 6 11 4 | 9 17 0 |
| 259 | 10 6 0 | 11 11 9 | 15 9 0 | 6 11 9 | 7 8 3 | 9 17 8 | 6 11 9 | 9 17 8 |
| 260 | 10 6 8 | 11 12 6 | 15 10 0 | 6 12 2 | 7 8 9 | 9 18 4 | 6 12 3 | 9 18 4 |
| 261 | 10 7 4 | 11 13 3 | 15 11 0 | 6 12 8 | 7 9 3 | 9 19 0 | 6 12 8 | 9 19 0 |
| 262 | 10 8 0 | 11 14 0 | 15 12 0 | 6 13 1 | 7 9 9 | 9 19 8 | 6 13 1 | 9 19 8 |
| 263 | 10 8 8 | 11 14 9 | 15 13 0 | 6 13 6 | 7 10 3 | 10 0 4 | 6 13 7 | 10 0 4 |
| 264 | 10 9 4 | 11 15 6 | 15 14 0 | 6 14 0 | 7 10 9 | 10 1 0 | 6 14 0 | 10 1 0 |
| 265 | 10 10 0 | 11 16 3 | 15 15 0 | 6 14 5 | 7 11 3 | 10 1 8 | 6 14 5 | 10 1 8 |
| 266 | 10 10 8 | 11 17 0 | 15 16 0 | 6 14 10 | 7 11 9 | 10 2 4 | 6 14 11 | 10 2 4 |
| 267 | 10 11 4 | 11 17 9 | 15 17 0 | 6 15 4 | 7 12 3 | 10 3 0 | 6 15 4 | 10 3 0 |
| 268 | 10 12 0 | 11 18 6 | 15 18 0 | 6 15 9 | 7 12 9 | 10 3 8 | 6 15 9 | 10 3 8 |
| 269 | 10 12 8 | 11 19 3 | 15 19 0 | 6 16 2 | 7 13 3 | 10 4 4 | 6 16 3 | 10 4 4 |
| 270 | 10 13 4 | 12 0 0 | 16 0 0 | 6 16 8 | 7 13 9 | 10 5 0 | 6 16 8 | 10 5 0 |
| 271 | 10 14 0 | 12 0 9 | 16 1 0 | 6 17 1 | 7 14 3 | 10 5 8 | 6 17 1 | 10 5 8 |
| 272 | 10 14 8 | 12 1 6 | 16 2 0 | 6 17 6 | 7 14 9 | 10 6 4 | 6 17 7 | 10 6 4 |
| 273 | 10 15 4 | 12 2 3 | 16 3 0 | 6 18 0 | 7 15 3 | 10 7 0 | 6 18 0 | 10 7 0 |
| 274 | 10 16 0 | 12 3 0 | 16 4 0 | 6 18 5 | 7 15 9 | 10 7 8 | 6 18 5 | 10 7 8 |
| 275 | 10 16 8 | 12 3 9 | 16 5 0 | 6 18 10 | 7 16 3 | 10 8 4 | 6 18 11 | 10 8 4 |
| 276 | 10 17 4 | 12 4 6 | 16 6 0 | 6 19 4 | 7 16 9 | 10 9 0 | 6 19 4 | 10 9 0 |
| 277 | 10 18 0 | 12 5 3 | 16 7 0 | 6 19 9 | 7 17 3 | 10 9 8 | 6 19 9 | 10 9 8 |
| 278 | 10 18 8 | 12 6 0 | 16 8 0 | 7 0 2 | 7 17 9 | 10 10 4 | 7 0 3 | 10 10 4 |
| 279 | 10 19 4 | 12 6 9 | 16 9 0 | 7 0 8 | 7 18 3 | 10 11 0 | 7 0 8 | 10 11 0 |
| 280 | 11 0 0 | 12 7 6 | 16 10 0 | 7 1 1 | 7 18 9 | 10 11 8 | 7 1 1 | 10 11 8 |
| 281 | 11 0 8 | 12 8 3 | 16 11 0 | 7 1 6 | 7 19 3 | 10 12 4 | 7 1 7 | 10 12 4 |
| 282 | 11 1 4 | 12 9 0 | 16 12 0 | 7 2 0 | 7 19 9 | 10 13 0 | 7 2 0 | 10 13 0 |
| 283 | 11 2 0 | 12 9 9 | 16 13 0 | 7 2 5 | 8 0 3 | 10 13 8 | 7 2 5 | 10 13 8 |
| 284 | 11 2 8 | 12 10 6 | 16 14 0 | 7 2 10 | 8 0 9 | 10 14 4 | 7 2 11 | 10 14 4 |

64.

RATES FOR CONVEYANCE OF LIVE STOCK—continued.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|--|---|--|--|--|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 285 | 11 3 4 | 12 11 3 | 16 15 0 | 7 3 4 | 8 1 3 | 10 15 0 | 7 3 4 | 10 15 0 |
| 286 | 11 4 0 | 12 12 0 | 16 16 0 | 7 3 9 | 8 1 9 | 10 15 8 | 7 3 9 | 10 15 8 |
| 287 | 11 4 8 | 12 12 9 | 16 17 0 | 7 4 2 | 8 2 3 | 10 16 4 | 7 4 3 | 10 16 4 |
| 288 | 11 5 4 | 12 13 6 | 16 18 0 | 7 4 8 | 8 2 9 | 10 17 0 | 7 4 8 | 10 17 0 |
| 289 | 11 6 0 | 12 14 3 | 16 19 0 | 7 5 1 | 8 3 3 | 10 17 8 | 7 5 1 | 10 17 8 |
| 290 | 11 6 8 | 12 15 0 | 17 0 0 | 7 5 6 | 8 3 9 | 10 18 4 | 7 5 7 | 10 18 4 |
| 291 | 11 7 4 | 12 15 9 | 17 1 0 | 7 5 11 | 8 4 3 | 10 19 0 | 7 6 0 | 10 19 0 |
| 292 | 11 8 0 | 12 16 6 | 17 2 0 | 7 6 5 | 8 4 9 | 10 19 8 | 7 6 5 | 10 19 8 |
| 293 | 11 8 8 | 12 17 3 | 17 3 0 | 7 6 10 | 8 5 3 | 11 0 4 | 7 6 11 | 11 0 4 |
| 294 | 11 9 4 | 12 18 0 | 17 4 0 | 7 7 3 | 8 5 9 | 11 1 0 | 7 7 4 | 11 1 0 |
| 295 | 11 10 0 | 12 18 9 | 17 5 0 | 7 7 9 | 8 6 3 | 11 1 8 | 7 7 9 | 11 1 8 |
| 296 | 11 10 8 | 12 19 6 | 17 6 0 | 7 8 2 | 8 6 9 | 11 2 4 | 7 8 3 | 11 2 4 |
| 297 | 11 11 4 | 13 0 3 | 17 7 0 | 7 8 7 | 8 7 3 | 11 3 0 | 7 8 8 | 11 3 0 |
| 298 | 11 12 0 | 13 1 0 | 17 8 0 | 7 9 1 | 8 7 9 | 11 3 8 | 7 9 1 | 11 3 8 |
| 299 | 11 12 8 | 13 1 9 | 17 9 0 | 7 9 6 | 8 8 3 | 11 4 1 | 7 9 7 | 11 4 4 |
| 300 | 11 13 4 | 13 2 6 | 17 10 0 | 7 9 11 | 8 8 9 | 11 5 0 | 7 10 0 | 11 5 0 |
| 301 | 11 14 0 | 13 3 3 | 17 11 0 | 7 10 5 | 8 9 3 | 11 5 8 | 7 10 5 | 11 5 8 |
| 302 | 11 14 8 | 13 4 0 | 17 12 0 | 7 10 10 | 8 9 9 | 11 6 4 | 7 10 11 | 11 6 4 |
| 303 | 11 15 4 | 13 4 9 | 17 13 0 | 7 11 3 | 8 10 3 | 11 7 0 | 7 11 4 | 11 7 0 |
| 304 | 11 16 0 | 13 5 6 | 17 14 0 | 7 11 9 | 8 10 9 | 11 7 8 | 7 11 9 | 11 7 8 |
| 305 | 11 16 8 | 13 6 3 | 17 15 0 | 7 12 2 | 8 11 3 | 11 8 4 | 7 12 3 | 11 8 4 |
| 306 | 11 17 4 | 13 7 0 | 17 16 0 | 7 12 7 | 8 11 9 | 11 9 0 | 7 12 8 | 11 9 0 |
| 307 | 11 18 0 | 13 7 9 | 17 17 0 | 7 13 1 | 8 12 3 | 11 9 8 | 7 13 1 | 11 9 8 |
| 308 | 11 18 8 | 13 8 6 | 17 18 0 | 7 13 6 | 8 12 9 | 11 10 4 | 7 13 7 | 11 10 4 |
| 309 | 11 19 4 | 13 9 3 | 17 19 0 | 7 13 11 | 8 13 3 | 11 11 0 | 7 14 0 | 11 11 0 |
| 310 | 12 0 0 | 13 10 0 | 18 0 0 | 7 14 5 | 8 13 9 | 11 11 8 | 7 14 5 | 11 11 8 |
| 311 | 12 0 8 | 13 10 9 | 18 1 0 | 7 14 10 | 8 14 3 | 11 12 4 | 7 14 11 | 11 12 4 |
| 312 | 12 1 4 | 13 11 6 | 18 2 0 | 7 15 3 | 8 14 9 | 11 13 0 | 7 15 4 | 11 13 0 |
| 313 | 12 2 0 | 13 12 3 | 18 3 0 | 7 15 9 | 8 15 3 | 11 13 8 | 7 15 9 | 11 13 8 |
| 314 | 12 2 8 | 13 13 0 | 18 4 0 | 7 16 2 | 8 15 9 | 11 14 4 | 7 16 3 | 11 14 4 |
| 315 | 12 3 4 | 13 13 9 | 18 5 0 | 7 16 7 | 8 16 3 | 11 15 0 | 7 16 8 | 11 15 0 |
| 316 | 12 4 0 | 13 14 6 | 18 6 0 | 7 17 1 | 8 16 9 | 11 15 8 | 7 17 1 | 11 15 8 |
| 317 | 12 4 8 | 13 15 3 | 18 7 0 | 7 17 6 | 8 17 3 | 11 16 4 | 7 17 7 | 11 16 4 |
| 318 | 12 5 4 | 13 16 0 | 18 8 0 | 7 17 11 | 8 17 9 | 11 17 0 | 7 18 0 | 11 17 0 |
| 319 | 12 6 0 | 13 16 9 | 18 9 0 | 7 18 5 | 8 18 3 | 11 17 8 | 7 18 5 | 11 17 8 |
| 320 | 12 6 8 | 13 17 6 | 18 10 0 | 7 18 10 | 8 18 9 | 11 18 4 | 7 18 11 | 11 18 4 |
| 321 | 12 7 4 | 13 18 3 | 18 11 0 | 7 19 3 | 8 19 3 | 11 19 0 | 7 19 4 | 11 19 0 |
| 322 | 12 8 0 | 13 19 0 | 18 12 0 | 7 19 9 | 8 19 9 | 11 19 8 | 7 19 9 | 11 19 8 |
| 323 | 12 8 8 | 13 19 9 | 18 13 0 | 8 0 2 | 9 0 3 | 12 0 4 | 8 0 3 | 12 0 4 |
| 324 | 12 9 4 | 14 0 6 | 18 14 0 | 8 0 7 | 9 0 9 | 12 1 0 | 8 0 8 | 12 1 0 |
| 325 | 12 10 0 | 14 1 3 | 18 15 0 | 8 1 1 | 9 1 3 | 12 1 8 | 8 1 1 | 12 1 8 |
| 326 | 12 10 8 | 14 2 0 | 18 16 0 | 8 1 6 | 9 1 9 | 12 2 4 | 8 1 7 | 12 2 4 |
| 327 | 12 11 4 | 14 2 9 | 18 17 0 | 8 1 11 | 9 2 3 | 12 3 0 | 8 2 0 | 12 3 0 |
| 328 | 12 12 0 | 14 3 6 | 18 18 0 | 8 2 5 | 9 2 9 | 12 3 8 | 8 2 5 | 12 3 8 |
| 329 | 12 12 8 | 14 4 3 | 18 19 0 | 8 2 10 | 9 3 3 | 12 4 4 | 8 2 11 | 12 4 4 |
| 330 | 12 13 4 | 14 5 0 | 19 0 0 | 8 3 3 | 9 3 9 | 12 5 0 | 8 3 4 | 12 5 0 |
| 331 | 12 14 0 | 14 5 9 | 19 1 0 | 8 3 9 | 9 4 3 | 12 5 8 | 8 3 9 | 12 5 8 |
| 332 | 12 14 8 | 14 6 6 | 19 2 0 | 8 4 2 | 9 4 9 | 12 6 4 | 8 4 3 | 12 6 4 |
| 333 | 12 15 4 | 14 7 3 | 19 3 0 | 8 4 7 | 9 5 3 | 12 7 0 | 8 4 8 | 12 7 0 |
| 334 | 12 16 0 | 14 8 0 | 19 4 0 | 8 5 1 | 9 5 9 | 12 7 8 | 8 5 1 | 12 7 8 |
| 335 | 12 16 8 | 14 8 9 | 19 5 0 | 8 5 6 | 9 6 3 | 12 8 4 | 8 5 7 | 12 8 4 |
| 336 | 12 17 4 | 14 9 6 | 19 6 0 | 8 5 11 | 9 6 9 | 12 9 0 | 8 6 0 | 12 9 0 |
| 337 | 12 18 0 | 14 10 3 | 19 7 0 | 8 6 4 | 9 7 3 | 12 9 8 | 8 6 5 | 12 9 8 |
| 338 | 12 18 8 | 14 11 0 | 19 8 0 | 8 6 10 | 9 7 9 | 12 10 4 | 8 6 11 | 12 10 4 |
| 339 | 12 19 4 | 14 11 9 | 19 9 0 | 8 7 3 | 9 8 3 | 12 11 0 | 8 7 4 | 12 11 0 |
| 340 | 13 0 0 | 14 12 6 | 19 10 0 | 8 7 8 | 9 8 9 | 12 11 8 | 8 7 9 | 12 11 8 |

RATES FOR CONVEYANCE OF LIVE STOCK—continued.

65

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|--|---|--|--|--|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 341 | 13 0 8 | 14 13 3 | 19 11 0 | 8 8 1 | 9 9 3 | 12 12 4 | 8 8 3 | 12 12 4 |
| 342 | 13 1 4 | 14 14 0 | 19 12 0 | 8 8 7 | 9 9 9 | 12 13 0 | 8 8 8 | 12 13 0 |
| 343 | 13 2 0 | 14 14 9 | 19 13 0 | 8 9 0 | 9 10 3 | 12 13 8 | 8 9 1 | 12 13 8 |
| 344 | 13 2 8 | 14 15 6 | 19 14 0 | 8 9 5 | 9 10 9 | 12 14 4 | 8 9 7 | 12 14 4 |
| 345 | 13 3 4 | 14 16 3 | 19 15 0 | 8 9 11 | 9 11 3 | 12 15 0 | 8 10 0 | 12 15 0 |
| 346 | 13 4 0 | 14 17 0 | 19 16 0 | 8 10 4 | 9 11 9 | 12 15 8 | 8 10 5 | 12 15 8 |
| 347 | 13 4 8 | 14 17 9 | 19 17 0 | 8 10 9 | 9 12 3 | 12 16 4 | 8 10 11 | 12 16 4 |
| 348 | 13 5 4 | 14 18 6 | 19 18 0 | 8 11 3 | 9 12 9 | 12 17 0 | 8 11 4 | 12 17 0 |
| 349 | 13 6 0 | 14 19 3 | 19 19 0 | 8 11 8 | 9 13 3 | 12 17 8 | 8 11 9 | 12 17 8 |
| 350 | 13 6 8 | 15 0 0 | 20 0 0 | 8 12 1 | 9 13 9 | 12 18 4 | 8 12 3 | 12 18 4 |
| 351 | 13 7 4 | 15 0 9 | 20 1 0 | 8 12 7 | 9 14 3 | 12 19 0 | 8 12 8 | 12 19 0 |
| 352 | 13 8 0 | 15 1 6 | 20 2 0 | 8 13 0 | 9 14 9 | 12 19 8 | 8 13 1 | 12 19 8 |
| 353 | 13 8 8 | 15 2 3 | 20 3 0 | 8 13 5 | 9 15 3 | 13 0 4 | 8 13 7 | 13 0 4 |
| 354 | 13 9 4 | 15 3 0 | 20 4 0 | 8 13 11 | 9 15 9 | 13 1 0 | 8 14 0 | 13 1 0 |
| 355 | 13 10 0 | 15 3 9 | 20 5 0 | 8 14 4 | 9 16 3 | 13 1 8 | 8 14 5 | 13 1 8 |
| 356 | 13 10 8 | 15 4 6 | 20 6 0 | 8 14 9 | 9 16 9 | 13 2 4 | 8 14 11 | 13 2 4 |
| 357 | 13 11 4 | 15 5 3 | 20 7 0 | 8 15 2 | 9 17 3 | 13 3 0 | 8 15 4 | 13 3 0 |
| 358 | 13 12 0 | 15 6 0 | 20 8 0 | 8 15 8 | 9 17 9 | 13 3 8 | 8 15 9 | 13 3 8 |
| 359 | 13 12 8 | 15 6 9 | 20 9 0 | 8 16 1 | 9 18 3 | 13 4 4 | 8 16 3 | 13 4 4 |
| 360 | 13 13 4 | 15 7 6 | 20 10 0 | 8 16 6 | 9 18 9 | 13 5 0 | 8 16 8 | 13 5 0 |
| 361 | 13 14 0 | 15 8 3 | 20 11 0 | 8 16 11 | 9 19 3 | 13 5 8 | 8 17 1 | 13 5 8 |
| 362 | 13 14 8 | 15 9 0 | 20 12 0 | 8 17 5 | 9 19 9 | 13 6 4 | 8 17 7 | 13 6 4 |
| 363 | 13 15 4 | 15 9 9 | 20 13 0 | 8 17 10 | 10 0 3 | 13 7 0 | 8 18 0 | 13 7 0 |
| 364 | 13 16 0 | 15 10 6 | 20 14 0 | 8 18 3 | 10 0 9 | 13 7 8 | 8 18 5 | 13 7 8 |
| 365 | 13 16 8 | 15 11 3 | 20 15 0 | 8 18 9 | 10 1 3 | 13 8 4 | 8 18 11 | 13 8 4 |
| 366 | 13 17 4 | 15 12 0 | 20 16 0 | 8 19 2 | 10 1 9 | 13 9 0 | 8 19 4 | 13 9 0 |
| 367 | 13 18 0 | 15 12 9 | 20 17 0 | 8 19 7 | 10 2 3 | 13 9 8 | 8 19 9 | 13 9 8 |
| 368 | 13 18 8 | 15 13 6 | 20 18 0 | 9 0 1 | 10 2 9 | 13 10 4 | 9 0 3 | 13 10 4 |
| 369 | 13 19 4 | 15 14 3 | 20 19 0 | 9 0 6 | 10 3 3 | 13 11 0 | 9 0 8 | 13 11 0 |
| 370 | 14 0 0 | 15 15 0 | 21 0 0 | 9 0 11 | 10 3 9 | 13 11 8 | 9 1 1 | 13 11 8 |
| 371 | 14 0 8 | 15 15 9 | 21 1 0 | 9 1 5 | 10 4 3 | 13 12 4 | 9 1 7 | 13 12 4 |
| 372 | 14 1 4 | 15 16 6 | 21 2 0 | 9 1 10 | 10 4 9 | 13 13 0 | 9 2 0 | 13 13 0 |
| 373 | 14 2 0 | 15 17 3 | 21 3 0 | 9 2 3 | 10 5 3 | 13 13 8 | 9 2 5 | 13 13 8 |
| 374 | 14 2 8 | 15 18 0 | 21 4 0 | 9 2 9 | 10 5 9 | 13 14 4 | 9 2 11 | 13 14 4 |
| 375 | 14 3 4 | 15 18 9 | 21 5 0 | 9 3 2 | 10 6 3 | 13 15 0 | 9 3 4 | 13 15 0 |
| 376 | 14 4 0 | 15 19 6 | 21 6 0 | 9 3 7 | 10 6 9 | 13 15 8 | 9 3 9 | 13 15 8 |
| 377 | 14 4 8 | 16 0 3 | 21 7 0 | 9 4 1 | 10 7 3 | 13 16 4 | 9 4 3 | 13 16 4 |
| 378 | 14 5 4 | 16 1 0 | 21 8 0 | 9 4 6 | 10 7 9 | 13 17 0 | 9 4 8 | 13 17 0 |
| 379 | 14 6 0 | 16 1 9 | 21 9 0 | 9 4 11 | 10 8 3 | 13 17 8 | 9 5 1 | 13 17 8 |
| 380 | 14 6 8 | 16 2 6 | 21 10 0 | 9 5 5 | 10 8 9 | 13 18 4 | 9 5 7 | 13 18 4 |
| 381 | 14 7 4 | 16 3 3 | 21 11 0 | 9 5 10 | 10 9 3 | 13 19 0 | 9 6 0 | 13 19 0 |
| 382 | 14 8 0 | 16 4 0 | 21 12 0 | 9 6 3 | 10 9 9 | 13 19 8 | 9 6 5 | 13 19 8 |
| 383 | 14 8 8 | 16 4 9 | 21 13 0 | 9 6 9 | 10 10 3 | 14 0 4 | 9 6 11 | 14 0 4 |
| 384 | 14 9 4 | 16 5 6 | 21 14 0 | 9 7 2 | 10 10 9 | 14 1 0 | 9 7 4 | 14 1 0 |
| 385 | 14 10 0 | 16 6 3 | 21 15 0 | 9 7 8 | 10 11 3 | 14 1 8 | 9 7 9 | 14 1 8 |
| 386 | 14 10 8 | 16 7 0 | 21 16 0 | 9 8 1 | 10 11 9 | 14 2 4 | 9 8 3 | 14 2 4 |
| 387 | 14 11 4 | 16 7 9 | 21 17 0 | 9 8 6 | 10 12 3 | 14 3 0 | 9 8 8 | 14 3 0 |
| 388 | 14 12 0 | 16 8 6 | 21 18 0 | 9 9 0 | 10 12 9 | 14 3 8 | 9 9 1 | 14 3 8 |
| 389 | 14 12 8 | 16 9 3 | 21 19 0 | 9 9 5 | 10 13 3 | 14 4 4 | 9 9 7 | 14 4 4 |
| 390 | 14 13 4 | 16 10 0 | 22 0 0 | 9 9 10 | 10 13 9 | 14 5 0 | 9 10 0 | 14 5 0 |
| 391 | 14 14 0 | 16 10 9 | 22 1 0 | 9 10 4 | 10 14 3 | 14 5 8 | 9 10 5 | 14 5 8 |
| 392 | 14 14 8 | 16 11 6 | 22 2 0 | 9 10 9 | 10 14 9 | 14 6 4 | 9 10 11 | 14 6 4 |
| 393 | 14 15 4 | 16 12 3 | 22 3 0 | 9 11 2 | 10 15 3 | 14 7 0 | 9 11 4 | 14 7 0 |
| 394 | 14 16 0 | 16 13 0 | 22 4 0 | 9 11 8 | 10 15 9 | 14 7 8 | 9 11 9 | 14 7 8 |
| 395 | 14 16 8 | 16 13 9 | 22 5 0 | 9 12 1 | 10 16 3 | 14 8 4 | 9 12 3 | 14 8 4 |
| 396 | 14 17 4 | 16 14 6 | 22 6 0 | 9 12 6 | 10 16 9 | 14 9 0 | 9 12 8 | 14 9 0 |

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RATES FOR CONVEYANCE OF LIVE STOCK—*continued.*

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|---|---|--|---|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 397 | 14 18 0 | 16 15 3 | 22 7 0 | 9 12 11 | 10 17 3 | 14 9 8 | 9 13 1 | 14 9 8 |
| 398 | 14 18 8 | 16 16 0 | 22 8 0 | 9 13 5 | 10 17 9 | 14 10 4 | 9 13 7 | 14 10 4 |
| 399 | 14 19 4 | 16 16 9 | 22 9 0 | 9 13 10 | 10 18 3 | 14 11 0 | 9 14 0 | 14 11 0 |
| 400 | 15 0 0 | 16 17 6 | 22 10 0 | 9 14 3 | 10 18 9 | 14 11 8 | 9 14 5 | 14 11 8 |
| 401 | 15 0 8 | 16 18 3 | 22 11 0 | 9 14 9 | 10 19 3 | 14 12 4 | 9 14 11 | 14 12 4 |
| 402 | 15 1 4 | 16 19 0 | 22 12 0 | 9 15 2 | 10 19 9 | 14 13 0 | 9 15 4 | 14 13 0 |
| 403 | 15 2 0 | 16 19 9 | 22 13 0 | 9 15 7 | 11 0 3 | 14 13 8 | 9 15 9 | 14 13 8 |
| 404 | 15 2 8 | 17 0 6 | 22 14 0 | 9 16 1 | 11 0 9 | 14 14 4 | 9 16 3 | 14 14 4 |
| 405 | 15 3 4 | 17 1 3 | 22 15 0 | 9 16 6 | 11 1 3 | 14 15 0 | 9 16 8 | 14 15 0 |
| 406 | 15 4 0 | 17 2 0 | 22 16 0 | 9 16 11 | 11 1 9 | 14 15 8 | 9 17 1 | 14 15 8 |
| 407 | 15 4 8 | 17 2 9 | 22 17 0 | 9 17 5 | 11 2 3 | 14 16 4 | 9 17 7 | 14 16 4 |
| 408 | 15 5 4 | 17 3 6 | 22 18 0 | 9 17 10 | 11 2 9 | 14 17 0 | 9 18 0 | 14 17 0 |
| 409 | 15 6 0 | 17 4 3 | 22 19 0 | 9 18 3 | 11 3 3 | 14 17 8 | 9 18 5 | 14 17 8 |
| 410 | 15 6 8 | 17 5 0 | 23 0 0 | 9 18 9 | 11 3 9 | 14 18 4 | 9 18 11 | 14 18 4 |
| 411 | 15 7 4 | 17 5 9 | 23 1 0 | 9 19 2 | 11 4 3 | 14 19 0 | 9 19 4 | 14 19 0 |
| 412 | 15 8 0 | 17 6 6 | 23 2 0 | 9 19 7 | 11 4 9 | 14 19 8 | 9 19 9 | 14 19 8 |
| 413 | 15 8 8 | 17 7 3 | 23 3 0 | 10 0 1 | 11 5 3 | 15 0 4 | 10 0 3 | 15 0 4 |
| 414 | 15 9 4 | 17 8 0 | 23 4 0 | 10 0 6 | 11 5 9 | 15 1 0 | 10 0 8 | 15 1 0 |
| 415 | 15 10 0 | 17 8 9 | 23 5 0 | 10 0 11 | 11 6 3 | 15 1 8 | 10 1 1 | 15 1 8 |
| 416 | 15 10 8 | 17 9 6 | 23 6 0 | 10 1 5 | 11 6 9 | 15 2 4 | 10 1 7 | 15 2 4 |
| 417 | 15 11 4 | 17 10 3 | 23 7 0 | 10 1 10 | 11 7 3 | 15 3 0 | 10 2 0 | 15 3 0 |
| 418 | 15 12 0 | 17 11 0 | 23 8 0 | 10 2 3 | 11 7 9 | 15 3 8 | 10 2 5 | 15 3 8 |
| 419 | 15 12 8 | 17 11 9 | 23 9 0 | 10 2 9 | 11 8 3 | 15 4 4 | 10 2 11 | 15 4 4 |
| 420 | 15 13 4 | 17 12 6 | 23 10 0 | 10 3 2 | 11 8 9 | 15 5 0 | 10 3 4 | 15 5 0 |
| 421 | 15 14 0 | 17 13 3 | 23 11 0 | 10 3 7 | 11 9 3 | 15 5 8 | 10 3 9 | 15 5 8 |
| 422 | 15 14 8 | 17 14 0 | 23 12 0 | 10 4 1 | 11 9 9 | 15 6 4 | 10 4 3 | 15 6 4 |
| 423 | 15 15 4 | 17 14 9 | 23 13 0 | 10 4 6 | 11 10 3 | 15 7 0 | 10 4 8 | 15 7 0 |
| 424 | 15 16 0 | 17 15 6 | 23 14 0 | 10 4 11 | 11 10 9 | 15 7 8 | 10 5 1 | 15 7 8 |
| 425 | 15 16 8 | 17 16 3 | 23 15 0 | 10 5 5 | 11 11 3 | 15 8 4 | 10 5 7 | 15 8 4 |
| 426 | 15 17 4 | 17 17 0 | 23 16 0 | 10 5 10 | 11 11 9 | 15 9 0 | 10 6 0 | 15 9 0 |
| 427 | 15 18 0 | 17 17 9 | 23 17 0 | 10 6 3 | 11 12 3 | 15 9 8 | 10 6 5 | 15 9 8 |
| 428 | 15 18 8 | 17 18 6 | 23 18 0 | 10 6 9 | 11 12 9 | 15 10 4 | 10 6 11 | 15 10 4 |
| 429 | 15 19 4 | 17 19 3 | 23 19 0 | 10 7 2 | 11 13 3 | 15 11 0 | 10 7 4 | 15 11 0 |
| 430 | 16 0 0 | 18 0 0 | 24 0 0 | 10 7 7 | 11 13 9 | 15 11 8 | 10 7 9 | 15 11 8 |
| 431 | 16 0 8 | 18 0 9 | 24 1 0 | 10 8 1 | 11 14 3 | 15 12 4 | 10 8 3 | 15 12 4 |
| 432 | 16 1 4 | 18 1 6 | 24 2 0 | 10 8 6 | 11 14 9 | 15 13 0 | 10 8 8 | 15 13 0 |
| 433 | 16 2 0 | 18 2 3 | 24 3 0 | 10 8 11 | 11 15 3 | 15 13 8 | 10 9 1 | 15 13 8 |
| 434 | 16 2 8 | 18 3 0 | 24 4 0 | 10 9 5 | 11 15 9 | 15 14 4 | 10 9 7 | 15 14 4 |
| 435 | 16 3 4 | 18 3 9 | 24 5 0 | 10 9 10 | 11 16 3 | 15 15 0 | 10 10 0 | 15 15 0 |
| 436 | 16 4 0 | 18 4 6 | 24 6 0 | 10 10 3 | 11 16 9 | 15 15 8 | 10 10 5 | 15 15 8 |
| 437 | 16 4 8 | 18 5 3 | 24 7 0 | 10 10 9 | 11 17 3 | 15 16 4 | 10 10 11 | 15 16 4 |
| 438 | 16 5 4 | 18 6 0 | 24 8 0 | 10 11 2 | 11 17 9 | 15 17 0 | 10 11 4 | 15 17 0 |
| 439 | 16 6 0 | 18 6 9 | 24 9 0 | 10 11 7 | 11 18 3 | 15 17 8 | 10 11 9 | 15 17 8 |
| 440 | 16 6 8 | 18 7 6 | 24 10 0 | 10 12 1 | 11 18 9 | 15 18 4 | 10 12 3 | 15 18 4 |
| 441 | 16 7 4 | 18 8 3 | 24 11 0 | 10 12 6 | 11 19 3 | 15 19 0 | 10 12 8 | 15 19 0 |
| 442 | 16 8 0 | 18 9 0 | 24 12 0 | 10 12 11 | 11 19 9 | 15 19 8 | 10 13 1 | 15 19 8 |
| 443 | 16 8 8 | 18 9 9 | 24 13 0 | 10 13 5 | 12 0 3 | 16 0 4 | 10 13 7 | 16 0 4 |
| 444 | 16 9 4 | 18 10 6 | 24 14 0 | 10 13 10 | 12 0 9 | 16 1 0 | 10 14 0 | 16 1 0 |
| 445 | 16 10 0 | 18 11 3 | 24 15 0 | 10 14 3 | 12 1 3 | 16 1 8 | 10 14 5 | 16 1 8 |
| 446 | 16 10 8 | 18 12 0 | 24 16 0 | 10 14 8 | 12 1 9 | 16 2 4 | 10 14 11 | 16 2 4 |
| 447 | 16 11 4 | 18 12 9 | 24 17 0 | 10 15 2 | 12 2 3 | 16 3 0 | 10 15 4 | 16 3 0 |
| 448 | 16 12 0 | 18 13 6 | 24 18 0 | 10 15 7 | 12 2 9 | 16 3 8 | 10 15 9 | 16 3 8 |
| 449 | 16 12 8 | 18 14 3 | 24 19 0 | 10 16 0 | 12 3 3 | 16 4 4 | 10 16 3 | 16 4 4 |
| 450 | 16 13 4 | 18 15 0 | 25 0 0 | 10 16 6 | 12 3 9 | 16 5 0 | 10 16 8 | 16 5 0 |
| 451 | 16 14 0 | 18 15 9 | 25 1 0 | 10 17 0 | 12 4 3 | 16 5 8 | 10 17 1 | 16 5 8 |
| 452 | 16 14 8 | 18 16 6 | 25 2 0 | 10 17 5 | 12 4 9 | 16 6 4 | 10 17 7 | 16 6 4 |

RATES FOR CONVEYANCE OF LIVE STOCK—continued.

67

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. |
|--------|---|---|---|---|--|---|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 453 | 16 15 4 | 18 17 3 | 25 3 0 | 10 17 10 | 12 5 3 | 16 7 0 | 10 18 0 | 16 7 0 |
| 454 | 16 16 0 | 18 18 0 | 25 4 0 | 10 18 4 | 12 5 9 | 16 7 8 | 10 18 5 | 16 7 8 |
| 455 | 16 16 8 | 18 18 9 | 25 5 0 | 10 18 9 | 12 6 3 | 16 8 4 | 10 18 11 | 16 8 4 |
| 456 | 16 17 4 | 18 19 6 | 25 6 0 | 10 19 2 | 12 6 9 | 16 9 0 | 10 19 4 | 16 9 0 |
| 457 | 16 18 0 | 19 0 3 | 25 7 0 | 10 19 8 | 12 7 3 | 16 9 8 | 10 19 9 | 16 9 8 |
| 458 | 16 18 8 | 19 1 0 | 25 8 0 | 11 0 1 | 12 7 9 | 16 10 4 | 11 0 3 | 16 10 4 |
| 459 | 16 19 4 | 19 1 9 | 25 9 0 | 11 0 6 | 12 8 3 | 16 11 0 | 11 0 8 | 16 11 0 |
| 460 | 17 0 0 | 19 2 6 | 25 10 0 | 11 1 0 | 12 8 9 | 16 11 8 | 11 1 1 | 16 11 8 |
| 461 | 17 0 8 | 19 3 3 | 25 11 0 | 11 1 5 | 12 9 3 | 16 12 4 | 11 1 7 | 16 12 4 |
| 462 | 17 1 4 | 19 4 0 | 25 12 0 | 11 1 10 | 12 9 9 | 16 13 0 | 11 2 0 | 16 13 0 |
| 463 | 17 2 0 | 19 4 9 | 25 13 0 | 11 2 4 | 12 10 3 | 16 13 8 | 11 2 5 | 16 13 8 |
| 464 | 17 2 8 | 19 5 6 | 25 14 0 | 11 2 9 | 12 10 9 | 16 14 4 | 11 2 11 | 16 14 4 |
| 465 | 17 3 4 | 19 6 3 | 25 15 0 | 11 3 2 | 12 11 3 | 16 15 0 | 11 3 4 | 16 15 0 |
| 466 | 17 4 0 | 19 7 0 | 25 16 0 | 11 3 8 | 12 11 9 | 16 15 8 | 11 3 9 | 16 15 8 |
| 467 | 17 4 8 | 19 7 9 | 25 17 0 | 11 4 1 | 12 12 3 | 16 16 4 | 11 4 3 | 16 16 4 |
| 468 | 17 5 4 | 19 8 6 | 25 18 0 | 11 4 6 | 12 12 9 | 16 17 0 | 11 4 8 | 16 17 0 |
| 469 | 17 6 0 | 19 9 3 | 25 19 0 | 11 5 0 | 12 13 3 | 16 17 8 | 11 5 1 | 16 17 8 |
| 470 | 17 6 8 | 19 10 0 | 26 0 0 | 11 5 5 | 12 13 9 | 16 18 4 | 11 5 7 | 16 18 4 |
| 471 | 17 7 4 | 19 10 9 | 26 1 0 | 11 5 10 | 12 14 3 | 16 19 0 | 11 6 0 | 16 19 0 |
| 472 | 17 8 0 | 19 11 6 | 26 2 0 | 11 6 4 | 12 14 9 | 16 19 8 | 11 6 5 | 16 19 8 |
| 473 | 17 8 8 | 19 12 3 | 26 3 0 | 11 6 9 | 12 15 3 | 17 0 4 | 11 6 11 | 17 0 4 |
| 474 | 17 9 4 | 19 13 0 | 26 4 0 | 11 7 2 | 12 15 9 | 17 1 0 | 11 7 4 | 17 1 0 |
| 475 | 17 10 0 | 19 13 9 | 26 5 0 | 11 7 8 | 12 16 3 | 17 1 8 | 11 7 9 | 17 1 8 |
| 476 | 17 10 8 | 19 14 6 | 26 6 0 | 11 8 1 | 12 16 9 | 17 2 4 | 11 8 3 | 17 2 4 |
| 477 | 17 11 4 | 19 15 3 | 26 7 0 | 11 8 6 | 12 17 3 | 17 3 0 | 11 8 8 | 17 3 0 |
| 478 | 17 12 0 | 19 16 0 | 26 8 0 | 11 9 0 | 12 17 9 | 17 3 8 | 11 9 1 | 17 3 8 |
| 479 | 17 12 8 | 19 16 9 | 26 9 0 | 11 9 5 | 12 18 3 | 17 4 4 | 11 9 7 | 17 4 4 |
| 480 | 17 13 4 | 19 17 6 | 26 10 0 | 11 9 10 | 12 18 9 | 17 5 0 | 11 10 0 | 17 5 0 |
| 481 | 17 14 0 | 19 18 3 | 26 11 0 | 11 10 4 | 12 19 3 | 17 5 8 | 11 10 5 | 17 5 8 |
| 482 | 17 14 8 | 19 19 0 | 26 12 0 | 11 10 9 | 12 19 9 | 17 6 4 | 11 10 11 | 17 6 4 |
| 483 | 17 15 4 | 19 19 9 | 26 13 0 | 11 11 2 | 13 0 3 | 17 7 0 | 11 11 4 | 17 7 0 |
| 484 | 17 16 0 | 20 0 6 | 26 14 0 | 11 11 7 | 13 0 9 | 17 7 8 | 11 11 9 | 17 7 8 |
| 485 | 17 16 8 | 20 1 3 | 26 15 0 | 11 12 1 | 13 1 3 | 17 8 4 | 11 12 3 | 17 8 4 |
| 486 | 17 17 4 | 20 2 0 | 26 16 0 | 11 12 6 | 13 1 9 | 17 9 0 | 11 12 8 | 17 9 0 |
| 487 | 17 18 0 | 20 2 9 | 26 17 0 | 11 12 11 | 13 2 3 | 17 9 8 | 11 13 1 | 17 9 8 |
| 488 | 17 18 8 | 20 3 6 | 26 18 0 | 11 13 5 | 13 2 9 | 17 10 4 | 11 13 7 | 17 10 4 |
| 489 | 17 19 4 | 20 4 3 | 26 19 0 | 11 13 10 | 13 3 3 | 17 11 0 | 11 14 0 | 17 11 0 |
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| 491 | 18 0 8 | 20 5 9 | 27 1 0 | 11 14 9 | 13 4 3 | 17 12 4 | 11 14 11 | 17 12 4 |
| 492 | 18 1 4 | 20 6 6 | 27 2 0 | 11 15 2 | 13 4 9 | 17 13 0 | 11 15 4 | 17 13 0 |
| 493 | 18 2 0 | 20 7 3 | 27 3 0 | 11 15 7 | 13 5 3 | 17 13 8 | 11 15 9 | 17 13 8 |
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| 495 | 18 3 4 | 20 8 9 | 27 5 0 | 11 16 6 | 13 6 3 | 17 15 0 | 11 16 8 | 17 15 0 |
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| 497 | 18 4 8 | 20 10 3 | 27 7 0 | 11 17 4 | 13 7 3 | 17 16 4 | 11 17 7 | 17 16 4 |
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| 500 | 18 6 8 | 20 12 6 | 27 10 0 | 11 18 8 | 13 8 9 | 17 18 4 | 11 18 11 | 17 18 4 |

For every additional mile—

| | | | | | | | |
|-------|-------|-------|--------|-------|-------|--------|-------|
| 0 0 8 | 0 0 9 | 0 1 0 | 0 0 5½ | 0 0 6 | 0 0 8 | 0 0 5½ | 0 0 8 |
|-------|-------|-------|--------|-------|-------|--------|-------|

Regulation relative to Private Siding Access.

1. A limited number of private sidings only will be granted, and such sidings only will be granted as the Railway Department, after full consideration, finds can conveniently and safely be allowed.
2. No siding access will be permitted without formal application is made, and without the consent of the Commissioner of Railways, in writing, is first obtained thereto; and no consideration will be accorded to applicants upon the plea that they have incurred expense in anticipation of obtaining such consent.
3. The applicants shall pay to the Commissioner the whole cost of constructing the siding and its connections.
4. The applicant shall pay rental, quarterly in advance, at the following rates per annum :—
 - (a.) For any siding access granted on to the Eastern Railway, not being at a railway station, £25;
 - (b.) For any siding access at either of the chief stations—Fremantle, North Fremantle, Cottesloe, Claremont, Subiaco, Perth, Guildford, Midland Junction, Northam, Coolgardie, Kalgoorlie, Menzies, Kanowna, Albany, Bunbury, Geraldton, Cue, West Perth, East Perth, Boulder, and Stations on the Boulder Line, £20;
 - (c.) For any siding access at any other railway station, £10;
 - (d.) For any siding access granted on to the Northern, Southern, South-Western, or Yilgarn, Coolgardie, Kalgoorlie, Kanowna, and Menzies Railways, not being at a railway station, £15.
5. Upon the expiration of the term for which any existing rights have been granted by the Commissioner of Railways, the grantees may renew their tenure under these Regulations at the option of the Commissioner, but, failing the Commissioner's approval thereto, the siding will be removed by the Commissioner.
6. Every application shall be made upon the printed form, which shall be accompanied by a cheque for the proper premium.
7. The form of application may be obtained from the Chief Traffic Manager.

Owen's Anchorage Jetty.

Jetty Dues :—

LIVE STOCK.

| | | | | |
|--------------------|-----|-----|-----|-----------|
| Bulls and Bullocks | ... | ... | ... | 9d. each. |
| Cows and Heifers | ... | ... | ... | 9d. „ |
| Horses | ... | ... | ... | 9d. „ |
| Pigs | ... | ... | ... | 1d. „ |
| Dogs | ... | ... | ... | 1d. „ |
| Sheep | ... | ... | ... | ½d. „ |

All live stock and explosives must be taken delivery of at ship's side by consignee.

EXPLOSIVES.

Dynamite, etc. (in cases), 2s. 6d. per ton of 20 cases, not exceeding 2,240lbs. in weight.

Powder (in ½ kegs) 2s. 6d. per ton of 40 ½ kegs, not exceeding 2,240lbs. in weight.

Powder (in ¼ kegs) 2s. 6d. per ton of 80 ¼ kegs, not exceeding 2,240lbs. in weight.

Powder (in cases) 2s. 6d. per ton of 20 cases, not exceeding 2,240lbs. in weight.

Minimum charge, 2s. 6d. per consignment.

If handled wholly by owners, half rates only to be charged.

OVERSEA AND LOCAL TRAFFIC.

Haulage between Fremantle and Owen's Anchorage Jetty and intermediate sidings :—4s. per 4-wheeled truck, and 8s. per 8-wheeled truck.

Explosives from Magazine to Fremantle will be charged as per classification, minimum, 12s. 6d.

TRAFFIC FROM AND TO INLAND STATIONS.

Goods for conveyance, by rail, between Owen's Anchorage Jetty line and Inland Stations will be charged at classification rates for actual mileage.

Explosives from Magazine for Stations inland will be charged classification rates for actual mileage.

COSSACK-ROEBOURNE TRAMWAY.

69

Cossack-Roebourne Tramway.

RATES at per ton of 2,240lbs. gross weight, or 40 cubic feet measurement, unless otherwise *specified* at Commissioner's option.

Goods.

| | s. | d. | |
|--|----|----|--|
| Barley | 8 | 0 | per ton |
| Bran | 8 | 0 | " |
| Chaff and Hay | 8 | 0 | " |
| Crushed Food | 8 | 0 | " |
| Flour (in bags) | 8 | 0 | " |
| Gram | 8 | 0 | " |
| Lime (in bags) | 8 | 0 | " |
| Maize | 8 | 0 | " |
| Oats | 8 | 0 | " |
| Ores | 5 | 0 | " |
| Pollard | 8 | 0 | " |
| Potatoes | 8 | 0 | " |
| Wheat | 8 | 0 | " |
| Wool | 1 | 0 | per bale |
| Skins | 1 | 0 | " |
| Firewood | 5 | 0 | per ton, loading and unloading to be performed by consignor or consignee; minimum, 5s. |
| Salt (from 6½ miles to Roebourne) | 4 | 0 | " to be loaded by consignor; minimum charge, 4s. |
| Explosives (powder and other, in kegs and cases) ... | 12 | 0 | " of 2,000lbs.; minimum charge, 2s. |
| Goods (except explosives) by Passenger Trams ... | 12 | 0 | " minimum, 9d. |

All goods not enumerated in the foregoing scale, 8s. per ton of 2,240lbs., or 40 cubic feet; minimum charge, 6d.

Live Stock.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Weighing of Wool.

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GENERAL REGULATIONS

FOR THE

CONVEYANCE OF PASSENGERS, PARCELS, AND
LIVE STOCK

BY

PASSENGER AND MIXED TRAINS.

SEPTEMBER 1st, 1899.

All Coaching Rates and Regulations prior to this date are cancelled.

NOTE.—The following Rates and Regulations will apply also on the Midland Railway.

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

THE Commissioner of Railways for Western Australia, in pursuance of the powers conferred upon him by the Railway Acts, 1878 and 1879, and Amending Acts, does hereby declare that from and after the 1st day of September, 1899, the Rates and Charges for the Carriage of Passengers, Parcels, and Live Stock by Passenger and Mixed Trains on the Western Australian Government Railways, and Classification, Conditions, and Regulations under which such Passengers, Parcels, and Live Stock will be conveyed shall be as follows, and all previous Rates and Regulations conflicting therewith are hereby repealed.

Approved by the Governor in Council, this 16th day of August, 1899.

F. H. PIESSE,

Commissioner of Railways.

Time Tables.

The trains upon the Government Railways of Western Australia are worked and run according to such times of arrival at and departure from the several Railway Stations as may from time to time be approved by the Commissioner. Every effort will be made to run the trains according to the times fixed in the Time Tables, but the Commissioner shall not be liable for any loss passengers may sustain by the delay to, or stoppage of, trains in transit.

Smoking.

Smoking will only be permitted in the compartment of a carriage set apart for that purpose (*see* By-law No. 10).

Broken Windows.

A charge of 12s. 6d. per window will be made for all windows broken, whether caused through accident or otherwise.

Use of Lavatories and Closets.

The charge for the use of lavatories at any station where a person is specially appointed to attend to them will be Twopence (2d.), and the use of men's closets One penny (1d.), except at Coolgardie and Kalgoorlie, where Twopence (2d.) will be charged.

Irregularities.

It is requested that any irregularities may immediately be reported to the Chief Traffic Manager, Perth.

PASSENGER FARES AND CONDITIONS.

Any person (unless holding a free pass) taking a seat in a railway train at a station where tickets are issued, or remaining as a passenger in any carriage used on the Railway, without first having paid his or her fare and obtained a ticket, shall be liable to a penalty not exceeding Two pounds (£2). (44 Vict., No. 17, s. 13.)

Children not exceeding three years of age are carried free; children above three and under twelve years will be charged half fare.

Fractions of a penny—halfpenny and over—will be charged as a penny; less than one halfpenny will not be charged.

RETURN TICKETS are issued available for return as follows:—

For distances not exceeding 15 miles, on day of issue and on the following day, or from Saturday to Monday.

For distances over 15 but not exceeding 50 miles, within seven days from date of issue.

For distances over 50, but not exceeding 200 miles, within two calendar months from date of issue, the day of issue to be counted.

For distances over 200 miles, within 3 calendar months from date of issue, the day of issue to be counted.

SUNDAY is not considered a day unless it be the day of issue, when it is counted as any other day.

CURRENCY OF RETURN TICKETS.—When a ticket has been issued on, for example, the 15th day of the month, and is available for a month, the return journey must be completed on or before the evening of the 15th of the following month; but in all cases Return Tickets, available for a month, issued on the last day of any month, are available only up to and including the last day of the following month; thus, a ticket issued on 31st August is available only up to and including the 30th (being the last day) of September. The same rule applies to Return Tickets for two months. *In cases where the tickets expire on a day upon which a train does not run, they will be available till the next day upon which a train does run.*

TICKETS must only be used between the stations named thereon or to a station short of destination, and the journey on Single Tickets and forward portion of Return Tickets must be commenced on the date stamped thereon, and return halves of Excursion and Special Excursion Tickets within the prescribed time. In no case, however, shall any "Workman's Weekly" or "Cheap Excursion" Ticket be used for any other station than that named thereon, nor for any other train than that for which such ticket is issued.

Return tickets issued from Mundaring will be available on the return journey to either Parkerville or Mundaring.

PASSENGERS not producing their tickets, when called upon to do so by any officer or servant of the Commissioner, are liable to prosecution or to be charged from the most distant station from which the train started. *No ticket will be accepted that is mutilated or is in any respect illegible.*

PASSENGERS are warned against travelling in a higher class of carriage than that for which they are provided with tickets. Holders of Second Class Tickets wishing to travel First-class must first pay the excess fare (*see page 79*).

TICKETS should be procured before the arrival of the train at the Station from which passengers intend proceeding, as no tickets will be issued after the arrival of the trains at the platform, except at refreshment room stations, where passengers must procure their tickets within five minutes of the advertised time of departure of trains.

BREAKAGE OF JOURNEY.—Holders of Cheap Excursion Tickets and Suburban Line Tickets will not be permitted to break the journey. Passengers holding Single or the outward halves of Ordinary Return (other than Suburban) or Holiday Excursion Tickets may break their journey at any station or stations between the stations named on the tickets. They are only available on the day of issue, except for distances over 50 miles, when six days will be allowed to complete the journey. The holders of the backward portion of Ordinary Return (other than Suburban) or Holiday Excursion Tickets will be allowed to break their journey, provided the journey is completed within the period for which the ticket is available. Passengers breaking their journeys must deposit their tickets with the Station Master until journey is resumed. Tickets (except in such cases when a break in the journey is allowed) cannot be used to proceed with by a later train beyond the stations at which the passengers may first alight. Fresh tickets must therefore be obtained, to proceed by a later train.

When passengers with bicycles, booked through to destination, wish to break their journey at intermediate stations, the bicycle may be taken with them, but they must present their bicycle tickets to be indorsed by Station Master.

EXTENSION OF RETURN, HOLIDAY EXCURSION, AND CHEAP EXCURSION TICKETS.—Extension of *ordinary* return tickets will not be granted, except on payment of the difference between the return and two single fares.

GENERAL REGULATIONS.

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HOLIDAY EXCURSION TICKETS will be extended on payment of the difference between the rates for a Holiday Excursion and ordinary Return Ticket, if the journey is completed within the period prescribed for the latter; otherwise the difference between the Holiday Excursion and two single fares will be imposed.

When passengers with the return halves of Cheap Excursion Tickets return by any train for which the tickets are not available, they will be charged the difference between the Cheap Excursion and the Ordinary Return, or Holiday Excursion fare, if the latter prevails, when travelling within the time Return or Holiday Excursion Tickets would be available.

Extensions of time will not be granted for tickets for distances under 50 miles.

Applications must be made before the date of the expiry of the ticket.

TICKETS LOST OR MISLAID.—In cases where passengers have lost their tickets, fresh ones must be obtained. If the lost tickets are found and the Department is satisfied the loss is *bonâ fide*, and the tickets were not used by other passengers, the value of the unused tickets may be refunded on application to the Chief Traffic Manager.

EXCESS FARES.—The excess to be collected in the case of travelling without a ticket shall be the single fare from the starting or last checking station, unless the guard certifies to the station at which the passenger joins the train, in which case the single fare from such station is only to be charged. Where, however, there is an evident attempt to avoid payment on the part of the passenger, the fare must not be accepted; but the offender's name and address must be taken, and the matter at once reported to the District Superintendent.

RETURN EXCESS FARE TICKETS will not be issued, except to season ticket holders and passengers picked up at wayside platforms.

HOLDERS OF SECOND CLASS TICKETS DESIRING TO TRAVEL FIRST CLASS.—Passengers holding Second Class tickets, ordinary or season, who may wish to travel First Class, will be allowed to do so on application at the Booking Office (provided there is accommodation on the train) and paying the difference between the Second and First Class fares.

PASSENGERS AT INTERMEDIATE STATIONS.—At intermediate stations passengers are booked conditionally on there being room in the train and in the class of carriage for which the tickets are granted. When there is not sufficient room for all, those booked for the longest journeys will have the preference, and those for the same distance will have priority according to the order in which they are booked.

WAYSIDE FARES.—Passengers joining trains at stopping places where tickets are not sold will pay single or return fare, as may be required by them, to the nearest booking station only, and there procure ticket for destination.

RE-BOOKING AT AN INTERMEDIATE STATION by the same train cannot be permitted, except in the case of passengers from platforms and sidings at which there is not an officer in charge. With this exception tickets will not be issued at an intermediate station after the train has arrived at such station, excepting at refreshment room stations.

TICKETS ARE NOT TRANSFERABLE, and any person using or attempting to use a transferred ticket, or a ticket, the time for the proper use of which has expired, with intent to defraud, shall be liable to a penalty not exceeding £2 (*see* By-law No. 1).

PASSENGER FARES.

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Arrived at as follows:—

| | | | | | | |
|--|--|---------------------------|-----|-----|----|----|
| Outside Suburban Area (Govt. Lines), viz.— | { Southern Cross to Bellevue, 224 miles Walkaway to Gerald- ton, 19 miles | { 243 miles at 1½d. | s. | d. | s. | d. |
| | | | 25 | 4 | | |
| Suburban Area (Govt. Lines), viz.—Bellevue to Midland Junction, 2 miles, | | | 0 | 2 | | |
| | | | 25 | 6 | | |
| Return fare, 50 per cent. on single | ... | ... | ... | ... | 38 | 3 |
| Midland Railway Co.'s rates (Midland Junction to Walkaway), 277 miles | ... | ... | 34 | 6 | 51 | 9 |
| | | | 60 | 0 | 90 | 0 |

For list of fares over Midland Railway see page 126.

Example 3.

| | | | | | | |
|--|-----|-----|-----|-----|----------------|---------------|
| Claremont to Cannington (all Suburban, 14 miles) | ... | ... | ... | ... | 1st Single. | 1st Return |
| | | | | | s. d. 2 1 | s. d. 3 1 |

Example 4.

| | | | | | | |
|--|-----|-----|-----|-----|----------------|----------------|
| Northam to Albany (all outside Suburban Area, 286 miles) | ... | ... | ... | ... | 2nd Single. | 2nd Return. |
| | | | | | s. d. 29 10 | s. d. 44 9 |

NOTE.—In arriving at the return fares, the 50 per cent. must be added to the fully worked out single fare, and not to the several sections of the single fare.

In the case of the Midland Railway, the return fares must be charged as per table published by the Company.

Cheap Return Tickets on Suburban Lines, Sundays, Wednesdays, and Saturdays.

Return tickets at single fare for the double journey will be issued between suburban stations on Sundays, Wednesdays, and Saturdays by trains leaving terminal stations at and after 12.30 p.m.

These tickets will be available for return on day of issue only.

Minimum fares: First class, 6d.; second class, 3d.

List of Fares from Perth to the following Stations and Platforms:—

| Distance. | Stations. | Single. | | Return. | |
|-----------|-------------------------------------|------------|------------|------------|------------|
| | | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 92 | ADDINGTON (late Dale Bridge)... | 0 15 1 | 0 9 4 | 1 2 8 | 0 14 0 |
| 340 | Albany | 2 16 5 | 1 15 2 | 4 4 8 | 2 12 9 |
| 19 | Armadale | 0 2 11 | 0 1 9 | 0 4 5 | 0 2 8 |
| 537 | Austin | 4 9 5 | 3 1 5 | 6 14 3 | 4 12 2 |
| 149 | BAANDEE | 1 4 7 | 0 15 3 | 1 16 11 | 1 2 11 |
| 47 | Baker's Hill (late Mount Baker) ... | 0 7 7 | 0 4 8 | 0 11 5 | 0 7 0 |
| 152 | Balingup | 1 5 1 | 0 15 7 | 1 17 8 | 1 3 5 |
| 406 | Bardoc | 3 7 5 | 2 2 1 | 5 1 2 | 3 3 2 |
| 4 | Bayswater | 0 0 7 | 0 0 4 | 0 0 11 | 0 0 6 |
| 17 | Beegebar | 0 2 7 | 0 1 6 | 0 3 11 | 0 2 3 |
| 24 | Beenup... .. | 0 3 9 | 0 2 3 | 0 5 8 | 0 3 5 |
| 12 | Bellevue | 0 1 9 | 0 1 0 | 0 2 8 | 0 1 6 |
| 98 | Beverley | 0 16 1 | 0 10 0 | 1 4 2 | 0 15 0 |
| 370 | Binduli... .. | 3 1 5 | 1 18 4 | 4 12 2 | 2 17 6 |
| 205 | Boddalin | 1 13 11 | 1 1 1 | 2 10 11 | 1 11 8 |
| 302 | Boondi | 2 10 1 | 1 11 3 | 3 15 2 | 2 6 11 |
| 297 | Boorabbin | 2 9 3 | 1 10 8 | 3 13 11 | 2 6 0 |
| 175 | Booraan | 1 8 11 | 0 18 0 | 2 3 5 | 1 7 0 |
| 294 | Bootenal Road | 2 8 11 | 1 16 1 | 3 13 6 | 2 14 2 |
| 337 | Bowes | 2 16 1 | 2 0 7 | 4 4 3 | 3 0 11 |
| 122 | Boyanup Junction | 1 0 1 | 0 12 6 | 1 10 2 | 0 18 9 |
| 174 | Bridgetown | 1 8 9 | 0 17 11 | 2 3 2 | 1 6 11 |
| 398 | Broad Arrow | 3 6 1 | 2 1 3 | 4 19 2 | 3 1 11 |
| 136 | Brookhampton | 1 2 5 | 0 13 11 | 1 13 8 | 1 0 11 |
| 118 | Brookton | 0 19 5 | 0 12 1 | 1 9 2 | 0 18 2 |
| 237 | Broome Hill | 1 19 3 | 1 4 5 | 2 18 11 | 1 16 8 |
| 251 | Bronti | 2 1 7 | 1 5 11 | 3 2 5 | 1 18 11 |
| 99 | Brunswick Junction | 0 16 3 | 0 10 1 | 1 4 5 | 0 15 2 |
| 182 | Buchanan River | 1 10 1 | 0 18 9 | 2 5 2 | 1 8 2 |
| 333 | Bulla Bulling | 2 15 3 | 1 14 5 | 4 2 11 | 2 11 8 |
| 115 | Bunbury | 0 18 11 | 0 11 9 | 1 8 5 | 0 17 8 |
| 125 | Bungulla | 1 0 7 | 0 12 9 | 1 10 11 | 0 19 2 |
| 71 | Burges' Siding | 0 11 7 | 0 7 2 | 0 17 5 | 0 10 9 |
| 64 | Burlong Pool | 0 10 5 | 0 6 5 | 0 15 8 | 0 9 8 |
| 182 | Burracoppin | 1 10 1 | 0 18 9 | 2 5 2 | 1 8 2 |
| 3 | Burswood | 0 0 5 | 0 0 3 | 0 0 8 | 0 0 5 |
| 149 | Busselton | 1 4 7 | 0 15 3 | 1 16 11 | 1 2 11 |
| 346 | CALOOLI | 2 17 5 | 1 15 10 | 4 6 2 | 2 13 9 |
| 420 | Canegrass | 3 9 9 | 2 3 6 | 5 4 8 | 3 5 3 |
| 8 | Cannington | 0 1 2 | 0 0 8 | 0 1 9 | 0 1 0 |
| 134 | Capel | 1 2 1 | 0 13 9 | 1 13 2 | 1 0 8 |
| 194 | Carrabin | 1 12 1 | 1 0 0 | 2 8 2 | 1 10 0 |
| 309 | Chapman | 2 11 5 | 1 17 8 | 3 17 3 | 2 16 6 |
| 29 | Chidlow's Well | 0 4 7 | 0 2 9 | 0 6 11 | 0 4 2 |
| 51 | Clackline Junction | 0 8 3 | 0 5 1 | 0 12 5 | 0 7 8 |
| 6 | Claremont | 0 0 11 | 0 0 6 | 0 1 4 | 0 0 9 |
| 43 | Coates | 0 6 11 | 0 4 3 | 0 10 5 | 0 6 5 |
| 102 | Collie | 0 16 9 | 0 10 5 | 1 5 2 | 0 15 8 |
| 124 | Colliefields | 1 0 5 | 0 12 8 | 1 10 8 | 0 19 0 |
| 437 | Comet Vale | 3 12 7 | 2 5 3 | 5 8 11 | 3 7 11 |
| 80 | Cookernup | 0 13 1 | 0 8 1 | 0 19 8 | 0 12 2 |
| 351 | Coolgardie | 2 18 3 | 1 16 4 | 4 7 5 | 2 14 6 |
| 62 | Coolup | 0 10 1 | 0 6 3 | 0 15 2 | 0 9 5 |
| 61 | Cooringa | 0 9 11 | 0 6 1 | 0 14 11 | 0 9 2 |
| 8 | Cottesloe Beach | 0 1 2 | 0 0 8 | 0 1 9 | 0 1 0 |
| 8 | Cottesloe | 0 1 2 | 0 0 8 | 0 1 9 | 0 1 0 |
| 274 | Cranbrook | 2 5 5 | 1 8 4 | 3 8 2 | 2 2 6 |
| 153 | Cuballing Pool | 1 5 3 | 0 15 8 | 1 17 11 | 1 3 6 |
| 552 | Cue | 4 11 11 | 3 2 11 | 6 18 0 | 4 14 5 |
| 104 | Cunderdin | 0 17 1 | 0 10 7 | 1 5 8 | 0 15 11 |
| 168 | DALGARUP | 1 7 9 | 0 17 3 | 2 1 8 | 1 5 11 |
| 116 | Dardanup | 0 19 1 | 0 11 10 | 1 8 8 | 0 17 9 |
| 15 | Darlington | 0 2 3 | 0 1 4 | 0 3 5 | 0 2 0 |

LIST OF FARES.

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List of Fares—continued.

| Distance. | Stations. | Single. | | Return. | |
|-----------|------------------------------|-------------------|------------------|-------------------|-------------------|
| | | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
| 549 | Day Dawn | £ s. d. 4 11 5 | £ s. d. 3 2 8 | £ s. d. 6 17 3 | £ s. d. 4 14 0 |
| 319 | Dedari | 2 12 11 | 1 13 0 | 3 19 5 | 2 9 6 |
| 60 | Delmore | 0 9 9 | 0 6 0 | 0 14 8 | 0 9 0 |
| 263 | Dongara (M.R.) | 2 3 6 | 1 12 4 | 3 5 5 | 2 8 9 |
| 132 | Donnybrook | 1 1 9 | 0 13 6 | 1 12 8 | 1 0 3 |
| 142 | Doodlekine | 1 3 5 | 0 14 7 | 1 15 2 | 1 1 11 |
| 230 | Doongin | 1 18 1 | 1 3 9 | 2 17 2 | 1 15 8 |
| 70 | Drakesbrook | 0 11 5 | 0 7 1 | 0 17 2 | 0 10 8 |
| 290 | Duri | 2 8 1 | 1 10 0 | 3 12 2 | 2 5 0 |
| 11 | EAST FREMANTLE | 0 1 7 | 0 0 11 | 0 2 5 | 0 1 5 |
| 68 | East Northam... .. | 0 11 1 | 0 6 10 | 0 16 8 | 0 10 3 |
| 1 | East Perth | 0 0 3 | 0 0 2 | 0 0 5 | 0 0 3 |
| 334 | Eastwood | 2 15 5 | 1 14 7 | 4 3 2 | 2 11 11 |
| 96 | Edward's Crossing | 0 15 9 | 0 9 9 | 1 3 8 | 0 14 8 |
| 3 | FALKIRK | 0 0 5 | 0 0 3 | 0 0 8 | 0 0 5 |
| 12 | Fremantle | 0 1 9 | 0 1 0 | 0 2 6 | 0 1 6 |
| 292 | GEORGINA | 2 8 7 | 1 15 10 | 3 13 0 | 2 13 9 |
| 306 | Geraldton | 2 10 11 | 1 17 4 | 3 16 6 | 2 16 0 |
| 300 | Geraldton Race Course | 2 9 11 | 1 16 8 | 3 15 0 | 2 15 0 |
| 244 | Ghooli | 2 0 5 | 1 5 2 | 3 0 8 | 1 17 9 |
| 385 | Gidgi | 3 3 11 | 1 19 10 | 4 15 11 | 2 19 9 |
| 274 | Gilgai | 2 5 5 | 1 8 4 | 3 8 2 | 2 2 6 |
| 88 | Gilgering | 0 14 5 | 0 8 11 | 1 1 8 | 0 13 5 |
| 50 | Gingin (M.R.)... .. | 0 8 3 | 0 5 10 | 0 12 2 | 0 8 9 |
| 337 | Gledhow | 2 15 11 | 1 14 10 | 4 3 11 | 2 12 3 |
| 313 | Glenfield | 2 12 1 | 1 18 1 | 3 18 3 | 2 17 2 |
| 326 | Goondari | 2 14 1 | 1 13 9 | 4 1 2 | 2 10 8 |
| 429 | Goongarri | 3 11 3 | 2 4 5 | 5 6 11 | 3 6 8 |
| 76 | Grass Valley | 0 12 5 | 0 7 8 | 0 18 8 | 0 11 6 |
| 332 | Grassmere | 2 15 1 | 1 14 4 | 4 2 8 | 2 11 6 |
| 159 | Greenbushes | 1 6 3 | 0 16 4 | 1 19 5 | 1 4 6 |
| 92 | Greenhills | 0 15 1 | 0 9 4 | 1 2 8 | 0 14 0 |
| 13 | Greenmount | 0 1 11 | 0 1 1 | 0 2 11 | 0 1 8 |
| 324 | Greenough River | 2 13 11 | 1 19 2 | 4 1 0 | 2 18 9 |
| 70 | Gregson's | 0 11 5 | 0 7 1 | 0 17 2 | 0 10 8 |
| 8 | Guildford | 0 1 2 | 0 0 8 | 0 1 9 | 0 1 0 |
| 86 | HARVEY | 0 14 1 | 0 8 9 | 1 1 2 | 0 13 2 |
| 313 | Hay River Road | 2 11 11 | 1 12 4 | 3 17 11 | 2 8 6 |
| 84 | Hicks' | 0 13 9 | 0 8 6 | 1 0 8 | 0 12 9 |
| 155 | Hines' Hill | 1 5 7 | 0 15 11 | 1 18 5 | 1 3 11 |
| 58 | Hoddy's Well | 0 9 5 | 0 5 10 | 0 14 2 | 0 8 9 |
| 29 | JARRAHDAL JUNCTION | 0 4 7 | 0 2 9 | 0 6 11 | 0 4 2 |
| 375 | KALGOORLIE | 3 2 3 | 1 18 10 | 4 13 5 | 2 18 3 |
| 387 | Kanowna | 3 4 3 | 2 0 1 | 4 16 5 | 3 0 2 |
| 269 | Karalee... .. | 2 4 7 | 1 7 9 | 3 6 11 | 2 1 8 |
| 5 | Karrakatta | 0 0 9 | 0 0 5 | 0 1 1 | 0 0 8 |
| 225 | Katanning | 1 17 3 | 1 3 2 | 2 15 11 | 1 14 9 |
| 133 | Kellerberrin | 1 1 11 | 0 13 7 | 1 12 11 | 1 0 5 |
| 16 | Kelmscott | 0 2 5 | 0 1 5 | 0 3 8 | 0 2 2 |
| 289 | Kendenup | 2 7 11 | 1 9 10 | 3 11 11 | 2 4 9 |
| 63 | Key Farm | 0 10 3 | 0 6 4 | 0 15 5 | 0 9 6 |
| 38 | Keysbrook | 0 6 1 | 0 3 9 | 0 9 2 | 0 5 8 |
| 263 | Kollandi | 2 3 7 | 1 7 2 | 3 5 5 | 2 0 9 |
| 279 | Koorarawalyee | 2 6 3 | 1 8 10 | 3 9 5 | 2 3 3 |
| 53 | LAWNSWOOD | 0 8 7 | 0 5 3 | 0 12 11 | 0 7 11 |
| 2 | Leederville | 0 0 4 | 0 0 2 | 0 0 5 | 0 0 3 |
| 512 | Lennonville | 4 5 3 | 2 18 9 | 6 8 0 | 4 8 2 |
| 201 | Lime Lake | 1 13 3 | 1 0 8 | 2 9 11 | 1 11 0 |
| 25 | Lion Mill | 0 3 11 | 0 2 4 | 0 5 11 | 0 3 6 |

LIST OF FARES.

| List of Fares—continued. | | | | | |
|--------------------------|--------------------------|------------|------------|------------|------------|
| Distance. | Stations. | Single. | | Return. | |
| | | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 64 | Lloyd's Crossing | 0 10 5 | 0 6 5 | 0 15 8 | 0 9 8 |
| 139 | Ludlow... .. | 1 2 11 | 0 14 3 | 1 14 5 | 1 1 5 |
| 73 | MACKIE'S CROSSING | 0 11 11 | 0 7 4 | 0 17 11 | 0 11 0 |
| 11 | Maddington | 0 1 7 | 0 0 11 | 0 2 5 | 0 1 5 |
| 19 | Mahogany Creek | 0 2 11 | 0 1 9 | 0 4 5 | 0 2 8 |
| 329 | Marbellup | 2 14 7 | 1 14 0 | 4 1 11 | 2 11 0 |
| 32 | Mardella | 0 5 1 | 0 3 1 | 0 7 8 | 0 4 8 |
| 331 | McGuire's | 2 15 1 | 1 19 11 | 4 2 9 | 2 19 11 |
| 89 | Meckering | 0 14 7 | 0 9 0 | 1 1 11 | 0 13 6 |
| 82 | Meenaar | 0 13 5 | 0 8 4 | 1 0 2 | 0 12 6 |
| 455 | Menzies | 3 15 7 | 2 7 2 | 5 13 5 | 3 10 9 |
| 168 | Merredin | 1 7 9 | 0 17 3 | 2 1 8 | 1 5 11 |
| 333 | Mercy's... .. | 2 15 5 | 2 0 2 | 4 3 3 | 3 0 3 |
| 10 | Midland Junction | 0 1 6 | 0 0 10 | 0 2 2 | 0 1 3 |
| 111 | Millbrook | 0 18 3 | 0 11 4 | 1 7 5 | 0 17 0 |
| 227 | Minginew (M.R.) | 1 17 6 | 1 7 10 | 2 16 5 | 2 2 0 |
| 79 | Mogumber (M.R.) | 0 13 0 | 0 9 4 | 0 19 5 | 0 14 3 |
| 55 | Mokine | 0 8 11 | 0 5 6 | 0 13 5 | 0 8 3 |
| 303 | Moonyoonooka | 2 10 5 | 1 17 0 | 3 15 9 | 2 15 6 |
| 108 | Moora (M.R.) | 0 17 9 | 0 13 1 | 1 6 8 | 0 19 6 |
| 93 | Mornington | 0 15 3 | 0 9 5 | 1 2 11 | 0 14 2 |
| 529 | Moyagee | 4 7 11 | 3 0 5 | 6 12 0 | 4 10 8 |
| 302 | Mount Barker... .. | 2 10 1 | 1 11 3 | 3 15 2 | 2 6 11 |
| 85 | Mount Hardy | 0 13 11 | 0 8 7 | 1 0 11 | 0 12 11 |
| 106 | Mount Kokeby | 0 17 5 | 0 10 10 | 1 6 2 | 0 16 3 |
| 506 | Mount Magnet | 4 4 3 | 2 18 2 | 6 6 6 | 4 7 3 |
| 148 | Mullalyup | 1 4 5 | 0 15 2 | 1 16 8 | 1 2 9 |
| 298 | Mullewa Junction | 2 9 7 | 1 16 6 | 3 14 6 | 2 14 9 |
| 355 | Mullewa | 2 19 1 | 2 2 5 | 4 8 9 | 3 3 8 |
| 21 | Mundaring | 0 3 3 | 0 1 11 | 0 4 11 | 0 2 11 |
| 361 | Mungari | 2 19 11 | 1 17 4 | 4 9 11 | 2 16 0 |
| 63 | Muresk... .. | 0 10 3 | 0 6 4 | 0 15 5 | 0 9 6 |
| 473 | Murru | 3 18 9 | 2 14 9 | 5 18 3 | 4 2 2 |
| 33 | Muchea (M.R.) | 0 5 4 | 0 3 9 | 0 7 11 | 0 5 7 |
| 161 | NANGEENAN | 1 6 7 | 0 16 6 | 1 19 11 | 1 4 9 |
| 451 | Nannowtharra | 3 15 1 | 2 12 5 | 5 12 9 | 3 18 8 |
| 162 | Narrogin | 1 6 9 | 0 16 8 | 2 0 2 | 1 5 0 |
| 65 | Newcastle | 0 10 7 | 0 6 6 | 0 15 11 | 0 9 9 |
| 141 | Newlands | 1 3 3 | 0 14 5 | 1 14 11 | 1 1 8 |
| 312 | Newmarracarra | 2 11 11 | 1 17 11 | 3 18 0 | 2 16 11 |
| 45 | North Dandalup | 0 7 3 | 0 4 5 | 0 10 11 | 0 6 8 |
| 213 | Noongar | 1 15 3 | 1 1 11 | 2 12 11 | 1 12 11 |
| 11 | North Fremantle | 0 1 7 | 0 0 11 | 0 2 5 | 0 1 5 |
| 66 | Northam | 0 10 9 | 0 6 8 | 0 16 2 | 0 10 0 |
| 340 | Northampton | 2 16 7 | 2 0 10 | 4 5 0 | 3 1 3 |
| 315 | Northern Gully | 2 12 5 | 1 18 3 | 3 18 9 | 2 17 5 |
| 217 | Nulla Nulling... .. | 1 15 11 | 1 2 4 | 2 13 11 | 1 13 6 |
| 327 | OAKABELLA | 2 14 5 | 1 19 6 | 4 1 9 | 2 19 3 |
| 395 | PADDINGTON | 3 5 7 | 2 0 11 | 4 18 5 | 3 1 5 |
| 222 | Parker's Road | 1 16 9 | 1 2 11 | 2 15 2 | 1 14 5 |
| 19 | Parkerville | 0 2 11 | 0 1 9 | 0 4 5 | 0 2 8 |
| 111 | Picton Junction | 0 18 3 | 0 11 4 | 1 7 5 | 0 17 0 |
| 373 | Pindar | 3 2 1 | 2 4 4 | 4 13 3 | 3 6 6 |
| 130 | Pingelly | 1 1 5 | 0 13 4 | 1 12 2 | 1 0 0 |
| 54 | Pinjarra | 0 8 9 | 0 5 5 | 0 13 2 | 0 8 2 |
| 267 | Pootenup | 2 4 3 | 1 7 7 | 3 6 5 | 2 1 5 |
| 141 | Popanying Pool | 1 3 3 | 0 14 5 | 1 14 11 | 1 1 8 |
| 334 | RYAN'S | 2 15 7 | 2 0 3 | 4 3 6 | 3 0 5 |
| 23 | SAWYER'S VALLEY | 0 3 7 | 0 2 2 | 0 5 5 | 0 3 3 |
| 71 | Seabrook | 0 11 7 | 0 7 2 | 0 17 5 | 0 10 9 |

LIST OF FARES.

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| List of Fares—continued. | | | | | |
|--------------------------|---------------------------------------|------------|------------|------------|------------|
| Distance. | Stations. | Single. | | Return. | |
| | | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 34 | Serpentine | 0 5 5 | 0 3 4 | 0 8 2 | 0 5 0 |
| 17 | Smith's Mill | 0 2 7 | 0 1 6 | 0 3 11 | 0 2 3 |
| 236 | Southern Cross | 1 19 1 | 1 4 4 | 2 18 8 | 1 16 6 |
| 60 | Spencer's Brook Junction | 0 9 9 | 0 6 0 | 0 14 8 | 0 9 0 |
| 61 | Spring Hill | 0 9 11 | 0 6 1 | 0 14 11 | 0 9 2 |
| 2 | Subiaco | 0 0 4 | 0 0 2 | 0 0 5 | 0 0 3 |
| 14 | Swan View | 0 2 1 | 0 1 3 | 0 3 2 | 0 1 11 |
| 252 | TAMBELLUP | 2 1 9 | 1 6 0 | 3 2 8 | 1 19 0 |
| 118 | Tammin | 0 19 5 | 0 12 1 | 1 9 2 | 0 18 2 |
| 325 | Taylor's | 2 14 1 | 1 19 4 | 4 1 3 | 2 19 0 |
| 280 | Tenterden | 2 6 5 | 1 8 11 | 3 9 8 | 2 3 5 |
| 331 | Torbay Junction | 2 14 11 | 1 14 3 | 4 2 5 | 2 11 5 |
| 338 | UBINI | 2 16 1 | 1 15 0 | 4 4 2 | 2 12 6 |
| 144 | Upper Capel | 1 3 9 | 0 14 9 | 1 15 8 | 1 2 2 |
| 20 | Upper Swan (M.R.) | 0 3 2 | 0 2 1 | 0 4 8 | 0 3 2 |
| 4 | VICTORIA PARK | 0 0 7 | 0 0 4 | 0 0 11 | 0 0 6 |
| 96 | WAEEL | 0 15 9 | 0 9 9 | 1 3 8 | 0 14 8 |
| 445 | Wagga | 3 14 1 | 2 11 10 | 5 11 3 | 3 17 9 |
| 193 | Wagin Lake | 1 11 11 | 0 19 10 | 2 7 11 | 1 9 9 |
| 76 | Waigerup | 0 12 5 | 0 7 8 | 0 18 8 | 0 11 6 |
| 187 | Walgoolan | 1 10 11 | 0 19 3 | 2 6 5 | 1 8 11 |
| 287 | Walkaway | 2 7 9 | 1 15 4 | 3 11 8 | 2 13 0 |
| 285 | Warri | 2 7 3 | 1 9 5 | 3 10 11 | 2 4 2 |
| 69 | Waroona | 0 11 3 | 0 6 11 | 0 16 11 | 0 10 5 |
| 107 | Waterloo | 0 17 7 | 0 10 11 | 1 6 5 | 0 16 5 |
| 132 | Watheroo (M.R.) | 1 1 9 | 0 16 1 | 1 12 8 | 1 4 0 |
| 6 | Welshpool | 0 0 11 | 0 0 6 | 0 1 4 | 0 0 9 |
| 40 | Werribee | 0 6 5 | 0 3 11 | 0 9 8 | 0 5 11 |
| 120 | West Collie | 0 19 9 | 0 12 3 | 1 9 8 | 0 18 5 |
| 1 | West Perth | 0 0 3 | 0 0 2 | 0 0 5 | 0 0 3 |
| 315 | White Peak | 2 12 5 | 1 18 3 | 3 18 9 | 2 17 5 |
| 291 | Wiley's... .. | 2 8 5 | 1 15 9 | 3 12 9 | 2 13 8 |
| 88 | Wokalup | 0 14 5 | 0 8 11 | 1 1 8 | 0 13 5 |
| 418 | Wolla Wolla | 3 9 7 | 2 9 0 | 5 4 6 | 3 13 6 |
| 172 | Wollwolling | 1 8 5 | 0 17 8 | 2 2 8 | 1 6 6 |
| 21 | Wongong | 0 3 3 | 0 1 11 | 0 4 11 | 0 2 11 |
| 143 | Wonnerup | 1 3 7 | 0 14 8 | 1 15 5 | 1 2 0 |
| 212 | Woodanilling (late Yarrabin) | 1 15 1 | 1 1 10 | 2 12 8 | 1 12 9 |
| 9 | Woodbridge | 0 1 4 | 0 0 9 | 0 2 0 | 0 1 2 |
| 7 | Woodlupine | 0 1 0 | 0 0 7 | 0 1 6 | 0 0 11 |
| 66 | Woodside | 0 10 9 | 0 6 8 | 0 16 2 | 0 10 0 |
| 312 | Woolgangie | 2 11 9 | 1 12 3 | 3 17 8 | 2 8 5 |
| 451 | Woolgar | 3 14 11 | 2 6 9 | 5 12 5 | 3 10 2 |
| 138 | Woolundra | 1 2 9 | 0 14 2 | 1 14 2 | 1 1 3 |
| 36 | Worroloo (late Byfield's Mill) | 0 5 9 | 0 3 6 | 0 8 8 | 0 5 3 |
| 113 | Worsley | 0 18 7 | 0 11 6 | 1 7 11 | 0 17 3 |
| 404 | Wurarga | 3 7 3 | 2 7 6 | 5 1 0 | 3 11 3 |
| 111 | Wyola | 0 18 3 | 0 11 4 | 1 7 5 | 0 17 0 |
| 429 | YALGOO | 3 11 5 | 2 10 2 | 5 7 3 | 3 15 3 |
| 78 | Yarloop | 0 12 9 | 0 7 11 | 0 19 2 | 0 11 11 |
| 257 | Yellowdine | 2 2 7 | 1 6 6 | 3 3 11 | 1 19 9 |
| 199 | Yerbillon | 1 12 11 | 1 0 6 | 2 9 5 | 1 10 9 |
| 78 | York | 0 12 9 | 0 7 11 | 0 19 2 | 0 11 11 |
| 489 | Yowergabbie | 4 1 5 | 2 16 5 | 6 2 3 | 4 4 8 |

Oversea Passenger Fares.

Oversea Passengers per Mail Steamers and Intercolonial Boats travelling from Albany to Perth and Fremantle, and passengers travelling from Fremantle and Perth to join Mail Steamers and Intercolonial Boats at Albany.

| CLASS. | | | | | Albany to Perth or Fremantle, or vice versa. |
|-------------------------------|-----|-----|-----|-----|--|
| MAIL AND INTERCOLONIAL BOATS. | | | | | £ s. d. |
| 1st Class | ... | ... | ... | ... | 1 16 2 |
| 2nd Class | ... | ... | ... | ... | 1 5 0 |

To obtain the concession passengers must present certificates or orders as shown on page 139, signed by the Agent of steamer, and showing they have travelled or booked to travel by boat.

At Albany certificates from Purser of Intercolonial Steamers may be accepted for passengers booked by steamer to Fremantle and landing there to proceed by rail.

Special through Fares between Sydney, Melbourne, and Adelaide, and Perth and Fremantle per P. & O. and Orient Mail Steamers and Rail.

| From or to | 1st Class. | | 2nd Class. | | † 3rd Class. | |
|---------------|------------|---------|------------|---------|--------------|---------|
| | Single. | Return. | Single. | Return. | Single. | Return. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Sydney ... | 12 0 0 | 19 7 0 | 8 0 0 | 13 0 0 | 5 0 0 | 8 10 0 |
| Melbourne ... | 10 10 0 | 17 2 0 | 7 0 0 | 11 10 0 | 4 10 0 | 7 15 0 |
| Adelaide ... | 7 10 0 | 12 12 0 | 5 10 0 | 9 5 0 | 3 10 0 | 6 5 0 |

† 2nd Class by rail.

Passengers holding through tickets as above can obtain railway ticket at Fremantle, Perth or Albany on presentation of order from Agent of Company.

Return tickets for rail journey available for six months.

Reduced Fares to Students attending Drawing Classes at Perth Central Schools, Saturday mornings, and Evening Classes.

Return tickets at half rates will be issued from all Stations to Perth and Fremantle to Students attending the Education Department's Evening Classes and the Drawing Classes on Saturday mornings. Such tickets will only be issued on production of printed certificate signed by the Head Master in charge of the Classes.

Minimum charge for each ticket, 6d. Certificates to be duly completed by official issuing the tickets and attached in usual manner to monthly passenger return.

Regulations for the Conveyance of Her Majesty's Permanent, Militia, and Volunteer Forces.

PERMANENT FORCE.

1. SINGLE JOURNEY.—Officers on or off duty are allowed to make a single journey at three-fourths the ordinary first class fare, on payment and on production of Military Form G 12.

2. SINGLE JOURNEY.—Soldiers on or off duty are allowed to travel second class at the rate of 1d. per mile on payment and on production of Military Form G 12.

MILITIA AND VOLUNTEERS.

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3. RETURN JOURNEY.—Officers and soldiers on or off duty are allowed return tickets at single fares on payment and on production of Military Form G 12.

4. Large and small parties of soldiers may occasionally travel on duty without paying their fares. In such instances it will be necessary to issue them a ticket or tickets, on production of Military Form G 12A, and to charge the same fares for each officer or soldier as are enumerated in Regulations 1, 2, and 3.

5. Military Forms G 12 and G 12A, presented at any booking office, must bear the signature of the Commanding Officer of the Corps to which they belong.

[Copy of Military Form G 12.]

No. .

(Military Form G 12.)

PERMANENT FORCE.

Place

Date

189

This is to certify that (a) of (b) is travelling from to
on and (c) returning same way.
Please issue (d) class (e) ticket, on payment, at special rates provided.
To BOOKING CLERK, Station.

.....
Commanding Officer.

(a) If a party is travelling, insert number of officers and soldiers separately. (b) Corps. (c) Strike out these words if only single tickets required. (d) First or second. (e) Single or return.

[Reverse side of Form G 12.]

Particulars of service and cost.

Notation by Railway Department.

Ticket No. class single or return.

Issued from . Value, £ s. d.

.....
Booking Clerk.

[Copy of Military Form G 12A.]

No. .

(Military Form G 12A.)

PERMANENT FORCE.

Place

Date

189

This is to certify that (a) of (b) is travelling on duty.
Please issue (c) class (d) journey tickets between and
in exchange for this order, and charge to the Defence Department.
To BOOKING CLERK, Station.

.....
Commanding Officer.

(a) If a party is travelling, insert number of officers and soldiers separately. (b) Corps. (c) State number of tickets and class. (d) State whether single or return.

[Reverse side of Form G 12A.]

Particulars of service and cost.

Notation by Railway Department.

Ticket No. class (State whether single or return.)

Issued from to . Value, £ s. d.

.....
Booking Clerk.

(This order to be treated as cash.)

MILITIA AND VOLUNTEER FORCES.

The following Regulations are to be observed on Government Railways:-

- 6. Volunteer Officers and Volunteers, whether in uniform or not, are not allowed to travel in Government Railway trains without a railway ticket.
- 7. Volunteers of all ranks travelling on duty in uniform, and Officers not in uniform, will be supplied by their Commanding Officer with a ticket order on Military Form G 13. When such an order is presented at a booking office a railway ticket or tickets must be issued in exchange.
- 8. Volunteers of all ranks wearing plain clothes, when actually going to or returning from a rifle practice (the carrying of a rifle being taken as a proof) will be allowed to travel under conditions provided in Regulation No. 7.
- 9. The fares will be the same as those provided under Regulations Nos. 1, 2, and 3.

[Copy of Military Form G 13.]

(Military Form G. 13.)

No.

MILITIA AND VOLUNTEER FORCES.

Place

Date

189 .

This is to certify that (a) of (b) is travelling on duty.

Please issue (c) class (d) journey tickets between and

in exchange for this order, and charge to the Defence Department.

To BOOKING CLERK, Station.

.....

Commanding Officer.

(a) If a party is travelling, insert number of officers and soldiers separately. (b) Corps. (c) State number of tickets and class. (d) State whether single or return.

[Back of Form.]

Particulars of service and cost.

Notation by Railway Department.

Ticket No. class . (State whether single or return.)

Issued from to . Value, £ s. d.

.....

Booking Clerk.

(This order to be treated as cash.)

- 10. Officers commanding Corps will be held strictly responsible that there is no abuse of any of these arrangements, a check being easily kept, as all order forms are consecutively numbered.
- 11. Station Masters are to treat Military Forms G 12A and G 13 as cash, and attach them to the remittance notes which are sent to the Chief Accountant.
- 12. All tickets issued must be recorded in the train book and general passenger return.
- 13. Military Forms G 12A and G 13, received by booking clerks in exchange for railway tickets, should be attached by the Chief Accountant to his claim when sending it to the Defence Department.

SEASON TICKETS.

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MISCELLANEOUS.

Ticket Orders.

Ticket Orders are issued by all Government Departments. Stationmasters are to treat these Orders as cash and attach them to the remittance note sent to Chief Accountant. (For copies of forms *see* page 138.)

Season Tickets.

1. Applications for Season Tickets (other than monthly) must be made seven days before required, on the form provided (*see* page 139). Monthly tickets may be had on application at Stations.

2. Season Tickets will only be issued for periods of one, three, six, or twelve months, as commencing on the 1st day of a month.

3. A new Season Ticket in lieu of one lost will only be issued on payment of ten per cent. upon the unexpired portion of the fare. Minimum, 2s. 6d. first class; 1s. second class. In the case of Quarterly, Half-yearly, and Yearly Tickets, an extra charge of 1s. will be made for printing.

4. All Season Tickets are issued subject during their currency to any alteration which may be made in the trains, and no allowance or compensation will be made to the holders on account of any alteration in the time or reduction in the number of trains. No allowance or extension of time will be made on the ground of the holder of a Season Ticket having through sickness or disaster, or any other cause whatever, failed to use the ticket during the period or any part of the period for which it was issued.

5. A Season Ticket is not transferable, and if any such ticket be found in the possession of any person other than the person to whom it was issued, and who shall attempt to travel therewith, it shall be absolutely forfeited, unless it shall appear that the proper holder thereof had not connived at such improper use.

6. Season Ticket holders when travelling by train will be required to produce their tickets when called upon to do so by any officer or servant of the Commissioner, and will be subject to the same regulations and by-laws as any other passengers. A passenger holding a season ticket failing or refusing to produce or deliver it up for inspection when required must pay the ordinary fare and is liable to prosecution.

7. Season Tickets will be issued to any person not exceeding eighteen years of age, travelling for the sole purpose of receiving instruction in any day school at one quarter of the rate for adults. A certificate will be required for each ticket, signed by the headmaster or headmistress of the school. Forms of certificate can be obtained at the stations.

8. Season Tickets will be issued as between the home and employment stations to pupil teachers, apprentices, articled clerks, and other persons, under 18 years of age, in situations, and receiving not more than £60 per annum, at half the ordinary rates, upon production of satisfactory certificates.

9. Season Tickets at half rates for distances not exceeding 100 miles may be issued to ladies who are *bonâ fide* relatives of and resident in the same dwelling as the head of the family, who is a full-fare Season Ticket holder, and also to *bonâ fide* female members of the families of holders of all line passes or tickets. Such tickets must be for the same or shorter periods, and for the same or intermediate stations within the limit of 100 miles, but they must expire within the currency of the full fare tickets. (For form of application *see* page 140.)

10. Children under 12 years of age will be charged half rates.

11. Clergymen travelling on pastoral duties may obtain Season Tickets at half rates. (For form of application *see* page 139.)

12. Season Tickets and Traders' Tickets do not include sleeping berths.

13. Expired Season Tickets must be given up before new ones can be issued.

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SEASON TICKETS

Season Ticket Rates.

| No. of Miles. | FIRST CLASS. | | | | SECOND CLASS. | | | |
|---------------|--------------|---------------|-------------|----------|---------------|---------------|-------------|----------|
| | One Month. | Three Months. | Six Months. | Yearly. | One Month. | Three Months. | Six Months. | Yearly. |
| 1 | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 2 | 0 10 0 | 1 4 0 | 2 0 10 | 3 13 6 | 0 6 6 | 0 15 7 | 1 6 6 | 2 7 8 |
| 3 | 0 12 0 | 1 8 10 | 2 9 0 | 4 8 2 | 0 7 6 | 0 18 0 | 1 10 7 | 2 15 1 |
| 4 | 0 14 6 | 1 14 10 | 2 19 3 | 5 6 8 | 0 9 6 | 1 2 10 | 1 18 10 | 3 9 11 |
| 5 | 0 17 0 | 2 0 10 | 3 9 5 | 6 5 0 | 0 11 6 | 1 7 8 | 2 7 1 | 4 4 9 |
| 6 | 0 19 6 | 2 6 10 | 3 19 8 | 7 3 5 | 0 13 6 | 1 12 5 | 2 15 2 | 4 19 4 |
| 7 | 1 1 6 | 2 11 8 | 4 7 10 | 7 18 2 | 0 15 0 | 1 16 0 | 3 1 3 | 5 10 3 |
| 8 | 1 3 6 | 2 16 5 | 4 16 0 | 8 12 10 | 0 16 6 | 1 19 8 | 3 7 5 | 6 1 5 |
| 9 | 1 5 6 | 3 1 3 | 5 4 2 | 9 7 6 | 0 18 0 | 2 3 3 | 3 13 7 | 6 12 5 |
| 10 | 1 7 6 | 3 6 0 | 5 12 4 | 10 2 3 | 0 19 6 | 2 6 10 | 3 19 8 | 7 3 5 |
| 11 | 1 9 6 | 3 10 10 | 6 0 5 | 10 16 9 | 1 1 0 | 2 10 5 | 4 5 9 | 7 14 5 |
| 12 | 1 11 0 | 3 14 5 | 6 6 7 | 11 7 11 | 1 2 0 | 2 12 10 | 4 9 10 | 8 1 9 |
| 13 | 1 12 6 | 3 18 0 | 6 12 7 | 11 18 8 | 1 3 0 | 2 15 3 | 4 13 11 | 8 9 0 |
| 14 | 1 14 0 | 4 1 8 | 6 18 10 | 12 9 11 | 1 4 0 | 2 17 8 | 4 18 0 | 8 16 4 |
| 15 | 1 15 6 | 4 5 3 | 7 5 1 | 13 1 2 | 1 5 0 | 3 0 0 | 5 2 0 | 9 3 8 |
| 16 | 1 17 0 | 4 8 10 | 7 11 1 | 13 12 0 | 1 6 0 | 3 2 5 | 5 6 2 | 9 11 2 |
| 17 | 1 18 0 | 4 11 3 | 7 15 2 | 13 19 4 | 1 6 8 | 3 4 0 | 5 8 10 | 9 15 11 |
| 18 | 1 19 0 | 4 13 8 | 7 19 2 | 14 6 6 | 1 7 4 | 3 5 8 | 5 11 8 | 10 1 0 |
| 19 | 2 0 0 | 4 16 0 | 8 3 2 | 14 13 9 | 1 8 0 | 3 7 3 | 5 14 4 | 10 5 10 |
| 20 | 2 1 0 | 4 18 5 | 8 7 4 | 15 1 3 | 1 8 8 | 3 8 10 | 5 17 1 | 10 10 9 |
| 21 | 2 2 0 | 5 0 10 | 8 11 4 | 15 8 5 | 1 9 4 | 3 10 5 | 5 19 9 | 10 15 7 |
| 22 | 2 2 9 | 5 2 8 | 8 14 7 | 15 14 3 | 1 9 10 | 3 11 8 | 6 1 10 | 10 19 4 |
| 23 | 2 3 6 | 5 4 5 | 8 17 7 | 15 19 8 | 1 10 4 | 3 12 10 | 6 3 10 | 11 2 11 |
| 24 | 2 4 3 | 5 6 3 | 9 0 8 | 16 5 3 | 1 10 10 | 3 14 0 | 6 5 10 | 11 6 6 |
| 25 | 2 5 0 | 5 8 0 | 9 3 7 | 16 10 6 | 1 11 4 | 3 15 3 | 6 7 10 | 11 10 2 |
| 26 | 2 5 9 | 5 9 10 | 9 6 9 | 16 16 2 | 1 11 10 | 3 16 5 | 6 9 10 | 11 13 9 |
| 27 | 2 6 6 | 5 11 8 | 9 9 10 | 17 1 9 | 1 12 4 | 3 17 8 | 6 12 0 | 11 17 8 |
| 28 | 2 7 3 | 5 13 5 | 9 12 10 | 17 7 2 | 1 12 10 | 3 18 10 | 6 14 1 | 12 1 5 |
| 29 | 2 8 0 | 5 15 3 | 9 16 0 | 17 12 10 | 1 13 4 | 4 0 0 | 6 16 0 | 12 4 10 |
| 30 | 2 8 9 | 5 17 0 | 9 19 0 | 17 18 3 | 1 13 10 | 4 1 3 | 6 18 2 | 12 8 9 |
| 31 | 2 9 6 | 5 18 10 | 10 2 1 | 18 3 9 | 1 14 4 | 4 2 5 | 7 0 2 | 12 12 4 |
| 32 | 2 10 3 | 6 0 8 | 10 5 2 | 18 9 4 | 1 14 10 | 4 3 8 | 7 2 3 | 12 16 1 |
| 33 | 2 11 0 | 6 2 5 | 10 8 2 | 18 14 9 | 1 15 4 | 4 4 10 | 7 4 3 | 12 19 8 |
| 34 | 2 11 9 | 6 4 3 | 10 11 3 | 19 0 3 | 1 15 10 | 4 6 0 | 7 6 3 | 13 3 3 |
| 35 | 2 12 6 | 6 6 0 | 10 14 3 | 19 5 8 | 1 16 4 | 4 7 3 | 7 8 4 | 13 7 0 |
| 36 | 2 13 3 | 6 7 10 | 10 17 4 | 19 11 3 | 1 16 10 | 4 8 5 | 7 10 4 | 13 10 8 |
| 37 | 2 14 0 | 6 9 8 | 11 0 5 | 19 16 9 | 1 17 4 | 4 9 7 | 7 12 4 | 13 14 3 |
| 38 | 2 14 9 | 6 11 5 | 11 3 5 | 20 2 2 | 1 17 10 | 4 10 10 | 7 14 5 | 13 18 0 |
| 39 | 2 15 6 | 6 13 3 | 11 6 5 | 20 7 7 | 1 18 4 | 4 12 0 | 7 16 5 | 14 1 7 |
| 40 | 2 16 3 | 6 15 0 | 11 9 6 | 20 13 2 | 1 18 10 | 4 13 3 | 7 18 7 | 14 5 6 |
| 41 | 2 17 0 | 6 16 10 | 11 12 7 | 20 18 8 | 1 19 4 | 4 14 5 | 8 0 7 | 14 9 1 |
| 42 | 2 17 8 | 6 18 5 | 11 15 4 | 21 3 8 | 1 19 9 | 4 15 5 | 8 2 3 | 14 12 1 |
| 43 | 2 18 4 | 7 0 0 | 11 18 0 | 21 8 5 | 2 0 2 | 4 16 5 | 8 4 0 | 14 15 3 |
| 44 | 2 19 0 | 7 1 8 | 12 0 10 | 21 13 6 | 2 0 7 | 4 17 5 | 8 5 8 | 14 18 3 |
| 45 | 2 19 8 | 7 3 3 | 12 3 7 | 21 18 6 | 2 1 0 | 4 18 5 | 8 7 3 | 15 1 1 |
| 46 | 3 0 4 | 7 4 10 | 12 6 3 | 22 3 3 | 2 1 5 | 4 19 5 | 8 9 1 | 15 4 5 |
| 47 | 3 1 0 | 7 6 5 | 12 9 0 | 22 8 3 | 2 1 10 | 5 0 5 | 8 10 9 | 15 7 5 |
| 48 | 3 1 8 | 7 8 0 | 12 11 9 | 22 13 2 | 2 2 3 | 5 1 5 | 8 12 6 | 15 10 6 |
| 49 | 3 2 4 | 7 9 8 | 12 14 5 | 22 18 2 | 2 2 8 | 5 2 5 | 8 14 2 | 15 13 6 |
| 50 | 3 3 0 | 7 11 3 | 12 17 2 | 23 2 11 | 2 3 1 | 5 3 5 | 8 15 10 | 15 16 6 |
| 51 | 3 3 8 | 7 12 10 | 12 19 10 | 23 7 9 | 2 3 6 | 5 4 5 | 8 17 7 | 15 19 8 |
| 52 | 3 4 4 | 7 14 5 | 13 2 6 | 23 12 6 | 2 3 11 | 5 5 5 | 8 19 3 | 16 2 8 |
| 53 | 3 5 0 | 7 16 0 | 13 5 3 | 23 17 6 | 2 4 4 | 5 6 5 | 9 0 11 | 16 5 8 |
| 54 | 3 5 8 | 7 17 8 | 13 8 1 | 24 2 7 | 2 4 9 | 5 7 5 | 9 2 7 | 16 8 8 |
| 55 | 3 6 4 | 7 19 3 | 13 10 9 | 24 7 5 | 2 5 2 | 5 8 5 | 9 4 4 | 16 11 10 |
| 56 | 3 7 0 | 8 0 10 | 13 13 5 | 24 12 2 | 2 5 7 | 5 9 5 | 9 6 1 | 16 15 0 |
| 57 | 3 7 8 | 8 2 5 | 13 16 2 | 24 17 2 | 2 6 0 | 5 10 5 | 9 7 9 | 16 18 0 |
| 58 | 3 8 4 | 8 4 0 | 13 18 10 | 25 1 11 | 2 6 5 | 5 11 5 | 9 9 6 | 17 1 1 |
| 59 | 3 9 0 | 8 5 8 | 14 1 8 | 25 7 0 | 2 6 10 | 5 12 5 | 9 11 2 | 17 4 2 |
| 60 | 3 9 8 | 8 7 3 | 14 4 4 | 25 11 10 | 2 7 3 | 5 13 5 | 9 12 10 | 17 7 2 |
| 61 | 3 10 4 | 8 8 10 | 14 7 1 | 25 16 9 | 2 7 8 | 5 14 5 | 9 14 6 | 17 10 2 |
| 62 | 3 11 0 | 8 10 5 | 14 9 9 | 26 1 7 | 2 8 1 | 5 15 5 | 9 16 2 | 17 13 2 |
| 63 | 3 11 8 | 8 12 0 | 14 12 7 | 26 6 8 | 2 8 6 | 5 16 5 | 9 17 11 | 17 16 3 |
| 64 | 3 12 4 | 8 13 8 | 14 15 3 | 26 11 6 | 2 8 11 | 5 17 5 | 9 19 8 | 17 19 5 |
| 65 | 3 13 0 | 8 15 3 | 14 17 11 | 26 16 3 | 2 9 4 | 5 18 5 | 10 1 5 | 18 2 7 |
| 66 | 3 13 8 | 8 16 10 | 15 0 8 | 27 1 3 | 2 9 9 | 5 19 5 | 10 3 1 | 18 5 7 |

SEASON TICKETS.

Season Ticket Rates—continued.

| No. of Miles. | FIRST CLASS. | | | | SECOND CLASS. | | | |
|--------------------------|--------------|---------------|-------------|----------|---------------|---------------|-------------|----------|
| | One Month. | Three Months. | Six Months. | Yearly. | One Month. | Three Months. | Six Months. | Yearly. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 66 | 3 14 4 | 8 18 5 | 15 3 5 | 27 6 2 | 2 10 2 | 6 0 5 | 10 4 9 | 18 8 7 |
| 67 | 3 15 0 | 9 0 0 | 15 6 0 | 27 10 10 | 2 10 7 | 6 1 5 | 10 6 5 | 18 11 7 |
| 68 | 3 15 8 | 9 1 8 | 15 8 11 | 27 16 1 | 2 11 0 | 6 2 5 | 10 8 2 | 18 14 9 |
| 69 | 3 16 4 | 9 3 3 | 15 11 7 | 28 0 11 | 2 11 5 | 6 3 5 | 10 9 10 | 18 17 9 |
| 70 | 3 17 0 | 9 4 10 | 15 14 3 | 28 5 8 | 2 11 10 | 6 4 5 | 10 11 6 | 19 0 9 |
| 71 | 3 17 8 | 9 6 5 | 15 16 11 | 28 10 6 | 2 12 3 | 6 5 5 | 10 13 3 | 19 3 11 |
| 72 | 3 18 4 | 9 8 0 | 15 19 7 | 28 15 3 | 2 12 8 | 6 6 5 | 10 15 1 | 19 7 2 |
| 73 | 3 19 0 | 9 9 8 | 16 2 4 | 29 0 3 | 2 13 1 | 6 7 5 | 10 16 8 | 19 10 0 |
| 74 | 3 19 8 | 9 11 3 | 16 5 2 | 29 5 4 | 2 13 6 | 6 8 5 | 10 18 4 | 19 13 0 |
| 75 | 4 0 4 | 9 12 10 | 16 7 10 | 29 10 2 | 2 13 11 | 6 9 5 | 11 0 1 | 19 16 0 |
| 76 | 4 1 0 | 9 14 5 | 16 10 8 | 29 15 3 | 2 14 4 | 6 10 5 | 11 1 9 | 19 19 2 |
| 77 | 4 1 8 | 9 16 0 | 16 13 3 | 30 0 6 | 2 14 9 | 6 11 5 | 11 3 5 | 20 2 2 |
| 78 | 4 2 4 | 9 17 8 | 16 16 1 | 30 5 0 | 2 15 2 | 6 12 5 | 11 5 2 | 20 5 0 |
| 79 | 4 3 0 | 9 19 3 | 16 18 10 | 30 9 11 | 2 15 7 | 6 13 5 | 11 6 10 | 20 8 4 |
| 80 | 4 3 8 | 10 0 10 | 17 1 5 | 30 14 7 | 2 16 0 | 6 14 5 | 11 8 8 | 20 11 8 |
| 81 | 4 4 4 | 10 2 5 | 17 4 2 | 30 19 6 | 2 16 5 | 6 15 5 | 11 10 3 | 20 14 6 |
| 82 | 4 5 0 | 10 4 0 | 17 6 10 | 31 4 4 | 2 16 10 | 6 16 5 | 11 11 11 | 20 17 6 |
| 83 | 4 5 8 | 10 5 8 | 17 9 8 | 31 9 5 | 2 17 3 | 6 17 5 | 11 13 8 | 21 0 8 |
| 84 | 4 6 4 | 10 7 3 | 17 12 4 | 31 14 3 | 2 17 8 | 6 18 5 | 11 15 4 | 21 3 8 |
| 85 | 4 7 0 | 10 8 10 | 17 15 1 | 31 19 2 | 2 18 1 | 6 19 5 | 11 16 11 | 21 6 6 |
| 86 | 4 7 8 | 10 10 5 | 17 17 9 | 32 4 0 | 2 18 6 | 7 0 5 | 11 18 8 | 21 9 8 |
| 87 | 4 8 4 | 10 12 0 | 18 0 5 | 32 8 9 | 2 18 11 | 7 1 5 | 12 0 5 | 21 12 9 |
| 88 | 4 9 0 | 10 13 8 | 18 3 3 | 32 13 11 | 2 19 4 | 7 2 5 | 12 2 2 | 21 15 11 |
| 89 | 4 9 8 | 10 15 3 | 18 6 0 | 32 18 10 | 2 19 9 | 7 3 5 | 12 3 10 | 21 18 11 |
| 90 | 4 10 4 | 10 16 10 | 18 8 8 | 33 3 8 | 3 0 2 | 7 4 5 | 12 5 5 | 22 1 9 |
| 91 | 4 11 0 | 10 18 5 | 18 11 5 | 33 8 7 | 3 0 7 | 7 5 5 | 12 7 2 | 22 4 11 |
| 92 | 4 11 7 | 10 19 10 | 18 13 9 | 33 12 9 | 3 0 11 | 7 6 3 | 12 8 8 | 22 7 8 |
| 93 | 4 12 3 | 11 1 5 | 18 16 6 | 33 17 9 | 3 1 4 | 7 7 3 | 12 10 4 | 22 10 8 |
| 94 | 4 12 10 | 11 2 10 | 18 18 10 | 34 1 11 | 3 1 8 | 7 8 0 | 12 11 7 | 22 12 11 |
| 95 | 4 13 6 | 11 4 5 | 19 1 7 | 34 6 11 | 3 2 1 | 7 9 0 | 12 13 4 | 22 16 0 |
| 96 | 4 14 1 | 11 5 10 | 19 3 11 | 34 11 1 | 3 2 5 | 7 9 10 | 12 14 8 | 22 18 5 |
| 97 | 4 14 9 | 11 7 5 | 19 6 8 | 34 16 0 | 3 2 10 | 7 10 10 | 12 16 5 | 23 1 7 |
| 98 | 4 15 4 | 11 8 10 | 19 9 1 | 35 0 5 | 3 3 2 | 7 11 8 | 12 18 0 | 23 4 5 |
| 99 | 4 16 0 | 11 10 5 | 19 11 9 | 35 5 2 | 3 3 7 | 7 12 8 | 12 19 7 | 23 7 3 |
| 100 | 4 16 7 | 11 11 10 | 19 14 2 | 35 9 6 | 3 3 11 | 7 13 5 | 13 0 10 | 23 9 6 |
| 101 | 4 17 3 | 11 13 5 | 19 16 10 | 35 14 4 | 3 4 4 | 7 14 5 | 13 2 6 | 23 12 6 |
| 102 | 4 17 10 | 11 14 10 | 19 19 3 | 35 18 8 | 3 4 8 | 7 15 3 | 13 3 11 | 23 15 1 |
| 103 | 4 18 6 | 11 16 5 | 20 1 11 | 36 3 6 | 3 5 1 | 7 16 3 | 13 5 8 | 23 18 3 |
| 104 | 4 19 1 | 11 17 10 | 20 4 4 | 36 7 10 | 3 5 5 | 7 17 0 | 13 6 10 | 24 0 4 |
| 105 | 4 19 9 | 11 19 5 | 20 7 0 | 36 12 8 | 3 5 10 | 7 18 0 | 13 8 7 | 24 3 6 |
| 106 | 5 0 4 | 12 0 10 | 20 9 5 | 36 17 0 | 3 6 2 | 7 18 10 | 13 10 1 | 24 6 2 |
| 107 | 5 1 0 | 12 2 5 | 20 12 2 | 37 1 11 | 3 6 7 | 7 19 10 | 13 11 9 | 24 9 2 |
| 108 | 5 1 7 | 12 3 10 | 20 14 8 | 37 6 5 | 3 6 11 | 8 0 8 | 13 13 2 | 24 11 9 |
| 109 | 5 2 3 | 12 5 5 | 20 17 3 | 37 11 1 | 3 7 4 | 8 1 8 | 13 14 10 | 24 14 9 |
| 110 | 5 2 10 | 12 6 10 | 20 19 8 | 37 15 5 | 3 7 8 | 8 2 5 | 13 16 2 | 24 17 2 |
| For each additional mile | 0 0 6 | 0 1 0 | 0 2 0 | 0 4 0 | 0 0 4 | 0 0 8 | 0 1 4 | 0 2 8 |

Rates for Season Tickets for one or more of the Railway Sections:—

| | FIRST CLASS. | | |
|--|--------------------|-------------------|-------------------|
| | Quarterly. | Half-yearly. | Yearly. |
| EASTERN AND YILGARN DISTRICTS. | | | |
| Fremantle to Northam (including Newcastle Branch) and Yilgarn District | £ s. d. 18 10 0 | £ s. d. 33 0 0 | £ s. d. 60 0 0 |
| GREAT SOUTHERN DISTRICTS. | | | |
| Fremantle and Stations on Great Southern Line (including Greenhills Branch) | 10 0 0 | 17 0 0 | 30 0 0 |
| SOUTH-WESTERN DISTRICTS. | | | |
| Perth to all Stations on South-Western Lines and Branches ... | 11 0 0 | 20 0 0 | 35 0 0 |
| NORTHERN DISTRICT. | | | |
| Geraldton to Walkaway, Cue, and Northampton | 10 0 0 | 17 0 0 | 30 0 0 |

Second Class Season Tickets will be charged three-fourths the above rates.

Rates for all Government Lines.

First Class, 3 months, £21 16s. 10d.; 6 months, £39 6s. 4d.; 12 months, £74 14s. 0d.

Second Class, 3 „ £16 7s. 8d.; 6 „ £29 9s. 9d.; 12 „ £56 0s. 0d.

Tickets for Government Officials travelling on duty, available over all Government Lines, are issued at half above rates.

Free Passes and Concessions to Large Traders.

In the event of any person or firm paying freight upon goods and live stock carried on the Railway lines of the Colony to the extent mentioned in the following table, the concessions specified in connection with such payments, respectively, shall be granted to such person or firm, or to any employé of such person or firm:—

| Amount paid during Twelve Months. | Extent of Concessions. |
|---------------------------------------|--|
| Over £5,000 and up to £7,500 | 50 per cent. off a Season Ticket Rate. |
| Over £7,500 and up to £10,000 | Available for 12 months, { 1 Free Pass over any one section of Railway. 1 Free Pass over all lines or 2 Sectional Passes. 1 Free Pass over all lines and 1 Sectional Pass, or 3 Sectional Passes. 2 Free Passes over all lines, or 4 Sectional Passes. |
| Over £10,000 and up to £12,500 | |
| Over £12,500 and up to £15,000 | |
| Over £15,000 and up to £20,000 | |

The passes shall be first-class, exclusive of sleeping berths, and may be issued for such sections as the applicants may desire.

In the absence of ledger accounts the onus of proving payment of the requisite amount shall rest with the applicants for the passes.

These tickets will not be granted for residential purposes.

Traders' or Commercial Travellers' Annual Season Tickets will be made transferable for business purposes temporarily, once in any month during their currency, from the holder to a member or employé of the same firm or company, on payment of the sum of £5, to be paid when the ticket is issued, and a fee of 5s. to be charged each time a transfer is made. Application to be made to Chief Traffic Manager.

Press Tickets.

Tickets at half fare (single, return, or excursion) will be issued to *bonâ fide* reporters and members of the Press who are wholly and permanently employed by the proprietors of any newspaper registered in Western Australia, upon production of a printed certificate supplied by the Railway Department, signed by the Editor of the newspaper concerned. In the case of representatives of newspapers published outside the Colony, the certificate must be submitted to and indorsed by the Chief Traffic Manager. (For copy of certificate see page 138.)

Season Tickets at half-rates will be issued to Press Representatives to be used on *bonâ fide* Press business only. Applications must be submitted to Chief Traffic Manager for approval in all cases.

Bands of Musicians, Parties of Professional Singers, Operatic, Burlesque, Circus, and Theatrical Companies.

Bands of Musicians, Parties of Professional Singers, Operatic, Burlesque, Circus, and Theatrical Companies of not less than six adult members, may be conveyed between Stations, except on Suburban Lines, in first class carriages at second class fares, or second class at 20 per cent. reduction. Orders for presentation at the Booking Offices may be obtained from the Chief Traffic Manager.

Minimum charge for each adult passenger, 1s.; children, half fare.

Advance Agents will be allowed the same concession on satisfactory evidence being produced of the purchase of not less than six tickets.

The weight of luggage allowed free of charge is:—

| | | |
|--------------------------------|--------|--------|
| For each First Class Passenger | | 2 cwt. |
| „ Second „ | | 1½ „ |

All weight of luggage over and above the weight allowed free is charged half Parcels Rates (minimum charge 1 cwt.)

In all cases carriage must be prepaid.

If the luggage be of such a character as to necessitate the use of a carriage or other special truck, an additional charge (over and above the charge of excess weight) of 3d. per truck per mile is made, with a minimum of 5s. per truck.

COUNTRY SCHOLARS ATTENDING STATE SCHOOLS. 93

The charge for the special vehicle applies whether the weight of the luggage does or does not exceed the weight the passengers are allowed to carry free.

If the articles to be carried be of such exceptional length as to require one or more safety wagons, a charge of 3d. per mile per safety wagon is made.

With the view of lessening the difficulties in weighing the luggage, the Station Master at the original sending station may issue a certificate to the parties, stating the weight of the luggage, for the information of Station Masters at other stations, so that such certificate may be accepted by them, unless they have reason to believe that the luggage has been added to, when the weight shall be attested and, if found to vary, the certificate cancelled.

FORM OF CERTIFICATE.

.....Company.

Certificate of Weight of Luggage.

No. of Packages.....

Weight

No. of passengers.....

Luggage and Scenery weighed at.....Station

.....189

.....Officer in Charge.

Synods, Convocations, Conferences, etc.

Tickets at single fare for the double journey will be allowed to Clergymen and accredited delegates to Conferences, etc., when the distance to be travelled is not less than 25 miles, on production of the certificate of the Secretary of such Conference. The concessions will only be allowed when not less than six delegates are travelling to any Conference. Any accredited delegate will be allowed a ticket for his wife, if accompanying him, at the reduced rate.

Country Scholars Attending State Schools.

School Tickets, 2nd class, will be issued (except on Suburban Lines) to enable any child to travel to the State School nearest to the residence of the parents or guardians of such child, or to a Public School if within the limits of the nearest State School.

The tickets are issued free, and no liability attaches to the Commissioner of Railways in regard to any journeys made upon them. They are available between the Stations named thereon for the purpose of attending school for one journey each way on school days only, and the holders are subject to the Commissioner's By-laws and Regulations for passengers.

Free tickets will only be issued to children living outside the school radius of two miles. Distances are to be measured by the nearest road.

The tickets must be given up on date of expiry.

Applications must be accompanied by a certificate from the Master of the School (*see form below*). If a State School, application must be indorsed by Inspector General of Schools, and if a Public School, it must be approved by Chief Traffic Manager.

WEST AUSTRALIAN GOVERNMENT RAILWAYS.

Certificate for Scholars' Free Ticket.

*.....School,

.....1

Certified that the following are members of the same family, residing outside the School radius. They necessarily travel betweenand

.....Stations to attend the above School from †.....

to.....as Scholars.

.....Years of age last birthday

....." " " "

....." " " "

....." " " "

To Stationmaster.....

.....Station. Master.

I certify that the abovenamed children live at.....and that

the*.....School is the nearest to their residence.

.....Stationmaster.

To the District Superintendent, Station.

.....

.....Station.

This Certificate must be handed in to the Stationmaster two weeks before ticket is required.

* Insert locality. † Insert period of school term.

Scholars' Tickets issued to all Stations on Government and Private Companies' Lines.

Scholars' tickets at Single Fares for the double journey, available for return for two months, will be issued to scholars not exceeding eighteen years of age (children under twelve years of age half single fare), at the end of recognised school terms only, on production of certificate to the Station Master from the Master or Mistress of the school, in the following form:—

To the Station Master at.....

I hereby certify that.....is a Scholar attending my school that.....present age is.....years.....months, and that.....is going forholidays, and I request that you will issue a.....Class Return Ticket accordingly, from.....Station to.....Station.

Signed,

.....

Head Master (or Mistress).....School.

EXCEPTION.—Between Perth and Suburban Stations or between one Suburban station and another.

Similar tickets will be issued to Scholars when travelling for the purpose of examinations or competing with other schools in athletic sports, shooting practices, or contests; also to school cadets travelling for military training. Between Suburban Stations and Perth, a similar concession will be allowed to parties of not less than 10 visiting the Museum. It will be necessary in each case to present a certificate signed by the Master or Mistress of the school at which the scholars attend.

Workmen, Workwomen, and Apprentices' Tickets.

WORKMEN'S, ETC., TICKETS.—Weekly tickets will be issued to *bonâ fide* workmen and workwomen at rates shown below; and to apprentices, male or female (under eighteen years of age), at half rates, upon production of certificates from their employers.

NOT AVAILABLE ON SUNDAYS.—Workmen's, etc., tickets are limited to one journey each way daily, and are issued to expire on Saturday. They are not available on Sunday.

SPECIAL CARRIAGES.—When practicable, a special carriage will be set aside for the use of workmen on the trains by which workmen's tickets are available.

USING BY OTHER THAN TRAINS SPECIFIED.—Any person attempting to use a workman's ticket by any train other than those specified in notice exhibited at stations, will be liable to have the ticket cancelled at once, and be subject to By-law No. 3.

EXCEPTION.—The holders of Workmen's Tickets will be allowed to travel by trains other than those set apart for workmen, under the following conditions:—

- (1.) Illness.
- (2.) Through inclement weather preventing work being carried on.

Applications by holders of such tickets are to be made to Station Masters, who will satisfy themselves as to the *bonâ fides* of each case before issuing permit, dated and signed by themselves. Permits to be collected by Ticket Collectors.

Workmen's tickets are available between the stations named upon them.

The power of refusing to issue, or to cancel any of the above tickets, is reserved by the Department.

WORKMEN'S TICKETS. 95

| Workmen's Weekly Tickets—Fares. | | | | | | | | | | | |
|---------------------------------|------------|-----------------|------------------|------------------|------------|------------|-------------|----------|--------------|-------------|-------|
| Stations. | Fremantle. | East Fremantle. | North Fremantle. | Cottesloe Beach. | Cottesloe. | Claremont. | Karrakatta. | Subiaco. | Leederville. | West Perth. | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Fremantle ... | ... | 1 0 | 1 0 | 1 6 | 1 6 | 2 3 | 2 9 | 3 9 | 3 9 | 4 3 | |
| East Fremantle ... | 1 0 | ... | 1 0 | 1 3 | 1 3 | 2 0 | 2 3 | 3 6 | 3 6 | 3 9 | |
| North Fremantle ... | 1 0 | 1 0 | ... | 1 3 | 1 3 | 2 0 | 2 3 | 3 6 | 3 6 | 3 9 | |
| Cottesloe Beach ... | 1 6 | 1 3 | 1 3 | ... | 1 0 | 1 0 | 1 3 | 2 3 | 2 3 | 2 9 | |
| Cottesloe ... | 1 6 | 1 3 | 1 3 | 1 0 | ... | 1 0 | 1 3 | 2 3 | 2 3 | 2 9 | |
| Claremont ... | 2 3 | 2 0 | 2 0 | 1 0 | 1 0 | ... | 1 0 | 1 6 | 1 6 | 2 0 | |
| Karrakatta ... | 2 9 | 2 3 | 2 3 | 1 3 | 1 3 | 1 0 | ... | 1 3 | 1 3 | 1 6 | |
| Subiaco ... | 3 9 | 3 6 | 3 6 | 2 3 | 2 3 | 1 6 | 1 3 | ... | 1 0 | 1 0 | |
| Leederville ... | 3 9 | 3 6 | 3 6 | 2 3 | 2 3 | 1 6 | 1 3 | 1 0 | ... | 1 0 | |
| West Perth ... | 4 3 | 3 9 | 3 9 | 2 9 | 2 9 | 2 0 | 1 6 | 1 0 | 1 0 | ... | |
| Perth ... | 4 6 | 4 3 | 4 3 | 3 0 | 3 0 | 2 3 | 2 0 | 1 0 | 1 0 | 1 0 | |
| East Perth ... | 5 0 | 4 6 | 4 6 | 3 6 | 3 6 | 2 9 | 2 3 | 1 3 | 1 3 | 1 0 | |
| * Falkirk ... | 5 9 | 5 3 | 5 3 | 4 3 | 4 3 | 3 6 | 3 0 | 2 0 | 2 0 | 1 6 | |
| Bayswater ... | 6 0 | 5 9 | 5 9 | 4 6 | 4 6 | 3 9 | 3 6 | 2 3 | 2 3 | 2 0 | |
| Guildford ... | 7 6 | 7 3 | 7 3 | 6 0 | 6 0 | 5 3 | 5 0 | 3 9 | 3 9 | 3 6 | |
| Woodbridge ... | 8 0 | 7 6 | 7 6 | 6 6 | 6 6 | 5 9 | 5 3 | 4 3 | 4 3 | 3 9 | |
| Midland Junction ... | 8 3 | 8 0 | 8 0 | 6 9 | 6 9 | 6 0 | 5 9 | 4 6 | 4 6 | 4 3 | |
| Burswood ... | 5 9 | 5 3 | 5 3 | 4 3 | 4 3 | 3 6 | 3 0 | 2 0 | 2 0 | 1 6 | |
| Victoria Park ... | 6 0 | 5 9 | 5 9 | 4 6 | 4 6 | 3 9 | 3 6 | 2 3 | 2 3 | 2 0 | |
| Cannington ... | 7 6 | 7 3 | 7 3 | 6 0 | 6 0 | 5 3 | 5 0 | 3 9 | 3 9 | 3 6 | |

| Stations. | Perth. | East Perth. | Falkirk. | Bayswater. | Guildford. | Woodbridge. | Midland Junction. | Burswood. | Victoria Park. | Cannington. |
|----------------------|--------|-------------|----------|------------|------------|-------------|-------------------|-----------|----------------|-------------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Fremantle ... | 4 6 | 5 0 | 5 9 | 6 0 | 7 6 | 8 0 | 8 3 | 5 9 | 6 0 | 7 6 |
| East Fremantle ... | 4 3 | 4 6 | 5 3 | 5 9 | 7 3 | 7 6 | 8 0 | 5 3 | 5 9 | 7 3 |
| North Fremantle ... | 4 3 | 4 6 | 5 3 | 5 9 | 7 3 | 7 6 | 8 0 | 5 3 | 5 9 | 7 3 |
| Cottesloe Beach ... | 3 0 | 3 6 | 4 3 | 4 6 | 6 0 | 6 6 | 6 9 | 4 3 | 4 6 | 6 0 |
| Cottesloe ... | 3 0 | 3 6 | 4 3 | 4 6 | 6 0 | 6 6 | 6 9 | 4 3 | 4 6 | 6 0 |
| Claremont ... | 2 3 | 2 9 | 3 6 | 3 9 | 5 3 | 5 9 | 6 0 | 3 6 | 3 9 | 5 3 |
| Karrakatta ... | 2 0 | 2 3 | 3 0 | 3 6 | 5 0 | 5 3 | 5 9 | 3 0 | 3 6 | 5 0 |
| Subiaco ... | 1 0 | 1 3 | 2 0 | 2 3 | 3 9 | 4 3 | 4 6 | 2 0 | 2 3 | 3 9 |
| Leederville ... | 1 0 | 1 3 | 2 0 | 2 3 | 3 9 | 4 3 | 4 6 | 2 0 | 2 3 | 3 9 |
| West Perth ... | 1 0 | 1 0 | 1 6 | 2 0 | 3 6 | 3 9 | 4 3 | 1 6 | 2 0 | 3 6 |
| Perth ... | ... | 1 0 | 1 3 | 1 6 | 3 0 | 3 6 | 3 9 | 1 3 | 1 6 | 3 0 |
| East Perth ... | 1 0 | ... | 1 0 | 1 3 | 2 9 | 3 0 | 3 6 | 1 0 | 1 3 | 2 9 |
| * Falkirk ... | 1 3 | 1 0 | ... | 1 0 | 2 0 | 2 3 | 2 9 | 2 3 | 2 9 | 4 3 |
| Bayswater ... | 1 6 | 1 3 | 1 0 | ... | 1 6 | 2 0 | 2 3 | 2 9 | 3 0 | 4 6 |
| Guildford ... | 3 0 | 2 9 | 2 0 | 1 6 | ... | 1 0 | 1 0 | 4 3 | 4 6 | 6 0 |
| Woodbridge ... | 3 6 | 3 0 | 2 3 | 2 0 | 1 0 | ... | 1 0 | 4 6 | 5 0 | 6 6 |
| Midland Junction ... | 3 9 | 3 6 | 2 9 | 2 3 | 1 0 | 1 0 | ... | 5 0 | 5 3 | 6 9 |
| Burswood ... | 1 3 | 1 0 | 2 3 | 2 9 | 4 3 | 4 6 | 5 0 | ... | 1 0 | 2 0 |
| Victoria Park ... | 1 6 | 1 3 | 2 9 | 3 0 | 4 6 | 5 0 | 5 3 | 1 0 | ... | 1 6 |
| Cannington ... | 3 0 | 2 9 | 4 3 | 4 6 | 6 0 | 6 6 | 6 9 | 2 0 | 1 6 | ... |

* Not yet opened for Passenger Traffic.

Platform Tickets.

These tickets are issued at the rate of 2d. each at Perth, and certain other stations to persons requiring admission to the platform.

Pleasure Parties, Sunday School Excursions, Football and Cricket Clubs, etc.

1. Application for pleasure party tickets should be made to the Chief Traffic Manager or District Superintendent not less than three days before the excursion, and it must be certified that it is exclusively a pleasure party, and the date, class, number of tickets, and stations from and to which they are required must be stated. The tickets will be available by trains arranged with the Chief Traffic Manager or District Superintendent, who may refuse any application.

2. Subject to the approval of the Chief Traffic Manager, or District Superintendent, Pleasure Party Tickets are issued all the year round, public holidays excepted.

3. They are issued to Picnic and Cyclist parties of not less than six first class or eight second class passengers at a single fare and a quarter for the double journey, and to parties of not less than 20 adult passengers at single fare for double journey. Minimum charge for each adult, 1s.; children, half-fare. Cyclist Parties' Bicycles, half rates.

4. Pleasure Party Tickets are available for return as follows:—For distances up to 15 miles, on day of issue or from Saturday to Monday; for distances over 15 miles, within four days from date of issue; for distances over 50 miles within one week from date of issue.

CRICKET, FOOTBALL, ETC., TEAMS.—Members of cricket, football, golf, lacrosse, lawn tennis, or other approved athletic teams or clubs, when travelling not less than 12 miles, in parties of six, and not more than 30, will be allowed, on application to the Chief Traffic Manager, tickets at single fare for the double journey.

When the distance exceeds 100 miles, return tickets at half return fare will be issued. Minimum, 10s.

SUNDAY SCHOOLS.—For conveyance of *bonâ fide* Sunday School parties of 50 adults, or as many adults and children as will equal 50 whole tickets, the charge is a single fare for the double journey. Children up to 14 years of age are charged half-fares. Minimum charge shall be as for a distance of five miles.

Unauthorised Sale, Use, or Transfer of Railway Tickets.

The special attention of passengers is drawn to By-law No. 5, which reads as follows:—“Any person not duly authorised by the Commissioner who shall sell or offer for sale any free pass, ticket, or portion of a return ticket, shall be liable to a penalty not exceeding £10.”

UNUSED RETURN TICKETS.—Holders of return tickets unable to make the return journey within the specified time may, on application to the Chief Traffic Manager within that time, and by producing the return half, obtain a refund of the difference between the return and single fares.

Sleeping Cars.

A SLEEPING CAR is attached to the Southern mail and Eastern express trains. Berths for passengers about to join the train at starting stations can be secured in advance by letter or telegram with deposit of 10s. addressed to the Clerk in charge of the Booking Office at Perth, or to the local Station Masters at Albany for the Southern line, or Kalgoorlie for the Eastern line. Passengers about to join the trains at intermediate stations, at which such trains stop, should make application for sleeping berths to the local Station Masters, and deposit the amount chargeable for the berth, when berths will be allotted in the order of priority of application, and with the object of giving longest distance passengers the preference. The charge for a sleeping berth is 10s. in addition to the first class fare. *Conductors are not allowed to collect charges for berths.*

Sleeping Cars are primarily for the use of passengers requiring sleeping berths; passengers who only take seats therein must vacate them, and remove into another carriage on receiving intimation from the guard or conductor that the seats they occupy are required for sleeping berths. The holders of ordinary return tickets take precedence over those holding cheap excursion tickets. An extra sleeping car will not be attached unless the berths in first car are fully allotted, and not less than ten additional berths are applied for.

Reserved Carriages and Compartments.

Carriages and Compartments may be reserved by permission of the Chief Traffic Manager or District Superintendent, provided there is room, and on the following terms:—

| | | |
|---------------------------|----|--------------------|
| Saloon Carriage | 30 | First Class Fares. |
| Do. | 35 | Second „ „ |
| Small Compartment | 4 | First Class Fares. |
| Do. | 6 | Second „ „ |

At least two hours' notice must be given the Station Master at starting point before the departure of the train, if the passengers are travelling from such station, or the previous day, if the carriage or compartment is required from an intermediate station.

Carriages on Goods Trains.

When convenient to the Department, a coach for the accommodation of passengers will be attached to goods trains, on payment of not less than 20 fares,

THROUGH CARRIAGES AND LUGGAGE VANS.

97

Commercial Travellers.

COMMERCIAL TRAVELLERS' LUGGAGE.—Commercial Travellers will be allowed, free of charge, at owner's risk, personal luggage and samples:—

| | |
|---------------------------------|------------|
| For each First Class Ticket ... | ... 2 cwt. |
| Do. Second „ ... | ... 1½ „ |

All excess weight of luggage over and above the weight allowed free, and not exceeding 10cwt., will be charged one-half Parcels Rates (minimum, 1cwt.), provided there is room in the break van of the train, and that the train will not be delayed thereby. Over 10cwt. a carriage truck must be employed at 6d. per truck per mile, minimum 30 miles, and maximum weight 50cwt.

The Commissioner reserves the right to require a traveller to produce an authority from the firm he represents.

Bicycle ticket held by a commercial traveller will be treated in the same way as a commercial traveller's excess luggage ticket.

Samples carried as passengers' luggage must be contained in tin cases, baskets, or leather packages of a handy size, and must be fully addressed. If contained in cases or other packages in which merchandise for sale is generally packed, ordinary Parcels Rates will be charged.

Samples can be booked through and the journey may be broken by the traveller with his samples on his so arranging at the station from which he starts, provided he travels by the same train.

Samples will be booked through from starting point to destination (including Branch Lines) on throughout mileage, and must travel in a continuous up or down direction, as the case may be, from point of departure to final destination, and any additional journey will be charged for. Should the weight be found to have increased at any intermediate point on the down journey, all undercharges must be paid.

In all cases freight must be prepaid.

On production of the outward receipt, Bicycle and overweight samples will be conveyed free on the return journey.

Sleeping-berth Tickets for Commercial Travellers.

Sleeping-berth tickets will be issued at the Central Booking Office, Perth, to commercial travellers in packets containing (12) twelve at £4 16s. per packet; but before any packet is issued applicant must produce Commercial Travellers' Association token, or a certificate from head of firm, to show that he is a *bonâ fide* commercial traveller.

The tickets may be used on any ordinary train on which sleeping accommodation is provided, but the Commissioner does not hold himself liable to provide sleeping accommodation to meet all applications. The tickets are not transferable, and berths will be allotted conditionally on there being room in the car. Applications from holders of these special sleeping-berth tickets will be dealt with in turn with ordinary sleeping-berth ticket applications, as provided for on page 96. Refunds cannot be permitted in cases where berths are applied for and not used.

Through Carriages and Luggage Vans.

Through carriages and luggage vans will run on mail trains between Albany and Perth, and *vice versâ*, and on express trains between Fremantle and Kalgoorlie, and *vice versâ*, for the convenience of passengers and their luggage.

Rates for Special Trains.

PRIVATE SPECIAL TRAINS.—5s. per mile will be charged, and Holiday Excursion Fare for each passenger in addition; but the total rate will not be less than 8s. per mile each way, and subject to a reduction for the return journey under special circumstances, as the Chief Traffic Manager may approve. The minimum charge for a Train, £7 10s. Detention of Train beyond the time fixed will be charged for at the rate of 20s. per hour. The distance which a Train has to be run empty to commence a service will be charged at the rate of 5s. a mile; but such charge is not to be in addition to the recognised minimum, if the combined full and empty charges do not exceed that sum.

SPECIAL EXCURSION TRAINS.—For a train of not less than four Standard Second-class Carriages, 4s. per mile per carriage, including return; such number of carriages only to be run as the Chief Traffic Manager may approve. Four-wheel carriages will be charged 2s. per

carriage per mile. Minimum charge, £10. Fifty per cent. on the above rates will be charged for first-class carriages. School Excursion Trains are charged at the same rate per carriage per mile as shown above, but are subject to a discount of 20 per cent. Minimum charge, £7 10s. The distance which a Train has to be run empty to commence a service will be charged at the rate of 5s. a mile, but such charge is not to be in addition to the recognised minimum if the combined full and empty charges do not exceed that sum. It will be necessary to make a deposit, which will be fixed by the Chief Traffic Manager at the time an order for a Special Train is made, and the charges for the service should be paid before the train is run.

In the event of a train being required to a place at which there is not a siding, and it is necessary for it to be run to a station in advance, full rates will be charged to that place.

SPECIAL EXCURSION TRAINS will only be run as traffic arrangements will admit. Parties requiring them will be required to give seven days' notice to the Chief Traffic Manager.

Funeral Trains.

KARRAKATTA CEMETERY.

From Perth to Karrakatta Cemetery the rates are :—

| | |
|------------------------|-------------|
| Corpse | 10s. |
| Passenger Fares | 1s. Return. |

Applications for the train to run must be made by the Secretary of the Karrakatta Cemetery Board to the District Superintendent, Perth, not later than 10 a.m. for the afternoon train, Sunday inclusive, and 4.30 p.m. the previous day for the morning train.

Corpses will not be received for conveyance unless a Medical Certificate be produced setting forth that death was not caused by any infectious or contagious disease.

Minimum charge for each Funeral Train to Karrakatta, £3.

Regulation for the Conveyance of Passengers' Luggage.

PASSENGERS' LUGGAGE, LIABILITY, ETC.—The Commissioner will not undertake any liability in respect of loss, miscarriage, detention, or non-delivery of passengers' luggage carried or to be carried by railway, free or at excess rates, unless the owner or owners thereof have complied with the following regulations :—

WEIGHT ALLOWED FREE.—First Class Passengers are allowed 112lbs., and Second Class 84lbs. weight of personal luggage only, free of charge, at owner's risk. All luggage in excess of these weights will be charged for, and must be in the booking office fifteen minutes before the starting of the train, so as to give sufficient time to have it weighed and stowed.

Passengers are allowed, at their own risk, free of charge, as passengers' luggage, any goods they may purchase *bond fide* for their own domestic use (other than furniture, musical instruments, or articles which the Station Master may consider objectionable) up to the usual weight allowed free, according to the class they travel. Any excess above these weights to be charged at the ordinary Excess Luggage rates.

TO HAVE LUGGAGE LEGIBLY ADDRESSED.—Passengers must have their names and the station to which they are proceeding distinctly marked on the luggage, and must see also that it is properly labelled by a servant of the Commissioner. If left behind and forwarded by a subsequent train through neglect of these precautions, ordinary parcels rates will be charged. To prevent mistakes all old labels must be removed.

The Commissioner shall not be liable in respect of the luggage of any passenger alleged to have been lost, unless it is shown that it was fully addressed, and that he delivered the same to an officer of the Commissioner and attended at the end of the journey at the Guard's Van to claim it.

Passengers with luggage breaking their journey will do so at their own risk as to any delay in delivery thereof, unless they have directed the luggage to be labelled accordingly, as Guards can only be guided by the labels as to the arrangement of luggage in the van. If a passenger from Perth to Coolgardie, for example, has his luggage labelled thereto, and breaks his journey at Northam, no responsibility

CLOAK ROOM AND LEFT LUGGAGE CHARGES.

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will be entertained as regards putting out the luggage there. Passengers who intend to break their journey should have their luggage addressed and labelled accordingly before starting.

No officer of the Commissioner has authority to undertake any charge or responsibility in respect of luggage left temporarily at a station unless the same has been booked at left luggage office; or to place luggage in the break van of any train at the risk of the Commissioner, or to take any responsibility in respect of the same, unless the foregoing regulations have been strictly adhered to.

These Regulations do not apply to articles taken by passengers with them in the carriages at their own risk; but no luggage will be allowed in the carriage unless of such a size that it can be placed under or over the seat without inconvenience to other passengers.

When passengers' luggage is conveyed with horses in horse-boxes any excess of the weight allowed for holders of second class tickets will be charged at the ordinary Excess Luggage Rates.

LOST LUGGAGE.—Luggage found on the railway lines or premises will be forwarded to station nearest the address (if any) marked thereon; but if not addressed or labelled will be kept on hand at the station for three days, and then forwarded to the lost property office at Perth, and the ordinary cloak room rates will be charged. Umbrellas, sticks, muffs, woollen, and small articles, which deteriorate by keeping, will be sold after one month, if not applied for and identified within that time, and all other property not claimed within three months will be sold by public auction, due notice of which will be given in the *Government Gazette*.

EXCESS LUGGAGE.—All excess weight of luggage over and above the weight allowed free is charged at Parcels Rates.

CARRIAGE TO BE PREPAID.—All charges for excess luggage must be prepaid.

Cloak Room and Left Luggage Charges.

LEFT LUGGAGE.—Parcels and Luggage may, for convenience, be deposited in the cloak room at all stations; but the Commissioner shall not be liable in respect of the loss of any parcel or luggage in excess of the sum of £10, notwithstanding that the actual value of the parcel or luggage lost may exceed that amount.

SCALE OF RATES.—The following charges shall be payable for parcels and luggage deposited in the cloak rooms:—

A charge of 2d. is made upon each article deposited in one of the Railway Department's cloak rooms. This charge includes storage for three days, the day on which the article is deposited counting as one day; Bicycles, 3d.

For articles left in a cloak room over three days an additional charge of 3d. each per day will be made, but the Commissioner will not be responsible for loss of articles after the expiration of *one month* from date of deposit.

Cloak room and left luggage charges must be paid to the officer in charge of the cloak room, from whom persons, on depositing parcels, will obtain a ticket which must indicate the number of parcels deposited, the name of depositor, and the amount paid. These tickets are printed in triplicate, bound up in book form, and numbered consecutively. In computing the charges Sunday is not considered a day, unless it be the day on which the articles are deposited or taken out, in which case it must be reckoned the same as any other day.

Tricycles, Bath chairs, sociables, and similar articles or highly perishable articles will not be accepted as left luggage, nor will packages of merchandise or other articles not allowed to be carried as personal luggage.

Articles deposited in the Railway Department's cloak rooms will not be delivered up to the depositor for any purpose whatever, unless the ticket be first returned to the department.

When passengers who have deposited their luggage in cloak rooms require to remove one or more of the articles so left (leaving the remainder until a future day) the cloak room ticket held by the passenger must be handed in, and storage charges up to date collected thereon, and articles remaining should be re-deposited.

When a cloak room ticket is lost, the claimant is required to give a detailed statement of the contents and sign a declaration indemnifying the Department against loss, etc., in the event of ticket being found and presented; such declaration to be made in the usual manner before a Resident Magistrate or Justice of the Peace.

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SPECIAL CLOAK ROOM OR STOREKEEPERS' TICKETS.—Special cloak room tickets, printed in triplicate form, may be issued at 2d. per ticket to storekeepers, drapers, and others for use in connection with Perth Station on application to the Station Master. One part of the ticket is to be affixed to the parcel, the duplicate handed to the owner for presentation at the cloak room when demanding his parcel, and the triplicate portion sent with the parcel to the cloak room to be there signed by the officer in charge as evidence of the parcel having been deposited. Articles deposited under this arrangement will, after three days, be subject to the usual cloak room storage charges and conditions.

The delivery of a parcel on presentation of the duplicate ticket issued to the owner shall release the Commissioner of all liability in connection therewith, and the possession of the duplicate ticket by the officer in charge of the cloak room shall be *prima facie* evidence that the parcel or parcels mentioned therein have been correctly delivered.

Articles remaining on hand six months and unclaimed will be sold.

Parcels, Horses, Carriages, Dogs, etc., Traffic.

CONDITIONS AND REGULATIONS.

PARCELS.—Parcels will be carried on all railway lines at the rates provided in scale on page 32, subject to the conditions following:—

PARCELS TO BE DELIVERED FIFTEEN MINUTES BEFORE TRAIN IS DUE.—All parcels must, to admit of their being booked, be at stations fifteen minutes before the advertised time of departure of the train by which they are required to be forwarded.

The Commissioner of Railways will not be accountable for any articles unless the same be signed for as received by his clerks or agents, and every consignment, when delivered for transmission by Railway, must be accompanied by a consignment note (for forms *see* pages 130 to 135, inclusive, to be had on application at all stations) signed by the sender, or some authorised person on his behalf, as a guarantee of the correctness of the information furnished therein. Any false description will render the sender liable to a penalty of Ten Pounds (*vide* 44 Vict., No. 17, Sections 7 and 8). The parcels must be well and securely packed and plainly and legibly marked, or addressed with the name and address of the consignee and the name of the Railway Station to which they are to be despatched.

The Commissioner of Railways or his officers may refuse to receive for carriage any parcels undescribed, or insufficiently described, and the right is reserved by himself and his officers to inspect all parcels before accepting the same for carriage; and for this purpose, if considered necessary, any package must be opened by the sender at his own expense.

The Commissioner of Railways will not be liable for the loss of, or injury to, any article or articles, or property of the description 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, 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 or Lace, or any of them which shall have been delivered for carriage by the Government Railways, when the value of such article or articles of 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, 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 Commissioner's risk rate for carriage shall have been paid to and accepted by the officer duly authorised to receive the same (42 Vict., No. 31, Sec. 30). Nor will he be responsible for any loss or damage occurring to parcels, 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 coöperation or to fermentation.

INSURANCE.—The rates chargeable on the declared value of any of the articles or goods mentioned in the preceding clause, when carried at Commissioner's risk shall be (in addition to ordinary freight charges) as follows:—Five (5) per cent. on declared value.

CONDITIONS AND REGULATIONS *RE* PARCELS AND HORSE TRAFFIC. 101

In the event of a consignment tendered for insurance consisting of more packages than one *the value of each package must be declared separately*, but the charge for insurance must be upon the aggregate value of the whole number of packages. The Commissioner reserves the right of sending a representative to be present at the unpacking of insured articles.

FREIGHT AND CHARGES TO BE PAID ON DEMAND.—Credit will not be given except under special arrangement with the Commissioner. The authorised charges on all parcels must be paid on demand, and in default the Commissioner has the power to detain and sell the parcels on which such charges are payable, or any other property which he may have then belonging to the person by whom such charges are payable, in order to realise the amount due. If the amount realised be insufficient to cover all charges, the Commissioner may take legal proceedings to recover the deficiency. It is optional with the Commissioner to require the prepayment of trainage or allow goods to be forwarded “to pay.” On parcels of a highly perishable nature the trainage must always be *prepaid*. The Commissioner may correct any under charges in any railway receipt or invoice.

The Commissioner of Railways will not be responsible for the loss of, or damage done to articles put into returned Wrappers or Boxes, or Packages described as empties; nor of any parcels left until called for, or to order, or warehoused for the convenience of the party to whom they belong, or by or to whom they are consigned.

Nor for loss or injury to fruit, fish, meat, poultry, game, and other perishable articles, arising from the perishable nature of such articles, or from the same being not taken away forthwith on arrival at the station, or for the non-delivery thereof at any certain time or in time for any particular market, or from not being conveyed or forwarded by any particular train. And such fruit, fish, meat, poultry, game, and other perishable articles not taken away, or not paid for forthwith after arrival, if directed to be kept till called for, or to the like effect, or without any legible or intelligible directions, or directed to a place not known, or refused by the person, or at the place to whom or where directed, may be forthwith sold by auction, or otherwise for the benefit of all concerned, and payment or tender of the net proceeds of any such sale, after deductions of the moneys due in respect of the carriage or storage of the said articles, and of all charges and expenses of sale, shall be accepted as equivalent to delivery, and the Commissioner of Railways may also destroy such articles if they become offensive or dangerous to health, and may recover from the owner all charges due in respect of the same in any court of competent jurisdiction. All produce liable to deteriorate, such as potatoes, etc., sent to store and unclaimed by the owner within one month, will be sold by the Commissioner of Railways, but any of such articles showing signs of deterioration before the expiry of one month may be sold forthwith, and after deducting what may be due for railway carriage, cartage, storage, and other charges (including expenses of sale), the Commissioner will pay over the surplus, if any, to the owner.

The Commissioner of Railways will not bind himself to forward parcels from any station by the first succeeding or any particular train.

ARRIVAL AND DELIVERY.—The Commissioner does not, under any circumstances, guarantee arrival or delivery of any parcels (perishable, or otherwise), or live stock, at any particular time, by any particular train, or for any particular market.

NOTICE OF ARRIVAL.—The Commissioner does not bind himself to advise consignees of arrival of parcels, and will not be responsible for loss through deterioration in consequence of non-receipt of notice. Consignees are expected to ascertain for themselves whether their parcels have arrived or not, but in cases where consignments remain at stations for any length of time, consignees should be advised in writing that the parcels are awaiting delivery, and when consignor's address can be ascertained he should also be informed.

DANGEROUS GOODS.—Articles of a dangerous nature, such as gunpowder, blasting powder, gun-cotton, dynamite, lithofracteur, fireworks, cartridges, aquafortis, mineral acids, petroleum, lucifer matches, or any other articles which in the judgment of the Commissioner or his officers are of a dangerous nature, will *not* be conveyed by passenger trains.

PARCELS TO BE CHARGED FOR SEPARATELY.—When more parcels than one to the same person are sent separately by the same train they shall be charged for separately, except in the case of fish, live and dead poultry, meat, dairy produce, eggs, fruit, vegetables, plants, and ice, in more packages than one from one consignor to one consignee, the charge for which shall be upon gross weight.

CONSIGNEES TO GIVE RECEIPT.—A written receipt must be given by consignees for all parcels received from the Department, and the Commissioner may demand proof of ownership, or an indemnity note signed by two approved sureties, should there be any doubt as to the person applying for the parcels being the actual consignee or owner.

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FOR PLATFORMS, SIDINGS, ETC., WHERE THERE IS NO RESIDENT STAFF.—Parcels booked to stations, platforms, and sidings where there is no resident staff to deal with such traffic must be prepaid. The foregoing, however, does not apply to parcels sent from such stations, platforms, and sidings to stations where there is a resident staff. Parcels will not be received for delivery at stations, platforms, or sidings except under special agreement (for form *see* page 132) that the consignor will relieve the Commissioner of all responsibilities in regard to any loss or damage arising from any cause whatever after arrival at destination. Delivery of parcels at such places will depend upon the trains requiring to stop to set down or pick up passengers.

CLAIMS.—No claim for damage will be recognised unless made within four days of the delivery from the railway premises of the parcels alleged to have been damaged, and the delivery of parcels shall be considered complete when notice of arrival has been given to the consignee, or, where his address is not known, after such parcels shall have been at the receiving station twelve hours. No claim for loss will be recognised unless the particulars of the claim be lodged with the Commissioner within seven days of the date upon which the parcels should have arrived at their destination.

UNCLAIMED PROPERTY.—All parcels or other property unclaimed for the space of one month after arrival will be sold by the Commissioner, and after deducting from the proceeds what may be due to the Department for freight, storage, or other charges (including expenses of sale), the surplus, if any, will be held to the credit of the owner, and paid to him on demand.

UNCONSIGNED PARCELS.—Parcels brought to any railway station to be forwarded by rail, and which are not consigned, but left on railway premises, may, after a period of one month, be sold by auction or otherwise, and, failing to find a purchaser, may be destroyed. The proceeds of such sale shall in the first place be applied to defray storage charges, expenses of sale, etc., and the surplus, if any, may be paid to the owner.

LIGHT ARTICLES.—Articles fragile or brittle and unprotected will not be received for conveyance unless accompanied by an "Owner's Risk Note" freeing the Commissioner from responsibility.

Consignments of one package under 14lbs. in weight, packages wrapped in paper, watches, jewellery, precious stones, gold or silver coin or bullion, bills, bank notes, securities, stamps and title deeds will not be accepted for conveyance by goods trains, but must be forwarded by passenger trains.

SPECIAL RATES.—Notwithstanding anything herein contained, the Commissioner, in exceptional cases, may, for the purposes of promoting traffic in any particular class of goods, or encouraging any local industry, make a special reduction in the rate for the carriage thereof from one station to any other station.

DELIVERY OF PARCELS IN PERTH AND FREMANTLE.—Parcels arriving in Perth and Fremantle by train from any part of the Colony will be delivered at the residences of consignees within a distance of one mile from the respective Railway Stations, provided the parcels are distinctly and legibly addressed and subject to the foregoing and following conditions.

For distances over one mile and under two miles, over macadamised roads, the following charges will be made for delivery :—

| | |
|-------------------------------------|------------------|
| Up to and not exceeding 28lbs., 4d. | |
| Do. | do. 56lbs., 6d. |
| Do. | do. 112lbs., 9d. |

Deliveries will be made between 8 a.m. and 6 p.m.

PARCELS will also be collected between the same hours at Perth and Fremantle for conveyance by passenger trains, at same rates as are charged for delivery of similar parcels.

PARCELS REFUSED.—When a consignee cannot be found or refuses to receive parcels which have been booked to him, the sender shall, if possible, be immediately advised. The parcels, however, will not be returned to the sending station until the sender's instructions have been received. If the consignee tender a consignment note, ordering the parcels to be returned or otherwise disposed of, he or she must first sign the delivery book, and pay the carriage incurred for the forward journey, otherwise the re-consignment will not be accepted.

LIVE ANIMALS.—In the case of live animals (including birds) being refused by consignee, the officer in charge at the receiving station shall advise the sending station, and, after due notice to the consignee, have the animals sold.

PARCELS RATES.

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STORAGE CHARGES.—On all parcels not taken delivery of within forty-eight hours after arrival, a charge for warehouse rent of 3d. per parcel per week or portion of a week will be made. The Commissioner will not be responsible for the loss of or damage to any goods or parcels addressed “to be left till called for.”

ADDRESSING AND PACKING.—All parcels must be fully and distinctly addressed, and well and securely packed. The Commissioner reserves to himself the right to refuse parcels which his officers may adjudge to be unsafe for transit.

EARTHENWARE JARS.—Earthenware Jars will not be received for conveyance by rail unless they are protected by wickerwork, or otherwise securely packed.

YEAST will only be accepted when the kegs are securely packed in bags.

PARCELS WAYBILLED “TO PAY,” BUT ADDRESSED “PAID.”—It is the duty of officers delivering parcels addressed “Paid,” but entered on the way-bills “To pay,” to collect the money if possible; if they cannot obtain it, the amount should be re-charged to the sending station, which must accept the debit, provided the address-card on which the word “Paid” is marked is returned, and accompanies the way-bill on which the re-charge is entered. In all cases, if practicable, sender’s name and address should be obtained from the consignee, and the sending station advised.

PARCELS RATES.

The following is the Scale of Charges for the conveyance of Parcels by *Passenger* and *Mixed Trains* :—

| Miles not exceeding | 3lbs. and under. | Over 3lbs. and up to 7lbs. | Over 7lbs. and up to 14lbs. | Over 14lbs. and up to 28lbs. | Over 28lbs. and up to 42lbs. | Over 42lbs. and up to 56lbs. | Over 56lbs. and up to 84lbs. | Over 84lbs. and up to 112lbs. | Every additional 28lbs. or part thereof. |
|---------------------|------------------|----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|--|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 25 | 0 3 | 0 3 | 0 6 | 0 6 | 0 9 | 1 0 | 1 6 | 2 0 | 0 6 |
| 50 | 0 6 | 0 6 | 0 9 | 1 0 | 1 6 | 2 0 | 2 9 | 3 6 | 0 9 |
| 75 | 0 6 | 0 6 | 0 9 | 1 3 | 2 0 | 2 6 | 3 6 | 4 3 | 0 9 |
| 100 | 0 6 | 0 9 | 1 0 | 1 6 | 2 3 | 3 0 | 4 0 | 5 0 | 1 0 |
| 150 | 0 9 | 0 9 | 1 3 | 2 0 | 2 9 | 3 6 | 5 0 | 6 3 | 1 3 |
| 200 | 0 9 | 1 0 | 1 6 | 2 3 | 3 0 | 4 0 | 5 9 | 7 6 | 1 9 |
| 250 | 1 0 | 1 0 | 1 6 | 2 6 | 3 6 | 4 6 | 6 6 | 8 3 | 1 9 |
| 300 | 1 0 | 1 3 | 1 9 | 2 9 | 3 9 | 5 0 | 7 0 | 9 0 | 2 0 |
| 350 | 1 3 | 1 6 | 2 0 | 3 0 | 4 3 | 5 6 | 7 9 | 10 0 | 2 3 |
| 400 | 1 6 | 1 9 | 2 3 | 3 6 | 4 9 | 6 0 | 8 6 | 11 0 | 2 6 |
| 450 | 1 9 | 2 0 | 2 6 | 3 9 | 5 3 | 6 6 | 9 3 | 12 0 | 2 9 |
| 500 | 2 0 | 2 3 | 2 9 | 4 3 | 5 9 | 7 0 | 10 0 | 13 0 | 3 0 |
| Over 500 | 2 3 | 2 6 | 3 0 | 4 9 | 6 6 | 8 0 | 11 6 | 15 0 | 3 6 |

Unless marked “To be left till called for,” the minimum charge on Parcels booked to Perth or Fremantle will be 6d., and such Parcels will be delivered by the Department within a distance of One Mile from the respective stations.

Ambulance Stretchers (folding), Bedsteads (in bundles), Deck Chairs (folding), Window Sashes, and Wire Mattresses, ordinary Parcels Rates.

Aerated Waters, Colonial Ale and Stout, Bacon, Brawn, Bread, Butter, Cakes, Cheese, Confectionery, Corned Beef, Eggs, Fish, Flowers, Fruit, Fruit Trees, Game, Hams, Honey, Fresh Meat (under 10 cwt.), Frozen Milk, Oysters, Potted Beef and Fish, Pastry, Poultry (dead), Vegetables, and Colonial Wine, half Parcels Rates. When carried in Cold Storage Van, ordinary Parcels Rates. Minimum charge, 6d.

Automatic Machines for use on Stations, by Passenger Trains at Goods Rates.

Barometers, Stuffed Birds and Animals (in cases), Furniture (light), parcels containing brittle articles such as Glass, China, and Porcelain, Pasteboard boxes of Light Millinery or Feathers, Picture Frames, Ships’ Chronometers, Thermometers, and Violins, ordinary Parcels Rates, plus 50 per cent.

Bird Cages (occupied or unoccupied), made entirely of wire, double rates.

Birds (in boxes), ordinary rates.

Bicycles (*see* page 107).

Book "Land of Promise" free. Books from or to Railway Institute, free.
 Dress Stands, Wire Flower Stands, and Wire Fish Traps, quadruple rates.
 Ferns and Palm Leaves, ordinary rates. Freight to be prepaid.
 Fruit for Stalls on Stations, by Trains at Goods Rates.
 Parcels for His Excellency the Governor, free.
 Goods for Lessees of Railway Refreshment Rooms, by Passenger Trains at Goods Rates.
 Ice, one-fourth Parcels Rates.
 Magazines, Periodicals, and Newspapers (*see* page 106), half rates. Minimum, 6d.
 Material for use by Railway Advertising Contractors, free.
 Military equipment, baggage, stores, etc., will be charged at half rates on production of the recognised Departmental orders.
 Mirrors, Pictures, Photographs, double rates.
 Musical Instruments, packed in cases, 25 per cent. additional; unpacked, double rates.
 Pigeons from Homing Societies will be charged ordinary rates on the outward journey, and the empty baskets returned free.
 Returned Catering Material, such as Cutlery, Crockery, Glassware, Trestles and Timber for temporary tables, half rates, if returned within one week to the station from which it was originally consigned.
 Specimens of Animal, Vegetable, and Mineral Products consigned to the Perth Museum are carried free of charge.

Meat and Fish Traffic.

(*Freight to be prepaid.*)

MEAT AND FISH, FRESH AND FROZEN (AT OWNER'S RISK ONLY), HALF PARCELS RATES.

In Cool Storage Vans, full Parcels Rates.

By other than Express Trains—

| | |
|--|----------------|
| In lots of 10 cwt. and over, Class 1 +, 25 per cent. | } Goods Rates. |
| " " " 1 ton " " " 1 | |

Cool Storage Vans, minimum, 2 tons, half Parcels.

If sent by Express trains ordinary rates will be charged.

SPECIAL.—Between Stations within Suburban Area, 7d. per cwt.

Parcels for Traffic Department Conveyed Free over Midland Company's Line.

Parcels for Traffic Department, from Perth, Fremantle, and other Stations can be booked to and from Geraldton, Walkaway, and other Government Stations on Northern Line, free. Parcels, the property of Traffic Department, Midland Company, to be treated likewise over Government Lines.

Returned Empties.

The following are the charges for returned Empty Packages (excepting returned empty milk cans, which are conveyed free):—

| | per package. | | per package. |
|---|--------------|------------------------|--------------|
| Up to 50 miles, not exceeding 56lbs., | 3d. ; | not exceeding 112lbs., | 6d. |
| 51 to 100 miles, not exceeding 56lbs., | 6d. ; | not exceeding 112lbs., | 1s. |
| 101 to 200 miles, not exceeding 56lbs., | 8d. ; | not exceeding 112lbs., | 1s. 6d. |
| Above 200 miles, not exceeding 56lbs., | 1s. ; | not exceeding 112lbs., | 2s. |

(Carriage to be prepaid.)

Only small empties will be conveyed by passenger trains, and, as the freight is merely nominal, owners must accept all risk.

Butter (made in the Colony).

Butter made in the Colony will be conveyed in Break Vans of passenger or mixed trains at Goods Rates, viz. :—

In lots of 10cwt. or over B+, 10 per cent. C.R. B, O.R.

Rates for Conveyance of Library Exchanges.

Books forwarded for exchange to and from subscribers to recognised Circulating Libraries only will be carried at one-quarter Parcels Rates, under the following conditions, viz. :—

1. The sender's name must be legibly inscribed on each parcel.
2. Each parcel must be open at both ends.
3. Each parcel must be declared on the consignment note to contain books only.

Cream and Milk Traffic.

The following is the General Scale of Rates and Conditions for the conveyance of Cream and Milk between all places, viz. :—

| | | | Per Imperial Gallon. | | Minimum. |
|----------------|-----|-----|----------------------|-----|----------|
| Up to 20 miles | ... | ... | $\frac{1}{3}$ d. | ... | 6d. |
| „ 40 miles | ... | ... | $\frac{2}{3}$ d. | ... | 9d. |
| „ 100 miles | ... | ... | 1d. | ... | 1s. 0d. |
| „ 150 miles | ... | ... | 1 $\frac{1}{4}$ d. | ... | 1s. 3d. |

For each additional 100 miles, $\frac{1}{4}$ d. per gallon.

Conditions.—The following conditions apply to this Traffic, and the above rates are only quoted on these conditions :—

1. The sender to relieve the Commissioner of Railways of all liability from loss, damage, or delay, except on proof that such loss, damage, or delay arose from wilful misconduct on the part of the Commissioner's servants.
2. Every can must be distinctly addressed, and the address labels must be made of wood or metal.
3. Senders are requested to see that the lids of the milk cans are properly fastened to the cans in all cases before the traffic is forwarded.
4. The cans must be legibly stamped with the name of the station from which they are sent, in order to facilitate their punctual return.
5. The full carrying capacity, which must be legibly shown on the cans, will always be charged for.
6. The Commissioner will not undertake either the collection or the delivery of cream or milk, nor will he be responsible for any detention arising from any accident to, or delay of, the trains.
7. The senders and consignees must assist in the loading and unloading of the cans.
8. The empty cans will, on the return journey, be conveyed free of charge at owner's risk.
9. The size of all new milk cans must be so limited as not to be capable of containing more than 10 gallons, and cans capable of containing more than 10 gallons of milk will not be accepted for conveyance.

DECLARATION TO BE SIGNED BY CONSIGNOR.

.....Station.....189 .
 I hereby acknowledge to have received a copy of the above rates and conditions for the conveyance of milk by passenger train over the Railway, and agree, as a sender of milk from Station, to abide by the same.

Signed

Witness

Boats and Canoes.

Boats and Canoes that can be carried in Brake Vans, without requiring the use of a special vehicle, are charged 4d. per mile; minimum, 4s. Boats and Canoes requiring special trucks are charged at a rate of 8d. per mile for the first truck, and 4d. per mile for each additional truck required; minimum charge, 7s. 6d. for first truck, and 5s. for each additional truck used.

Boats conveyed on Carriage Trucks to and from regattas, when accompanied by the crew (not less than four in number), are charged one-half of the above rates; in all cases, however, by special agreement, and at owner's risk. Minimum charge, 7s. 6d.

The time which boats may be sent to and from regattas extends from a week before to a week after the regatta.

Corpses, Hearses, and Coffins.

Corpses, Hearses, and Coffins are charged as under:—

| | Per mile. | Minimum charge. |
|---|-----------|-----------------|
| Adult's or Child's (under 12), with Hearse | 1s. | 20s. |
| Adult's, without Hearse | 1s. | 10s. |
| Child's under 12, without Hearse | 6d. | 5s. |
| Empty Hearses to be charged as carriages. | | |
| Empty Coffins double Parcels Rates. | | |

Corpses will not be received for conveyance unless a Medical Certificate be produced setting forth that death was not caused by any infectious or contagious disease. (For special rates *see* page 98.)

Newspapers.

Newspapers printed in the Colony sent in parcels or singly, distinctly addressed, from one station to another by *bonâ fide* publishers, are conveyed free under following conditions:—

CONDITIONS.

1. All the parcels, without exception, must be open at both ends, and they must contain no other articles than newspapers, and a declaration to this effect must be printed or plainly written on the address.
2. Newspapers sent in parcels are conveyed at the owner's risk, and the Commissioner will not be liable for any loss, delay, detention, or damage.
3. The Commissioner reserves the right to examine the parcels, and should they be found to contain other articles than newspapers, double ordinary parcels rates will be charged, and the Commissioner will not be responsible for any delay which may arise in consequence.

News Intelligence.

Envelopes containing news intelligence, when addressed to *bonâ fide* newspaper Editors are conveyed free of charge. The correspondence must be enclosed in special envelopes headed "News Intelligence" and bearing a printed address thus:—

To the Editor

The news letters are conveyed at owner's risk from station to station only.

Natural History Specimens for Sydney Museum.

Articles consigned to above and labelled as follows may be carried free by Goods or Passenger Trains:—

| | | |
|----------------------|-------------|----------|
| DELIVER IMMEDIATELY. | | |
| SPECIMENS. | PERISHABLE. | FRAGILE. |
| PER LUGGAGE TRAIN. | | |
| THE CURATOR, | | |
| AUSTRALIAN MUSEUM, | | |
| SYDNEY, N.S.W. | | |
| THIS SIDE UP. | WITH CARE. | |
| From..... | | |

RATES FOR SEWING MACHINES, BICYCLES, GOLD, BULLION, ETC. 107

Special Rates for the Carriage of Gold Dust and Bullion, Notes, Gold, and Silver Coin.

The Commissioner of Railways will not be responsible for the safe conveyance of gold dust, bullion, Bank notes and bills, orders, notes and securities for the payment of money, and gold and silver coin or any of the articles mentioned above, as the following charges are made, and the gold dust and bullion carried on condition of its being in charge of owners, and at their risk. (*See 42 Vict., No. 31, Sec. 30.*)

SCALE OF RATES.

| | Distance not over 25 miles. | Distance not over 50 miles. | Distance not over 100 miles. | Distance not over 150 miles. | Distance not over 200 miles. | Distance not over 250 miles. | Distance not over 300 miles. | Distance not over 350 miles. | |
|---|-----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| Gold dust and bullion per 100 ounces | 1 0 | 2 0 | 3 0 | 3 9 | 4 6 | 5 0 | 5 6 | 6 0 | 6d. per 100 ounces for every additional 50 miles or part thereof. |
| Notes and gold coin for each £100 or part thereof | 0 6 | 0 9 | 1 0 | 1 3 | 1 6 | 1 9 | 2 0 | 2 3 | 3d. per £100 for every additional 50 miles or part thereof. |
| Silver coin and bullion and Copper coin for each £100 value or part thereof | 1 0 | 1 6 | 2 0 | 2 6 | 3 0 | 3 6 | 4 0 | 4 6 | 6d. per £100 for every additional 50 miles or part thereof. |

If not accompanied by owners, insurance rates, as shown hereunder, must be charged in addition. Fractions over £100 or 100ozs., and under £50 or 50ozs., will not be charged, but fractions of 50 and over will be charged as 100. The minimum charge shall be as for £100 or 100oz.

Insurance Rates.

One to 100 miles, 1s. 6d. per cent. on declared value; 3d. per cent. additional for each 100 miles or part of 100 miles. The minimum charge will be as for £100; fractions under £50 will not be charged for, but fractions of £50 and over will be charged as for £100.

Sewing Machines, Bicycles, Tricycles, Bath Chairs, Perambulators, etc.

The following is the Scale of Charges :—

| DISTANCES. | | | Sewing Machines and Scissors Grinders' Machines. | | | Bicycles. | | | Bath Chairs, Rocking Horses, Cradles, Children's Tricycles, Perambulators, and Children's Mail Carts. | | | | | | | | | | | |
|---|--|--|---|----------------------------|---|-------------|-------|-------|--|-------|-------|-------------|-------|-------|---|-------|--------------------------|-------------|--|--|
| How sent. | | | As Passengers' Luggage. | | | As Parcels. | | | Accompanied by Passenger. | | | As Parcels. | | | As Passengers' Luggage. | | | As Parcels. | | |
| | | | O.R. | O.R. | C.R. | O.R. | O.R. | C.R. | O.R. | O.R. | C.R. | O.R. | O.R. | C.R. | O.R. | O.R. | C.R. | | | |
| | | | 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. | | | |
| Up to 12 miles... | | | 0 6 | Ordinary Parcels Rates. | Ordinary Parcels Rates, plus 50 per cent. | 0 6 | 0 9 | 2 0 | 0 6 | 0 9 | 2 0 | 0 6 | 0 9 | 2 0 | 0 6 | 0 9 | 2 0 | | | |
| 13 to 25 " ... | | | 0 9 | | | 0 9 | 1 3 | 2 0 | 0 9 | 0 9 | | | | | | | | | | |
| 26 " 50 " ... | | | 1 0 | | | 1 0 | 1 6 | 2 0 | 1 0 | 1 0 | | | | | | | | | | |
| 51 " 75 " ... | | | 1 6 | | | 1 3 | 2 0 | 3 0 | 1 6 | 1 6 | | | | | | | | | | |
| 76 " 100 " ... | | | 2 0 | | | 1 6 | 2 3 | 4 0 | 2 0 | 2 0 | | | | | | | | | | |
| 101 " 150 " ... | | | 2 6 | | | 2 0 | 3 0 | 5 0 | 2 6 | 2 6 | | | | | | | | | | |
| 151 " 200 " ... | | | 3 0 | | | 2 6 | 3 9 | 6 0 | 3 0 | 3 0 | | | | | | | | | | |
| 201 " 250 " ... | | | 3 6 | 3 0 | 4 6 | 7 0 | 3 6 | 3 6 | | | | | | | | | | | | |
| For each addition- al 50 miles or portion thereof | | | 0 6 | | | 0 6 | 0 9 | 1 0 | 0 6 | | | | | | | | | | | |
| | | | | Ordinary Parcels Rates. | Ordinary Parcels Rates, plus 50 per cent. | | | | | | | | | | Ordinary Parcels Rates, plus 50 per cent. | | Double Parcels Rates. | | | |

"O.R."—Owner's Risk.

"C.R."—Commissioner's Risk.

Bicycles used by Commercial Travellers, Half-rates, minimum, 6d. Tandems 25 per cent., Triplets 50 per cent. on Bicycle Rate, Tricycles and Quadruplets Double Rates. Quintuplets, Sextuplets. Double rate for Tandems.

Freight must be prepaid on Bicycles, Tricycles, Perambulators, etc., accompanied by owners.

Horses, etc.

Horses, etc., will only be conveyed to and from such stations as have accommodation for loading or unloading (*see* pages 141 to 147).

The Commissioner will not be responsible for any loss of, or damage whatsoever to horses while on Railway premises, or in horse boxes, unless such loss or damage has been occasioned by neglect on the part of railway employés; but under no circumstances shall the Commissioner be liable to pay any claim for the loss of, or damage to any horse in excess of £20, unless insurance at the rate of 5 per cent. on the declared value is paid.

Horses must be loaded by the sender and unloaded within three hours after arrival at destination by the consignee, otherwise they may be unloaded by the officers of the Commissioner at a charge of 2s. for each horse. Horses must be removed from the Railway premises immediately after being unloaded, otherwise they may be sent to agistment or livery at the owner's risk and expense, the cost of which must be paid by the owner on demand as part of the authorised charges; and, if not released within seven days, they may be sold by auction by order of the Commissioner, and the proceeds applied in payment of all expenses incurred, and the balance handed to owner or consignee on demand.

Horse-boxes should be ordered on the form provided, at least twenty-four hours before they are required, and horses must be loaded thirty minutes before the departure of the train by which they are intended to be despatched; but the Commissioner does not guarantee to forward by any particular train, nor to deliver by any particular time. When a horse-box is partly occupied by a consignment, the Commissioner shall have the right to fill it up to its full carrying capacity with other stock.

Horse gear carried in horse-boxes shall be at the owner's risk.

| | Rates per mile up to 200 miles. | For every ad- ditional mile over 200 miles. | Minimum. |
|--|---------------------------------------|---|----------|
| For one Horse | 4d. | 3d. | 7s. 6d. |
| For two Horses | 6d. | 5d. | 10s. |
| For one Race Horse or Stallion | 6d. | 4d. | 10s. |
| For two Race Horses or Stallions | 9d. | 7d. | 12s. |
| For Mare and Foal | 6d. | 5d. | 10s. |
| For two Foals | 6d. | 5d. | 10s. |
| For one Horse requiring the exclusive use of Box | 6d. | 5d. | 10s. |
| Brood Mares and Stallions sent for breeding purposes | 3d.* each | 2d.* each | 5s.* |

Live Stock other than Horses sent in horse-boxes must be charged for according to the number of stalls used at the rates in force for horses. (For list of rates *see* pages 116 to 124.)

Race Horses for Race Meetings.

Race Horses conveyed to Race Meetings will be charged on the outward journey at the ordinary rates for race horses, and at the same rate from the races, if sold; if unsold, they will be returned free to the station whence they came, on production of a certificate from the Secretary of the Race Club. (For form *see* page 138).

The journey may be broken with Race Horses on any line, either going to or returning from races, but before resuming the journey a certificate must be produced from the Secretary of each Racing Club, showing that the horses have raced in the locality where the journey was broken. When consignors wish to break the outward journey at intermediate stations, freight must be prepaid to destination.

Horses to be entitled to free carriage must be returned within a fortnight after conclusion of race meeting at which they last raced, and not later than three months from date of outward journey.

In cases where two horses are loaded in one box, and booked as one consignment to a race meeting, they must be returned together, or freight will be charged for each extra horse box used.

No refunds will be made in the event of the foregoing conditions not being complied with.

Grooms or Jockeys accompanying Race Horses, and travelling in horse boxes, will be charged second class holiday excursion fares, but the concession is limited to one jockey for each horse, and one groom to each consignment.

* These rates will not apply unless a certificate is signed by the owner or his agent on the outward and return journey.

LIVE STOCK RATES.

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Hunting, Trotting Horses, and Polo Ponies same rates and conditions as Race Horses. Certificates from the Secretary of the Hunt, Driving Park, or Polo Club, as the case may be, must be presented.

Carriages, etc.

Carriages, etc., will only be conveyed to and from such stations as have accommodation for loading or unloading (*see* pages 141 to 147). They must be loaded thirty minutes before the departure of the train by which they are intended to be despatched, but the Commissioner does not guarantee to forward by any particular train. Twenty-four hours' notice is required in all cases.

When more vehicles than one belonging to the same owner are loaded on one four-wheeled truck, the first only is to be charged at full rate, the remainder at half rate.

| | Per mile for the first 100 miles. | For each ad- ditional mile over 100 miles. | Minimum. |
|--|---|--|----------|
| For each Buggy, Carriage, Dog Cart, and Gig, etc., not weighing more than 10 cwt. | 5d. | 3d. | 7s. 6d. |
| Do. weighing more than 10 cwt. | 8d. | 5d. | 12s. 6d. |

For list of rates from 1 to 500 miles *see* page 113.

Sheep, Pigs, Goats, Calves, etc.

Sheep, pigs, goats, calves, and other small animals, except dogs, stud rams, and stud ewes, will be conveyed in cases, etc., in the guard's van, exclusive of collection and delivery, at the ordinary parcels rates. Packages exceeding 150lbs. must be forwarded by mixed or goods trains at Live Stock Rates and conditions, as per Merchandise Rate Book. Stud rams and stud ewes, conveyed in the guard's van, are charged 2d. per mile each, with a minimum charge of 4s.

Dogs.

The following is the scale of charges for the conveyance of dogs:—

| | |
|---------------|--------------|
| Not exceeding | |
| 20 miles | 6d. per dog. |
| 30 " | 9d. " |
| 40 " | 1s. " |
| 80 " | 1s. 6d. " |
| 100 " | 2s. " |
| 130 " | 2s. 6d. " |
| 150 " | 3s. " |
| 200 " | 4s. " |
| 250 " | 5s. " |
| 300 " | 6s. " |
| 350 " | 6s. 6d. " |

Increasing at the rate of 6d. for each additional 50 miles, or part of 50 miles.

Between stations, for distances not exceeding 10 miles, the charge is 3d., unless the dog be unaccompanied by a passenger, in which case the charge is 6d.

Dogs conveyed in cases, crates, and hampers are charged ordinary Parcels Rates.

The carriage charges on dogs and small animals, when accompanied by passengers, must be prepaid.

Dogs and small animals will not be allowed to travel in passenger carriages, but must be put in the guard's van or the dog-box. They will be carried at owner's risk only, who must provide them with collars and chains, without which they will not be accepted for transmission.

Dogs must be removed from the railway premises immediately after being unloaded, or, if left, will remain at the owner's risk and expense, the cost of which must be paid by the owner on demand as part of the authorised charges; and if not removed within seven days may be sold by auction by order of the Commissioner, and the proceeds applied in payment of all expenses incurred, and the balance handed to owner on demand.

The duty of loading and unloading will devolve on the owner. The Commissioner will not be responsible for any dogs exceeding in value £1.

Insurance of Horses, Dogs, Goats, etc.

The Commissioner will not be responsible for loss, damage, or delay of or to any horse, cattle, or other quadruped, except upon proof that the same was occasioned by neglect or default on the part of the Commissioner or his servants. He will not in any case be responsible beyond the following sums :—

| | | | | |
|-----------------|-----|-----|-----|-----------|
| Horses... | ... | ... | ... | £20 each. |
| Dogs ... | ... | ... | ... | £1 .. |
| Goats and Sheep | ... | ... | ... | £1 .. |

unless a higher value be declared at the time of delivery to him, and a percentage paid upon the excess of the value so declared, at the rate of 5 per cent. The Commissioner will not in any case be responsible for loss of market or any other special damages whatever.

The conditions apply to the whole transit; and, in the case of consignments to shows, or other places of a similar character, they apply as well to the *return* as to the *outward* journey.

Agricultural, Horticultural, and other Shows.

1. Judges at Agricultural and Horticultural Shows are allowed return tickets at single fares on presentation of certificate signed by the Secretary of the Show.

2. Exhibits will be charged full rates to the place of exhibition, but will be conveyed back free to the station whence they were sent, if returned within two weeks of the termination of the Show at which they were last exhibited, and if a certificate from the Secretary of the Society, that they have been exhibited and not sold, is handed in on consigning. If part of a consignment be sold, the balance will be returned free.

3. Exhibits must be returned to the Station whence they started, otherwise freight will be charged.

4. Return exhibits, unaccompanied by a certificate from the Secretary of the Show, will be charged full rates.

5. For all exhibits which may have been sold, full rates will be charged for the return journey.

6. All exhibits to be loaded and unloaded by consignors and consignees and to be entirely at owner's risk.

7. All freight incurred on the outward journey must be paid at the sending station.

8. The Commissioner of Railways' servants must see that "owner's risk" notes are handed in with all consignments.

9. Five clear days' notice should be given to the Station Master of the number and description of vehicles required.

10. Exhibits may be sent from one show to another on the same line or branch of line, provided a "not sold" certificate is presented and freight prepaid at each station. When final destination is reached they will be returned to starting station, as per Clause 1.

RATES FOR EXHIBITS. 111

The following is the form of ticket embodying special contract in respect to the Commissioner of Railways' liability, the Commissioner having power to refuse carriage unless the ticket in question is signed :—

Exhibits for Agricultural and other Shows.

CERTIFICATE.

.....Association (or Show),
.....1 .

We certify that the undermentioned Consignment, received by rail from..... Station, has been duly exhibited, and not having been sold is entitled to be conveyed back free of charge, in consideration of which the owner takes all risk of loss or damage.

| Consignee. | Destination. | Exhibit. |
|------------|--------------|----------|
| | | |

(Signed)Secretary.
(Signed)Owner.
(Or on behalf of Owner.)

This certificate to be delivered to the Station Master, who will forward it along with the Way Bill or Invoice. The Receiving Station will retain the certificate attached to the invoice.

Conditions and Regulations under which Telephone Messages will be accepted for transmission over Government Railway Telephone Lines.

Telephone messages will not be accepted for transmission over railway telephone lines unless—

- (a.) There is no telegraph office at the place from which the message is required to be sent; or
- (b.) There is no telegraph office at the place to which the message is required to be sent; or
- (c.) The telegraph office is closed.

All messages accepted will be subject to the following regulations :—

1. All messages must be written in a clear legible manner with ink, unless in cases where this is impracticable, on forms provided for that purpose, the signature of the sender in each case being required in authentication of the message; but all messages, whether written on the proper form or on plain paper, will be considered as presented for transmission under the conditions contained in these regulations.
2. All messages must be written in full, and no abbreviations will be allowed that are not in general use and in accordance with the usage of the language. All numbers must be written in words in full, and all amounts must be expressed in words as well as figures. Charge will be made for the words only.
3. Every reasonable exertion will be used to secure the greatest promptness, accuracy, and despatch, but the Commissioner will not be responsible for any errors, omissions, or delays in the transmission or non-transmission, delivery or non-delivery, of any message from whatever cause the same may arise. In order, however, to afford the fullest security for the correctness of a transmitted message, the sender may obtain a copy of the message as repeated back from the receiving office upon payment of one-half the original charge upon such message.

112 CONDITIONS AND REGULATIONS FOR TELEPHONE MESSAGES.

4. Payment of all charges will be required in advance. Stamps will not be accepted.
5. The address, signature, name of sending station, and the date and time of the deposit of the message will be transmitted without charge.
6. At the principal stations, messages will be delivered free within one mile of the station. Those requiring to be delivered beyond the limit of one mile will only be forwarded at sender's risk, and subject to the Commissioner having a special messenger available, or being able to procure one, and the actual charge (the minimum being at the rate of 2s. per mile or fraction thereof) made by such special messenger must be defrayed by sender. Should no special messenger be procurable the message will be posted at the option of the sender.
7. When messages are received at any station where there is no delivery by messenger, notices to the effect that such messages are awaiting delivery will be posted in a conspicuous place on the station.
8. In all cases Departmental messages shall have precedence over private messages.
9. The charges for transmission of messages will be as follows :—

For first ten words, 2s. ; for each additional word, 2d. Messages of inquiry sent by passengers to stations will be charged half-rate.
10. Press messages may be sent by an authorised agent to a registered newspaper at the following rates :—

10 words, 6d. ; over 10 words up to 34 words at $\frac{1}{2}$ d. per word additional.
35 words to 100, 1s. 6d. additional ; and every additional 50 words or part thereof, 6d.

RATES FOR BUGGIES, CARRIAGES, ETC.

113

Rates for Buggies, Carriages, Dog Carts.

| Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | |
|--------|--|----------------|--------|--|----------------|--------|--|----------------|
| | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | |
| | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. |
| | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | | £ s. d. | £ s. d. |
| 3 | 0 7 6 | 0 12 6 | 66 | 1 7 6 | 2 4 0 | 129 | 2 8 11 | 3 18 9 |
| 4 | | | 67 | 1 7 11 | 2 4 8 | 130 | 2 9 2 | 3 19 2 |
| 5 | | | 68 | 1 8 4 | 2 5 4 | 131 | 2 9 5 | 3 19 7 |
| 6 | | | 69 | 1 8 9 | 2 6 0 | 132 | 2 9 8 | 4 0 0 |
| 7 | | | 70 | 1 9 2 | 2 6 8 | 133 | 2 9 11 | 4 0 5 |
| 8 | | | 71 | 1 9 7 | 2 7 4 | 134 | 2 10 2 | 4 0 10 |
| 9 | | | 72 | 1 10 0 | 2 8 0 | 135 | 2 10 5 | 4 1 3 |
| 10 | | | 73 | 1 10 5 | 2 8 8 | 136 | 2 10 8 | 4 1 8 |
| 11 | | | 74 | 1 10 10 | 2 9 4 | 137 | 2 10 11 | 4 2 1 |
| 12 | | | 75 | 1 11 3 | 2 10 0 | 138 | 2 11 2 | 4 2 6 |
| 13 | 0 7 6 | 0 12 6 | 76 | 1 11 8 | 2 10 8 | 139 | 2 11 5 | 4 2 11 |
| 14 | 0 7 6 | 0 12 6 | 77 | 1 12 1 | 2 11 4 | 140 | 2 11 8 | 4 3 4 |
| 15 | 0 7 6 | 0 12 6 | 78 | 1 12 6 | 2 12 0 | 141 | 2 11 11 | 4 3 9 |
| 16 | 0 7 6 | 0 12 6 | 79 | 1 12 11 | 2 12 8 | 142 | 2 12 2 | 4 4 2 |
| 17 | 0 7 6 | 0 12 6 | 80 | 1 13 4 | 2 13 4 | 143 | 2 12 5 | 4 4 7 |
| 18 | 0 7 6 | 0 12 6 | 81 | 1 13 9 | 2 14 0 | 144 | 2 12 8 | 4 5 0 |
| 19 | 0 7 11 | 0 12 8 | 82 | 1 14 2 | 2 14 8 | 145 | 2 12 11 | 4 5 5 |
| 20 | 0 8 4 | 0 13 4 | 83 | 1 14 7 | 2 15 4 | 146 | 2 13 2 | 4 5 10 |
| 21 | 0 8 9 | 0 14 0 | 84 | 1 15 0 | 2 16 0 | 147 | 2 13 5 | 4 6 3 |
| 22 | 0 9 2 | 0 14 8 | 85 | 1 15 5 | 2 16 8 | 148 | 2 13 8 | 4 6 8 |
| 23 | 0 9 7 | 0 15 4 | 86 | 1 15 10 | 2 17 4 | 149 | 2 13 11 | 4 7 1 |
| 24 | 0 10 0 | 0 16 0 | 87 | 1 16 3 | 2 18 0 | 150 | 2 14 2 | 4 7 6 |
| 25 | 0 10 5 | 0 16 8 | 88 | 1 16 8 | 2 18 8 | 151 | 2 14 5 | 4 7 11 |
| 26 | 0 10 10 | 0 17 4 | 89 | 1 17 1 | 2 19 4 | 152 | 2 14 8 | 4 8 4 |
| 27 | 0 11 3 | 0 18 0 | 90 | 1 17 6 | 3 0 0 | 153 | 2 14 11 | 4 8 9 |
| 28 | 0 11 8 | 0 18 8 | 91 | 1 17 11 | 3 0 8 | 154 | 2 15 2 | 4 9 2 |
| 29 | 0 12 1 | 0 19 4 | 92 | 1 18 4 | 3 1 4 | 155 | 2 15 5 | 4 9 7 |
| 30 | 0 12 6 | 1 0 0 | 93 | 1 18 9 | 3 2 0 | 156 | 2 15 8 | 4 10 0 |
| 31 | 0 12 11 | 1 0 8 | 94 | 1 19 2 | 3 2 8 | 157 | 2 15 11 | 4 10 5 |
| 32 | 0 13 4 | 1 1 4 | 95 | 1 19 7 | 3 3 4 | 158 | 2 16 2 | 4 10 10 |
| 33 | 0 13 9 | 1 2 0 | 96 | 2 0 0 | 3 4 0 | 159 | 2 16 5 | 4 11 3 |
| 34 | 0 14 2 | 1 2 8 | 97 | 2 0 5 | 3 4 8 | 160 | 2 16 8 | 4 11 8 |
| 35 | 0 14 7 | 1 3 4 | 98 | 2 0 10 | 3 5 4 | 161 | 2 16 11 | 4 12 1 |
| 36 | 0 15 0 | 1 4 0 | 99 | 2 1 3 | 3 6 0 | 162 | 2 17 2 | 4 12 6 |
| 37 | 0 15 5 | 1 4 8 | 100 | 2 1 8 | 3 6 8 | 163 | 2 17 5 | 4 12 11 |
| 38 | 0 15 10 | 1 5 4 | 101 | 2 1 11 | 3 7 1 | 164 | 2 17 8 | 4 13 4 |
| 39 | 0 16 3 | 1 6 0 | 102 | 2 2 2 | 3 7 6 | 165 | 2 17 11 | 4 13 9 |
| 40 | 0 16 8 | 1 6 8 | 103 | 2 2 5 | 3 7 11 | 166 | 2 18 2 | 4 14 2 |
| 41 | 0 17 1 | 1 7 4 | 104 | 2 2 8 | 3 8 4 | 167 | 2 18 5 | 4 14 7 |
| 42 | 0 17 6 | 1 8 0 | 105 | 2 2 11 | 3 8 9 | 168 | 2 18 8 | 4 15 0 |
| 43 | 0 17 11 | 1 8 8 | 106 | 2 3 2 | 3 9 2 | 169 | 2 18 11 | 4 15 5 |
| 44 | 0 18 4 | 1 9 4 | 107 | 2 3 5 | 3 9 7 | 170 | 2 19 2 | 4 15 10 |
| 45 | 0 18 9 | 1 10 0 | 108 | 2 3 8 | 3 10 0 | 171 | 2 19 5 | 4 16 3 |
| 46 | 0 19 2 | 1 10 8 | 109 | 2 3 11 | 3 10 5 | 172 | 2 19 8 | 4 16 8 |
| 47 | 0 19 7 | 1 11 4 | 110 | 2 4 2 | 3 10 10 | 173 | 2 19 11 | 4 17 1 |
| 48 | 1 0 0 | 1 12 0 | 111 | 2 4 5 | 3 11 3 | 174 | 3 0 2 | 4 17 6 |
| 49 | 1 0 5 | 1 12 8 | 112 | 2 4 8 | 3 11 8 | 175 | 3 0 5 | 4 17 11 |
| 50 | 1 0 10 | 1 13 4 | 113 | 2 4 11 | 3 12 1 | 176 | 3 0 8 | 4 18 4 |
| 51 | 1 1 3 | 1 14 0 | 114 | 2 5 2 | 3 12 6 | 177 | 3 0 11 | 4 18 9 |
| 52 | 1 1 8 | 1 14 8 | 115 | 2 5 5 | 3 12 11 | 178 | 3 1 2 | 4 19 2 |
| 53 | 1 2 1 | 1 15 4 | 116 | 2 5 8 | 3 13 4 | 179 | 3 1 5 | 4 19 7 |
| 54 | 1 2 6 | 1 16 0 | 117 | 2 5 11 | 3 13 9 | 180 | 3 1 8 | 5 0 0 |
| 55 | 1 2 11 | 1 16 8 | 118 | 2 6 2 | 3 14 2 | 181 | 3 1 11 | 5 0 5 |
| 56 | 1 3 4 | 1 17 4 | 119 | 2 6 5 | 3 14 7 | 182 | 3 2 2 | 5 0 10 |
| 57 | 1 3 9 | 1 18 0 | 120 | 2 6 8 | 3 15 0 | 183 | 3 2 5 | 5 1 3 |
| 58 | 1 4 2 | 1 18 8 | 121 | 2 6 11 | 3 15 5 | 184 | 3 2 8 | 5 1 8 |
| 59 | 1 4 7 | 1 19 4 | 122 | 2 7 2 | 3 15 10 | 185 | 3 2 11 | 5 2 1 |
| 60 | 1 5 0 | 2 0 0 | 123 | 2 7 5 | 3 16 3 | 186 | 3 3 2 | 5 2 6 |
| 61 | 1 5 5 | 2 0 8 | 124 | 2 7 8 | 3 16 8 | 187 | 3 3 5 | 5 2 11 |
| 62 | 1 5 10 | 2 1 4 | 125 | 2 7 11 | 3 17 1 | 188 | 3 3 8 | 5 3 4 |
| 63 | 1 6 3 | 2 2 0 | 126 | 2 8 2 | 3 17 6 | 189 | 3 3 11 | 5 3 9 |
| 64 | 1 6 8 | 2 2 8 | 127 | 2 8 5 | 3 17 11 | 190 | 3 4 2 | 5 4 2 |
| 65 | 1 7 1 | 2 3 4 | 128 | 2 8 8 | 3 18 4 | 191 | 3 4 5 | 5 4 7 |

Rates for Buggies, Carriages, Dog Carts—continued.

| Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | |
|--------|---|----------------|--------|---|----------------|--------|---|----------------|
| | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | |
| | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. |
| | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | | £ s. d. | £ s. d. |
| 192 | 3 4 8 | 5 5 0 | 255 | 4 0 5 | 6 11 3 | 318 | 4 16 2 | 7 17 6 |
| 193 | 3 4 11 | 5 5 5 | 256 | 4 0 8 | 6 11 8 | 319 | 4 16 5 | 7 17 11 |
| 194 | 3 5 2 | 5 5 10 | 257 | 4 0 11 | 6 12 1 | 320 | 4 16 8 | 7 18 4 |
| 195 | 3 5 5 | 5 6 3 | 258 | 4 1 2 | 6 12 6 | 321 | 4 16 11 | 7 18 9 |
| 196 | 3 5 8 | 5 6 8 | 259 | 4 1 5 | 6 12 11 | 322 | 4 17 2 | 7 19 2 |
| 197 | 3 5 11 | 5 7 1 | 260 | 4 1 8 | 6 13 4 | 323 | 4 17 5 | 7 19 7 |
| 198 | 3 6 2 | 5 7 6 | 261 | 4 1 11 | 6 13 9 | 324 | 4 17 8 | 8 0 0 |
| 199 | 3 6 5 | 5 7 11 | 262 | 4 2 2 | 6 14 2 | 325 | 4 17 11 | 8 0 5 |
| 200 | 3 6 8 | 5 8 4 | 263 | 4 2 5 | 6 14 7 | 326 | 4 18 2 | 8 0 10 |
| 201 | 3 6 11 | 5 8 9 | 264 | 4 2 8 | 6 15 0 | 327 | 4 18 5 | 8 1 3 |
| 202 | 3 7 2 | 5 9 2 | 265 | 4 2 11 | 6 15 5 | 328 | 4 18 8 | 8 1 8 |
| 203 | 3 7 5 | 5 9 7 | 266 | 4 3 2 | 6 15 10 | 329 | 4 18 11 | 8 2 1 |
| 204 | 3 7 8 | 5 10 0 | 267 | 4 3 5 | 6 16 3 | 330 | 4 19 2 | 8 2 6 |
| 205 | 3 7 11 | 5 10 5 | 268 | 4 3 8 | 6 16 8 | 331 | 4 19 5 | 8 2 11 |
| 206 | 3 8 2 | 5 10 10 | 269 | 4 3 11 | 6 17 1 | 332 | 4 19 8 | 8 3 4 |
| 207 | 3 8 5 | 5 11 3 | 270 | 4 4 2 | 6 17 6 | 333 | 4 19 11 | 8 3 9 |
| 208 | 3 8 8 | 5 11 8 | 271 | 4 4 5 | 6 17 11 | 334 | 5 0 2 | 8 4 2 |
| 209 | 3 8 11 | 5 12 1 | 272 | 4 4 8 | 6 18 4 | 335 | 5 0 5 | 8 4 7 |
| 210 | 3 9 2 | 5 12 6 | 273 | 4 4 11 | 6 18 9 | 336 | 5 0 8 | 8 5 0 |
| 211 | 3 9 5 | 5 12 11 | 274 | 4 5 2 | 6 19 2 | 337 | 5 0 11 | 8 5 5 |
| 212 | 3 9 8 | 5 13 4 | 275 | 4 5 5 | 6 19 7 | 338 | 5 1 2 | 8 5 10 |
| 213 | 3 9 11 | 5 13 9 | 276 | 4 5 8 | 7 0 0 | 339 | 5 1 5 | 8 6 3 |
| 214 | 3 10 2 | 5 14 2 | 277 | 4 5 11 | 7 0 5 | 340 | 5 1 8 | 8 6 8 |
| 215 | 3 10 5 | 5 14 7 | 278 | 4 6 2 | 7 0 10 | 341 | 5 1 11 | 8 7 1 |
| 216 | 3 10 8 | 5 15 0 | 279 | 4 6 5 | 7 1 3 | 342 | 5 2 2 | 8 7 6 |
| 217 | 3 10 11 | 5 15 5 | 280 | 4 6 8 | 7 1 8 | 343 | 5 2 5 | 8 7 11 |
| 218 | 3 11 2 | 5 15 10 | 281 | 4 6 11 | 7 2 1 | 344 | 5 2 8 | 8 8 4 |
| 219 | 3 11 5 | 5 16 3 | 282 | 4 7 2 | 7 2 6 | 345 | 5 2 11 | 8 8 9 |
| 220 | 3 11 8 | 5 16 8 | 283 | 4 7 5 | 7 2 11 | 346 | 5 3 2 | 8 9 2 |
| 221 | 3 11 11 | 5 17 1 | 284 | 4 7 8 | 7 3 4 | 347 | 5 3 5 | 8 9 7 |
| 222 | 3 12 2 | 5 17 6 | 285 | 4 7 11 | 7 3 9 | 348 | 5 3 8 | 8 10 0 |
| 223 | 3 12 5 | 5 17 11 | 286 | 4 8 2 | 7 4 2 | 349 | 5 3 11 | 8 10 5 |
| 224 | 3 12 8 | 5 18 4 | 287 | 4 8 5 | 7 4 7 | 350 | 5 4 2 | 8 10 10 |
| 225 | 3 12 11 | 5 18 9 | 288 | 4 8 8 | 7 5 0 | 351 | 5 4 5 | 8 11 3 |
| 226 | 3 13 2 | 5 19 2 | 289 | 4 8 11 | 7 5 5 | 352 | 5 4 8 | 8 11 8 |
| 227 | 3 13 5 | 5 19 7 | 290 | 4 9 2 | 7 5 10 | 353 | 5 4 11 | 8 12 1 |
| 228 | 3 13 8 | 6 0 0 | 291 | 4 9 5 | 7 6 3 | 354 | 5 5 2 | 8 12 6 |
| 229 | 3 13 11 | 6 0 5 | 292 | 4 9 8 | 7 6 8 | 355 | 5 5 5 | 8 12 11 |
| 230 | 3 14 2 | 6 0 10 | 293 | 4 9 11 | 7 7 1 | 356 | 5 5 8 | 8 13 4 |
| 231 | 3 14 5 | 6 1 3 | 294 | 4 10 2 | 7 7 6 | 357 | 5 5 11 | 8 13 9 |
| 232 | 3 14 8 | 6 1 8 | 295 | 4 10 5 | 7 7 11 | 358 | 5 6 2 | 8 14 2 |
| 233 | 3 14 11 | 6 2 1 | 296 | 4 10 8 | 7 8 4 | 359 | 5 6 5 | 8 14 7 |
| 234 | 3 15 2 | 6 2 6 | 297 | 4 10 11 | 7 8 9 | 360 | 5 6 8 | 8 15 0 |
| 235 | 3 15 5 | 6 2 11 | 298 | 4 11 2 | 7 9 2 | 361 | 5 6 11 | 8 15 5 |
| 236 | 3 15 8 | 6 3 4 | 299 | 4 11 5 | 7 9 7 | 362 | 5 7 2 | 8 15 10 |
| 237 | 3 15 11 | 6 3 9 | 300 | 4 11 8 | 7 10 0 | 363 | 5 7 5 | 8 16 3 |
| 238 | 3 16 2 | 6 4 2 | 301 | 4 11 11 | 7 10 5 | 364 | 5 7 8 | 8 16 8 |
| 239 | 3 16 5 | 6 4 7 | 302 | 4 12 2 | 7 10 10 | 365 | 5 7 11 | 8 17 1 |
| 240 | 3 16 8 | 6 5 0 | 303 | 4 12 5 | 7 11 3 | 366 | 5 8 2 | 8 17 6 |
| 241 | 3 16 11 | 6 5 5 | 304 | 4 12 8 | 7 11 8 | 367 | 5 8 5 | 8 17 11 |
| 242 | 3 17 2 | 6 5 10 | 305 | 4 12 11 | 7 12 1 | 368 | 5 8 8 | 8 18 4 |
| 243 | 3 17 5 | 6 6 3 | 306 | 4 13 2 | 7 12 6 | 369 | 5 8 11 | 8 18 9 |
| 244 | 3 17 8 | 6 6 8 | 307 | 4 13 5 | 7 12 11 | 370 | 5 9 2 | 8 19 2 |
| 245 | 3 17 11 | 6 7 1 | 308 | 4 13 8 | 7 13 4 | 371 | 5 9 5 | 8 19 7 |
| 246 | 3 18 2 | 6 7 6 | 309 | 4 13 11 | 7 13 9 | 372 | 5 9 8 | 9 0 0 |
| 247 | 3 18 5 | 6 7 11 | 310 | 4 14 2 | 7 14 2 | 373 | 5 9 11 | 9 0 5 |
| 248 | 3 18 8 | 6 8 4 | 311 | 4 14 5 | 7 14 7 | 374 | 5 10 2 | 9 0 10 |
| 249 | 3 18 11 | 6 8 9 | 312 | 4 14 8 | 7 15 0 | 375 | 5 10 5 | 9 1 3 |
| 250 | 3 19 2 | 6 9 2 | 313 | 4 14 11 | 7 15 5 | 376 | 5 10 8 | 9 1 8 |
| 251 | 3 19 5 | 6 9 7 | 314 | 4 15 2 | 7 15 10 | 377 | 5 10 11 | 9 2 1 |
| 252 | 3 19 8 | 6 10 0 | 315 | 4 15 5 | 7 16 3 | 378 | 5 11 2 | 9 2 6 |
| 253 | 3 19 11 | 6 10 5 | 316 | 4 15 8 | 7 16 8 | 379 | 5 11 5 | 9 2 11 |
| 254 | 4 0 2 | 6 10 10 | 317 | 4 15 11 | 7 17 1 | 380 | 5 11 8 | 9 3 4 |

RATES FOR BUGGIES, CARRIAGES, ETC.115

Rates for Buggies, Carriages, Dog Carts—continued.

| Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | | Miles. | BUGGIES, CARRIAGES, DOG CARTS, &c. | |
|--------------------------|---|----------------|--------|---|----------------|--------|---|----------------|
| | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | | | For each Buggy, Carriage, Dog Cart, or Gig. | |
| | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. | | Not exceed- ing 10cwt. | Over 10cwt. |
| | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | | £ s. d. | £ s. d. |
| 381 | 5 11 11 | 9 3 9 | 421 | 6 1 11 | 10 0 5 | 461 | 6 11 11 | 10 17 1 |
| 382 | 5 12 2 | 9 4 2 | 422 | 6 2 2 | 10 0 10 | 462 | 6 12 2 | 10 17 6 |
| 383 | 5 12 5 | 9 4 7 | 423 | 6 2 5 | 10 1 3 | 463 | 6 12 5 | 10 17 11 |
| 384 | 5 12 8 | 9 5 0 | 424 | 6 2 8 | 10 1 8 | 464 | 6 12 8 | 10 18 4 |
| 385 | 5 12 11 | 9 5 5 | 425 | 6 2 11 | 10 2 1 | 465 | 6 12 11 | 10 18 9 |
| 386 | 5 13 2 | 9 5 10 | 426 | 6 3 2 | 10 2 6 | 466 | 6 13 2 | 10 19 2 |
| 387 | 5 13 5 | 9 6 3 | 427 | 6 3 5 | 10 2 11 | 467 | 6 13 5 | 10 19 7 |
| 388 | 5 13 8 | 9 6 8 | 428 | 6 3 8 | 10 3 4 | 468 | 6 13 8 | 11 0 0 |
| 389 | 5 13 11 | 9 7 1 | 429 | 6 3 11 | 10 3 9 | 469 | 6 13 11 | 11 0 5 |
| 390 | 5 14 2 | 9 7 6 | 430 | 6 4 2 | 10 4 2 | 470 | 6 14 2 | 11 0 10 |
| 391 | 5 14 5 | 9 7 11 | 431 | 6 4 5 | 10 4 7 | 471 | 6 14 5 | 11 1 3 |
| 392 | 5 14 8 | 9 8 4 | 432 | 6 4 8 | 10 5 0 | 472 | 6 14 8 | 11 1 8 |
| 393 | 5 14 11 | 9 8 9 | 433 | 6 4 11 | 10 5 5 | 473 | 6 14 11 | 11 2 1 |
| 394 | 5 15 2 | 9 9 2 | 434 | 6 5 2 | 10 5 10 | 474 | 6 15 2 | 11 2 6 |
| 395 | 5 15 5 | 9 9 7 | 435 | 6 5 5 | 10 6 3 | 475 | 6 15 5 | 11 2 11 |
| 396 | 5 15 8 | 9 10 0 | 436 | 6 5 8 | 10 6 8 | 476 | 6 15 8 | 11 3 4 |
| 397 | 5 15 11 | 9 10 5 | 437 | 6 5 11 | 10 7 1 | 477 | 6 15 11 | 11 3 9 |
| 398 | 5 16 2 | 9 10 10 | 438 | 6 6 2 | 10 7 6 | 478 | 6 16 2 | 11 4 2 |
| 399 | 5 16 5 | 9 11 3 | 439 | 6 6 5 | 10 7 11 | 479 | 6 16 5 | 11 4 7 |
| 400 | 5 16 8 | 9 11 8 | 440 | 6 6 8 | 10 8 4 | 480 | 6 16 8 | 11 5 0 |
| 401 | 5 16 11 | 9 12 1 | 441 | 6 6 11 | 10 8 9 | 481 | 6 16 11 | 11 5 5 |
| 402 | 5 17 2 | 9 12 6 | 442 | 6 7 2 | 10 9 2 | 482 | 6 17 2 | 11 5 10 |
| 403 | 5 17 5 | 9 12 11 | 443 | 6 7 5 | 10 9 7 | 483 | 6 17 5 | 11 6 3 |
| 404 | 5 17 8 | 9 13 4 | 444 | 6 7 8 | 10 10 0 | 484 | 6 17 8 | 11 6 8 |
| 405 | 5 17 11 | 9 13 9 | 445 | 6 7 11 | 10 10 5 | 485 | 6 17 11 | 11 7 1 |
| 406 | 5 18 2 | 9 14 2 | 446 | 6 8 2 | 10 10 10 | 486 | 6 18 2 | 11 7 6 |
| 407 | 5 18 5 | 9 14 7 | 447 | 6 8 5 | 10 11 3 | 487 | 6 18 5 | 11 7 11 |
| 408 | 5 18 8 | 9 15 0 | 448 | 6 8 8 | 10 11 8 | 488 | 6 18 8 | 11 8 4 |
| 409 | 5 18 11 | 9 15 5 | 449 | 6 8 11 | 10 12 1 | 489 | 6 18 11 | 11 8 9 |
| 410 | 5 19 2 | 9 15 10 | 450 | 6 9 2 | 10 12 6 | 490 | 6 19 2 | 11 9 2 |
| 411 | 5 19 5 | 9 16 3 | 451 | 6 9 5 | 10 12 11 | 491 | 6 19 5 | 11 9 7 |
| 412 | 5 19 8 | 9 16 8 | 452 | 6 9 8 | 10 13 4 | 492 | 6 19 8 | 11 10 0 |
| 413 | 5 19 11 | 9 17 1 | 453 | 6 9 11 | 10 13 9 | 493 | 6 19 11 | 11 10 5 |
| 414 | 6 0 2 | 9 17 6 | 454 | 6 10 2 | 10 14 2 | 494 | 7 0 2 | 11 10 10 |
| 415 | 6 0 5 | 9 17 11 | 455 | 6 10 5 | 10 14 7 | 495 | 7 0 5 | 11 11 3 |
| 416 | 6 0 8 | 9 18 4 | 456 | 6 10 8 | 10 15 0 | 496 | 7 0 8 | 11 11 8 |
| 417 | 6 0 11 | 9 18 9 | 457 | 6 10 11 | 10 15 5 | 497 | 7 0 11 | 11 12 1 |
| 418 | 6 1 2 | 9 19 2 | 458 | 6 11 2 | 10 15 10 | 498 | 7 1 2 | 11 12 6 |
| 419 | 6 1 5 | 9 19 7 | 459 | 6 11 5 | 10 16 3 | 499 | 7 1 5 | 11 12 11 |
| 420 | 6 1 8 | 10 0 0 | 460 | 6 11 8 | 10 16 8 | 500 | 7 1 8 | 11 13 4 |
| For each additional mile | | | | | | ... | 0 0 3 | 0 0 5 |

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RATES FOR HORSES.

| Rates for Horses. | | | | | | |
|-------------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| No. of Miles. | HORSES. | | | | | |
| | One Horse. | Two Horses. | Race-horse or Stallion. | For two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 3 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 4 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 5 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 6 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 7 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 8 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 9 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 10 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 11 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 12 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 13 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 14 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 15 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 16 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 0 | 0 10 0 | 0 5 0 |
| 17 | 0 7 6 | 0 10 0 | 0 10 0 | 0 12 9 | 0 10 0 | 0 5 0 |
| 18 | 0 7 6 | 0 10 0 | 0 10 0 | 0 13 6 | 0 10 0 | 0 5 0 |
| 19 | 0 7 6 | 0 10 0 | 0 10 0 | 0 14 3 | 0 10 0 | 0 5 0 |
| 20 | 0 7 6 | 0 10 0 | 0 10 0 | 0 15 0 | 0 10 0 | 0 5 0 |
| 21 | 0 7 6 | 0 10 6 | 0 10 6 | 0 15 9 | 0 10 6 | 0 5 3 |
| 22 | 0 7 6 | 0 11 0 | 0 11 0 | 0 16 6 | 0 11 0 | 0 5 6 |
| 23 | 0 7 8 | 0 11 6 | 0 11 6 | 0 17 3 | 0 11 6 | 0 5 9 |
| 24 | 0 8 0 | 0 12 0 | 0 12 0 | 0 18 0 | 0 12 0 | 0 6 0 |
| 25 | 0 8 4 | 0 12 6 | 0 12 6 | 0 18 9 | 0 12 6 | 0 6 3 |
| 26 | 0 8 8 | 0 13 0 | 0 13 0 | 0 19 6 | 0 13 0 | 0 6 6 |
| 27 | 0 9 0 | 0 13 6 | 0 13 6 | 1 0 3 | 0 13 6 | 0 6 9 |
| 28 | 0 9 4 | 0 14 0 | 0 14 0 | 1 1 0 | 0 14 0 | 0 7 0 |
| 29 | 0 9 8 | 0 14 6 | 0 14 6 | 1 1 9 | 0 14 6 | 0 7 3 |
| 30 | 0 10 0 | 0 15 0 | 0 15 0 | 1 2 6 | 0 15 0 | 0 7 6 |
| 31 | 0 10 4 | 0 15 6 | 0 15 6 | 1 3 3 | 0 15 6 | 0 7 9 |
| 32 | 0 10 8 | 0 16 0 | 0 16 0 | 1 4 0 | 0 16 0 | 0 8 0 |
| 33 | 0 11 0 | 0 16 6 | 0 16 6 | 1 4 9 | 0 16 6 | 0 8 3 |
| 34 | 0 11 4 | 0 17 0 | 0 17 0 | 1 5 6 | 0 17 0 | 0 8 6 |
| 35 | 0 11 8 | 0 17 6 | 0 17 6 | 1 6 3 | 0 17 6 | 0 8 9 |
| 36 | 0 12 0 | 0 18 0 | 0 18 0 | 1 7 0 | 0 18 0 | 0 9 0 |
| 37 | 0 12 4 | 0 18 6 | 0 18 6 | 1 7 9 | 0 18 6 | 0 9 3 |
| 38 | 0 12 8 | 0 19 0 | 0 19 0 | 1 8 6 | 0 19 0 | 0 9 6 |
| 39 | 0 13 0 | 0 19 6 | 0 19 6 | 1 9 3 | 0 19 6 | 0 9 9 |
| 40 | 0 13 4 | 1 0 0 | 1 0 0 | 1 10 0 | 1 0 0 | 0 10 0 |
| 41 | 0 13 8 | 1 0 6 | 1 0 6 | 1 10 9 | 1 0 6 | 0 10 3 |
| 42 | 0 14 0 | 1 1 0 | 1 1 0 | 1 11 6 | 1 1 0 | 0 10 6 |
| 43 | 0 14 4 | 1 1 6 | 1 1 6 | 1 12 3 | 1 1 6 | 0 10 9 |
| 44 | 0 14 8 | 1 2 0 | 1 2 0 | 1 13 0 | 1 2 0 | 0 11 0 |
| 45 | 0 15 0 | 1 2 6 | 1 2 6 | 1 13 9 | 1 2 6 | 0 11 3 |
| 46 | 0 15 4 | 1 3 0 | 1 3 0 | 1 14 6 | 1 3 0 | 0 11 6 |
| 47 | 0 15 8 | 1 3 6 | 1 3 6 | 1 15 3 | 1 3 6 | 0 11 9 |
| 48 | 0 16 0 | 1 4 0 | 1 4 0 | 1 16 0 | 1 4 0 | 0 12 0 |
| 49 | 0 16 4 | 1 4 6 | 1 4 6 | 1 16 9 | 1 4 6 | 0 12 3 |
| 50 | 0 16 8 | 1 5 0 | 1 5 0 | 1 17 6 | 1 5 0 | 0 12 6 |
| 51 | 0 17 0 | 1 5 6 | 1 5 6 | 1 18 3 | 1 5 6 | 0 12 9 |
| 52 | 0 17 4 | 1 6 0 | 1 6 0 | 1 19 0 | 1 6 0 | 0 13 0 |
| 53 | 0 17 8 | 1 6 6 | 1 6 6 | 1 19 9 | 1 6 6 | 0 13 3 |
| 54 | 0 18 0 | 1 7 0 | 1 7 0 | 2 0 6 | 1 7 0 | 0 13 6 |
| 55 | 0 18 4 | 1 7 6 | 1 7 6 | 2 1 3 | 1 7 6 | 0 13 9 |
| 56 | 0 18 8 | 1 8 0 | 1 8 0 | 2 2 0 | 1 8 0 | 0 14 0 |
| 57 | 0 19 0 | 1 8 6 | 1 8 6 | 2 2 9 | 1 8 6 | 0 14 3 |
| 58 | 0 19 4 | 1 9 0 | 1 9 0 | 2 3 6 | 1 9 0 | 0 14 6 |
| 59 | 0 19 8 | 1 9 6 | 1 9 6 | 2 4 3 | 1 9 6 | 0 14 9 |
| 60 | 1 0 0 | 1 10 0 | 1 10 0 | 2 5 0 | 1 10 0 | 0 15 0 |
| 61 | 1 0 4 | 1 10 6 | 1 10 6 | 2 5 9 | 1 10 6 | 0 15 3 |
| 62 | 1 0 8 | 1 11 0 | 1 11 0 | 2 6 6 | 1 11 0 | 0 15 6 |
| 63 | 1 1 0 | 1 11 6 | 1 11 6 | 2 7 3 | 1 11 6 | 0 15 9 |

RATES FOR HORSES.

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Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 64 | 1 1 4 | 1 12 0 | 1 12 0 | 2 8 0 | 1 12 0 | 0 16 0 |
| 65 | 1 1 8 | 1 12 6 | 1 12 6 | 2 8 9 | 1 12 6 | 0 16 3 |
| 66 | 1 2 0 | 1 13 0 | 1 13 0 | 2 9 6 | 1 13 0 | 0 16 6 |
| 67 | 1 2 4 | 1 13 6 | 1 13 6 | 2 10 3 | 1 13 6 | 0 16 9 |
| 68 | 1 2 8 | 1 14 0 | 1 14 0 | 2 11 0 | 1 14 0 | 0 17 0 |
| 69 | 1 3 0 | 1 14 6 | 1 14 6 | 2 11 9 | 1 14 6 | 0 17 3 |
| 70 | 1 3 4 | 1 15 0 | 1 15 0 | 2 12 6 | 1 15 0 | 0 17 6 |
| 71 | 1 3 8 | 1 15 6 | 1 15 6 | 2 13 3 | 1 15 6 | 0 17 9 |
| 72 | 1 4 0 | 1 16 0 | 1 16 0 | 2 14 0 | 1 16 0 | 0 18 0 |
| 73 | 1 4 4 | 1 16 6 | 1 16 6 | 2 14 9 | 1 16 6 | 0 18 3 |
| 74 | 1 4 8 | 1 17 0 | 1 17 0 | 2 15 6 | 1 17 0 | 0 18 6 |
| 75 | 1 5 0 | 1 17 6 | 1 17 6 | 2 16 3 | 1 17 6 | 0 18 9 |
| 76 | 1 5 4 | 1 18 0 | 1 18 0 | 2 17 0 | 1 18 0 | 0 19 0 |
| 77 | 1 5 8 | 1 18 6 | 1 18 6 | 2 17 9 | 1 18 6 | 0 19 3 |
| 78 | 1 6 0 | 1 19 0 | 1 19 0 | 2 18 6 | 1 19 0 | 0 19 6 |
| 79 | 1 6 4 | 1 19 6 | 1 19 6 | 2 19 3 | 1 19 6 | 0 19 9 |
| 80 | 1 6 8 | 2 0 0 | 2 0 0 | 3 0 0 | 2 0 0 | 1 0 0 |
| 81 | 1 7 0 | 2 0 6 | 2 0 6 | 3 0 9 | 2 0 6 | 1 0 3 |
| 82 | 1 7 4 | 2 1 0 | 2 1 0 | 3 1 6 | 2 1 0 | 1 0 6 |
| 83 | 1 7 8 | 2 1 6 | 2 1 6 | 3 2 3 | 2 1 6 | 1 0 9 |
| 84 | 1 8 0 | 2 2 0 | 2 2 0 | 3 3 0 | 2 2 0 | 1 1 0 |
| 85 | 1 8 4 | 2 2 6 | 2 2 6 | 3 3 9 | 2 2 6 | 1 1 3 |
| 86 | 1 8 8 | 2 3 0 | 2 3 0 | 3 4 6 | 2 3 0 | 1 1 6 |
| 87 | 1 9 0 | 2 3 6 | 2 3 6 | 3 5 3 | 2 3 6 | 1 1 9 |
| 88 | 1 9 4 | 2 4 0 | 2 4 0 | 3 6 0 | 2 4 0 | 1 2 0 |
| 89 | 1 9 8 | 2 4 6 | 2 4 6 | 3 6 9 | 2 4 6 | 1 2 3 |
| 90 | 1 10 0 | 2 5 0 | 2 5 0 | 3 7 6 | 2 5 0 | 1 2 6 |
| 91 | 1 10 4 | 2 5 6 | 2 5 6 | 3 8 3 | 2 5 6 | 1 2 9 |
| 92 | 1 10 8 | 2 6 0 | 2 6 0 | 3 9 0 | 2 6 0 | 1 3 0 |
| 93 | 1 11 0 | 2 6 6 | 2 6 6 | 3 9 9 | 2 6 6 | 1 3 3 |
| 94 | 1 11 4 | 2 7 0 | 2 7 0 | 3 10 6 | 2 7 0 | 1 3 6 |
| 95 | 1 11 8 | 2 7 6 | 2 7 6 | 3 11 3 | 2 7 6 | 1 3 9 |
| 96 | 1 12 0 | 2 8 0 | 2 8 0 | 3 12 0 | 2 8 0 | 1 4 0 |
| 97 | 1 12 4 | 2 8 6 | 2 8 6 | 3 12 9 | 2 8 6 | 1 4 3 |
| 98 | 1 12 8 | 2 9 0 | 2 9 0 | 3 13 6 | 2 9 0 | 1 4 6 |
| 99 | 1 13 0 | 2 9 6 | 2 9 6 | 3 14 3 | 2 9 6 | 1 4 9 |
| 100 | 1 13 4 | 2 10 0 | 2 10 0 | 3 15 0 | 2 10 0 | 1 5 0 |
| 101 | 1 13 8 | 2 10 6 | 2 10 6 | 3 15 9 | 2 10 6 | 1 5 3 |
| 102 | 1 14 0 | 2 11 0 | 2 11 0 | 3 16 6 | 2 11 0 | 1 5 6 |
| 103 | 1 14 4 | 2 11 6 | 2 11 6 | 3 17 3 | 2 11 6 | 1 5 9 |
| 104 | 1 14 8 | 2 12 0 | 2 12 0 | 3 18 0 | 2 12 0 | 1 6 0 |
| 105 | 1 15 0 | 2 12 6 | 2 12 6 | 3 18 9 | 2 12 6 | 1 6 3 |
| 106 | 1 15 4 | 2 13 0 | 2 13 0 | 3 19 6 | 2 13 0 | 1 6 6 |
| 107 | 1 15 8 | 2 13 6 | 2 13 6 | 4 0 3 | 2 13 6 | 1 6 9 |
| 108 | 1 16 0 | 2 14 0 | 2 14 0 | 4 1 0 | 2 14 0 | 1 7 0 |
| 109 | 1 16 4 | 2 14 6 | 2 14 6 | 4 1 9 | 2 14 6 | 1 7 3 |
| 110 | 1 16 8 | 2 15 0 | 2 15 0 | 4 2 6 | 2 15 0 | 1 7 6 |
| 111 | 1 17 0 | 2 15 6 | 2 15 6 | 4 3 3 | 2 15 6 | 1 7 9 |
| 112 | 1 17 4 | 2 16 0 | 2 16 0 | 4 4 0 | 2 16 0 | 1 8 0 |
| 113 | 1 17 8 | 2 16 6 | 2 16 6 | 4 4 9 | 2 16 6 | 1 8 3 |
| 114 | 1 18 0 | 2 17 0 | 2 17 0 | 4 5 6 | 2 17 0 | 1 8 6 |
| 115 | 1 18 4 | 2 17 6 | 2 17 6 | 4 6 3 | 2 17 6 | 1 8 9 |
| 116 | 1 18 8 | 2 18 0 | 2 18 0 | 4 7 0 | 2 18 0 | 1 9 0 |
| 117 | 1 19 0 | 2 18 6 | 2 18 6 | 4 7 9 | 2 18 6 | 1 9 3 |
| 118 | 1 19 4 | 2 19 0 | 2 19 0 | 4 8 6 | 2 19 0 | 1 9 6 |
| 119 | 1 19 8 | 2 19 6 | 2 19 6 | 4 9 3 | 2 19 6 | 1 9 9 |
| 120 | 2 0 0 | 3 0 0 | 3 0 0 | 4 10 0 | 3 0 0 | 1 10 0 |
| 121 | 2 0 4 | 3 0 6 | 3 0 6 | 4 10 9 | 3 0 6 | 1 10 3 |
| 122 | 2 0 8 | 3 1 0 | 3 1 0 | 4 11 6 | 3 1 0 | 1 10 6 |
| 123 | 2 1 0 | 3 1 6 | 3 1 6 | 4 12 3 | 3 1 6 | 1 10 9 |
| 124 | 2 1 4 | 3 2 0 | 3 2 0 | 4 13 0 | 3 2 0 | 1 11 0 |

RATES FOR HORSES.

Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 125 | 2 1 8 | 3 2 6 | 3 2 6 | 4 13 9 | 3 2 6 | 1 11 3 |
| 126 | 2 2 0 | 3 3 0 | 3 3 0 | 4 14 6 | 3 3 0 | 1 11 6 |
| 127 | 2 2 4 | 3 3 6 | 3 3 6 | 4 15 3 | 3 3 6 | 1 11 9 |
| 128 | 2 2 8 | 3 4 0 | 3 4 0 | 4 16 0 | 3 4 0 | 1 12 0 |
| 129 | 2 3 0 | 3 4 6 | 3 4 6 | 4 16 9 | 3 4 6 | 1 12 3 |
| 130 | 2 3 4 | 3 5 0 | 3 5 0 | 4 17 6 | 3 5 0 | 1 12 6 |
| 131 | 2 3 8 | 3 5 6 | 3 5 6 | 4 18 3 | 3 5 6 | 1 12 9 |
| 132 | 2 4 0 | 3 6 0 | 3 6 0 | 4 19 0 | 3 6 0 | 1 13 0 |
| 133 | 2 4 4 | 3 6 6 | 3 6 6 | 4 19 9 | 3 6 6 | 1 13 3 |
| 134 | 2 4 8 | 3 7 0 | 3 7 0 | 5 0 6 | 3 7 0 | 1 13 6 |
| 135 | 2 5 0 | 3 7 6 | 3 7 6 | 5 1 3 | 3 7 6 | 1 13 9 |
| 136 | 2 5 4 | 3 8 0 | 3 8 0 | 5 2 0 | 3 8 0 | 1 14 0 |
| 137 | 2 5 8 | 3 8 6 | 3 8 6 | 5 2 9 | 3 8 6 | 1 14 3 |
| 138 | 2 6 0 | 3 9 0 | 3 9 0 | 5 3 6 | 3 9 0 | 1 14 6 |
| 139 | 2 6 4 | 3 9 6 | 3 9 6 | 5 4 3 | 3 9 6 | 1 14 9 |
| 140 | 2 6 8 | 3 10 0 | 3 10 0 | 5 5 0 | 3 10 0 | 1 15 0 |
| 141 | 2 7 0 | 3 10 6 | 3 10 6 | 5 5 9 | 3 10 6 | 1 15 3 |
| 142 | 2 7 4 | 3 11 0 | 3 11 0 | 5 6 6 | 3 11 0 | 1 15 6 |
| 143 | 2 7 8 | 3 11 6 | 3 11 6 | 5 7 3 | 3 11 6 | 1 15 9 |
| 144 | 2 8 0 | 3 12 0 | 3 12 0 | 5 8 0 | 3 12 0 | 1 16 0 |
| 145 | 2 8 4 | 3 12 6 | 3 12 6 | 5 8 9 | 3 12 6 | 1 16 3 |
| 146 | 2 8 8 | 3 13 0 | 3 13 0 | 5 9 6 | 3 13 0 | 1 16 6 |
| 147 | 2 9 0 | 3 13 6 | 3 13 6 | 5 10 3 | 3 13 6 | 1 16 9 |
| 148 | 2 9 4 | 3 14 0 | 3 14 0 | 5 11 0 | 3 14 0 | 1 17 0 |
| 149 | 2 9 8 | 3 14 6 | 3 14 6 | 5 11 9 | 3 14 6 | 1 17 3 |
| 150 | 2 10 0 | 3 15 0 | 3 15 0 | 5 12 6 | 3 15 0 | 1 17 6 |
| 151 | 2 10 4 | 3 15 6 | 3 15 6 | 5 13 3 | 3 15 6 | 1 17 9 |
| 152 | 2 10 8 | 3 16 0 | 3 16 0 | 5 14 0 | 3 16 0 | 1 18 0 |
| 153 | 2 11 0 | 3 16 6 | 3 16 6 | 5 14 9 | 3 16 6 | 1 18 3 |
| 154 | 2 11 4 | 3 17 0 | 3 17 0 | 5 15 6 | 3 17 0 | 1 18 6 |
| 155 | 2 11 8 | 3 17 6 | 3 17 6 | 5 16 3 | 3 17 6 | 1 18 9 |
| 156 | 2 12 0 | 3 18 0 | 3 18 0 | 5 17 0 | 3 18 0 | 1 19 0 |
| 157 | 2 12 4 | 3 18 6 | 3 18 6 | 5 17 9 | 3 18 6 | 1 19 3 |
| 158 | 2 12 8 | 3 19 0 | 3 19 0 | 5 18 6 | 3 19 0 | 1 19 6 |
| 159 | 2 13 0 | 3 19 6 | 3 19 6 | 5 19 3 | 3 19 6 | 1 19 9 |
| 160 | 2 13 4 | 4 0 0 | 4 0 0 | 6 0 0 | 4 0 0 | 2 0 0 |
| 161 | 2 13 8 | 4 0 6 | 4 0 6 | 6 0 9 | 4 0 6 | 2 0 3 |
| 162 | 2 14 0 | 4 1 0 | 4 1 0 | 6 1 6 | 4 1 0 | 2 0 6 |
| 163 | 2 14 4 | 4 1 6 | 4 1 6 | 6 2 3 | 4 1 6 | 2 0 9 |
| 164 | 2 14 8 | 4 2 0 | 4 2 0 | 6 3 0 | 4 2 0 | 2 1 0 |
| 165 | 2 15 0 | 4 2 6 | 4 2 6 | 6 3 9 | 4 2 6 | 2 1 3 |
| 166 | 2 15 4 | 4 3 0 | 4 3 0 | 6 4 6 | 4 3 0 | 2 1 6 |
| 167 | 2 15 8 | 4 3 6 | 4 3 6 | 6 5 3 | 4 3 6 | 2 1 9 |
| 168 | 2 16 0 | 4 4 0 | 4 4 0 | 6 6 0 | 4 4 0 | 2 2 0 |
| 169 | 2 16 4 | 4 4 6 | 4 4 6 | 6 6 9 | 4 4 6 | 2 2 3 |
| 170 | 2 16 8 | 4 5 0 | 4 5 0 | 6 7 6 | 4 5 0 | 2 2 6 |
| 171 | 2 17 0 | 4 5 6 | 4 5 6 | 6 8 3 | 4 5 6 | 2 2 9 |
| 172 | 2 17 4 | 4 6 0 | 4 6 0 | 6 9 0 | 4 6 0 | 2 3 0 |
| 173 | 2 17 8 | 4 6 6 | 4 6 6 | 6 9 9 | 4 6 6 | 2 3 3 |
| 174 | 2 18 0 | 4 7 0 | 4 7 0 | 6 10 6 | 4 7 0 | 2 3 6 |
| 175 | 2 18 4 | 4 7 6 | 4 7 6 | 6 11 3 | 4 7 6 | 2 3 9 |
| 176 | 2 18 8 | 4 8 0 | 4 8 0 | 6 12 0 | 4 8 0 | 2 4 0 |
| 177 | 2 19 0 | 4 8 6 | 4 8 6 | 6 12 9 | 4 8 6 | 2 4 3 |
| 178 | 2 19 4 | 4 9 0 | 4 9 0 | 6 13 6 | 4 9 0 | 2 4 6 |
| 179 | 2 19 8 | 4 9 6 | 4 9 6 | 6 14 3 | 4 9 6 | 2 4 9 |
| 180 | 3 0 0 | 4 10 0 | 4 10 0 | 6 15 0 | 4 10 0 | 2 5 0 |
| 181 | 3 0 4 | 4 10 6 | 4 10 6 | 6 15 9 | 4 10 6 | 2 5 3 |
| 182 | 3 0 8 | 4 11 0 | 4 11 0 | 6 16 6 | 4 11 0 | 2 5 6 |
| 183 | 3 1 0 | 4 11 6 | 4 11 6 | 6 17 3 | 4 11 6 | 2 5 9 |
| 184 | 3 1 4 | 4 12 0 | 4 12 0 | 6 18 0 | 4 12 0 | 2 6 0 |
| 185 | 3 1 8 | 4 12 6 | 4 12 6 | 6 18 9 | 4 12 6 | 2 6 3 |

RATES FOR HORSES.

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Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 186 | 3 2 0 | 4 13 0 | 4 13 0 | 6 19 6 | 4 13 0 | 2 6 6 |
| 187 | 3 2 4 | 4 13 6 | 4 13 6 | 7 0 3 | 4 13 6 | 2 6 9 |
| 188 | 3 2 8 | 4 14 0 | 4 14 0 | 7 1 0 | 4 14 0 | 2 7 0 |
| 189 | 3 3 0 | 4 14 6 | 4 14 6 | 7 1 9 | 4 14 6 | 2 7 3 |
| 190 | 3 3 4 | 4 15 0 | 4 15 0 | 7 2 6 | 4 15 0 | 2 7 6 |
| 191 | 3 3 8 | 4 15 6 | 4 15 6 | 7 3 3 | 4 15 6 | 2 7 9 |
| 192 | 3 4 0 | 4 16 0 | 4 16 0 | 7 4 0 | 4 16 0 | 2 8 0 |
| 193 | 3 4 4 | 4 16 6 | 4 16 6 | 7 4 9 | 4 16 6 | 2 8 3 |
| 194 | 3 4 8 | 4 17 0 | 4 17 0 | 7 5 6 | 4 17 0 | 2 8 6 |
| 195 | 3 5 0 | 4 17 6 | 4 17 6 | 7 6 3 | 4 17 6 | 2 8 9 |
| 196 | 3 5 4 | 4 18 0 | 4 18 0 | 7 7 0 | 4 18 0 | 2 9 0 |
| 197 | 3 5 8 | 4 18 6 | 4 18 6 | 7 7 9 | 4 18 6 | 2 9 3 |
| 198 | 3 6 0 | 4 19 0 | 4 19 0 | 7 8 6 | 4 19 0 | 2 9 6 |
| 199 | 3 6 4 | 4 19 6 | 4 19 6 | 7 9 3 | 4 19 6 | 2 9 9 |
| 200 | 3 6 8 | 5 0 0 | 5 0 0 | 7 10 0 | 5 0 0 | 2 10 0 |
| 201 | 3 6 11 | 5 0 5 | 5 0 4 | 7 10 7 | 5 0 5 | 2 10 2 |
| 202 | 3 7 2 | 5 0 10 | 5 0 8 | 7 11 2 | 5 0 10 | 2 10 4 |
| 203 | 3 7 5 | 5 1 3 | 5 1 0 | 7 11 9 | 5 1 3 | 2 10 6 |
| 204 | 3 7 8 | 5 1 8 | 5 1 4 | 7 12 4 | 5 1 8 | 2 10 8 |
| 205 | 3 7 11 | 5 2 1 | 5 1 8 | 7 12 11 | 5 2 1 | 2 10 10 |
| 206 | 3 8 2 | 5 2 6 | 5 2 0 | 7 13 6 | 5 2 6 | 2 11 0 |
| 207 | 3 8 5 | 5 2 11 | 5 2 4 | 7 14 1 | 5 2 11 | 2 11 2 |
| 208 | 3 8 8 | 5 3 4 | 5 2 8 | 7 14 8 | 5 3 4 | 2 11 4 |
| 209 | 3 8 11 | 5 3 9 | 5 3 0 | 7 15 3 | 5 3 9 | 2 11 6 |
| 210 | 3 9 2 | 5 4 2 | 5 3 4 | 7 15 10 | 5 4 2 | 2 11 8 |
| 211 | 3 9 5 | 5 4 7 | 5 3 8 | 7 16 5 | 5 4 7 | 2 11 10 |
| 212 | 3 9 8 | 5 5 0 | 5 4 0 | 7 17 0 | 5 5 0 | 2 12 0 |
| 213 | 3 9 11 | 5 5 5 | 5 4 4 | 7 17 7 | 5 5 5 | 2 12 2 |
| 214 | 3 10 2 | 5 5 10 | 5 4 8 | 7 18 2 | 5 5 10 | 2 12 4 |
| 215 | 3 10 5 | 5 6 3 | 5 5 0 | 7 18 9 | 5 6 3 | 2 12 6 |
| 216 | 3 10 8 | 5 6 8 | 5 5 4 | 7 19 4 | 5 6 8 | 2 12 8 |
| 217 | 3 10 11 | 5 7 1 | 5 5 8 | 7 19 11 | 5 7 1 | 2 12 10 |
| 218 | 3 11 2 | 5 7 6 | 5 6 0 | 8 0 6 | 5 7 6 | 2 13 0 |
| 219 | 3 11 5 | 5 7 11 | 5 6 4 | 8 1 1 | 5 7 11 | 2 13 2 |
| 220 | 3 11 8 | 5 8 4 | 5 6 8 | 8 1 8 | 5 8 4 | 2 13 4 |
| 221 | 3 11 11 | 5 8 9 | 5 7 0 | 8 2 3 | 5 8 9 | 2 13 6 |
| 222 | 3 12 2 | 5 9 2 | 5 7 4 | 8 2 10 | 5 9 2 | 2 13 8 |
| 223 | 3 12 5 | 5 9 7 | 5 7 8 | 8 3 5 | 5 9 7 | 2 13 10 |
| 224 | 3 12 8 | 5 10 0 | 5 8 0 | 8 4 0 | 5 10 0 | 2 14 0 |
| 225 | 3 12 11 | 5 10 5 | 5 8 4 | 8 4 7 | 5 10 5 | 2 14 2 |
| 226 | 3 13 2 | 5 10 10 | 5 8 8 | 8 5 2 | 5 10 10 | 2 14 4 |
| 227 | 3 13 5 | 5 11 3 | 5 9 0 | 8 5 9 | 5 11 3 | 2 14 6 |
| 228 | 3 13 8 | 5 11 8 | 5 9 4 | 8 6 4 | 5 11 8 | 2 14 8 |
| 229 | 3 13 11 | 5 12 1 | 5 9 8 | 8 6 11 | 5 12 1 | 2 14 10 |
| 230 | 3 14 2 | 5 12 6 | 5 10 0 | 8 7 6 | 5 12 6 | 2 15 0 |
| 231 | 3 14 5 | 5 12 11 | 5 10 4 | 8 8 1 | 5 12 11 | 2 15 2 |
| 232 | 3 14 8 | 5 13 4 | 5 10 8 | 8 8 8 | 5 13 4 | 2 15 4 |
| 233 | 3 14 11 | 5 13 9 | 5 11 0 | 8 9 3 | 5 13 9 | 2 15 6 |
| 234 | 3 15 2 | 5 14 2 | 5 11 4 | 8 9 10 | 5 14 2 | 2 15 8 |
| 235 | 3 15 5 | 5 14 7 | 5 11 8 | 8 10 5 | 5 14 7 | 2 15 10 |
| 236 | 3 15 8 | 5 15 0 | 5 12 0 | 8 11 0 | 5 15 0 | 2 16 0 |
| 237 | 3 15 11 | 5 15 5 | 5 12 4 | 8 11 7 | 5 15 5 | 2 16 2 |
| 238 | 3 16 2 | 5 15 10 | 5 12 8 | 8 12 2 | 5 15 10 | 2 16 4 |
| 239 | 3 16 5 | 5 16 3 | 5 13 0 | 8 12 9 | 5 16 3 | 2 16 6 |
| 240 | 3 16 8 | 5 16 8 | 5 13 4 | 8 13 4 | 5 16 8 | 2 16 8 |
| 241 | 3 16 11 | 5 17 1 | 5 13 8 | 8 13 11 | 5 17 1 | 2 16 10 |
| 242 | 3 17 2 | 5 17 6 | 5 14 0 | 8 14 6 | 5 17 6 | 2 17 0 |
| 243 | 3 17 5 | 5 17 11 | 5 14 4 | 8 15 1 | 5 17 11 | 2 17 2 |
| 244 | 3 17 8 | 5 18 4 | 5 14 8 | 8 15 8 | 5 18 4 | 2 17 4 |
| 245 | 3 17 11 | 5 18 9 | 5 15 0 | 8 16 3 | 5 18 9 | 2 17 6 |
| 246 | 3 18 2 | 5 19 2 | 5 15 4 | 8 16 10 | 5 19 2 | 2 17 8 |

RATES FOR HORSES.

Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For Two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 247 | 3 18 5 | 5 19 7 | 5 15 8 | 8 17 5 | 5 19 7 | 2 17 10 |
| 248 | 3 18 8 | 6 0 0 | 5 16 0 | 8 18 0 | 6 0 0 | 2 18 0 |
| 249 | 3 18 11 | 6 10 5 | 5 16 4 | 8 18 7 | 6 0 5 | 2 18 2 |
| 250 | 3 19 2 | 6 0 10 | 5 16 8 | 8 19 2 | 6 0 10 | 2 18 4 |
| 251 | 3 19 5 | 6 1 3 | 5 17 0 | 8 19 9 | 6 1 3 | 2 18 6 |
| 252 | 3 19 8 | 6 1 8 | 5 17 4 | 9 0 4 | 6 1 8 | 2 18 8 |
| 253 | 3 19 11 | 6 2 1 | 5 17 8 | 9 0 11 | 6 2 1 | 2 18 10 |
| 254 | 4 0 2 | 6 2 6 | 5 18 0 | 9 1 6 | 6 2 6 | 2 19 0 |
| 255 | 4 0 5 | 6 2 11 | 5 18 4 | 9 2 1 | 6 2 11 | 2 19 2 |
| 256 | 4 0 8 | 6 3 4 | 5 18 8 | 9 2 8 | 6 3 4 | 2 19 4 |
| 257 | 4 0 11 | 6 3 9 | 5 19 0 | 9 3 3 | 6 3 9 | 2 19 6 |
| 258 | 4 1 2 | 6 4 2 | 5 19 4 | 9 3 10 | 6 4 2 | 2 19 8 |
| 259 | 4 1 5 | 6 4 7 | 5 19 8 | 9 4 5 | 6 4 7 | 2 19 10 |
| 260 | 4 1 8 | 6 5 0 | 6 0 0 | 9 5 0 | 6 5 0 | 3 0 0 |
| 261 | 4 1 11 | 6 5 5 | 6 0 4 | 9 5 7 | 6 5 5 | 3 0 2 |
| 262 | 4 2 2 | 6 5 10 | 6 0 8 | 9 6 3 | 6 5 10 | 3 0 4 |
| 263 | 4 2 5 | 6 6 3 | 6 1 0 | 9 6 9 | 6 6 3 | 3 0 6 |
| 264 | 4 2 8 | 6 6 8 | 6 1 4 | 9 7 4 | 6 6 8 | 3 0 8 |
| 265 | 4 2 11 | 6 7 1 | 6 1 8 | 9 7 11 | 6 7 1 | 3 0 10 |
| 266 | 4 3 2 | 6 7 6 | 6 2 0 | 9 8 6 | 6 7 6 | 3 1 0 |
| 267 | 4 3 5 | 6 7 11 | 6 2 4 | 9 9 1 | 6 7 11 | 3 1 2 |
| 268 | 4 3 8 | 6 8 4 | 6 2 8 | 9 9 8 | 6 8 4 | 3 1 4 |
| 269 | 4 3 11 | 6 8 9 | 6 3 0 | 9 10 3 | 6 8 9 | 3 1 6 |
| 270 | 4 4 2 | 6 9 2 | 6 3 4 | 9 10 10 | 6 9 2 | 3 1 8 |
| 271 | 4 4 5 | 6 9 7 | 6 3 8 | 9 11 5 | 6 9 7 | 3 1 10 |
| 272 | 4 4 8 | 6 10 0 | 6 4 0 | 9 12 0 | 6 10 0 | 3 2 0 |
| 273 | 4 4 11 | 6 10 5 | 6 4 4 | 9 12 7 | 6 10 5 | 3 2 2 |
| 274 | 4 5 2 | 6 10 10 | 6 4 8 | 9 13 2 | 6 10 10 | 3 2 4 |
| 275 | 4 5 5 | 6 11 3 | 6 5 0 | 9 13 9 | 6 11 3 | 3 2 6 |
| 276 | 4 5 8 | 6 11 8 | 6 5 4 | 9 14 4 | 6 11 8 | 3 2 8 |
| 277 | 4 5 11 | 6 12 1 | 6 5 8 | 9 14 11 | 6 12 1 | 3 2 10 |
| 278 | 4 6 2 | 6 12 6 | 6 6 0 | 9 15 6 | 6 12 6 | 3 3 0 |
| 279 | 4 6 5 | 6 12 11 | 6 6 4 | 9 16 1 | 6 12 11 | 3 3 2 |
| 280 | 4 6 8 | 6 13 4 | 6 6 8 | 9 16 8 | 6 13 4 | 3 3 4 |
| 281 | 4 6 11 | 6 13 9 | 6 7 0 | 9 17 3 | 6 13 9 | 3 3 6 |
| 282 | 4 7 2 | 6 14 2 | 6 7 4 | 9 17 10 | 6 14 2 | 3 3 8 |
| 283 | 4 7 5 | 6 14 7 | 6 7 8 | 9 18 5 | 6 14 7 | 3 3 10 |
| 284 | 4 7 8 | 6 15 0 | 6 8 0 | 9 19 0 | 6 15 0 | 3 4 0 |
| 285 | 4 7 11 | 6 15 5 | 6 8 4 | 9 19 7 | 6 15 5 | 3 4 2 |
| 286 | 4 8 2 | 6 15 10 | 6 8 8 | 10 0 2 | 6 15 10 | 3 4 4 |
| 287 | 4 8 5 | 6 16 3 | 6 9 0 | 10 0 9 | 6 16 3 | 3 4 6 |
| 288 | 4 8 8 | 6 16 8 | 6 9 4 | 10 1 4 | 6 16 8 | 3 4 8 |
| 289 | 4 8 11 | 6 17 1 | 6 9 8 | 10 1 11 | 6 17 1 | 3 4 10 |
| 290 | 4 9 2 | 6 17 6 | 6 10 0 | 10 2 6 | 6 17 6 | 3 5 0 |
| 291 | 4 9 5 | 6 17 11 | 6 10 4 | 10 3 1 | 6 17 11 | 3 5 2 |
| 292 | 4 9 8 | 6 18 4 | 6 10 8 | 10 3 8 | 6 18 4 | 3 5 4 |
| 293 | 4 9 11 | 6 18 9 | 6 11 0 | 10 4 3 | 6 18 9 | 3 5 6 |
| 294 | 4 10 2 | 6 19 2 | 6 11 4 | 10 4 10 | 6 19 2 | 3 5 8 |
| 295 | 4 10 5 | 6 19 7 | 6 11 8 | 10 5 5 | 6 19 7 | 3 5 10 |
| 296 | 4 10 8 | 7 0 0 | 6 12 0 | 10 6 0 | 7 0 0 | 3 6 0 |
| 297 | 4 10 11 | 7 0 5 | 6 12 4 | 10 6 7 | 7 0 5 | 3 6 2 |
| 298 | 4 11 2 | 7 0 10 | 6 12 8 | 10 7 2 | 7 0 10 | 3 6 4 |
| 299 | 4 11 5 | 7 1 3 | 6 13 0 | 10 7 9 | 7 1 3 | 3 6 6 |
| 300 | 4 11 8 | 7 1 8 | 6 13 4 | 10 8 4 | 7 1 8 | 3 6 8 |
| 301 | 4 11 11 | 7 2 1 | 6 13 8 | 10 8 11 | 7 2 1 | 3 6 10 |
| 302 | 4 12 2 | 7 2 6 | 6 14 0 | 10 9 6 | 7 2 6 | 3 7 0 |
| 303 | 4 12 5 | 7 2 11 | 6 14 4 | 10 10 1 | 7 2 11 | 3 7 2 |
| 304 | 4 12 8 | 7 3 4 | 6 14 8 | 10 10 8 | 7 3 4 | 3 7 4 |
| 305 | 4 12 11 | 7 3 9 | 6 15 0 | 10 11 3 | 7 3 9 | 3 7 6 |
| 306 | 4 13 2 | 7 4 2 | 6 15 4 | 10 11 10 | 7 4 2 | 3 7 8 |
| 307 | 4 13 5 | 7 4 7 | 6 15 8 | 10 12 5 | 7 4 7 | 3 7 10 |

RATES FOR HORSES.

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Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For Two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 308 | 4 13 8 | 7 5 0 | 6 16 0 | 10 13 0 | 7 5 0 | 3 8 0 |
| 309 | 4 13 11 | 7 5 5 | 6 16 4 | 10 13 7 | 7 5 5 | 3 8 2 |
| 310 | 4 14 2 | 7 5 10 | 6 16 8 | 10 14 2 | 7 5 10 | 3 8 4 |
| 311 | 4 14 5 | 7 6 3 | 6 17 0 | 10 14 9 | 7 6 3 | 3 8 6 |
| 312 | 4 14 8 | 7 6 8 | 6 17 4 | 10 15 4 | 7 6 8 | 3 8 8 |
| 313 | 4 14 11 | 7 7 1 | 6 17 8 | 10 15 11 | 7 7 1 | 3 8 10 |
| 314 | 4 15 2 | 7 7 6 | 6 18 0 | 10 16 6 | 7 7 6 | 3 9 0 |
| 315 | 4 15 5 | 7 7 11 | 6 18 4 | 10 17 1 | 7 7 11 | 3 9 2 |
| 316 | 4 15 8 | 7 8 4 | 6 18 8 | 10 17 8 | 7 8 4 | 3 9 4 |
| 317 | 4 15 11 | 7 8 9 | 6 19 0 | 10 18 3 | 7 8 9 | 3 9 6 |
| 318 | 4 16 2 | 7 9 2 | 6 19 4 | 10 18 10 | 7 9 2 | 3 9 8 |
| 319 | 4 16 5 | 7 9 7 | 6 19 8 | 10 19 5 | 7 9 7 | 3 9 10 |
| 320 | 4 16 8 | 7 10 0 | 7 0 0 | 11 0 0 | 7 10 0 | 3 10 0 |
| 321 | 4 16 11 | 7 10 5 | 7 0 4 | 11 0 7 | 7 10 5 | 3 10 2 |
| 322 | 4 17 2 | 7 10 10 | 7 0 8 | 11 1 2 | 7 10 10 | 3 10 4 |
| 323 | 4 17 5 | 7 11 3 | 7 1 0 | 11 1 9 | 7 11 3 | 3 10 6 |
| 324 | 4 17 8 | 7 11 8 | 7 1 4 | 11 2 4 | 7 11 8 | 3 10 8 |
| 325 | 4 17 11 | 7 12 1 | 7 1 8 | 11 2 11 | 7 12 1 | 3 10 10 |
| 326 | 4 18 2 | 7 12 6 | 7 2 0 | 11 3 6 | 7 12 6 | 3 11 0 |
| 327 | 4 18 5 | 7 12 11 | 7 2 4 | 11 4 1 | 7 12 11 | 3 11 2 |
| 328 | 4 18 8 | 7 13 4 | 7 2 8 | 11 4 8 | 7 13 4 | 3 11 4 |
| 329 | 4 18 11 | 7 13 9 | 7 3 0 | 11 5 3 | 7 13 9 | 3 11 6 |
| 330 | 4 19 2 | 7 14 2 | 7 3 4 | 11 5 10 | 7 14 2 | 3 11 8 |
| 331 | 4 19 5 | 7 14 7 | 7 3 8 | 11 6 5 | 7 14 7 | 3 11 10 |
| 332 | 4 19 8 | 7 15 0 | 7 4 0 | 11 7 0 | 7 15 0 | 3 12 0 |
| 333 | 4 19 11 | 7 15 5 | 7 4 4 | 11 7 7 | 7 15 5 | 3 12 2 |
| 334 | 5 0 2 | 7 15 10 | 7 4 8 | 11 8 2 | 7 15 10 | 3 12 4 |
| 335 | 5 0 5 | 7 16 3 | 7 5 0 | 11 8 9 | 7 16 3 | 3 12 6 |
| 336 | 5 0 8 | 7 16 8 | 7 5 4 | 11 9 4 | 7 16 8 | 3 12 8 |
| 337 | 5 0 11 | 7 17 1 | 7 5 8 | 11 9 11 | 7 17 1 | 3 12 10 |
| 338 | 5 1 2 | 7 17 6 | 7 6 0 | 11 10 6 | 7 17 6 | 3 13 0 |
| 339 | 5 1 5 | 7 17 11 | 7 6 4 | 11 11 1 | 7 17 11 | 3 13 2 |
| 340 | 5 1 8 | 7 18 4 | 7 6 8 | 11 11 8 | 7 18 4 | 3 13 4 |
| 341 | 5 1 11 | 7 18 9 | 7 7 0 | 11 12 3 | 7 18 9 | 3 13 6 |
| 342 | 5 2 2 | 7 19 2 | 7 7 4 | 11 12 10 | 7 19 2 | 3 13 8 |
| 343 | 5 2 5 | 7 19 7 | 7 7 8 | 11 13 5 | 7 19 7 | 3 13 10 |
| 344 | 5 2 8 | 8 0 0 | 7 8 0 | 11 14 0 | 8 0 0 | 3 14 0 |
| 345 | 5 2 11 | 8 0 5 | 7 8 4 | 11 14 7 | 8 0 5 | 3 14 2 |
| 346 | 5 3 2 | 8 0 10 | 7 8 8 | 11 15 2 | 8 0 10 | 3 14 4 |
| 347 | 5 3 5 | 8 1 3 | 7 9 0 | 11 15 9 | 8 1 3 | 3 14 6 |
| 348 | 5 3 8 | 8 1 8 | 7 9 4 | 11 16 4 | 8 1 8 | 3 14 8 |
| 349 | 5 3 11 | 8 2 1 | 7 9 8 | 11 16 11 | 8 2 1 | 3 14 10 |
| 350 | 5 4 2 | 8 2 6 | 7 10 0 | 11 17 6 | 8 2 6 | 3 15 0 |
| 351 | 5 4 5 | 8 2 11 | 7 10 4 | 11 18 1 | 8 2 11 | 3 15 2 |
| 352 | 5 4 8 | 8 3 4 | 7 10 8 | 11 18 8 | 8 3 4 | 3 15 4 |
| 353 | 5 4 11 | 8 3 9 | 7 11 0 | 11 19 3 | 8 3 9 | 3 15 6 |
| 354 | 5 5 2 | 8 4 2 | 7 11 4 | 11 19 10 | 8 4 2 | 3 15 8 |
| 355 | 5 5 5 | 8 4 7 | 7 11 8 | 12 0 5 | 8 4 7 | 3 15 10 |
| 356 | 5 5 8 | 8 5 0 | 7 12 0 | 12 1 0 | 8 5 0 | 3 16 0 |
| 357 | 5 5 11 | 8 5 5 | 7 12 4 | 12 1 7 | 8 5 5 | 3 16 2 |
| 358 | 5 6 2 | 8 5 10 | 7 12 8 | 12 2 2 | 8 5 10 | 3 16 4 |
| 359 | 5 6 5 | 8 6 3 | 7 13 0 | 12 2 9 | 8 6 3 | 3 16 6 |
| 360 | 5 6 8 | 8 6 8 | 7 13 4 | 12 3 4 | 8 6 8 | 3 16 8 |
| 361 | 5 6 11 | 8 7 1 | 7 13 8 | 12 3 11 | 8 7 1 | 3 16 10 |
| 362 | 5 7 2 | 8 7 6 | 7 14 0 | 12 4 6 | 8 7 6 | 3 17 0 |
| 363 | 5 7 5 | 8 7 11 | 7 14 4 | 12 5 1 | 8 7 11 | 3 17 2 |
| 364 | 5 7 8 | 8 8 4 | 7 14 8 | 12 5 8 | 8 8 4 | 3 17 4 |
| 365 | 5 7 11 | 8 8 9 | 7 15 0 | 12 6 3 | 8 8 9 | 3 17 6 |
| 366 | 5 8 2 | 8 9 2 | 7 15 4 | 12 6 10 | 8 9 2 | 3 17 8 |
| 367 | 5 8 5 | 8 9 7 | 7 15 8 | 12 7 5 | 8 9 7 | 3 17 10 |
| 368 | 5 8 8 | 8 10 0 | 7 16 0 | 12 8 0 | 8 10 0 | 3 18 0 |

RATES FOR HORSES.

Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|---|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For Two Race-horses or Stallions. | For Mare and Foal, for two Horses requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 369 | 5 8 11 | 8 10 5 | 7 16 4 | 12 8 7 | 8 10 5 | 3 18 2 |
| 370 | 5 9 2 | 8 10 10 | 7 16 8 | 12 9 2 | 8 10 10 | 3 18 4 |
| 371 | 5 9 5 | 8 11 3 | 7 17 0 | 12 9 9 | 8 11 3 | 3 18 6 |
| 372 | 5 9 8 | 8 11 8 | 7 17 4 | 12 10 4 | 8 11 8 | 3 18 8 |
| 373 | 5 9 11 | 8 12 1 | 7 17 8 | 12 10 11 | 8 12 1 | 3 18 10 |
| 374 | 5 10 2 | 8 12 6 | 7 18 0 | 12 11 6 | 8 12 6 | 3 19 0 |
| 375 | 5 10 5 | 8 12 11 | 7 18 4 | 12 12 1 | 8 12 11 | 3 19 2 |
| 376 | 5 10 8 | 8 13 4 | 7 18 8 | 12 12 8 | 8 13 4 | 3 19 4 |
| 377 | 5 10 11 | 8 13 9 | 7 19 0 | 12 13 3 | 8 13 9 | 3 19 6 |
| 378 | 5 11 2 | 8 14 2 | 7 19 4 | 12 13 10 | 8 14 2 | 3 19 8 |
| 379 | 5 11 5 | 8 14 7 | 7 19 8 | 12 14 5 | 8 14 7 | 3 19 10 |
| 380 | 5 11 8 | 8 15 0 | 8 0 0 | 12 15 0 | 8 15 0 | 4 0 0 |
| 381 | 5 11 11 | 8 15 5 | 8 0 4 | 12 15 7 | 8 15 5 | 4 0 2 |
| 382 | 5 12 2 | 8 15 10 | 8 0 8 | 12 16 2 | 8 15 10 | 4 0 4 |
| 383 | 5 12 5 | 8 16 3 | 8 1 0 | 12 16 9 | 8 16 3 | 4 0 6 |
| 384 | 5 12 8 | 8 16 8 | 8 1 4 | 12 17 4 | 8 16 8 | 4 0 8 |
| 385 | 5 12 11 | 8 17 1 | 8 1 8 | 12 17 11 | 8 17 1 | 4 0 10 |
| 386 | 5 13 2 | 8 17 6 | 8 2 0 | 12 18 6 | 8 17 6 | 4 1 0 |
| 387 | 5 13 5 | 8 17 11 | 8 2 4 | 12 19 1 | 8 17 11 | 4 1 2 |
| 388 | 5 13 8 | 8 18 4 | 8 2 8 | 12 19 8 | 8 18 4 | 4 1 4 |
| 389 | 5 13 11 | 8 18 9 | 8 3 0 | 13 0 3 | 8 18 9 | 4 1 6 |
| 390 | 5 14 2 | 8 19 2 | 8 3 4 | 13 0 10 | 8 19 2 | 4 1 8 |
| 391 | 5 14 5 | 8 19 7 | 8 3 8 | 13 1 5 | 8 19 7 | 4 1 10 |
| 392 | 5 14 8 | 9 0 0 | 8 4 0 | 13 2 0 | 9 0 0 | 4 2 0 |
| 393 | 5 14 11 | 9 0 5 | 8 4 4 | 13 2 7 | 9 0 5 | 4 2 2 |
| 394 | 5 15 2 | 9 0 10 | 8 4 8 | 13 3 2 | 9 0 10 | 4 2 4 |
| 395 | 5 15 5 | 9 1 3 | 8 5 0 | 13 3 9 | 9 1 3 | 4 2 6 |
| 396 | 5 15 8 | 9 1 8 | 8 5 4 | 13 4 4 | 9 1 8 | 4 2 8 |
| 397 | 5 15 11 | 9 2 1 | 8 5 8 | 13 4 11 | 9 2 1 | 4 2 10 |
| 398 | 5 16 2 | 9 2 6 | 8 6 0 | 13 5 6 | 9 2 6 | 4 3 0 |
| 399 | 5 16 5 | 9 2 11 | 8 6 4 | 13 6 1 | 9 2 11 | 4 3 2 |
| 400 | 5 16 8 | 9 3 4 | 8 6 8 | 13 6 8 | 9 3 4 | 4 3 4 |
| 401 | 5 16 11 | 9 3 9 | 8 7 0 | 13 7 3 | 9 3 9 | 4 3 6 |
| 402 | 5 17 2 | 9 4 2 | 8 7 4 | 13 7 10 | 9 4 2 | 4 3 8 |
| 403 | 5 17 5 | 9 4 7 | 8 7 8 | 13 8 5 | 9 4 7 | 4 3 10 |
| 404 | 5 17 8 | 9 5 0 | 8 8 0 | 13 9 0 | 9 5 0 | 4 4 0 |
| 405 | 5 17 11 | 9 5 5 | 8 8 4 | 13 9 7 | 9 5 5 | 4 4 2 |
| 406 | 5 18 2 | 9 5 10 | 8 8 8 | 13 10 2 | 9 5 10 | 4 4 4 |
| 407 | 5 18 5 | 9 6 3 | 8 9 0 | 13 10 9 | 9 6 3 | 4 4 6 |
| 408 | 5 18 8 | 9 6 8 | 8 9 4 | 13 11 4 | 9 6 8 | 4 4 8 |
| 409 | 5 18 11 | 9 7 1 | 8 9 8 | 13 11 11 | 9 7 1 | 4 4 10 |
| 410 | 5 19 2 | 9 7 6 | 8 10 0 | 13 12 6 | 9 7 6 | 4 5 0 |
| 411 | 5 19 5 | 9 7 11 | 8 10 4 | 13 13 1 | 9 7 11 | 4 5 2 |
| 412 | 5 19 8 | 9 8 4 | 8 10 8 | 13 13 8 | 9 8 4 | 4 5 4 |
| 413 | 5 19 11 | 9 8 9 | 8 11 0 | 13 14 3 | 9 8 9 | 4 5 6 |
| 414 | 6 0 2 | 9 9 2 | 8 11 4 | 13 14 10 | 9 9 2 | 4 5 8 |
| 415 | 6 0 5 | 9 9 7 | 8 11 8 | 13 15 5 | 9 9 7 | 4 5 10 |
| 416 | 6 0 8 | 9 10 0 | 8 12 0 | 13 16 0 | 9 10 0 | 4 6 0 |
| 417 | 6 0 11 | 9 10 5 | 8 12 4 | 13 16 7 | 9 10 5 | 4 6 2 |
| 418 | 6 1 2 | 9 10 10 | 8 12 8 | 13 17 2 | 9 10 10 | 4 6 4 |
| 419 | 6 1 5 | 9 11 3 | 8 13 0 | 13 17 9 | 9 11 3 | 4 6 6 |
| 420 | 6 1 8 | 9 11 8 | 8 13 4 | 13 18 4 | 9 11 8 | 4 6 8 |
| 421 | 6 1 11 | 9 12 1 | 8 13 8 | 13 18 11 | 9 12 1 | 4 6 10 |
| 422 | 6 2 2 | 9 12 6 | 8 14 0 | 13 19 6 | 9 12 6 | 4 7 0 |
| 423 | 6 2 5 | 9 12 11 | 8 14 4 | 14 0 1 | 9 12 11 | 4 7 2 |
| 424 | 6 2 8 | 9 13 4 | 8 14 8 | 14 0 8 | 9 13 4 | 4 7 4 |
| 425 | 6 2 11 | 9 13 9 | 8 15 0 | 14 1 3 | 9 13 9 | 4 7 6 |
| 426 | 6 3 2 | 9 14 2 | 8 15 4 | 14 1 10 | 9 14 2 | 4 7 8 |
| 427 | 6 3 5 | 9 14 7 | 8 15 8 | 14 2 5 | 9 14 7 | 4 7 10 |
| 428 | 6 3 8 | 9 15 0 | 8 16 0 | 14 3 0 | 9 15 0 | 4 8 0 |
| 429 | 6 3 11 | 9 15 5 | 8 16 4 | 14 3 7 | 9 15 5 | 4 8 2 |

RATES FOR HORSES.

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Rates for Horses—continued.

| No. of Miles. | HORSES. | | | | | |
|---------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| | One Horse. | Two Horses. | Race-horse or Stallion. | For Two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 430 | 6 4 2 | 9 15 10 | 8 16 8 | 14 4 2 | 9 15 10 | 4 8 4 |
| 431 | 6 4 5 | 9 16 3 | 8 17 0 | 14 4 9 | 9 16 3 | 4 8 6 |
| 432 | 6 4 8 | 9 16 8 | 8 17 4 | 14 5 4 | 9 16 8 | 4 8 8 |
| 433 | 6 4 11 | 9 17 1 | 8 17 8 | 14 5 11 | 9 17 1 | 4 8 10 |
| 434 | 6 5 2 | 9 17 6 | 8 18 0 | 14 6 6 | 9 17 6 | 4 9 0 |
| 435 | 6 5 5 | 9 17 11 | 8 18 4 | 14 7 1 | 9 17 11 | 4 9 2 |
| 436 | 6 5 8 | 9 18 4 | 8 18 8 | 14 7 8 | 9 18 4 | 4 9 4 |
| 437 | 6 5 11 | 9 18 9 | 8 19 0 | 14 8 3 | 9 18 9 | 4 9 6 |
| 438 | 6 6 2 | 9 19 2 | 8 19 4 | 14 8 10 | 9 19 2 | 4 9 8 |
| 439 | 6 6 5 | 9 19 7 | 8 19 8 | 14 9 5 | 9 19 7 | 4 9 10 |
| 440 | 6 6 8 | 10 0 0 | 9 0 0 | 14 10 0 | 10 0 0 | 4 10 0 |
| 441 | 6 6 11 | 10 0 5 | 9 0 4 | 14 10 7 | 10 0 5 | 4 10 2 |
| 442 | 6 7 2 | 10 0 10 | 9 0 8 | 14 11 2 | 10 0 10 | 4 10 4 |
| 443 | 6 7 5 | 10 1 3 | 9 1 0 | 14 11 9 | 10 1 3 | 4 10 6 |
| 444 | 6 7 8 | 10 1 8 | 9 1 4 | 14 12 4 | 10 1 8 | 4 10 8 |
| 445 | 6 7 11 | 10 2 1 | 9 1 8 | 14 12 11 | 10 2 1 | 4 10 10 |
| 446 | 6 8 2 | 10 2 6 | 9 2 0 | 14 13 6 | 10 2 6 | 4 11 0 |
| 447 | 6 8 5 | 10 2 11 | 9 2 4 | 14 14 1 | 10 2 11 | 4 11 2 |
| 448 | 6 8 8 | 10 3 4 | 9 2 8 | 14 14 8 | 10 3 4 | 4 11 4 |
| 449 | 6 8 11 | 10 3 9 | 9 3 0 | 14 15 3 | 10 3 9 | 4 11 6 |
| 450 | 6 9 2 | 10 4 2 | 9 3 4 | 14 15 10 | 10 4 2 | 4 11 8 |
| 451 | 6 9 5 | 10 4 7 | 9 3 8 | 14 16 5 | 10 4 7 | 4 11 10 |
| 452 | 6 9 8 | 10 5 0 | 9 4 0 | 14 17 0 | 10 5 0 | 4 12 0 |
| 453 | 6 9 11 | 10 5 5 | 9 4 4 | 14 17 7 | 10 5 5 | 4 12 2 |
| 454 | 6 10 2 | 10 5 10 | 9 4 8 | 14 18 2 | 10 5 10 | 4 12 4 |
| 455 | 6 10 5 | 10 6 3 | 9 5 0 | 14 18 9 | 10 6 3 | 4 12 6 |
| 456 | 6 10 8 | 10 6 8 | 9 5 4 | 14 19 4 | 10 6 8 | 4 12 8 |
| 457 | 6 10 11 | 10 7 1 | 9 5 8 | 14 19 11 | 10 7 1 | 4 12 10 |
| 458 | 6 11 2 | 10 7 6 | 9 6 0 | 15 0 6 | 10 7 6 | 4 13 0 |
| 459 | 6 11 5 | 10 7 11 | 9 6 4 | 15 1 1 | 10 7 11 | 4 13 2 |
| 460 | 6 11 8 | 10 8 4 | 9 6 8 | 15 1 8 | 10 8 4 | 4 13 4 |
| 461 | 6 11 11 | 10 8 9 | 9 7 0 | 15 2 3 | 10 8 9 | 4 13 6 |
| 462 | 6 12 2 | 10 9 2 | 9 7 4 | 15 2 10 | 10 9 2 | 4 13 8 |
| 463 | 6 12 5 | 10 9 7 | 9 7 8 | 15 3 5 | 10 9 7 | 4 13 10 |
| 464 | 6 12 8 | 10 10 0 | 9 8 0 | 15 4 0 | 10 10 0 | 4 14 0 |
| 465 | 6 12 11 | 10 10 5 | 9 8 4 | 15 4 7 | 10 10 5 | 4 14 2 |
| 466 | 6 13 2 | 10 10 10 | 9 8 8 | 15 5 2 | 10 10 10 | 4 14 4 |
| 467 | 6 13 5 | 10 11 3 | 9 9 0 | 15 5 9 | 10 11 3 | 4 14 6 |
| 468 | 6 13 8 | 10 11 8 | 9 9 4 | 15 6 4 | 10 11 8 | 4 14 8 |
| 469 | 6 13 11 | 10 12 1 | 9 9 8 | 15 6 11 | 10 12 1 | 4 14 10 |
| 470 | 6 14 2 | 10 12 6 | 9 10 0 | 15 7 6 | 10 12 6 | 4 15 0 |
| 471 | 6 14 5 | 10 12 11 | 9 10 4 | 15 8 1 | 10 12 11 | 4 15 2 |
| 472 | 6 14 8 | 10 13 4 | 9 10 8 | 15 8 8 | 10 13 4 | 4 15 4 |
| 473 | 6 14 11 | 10 13 9 | 9 11 0 | 15 9 3 | 10 13 9 | 4 15 6 |
| 474 | 6 15 2 | 10 14 2 | 9 11 4 | 15 9 10 | 10 14 2 | 4 15 8 |
| 475 | 6 15 5 | 10 14 7 | 9 11 8 | 15 10 5 | 10 14 7 | 4 15 10 |
| 476 | 6 15 8 | 10 15 0 | 9 12 0 | 15 11 0 | 10 15 0 | 4 16 0 |
| 477 | 6 15 11 | 10 15 5 | 9 12 4 | 15 11 7 | 10 15 5 | 4 16 2 |
| 478 | 6 16 2 | 10 15 10 | 9 12 8 | 15 12 2 | 10 15 10 | 4 16 4 |
| 479 | 6 16 5 | 10 16 3 | 9 13 0 | 15 12 9 | 10 16 3 | 4 16 6 |
| 480 | 6 16 8 | 10 16 8 | 9 13 4 | 15 13 4 | 10 16 8 | 4 16 8 |
| 481 | 6 16 11 | 10 17 1 | 9 13 8 | 15 13 11 | 10 17 1 | 4 16 10 |
| 482 | 6 17 2 | 10 17 6 | 9 14 0 | 15 14 6 | 10 17 6 | 4 17 0 |
| 483 | 6 17 5 | 10 17 11 | 9 14 4 | 15 15 1 | 10 17 11 | 4 17 2 |
| 484 | 6 17 8 | 10 18 4 | 9 14 8 | 15 15 8 | 10 18 4 | 4 17 4 |
| 485 | 6 17 11 | 10 18 9 | 9 15 0 | 15 16 3 | 10 18 9 | 4 17 6 |
| 486 | 6 18 2 | 10 19 2 | 9 15 4 | 15 16 10 | 10 19 2 | 4 17 8 |
| 487 | 6 18 5 | 10 19 7 | 9 15 8 | 15 17 5 | 10 19 7 | 4 17 10 |
| 488 | 6 18 8 | 11 0 0 | 9 16 0 | 15 18 0 | 11 0 0 | 4 18 0 |
| 489 | 6 18 11 | 11 0 5 | 9 16 4 | 15 18 7 | 11 0 5 | 4 18 2 |
| 490 | 6 19 2 | 11 0 10 | 9 16 8 | 15 19 2 | 11 0 10 | 4 18 4 |

RATES FOR HORSES.

| Rates for Horses—continued. | | | | | | |
|-----------------------------|------------|-------------|-------------------------|-----------------------------------|--|--|
| No. of Miles. | HORSES. | | | | | |
| | One Horse. | Two Horses. | Race-horse or Stallion. | For Two Race-horses or Stallions. | For Mare and Foal, for two Foals, or Horse requiring exclusive use of box. | Brood Mares and Stallions for breeding purposes. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ ls. d. |
| 491 | 6 19 5 | 11 1 3 | 9 17 0 | 15 19 9 | 11 1 3 | 4 18 6 |
| 492 | 6 19 8 | 11 1 8 | 9 17 4 | 16 0 4 | 11 1 8 | 4 18 8 |
| 493 | 6 19 11 | 11 2 1 | 9 17 8 | 16 0 11 | 11 2 1 | 4 18 10 |
| 494 | 7 0 2 | 11 2 6 | 9 18 0 | 16 1 6 | 11 2 6 | 4 19 0 |
| 495 | 7 0 5 | 11 2 11 | 9 18 4 | 16 2 1 | 11 2 11 | 4 19 2 |
| 496 | 7 0 8 | 11 3 4 | 9 18 8 | 16 2 8 | 11 3 4 | 4 19 4 |
| 497 | 7 0 11 | 11 3 9 | 9 19 0 | 16 3 3 | 11 3 9 | 4 19 6 |
| 498 | 7 1 2 | 11 4 2 | 9 19 4 | 16 3 10 | 11 4 2 | 4 19 8 |
| 499 | 7 1 5 | 11 4 7 | 9 19 8 | 16 4 5 | 11 4 7 | 4 19 10 |
| 500 | 7 1 8 | 11 5 0 | 10 0 0 | 16 5 0 | 11 5 0 | 5 0 0 |
| For each additional mile } | 0 0 3 | 0 0 5 | 0 0 4 | 0 0 7 | 0 0 5 | 0 0 2 |

COSSACK-ROEBOURNE TRAMWAY.

125

Cossack and Roebourne Tramways.

COACHING RATES.

| PASSENGER | FARES ... | { | <i>First Class</i> ... | Single. | Return. |
|-----------|-----------|---|-------------------------|-------------|---------|
| | | | | 2s. 6d. ... | 4s. |
| | | | <i>Second Class</i> ... | 2s. | 3s. 3d. |

2s. 6d. return on guaranteed Special and Excursion Trams.

SPECIAL TRAM consisting of one car, £1 10s.

Do. do. for Postal Department, 10s.

DISTANCE : Roebourne to Cossack, 8 miles 35 chains.

PARCELS RATES.

Up to 28lbs., 6d.

Above 28 and not exceeding 56lbs., 9d.

do. 56 „ „ 112lbs., 1s.

Every additional 14lbs., 3d.

Returned empties not exceeding 56lbs., 4d.

LIVE STOCK.

Goats, Dogs, and Sheep, 1s. per head.

Pigs (loose), 1s. per head.

Pigs (in cases) at ordinary Parcels Rates ; minimum, 1s.

PASSENGERS' LUGGAGE.

Allowance : First Class passengers, 84lbs.

Do. Second do. do 56lbs.

Any excess or merchandise will be charged at Parcels Rates.

LIST OF FARES.

List of Fares from Midland Junction to the following Stations and Platforms on the Midland Railway :—

| Distance from Midland Junction. | Stations. | Single. | | Return. | |
|---------------------------------|-----------------------|------------|------------|------------|------------|
| | | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 3 | Janebrook | 0 0 6 | 0 0 5 | 0 0 9 | 0 0 7 |
| 4 | Oakover | 0 0 8 | 0 0 6 | 0 1 0 | 0 0 9 |
| 9 | Loton's | 0 1 6 | 0 1 2 | 0 2 3 | 0 1 8 |
| 10 | Upper Swan | 0 1 8 | 0 1 3 | 0 2 6 | 0 1 11 |
| 17 | Bullsbrook | 0 2 10 | 0 2 2 | 0 4 3 | 0 3 2 |
| 23 | Muchea | 0 3 10 | 0 2 11 | 0 5 9 | 0 4 4 |
| 30 | Chandalla | 0 5 0 | 0 3 9 | 0 7 6 | 0 5 8 |
| 40 | Gingin | 0 6 9 | 0 5 0 | 0 10 0 | 0 7 6 |
| 48 | Moolabeence | 0 8 0 | 0 6 0 | 0 12 0 | 0 9 0 |
| 52 | Cullalla | 0 8 8 | 0 6 6 | 0 13 0 | 0 9 9 |
| 61 | Wannamal | 0 10 2 | 0 7 8 | 0 15 3 | 0 11 5 |
| 69 | Mogumber | 0 11 6 | 0 8 6 | 0 17 3 | 0 13 0 |
| 76 | Gillingarra | 0 12 8 | 0 9 6 | 0 19 0 | 0 14 3 |
| 86 | Koojan | 0 14 4 | 0 10 9 | 1 1 6 | 0 16 2 |
| 98 | Moora | 0 16 3 | 0 12 3 | 1 4 6 | 0 18 3 |
| 110 | Coomberdale | 0 18 4 | 0 13 9 | 1 7 6 | 1 0 8 |
| 122 | Watheroo | 1 0 3 | 0 15 3 | 1 10 6 | 1 2 9 |
| 140 | Marchagee | 1 3 4 | 0 17 6 | 1 15 0 | 1 6 3 |
| 152 | Coorow | 1 5 4 | 0 19 0 | 1 18 0 | 1 8 6 |
| 169 | Carnamah | 1 8 2 | 1 1 2 | 2 2 3 | 1 11 8 |
| 183 | Three Springs | 1 10 6 | 1 2 11 | 2 5 9 | 1 14 4 |
| 195 | Arrino | 1 12 6 | 1 4 5 | 2 8 9 | 1 16 7 |
| 207 | Yandanooka | 1 14 6 | 1 5 11 | 2 11 9 | 1 18 10 |
| 217 | Mingenew | 1 16 0 | 1 7 0 | 2 14 3 | 2 0 9 |
| 223 | Lockier... .. | 1 17 2 | 1 7 11 | 2 15 9 | 2 1 10 |
| 230 | Strawberry | 1 18 4 | 1 8 9 | 2 17 6 | 2 3 2 |
| 241 | Irwin | 2 0 2 | 1 10 2 | 3 0 3 | 2 5 2 |
| 243 | Yardarino | 2 0 6 | 1 10 6 | 3 0 9 | 2 5 7 |
| 253 | Dongarra | 2 2 0 | 1 11 6 | 3 3 3 | 2 7 6 |
| 268 | Bookara | 2 4 8 | 1 13 6 | 3 7 0 | 2 10 3 |
| 274 | Greenough Road | 2 5 8 | 1 14 3 | 3 8 6 | 2 11 5 |
| 277 | Walkaway | 2 6 3 | 1 14 6 | 3 9 6 | 2 11 9 |

For through bookings to Midland Railway, the fares to Midland Junction are to be added.

GENERAL.

COPIES OF FORMS.

LIST OF STATIONS AND SIDINGS OPEN FOR TRAFFIC.

DISTANCE TABLES.

DIMENSIONS OF LOADS.

BY-LAWS.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Application for a Ledger Account.

To the Chief Traffic Manager, Perth.

.....request to have a Monthly Credit Account; to the extent of £..... ;
for the carriage of (goods or parcels) opened in..... name in the ledgers of the
Department atStation on the.....Railway, in accordance with the
* conditions on back hereof, which.....have read and by which.....agree to be bound if.....
request be granted.

.....append Bank Guarantee, or Bank Deposit Receipt, in security thereof.

Signature.....
Full Postal Address.....
Date.....

Recommended,.....Approved,.....

.....
Chief Traffic Manager. Commissioner of Railways.

[Indorsement.]

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

* Conditions on which Monthly Credit Accounts are opened with Customers by the Railway Department for the Carriage of Goods.

1. The Department's Goods Ledger Accounts are made up monthly, and must be paid in full within seven days of delivery of the same. In the event of payment not being so made, it will be optional for the Department to summarily close the account, and detain goods then on any part of any railway premises as lien.

2. Errors, when found to exist, must at once be brought under the notice of the Chief Traffic Manager, who will have such rectified in the following month's account.

3. Claims for loss or damage will not, under any circumstances, be allowed as a set-off against an account. Any attempt at evasions of this nature, if persisted in, will be treated as an infringement of the conditions under which the account was opened.

4. Credit will only be given at the station mentioned in the original request for a Ledger account. Fresh application on a proper form must be made for credit at any additional stations.

5. Ledger accounts are opened subject to the observance of the by-laws, rules, and regulations appertaining to the Department.

6. The Commissioner of Railways shall, with respect to all goods, have the same right of detainer and power of sales for all moneys due to him as is given by the Railway Acts of Western Australia.

Form of Bank Guarantee.

.....(Place)
.....1

To the Hon. the Commissioner of Railways, Perth, W.A.

In consideration of your granting credit for the Railway freight and other charges payable or to become payable to you in respect of services rendered to (a)

(a) Name of Customer.

(b) Name of Bank. I, on behalf of the (b)

(c) Name of Customer. undertake to pay on demand any sum which may from time to time be due by the said (c) to you for Railway freight and other charges to an amount not exceeding the sum of £ : :

This undertaking is to continue in force until notice shall be given to you on behalf of the said Bank terminating same, and shall cover to the limit aforesaid all indebtedness for services which may have been undertaken before the receipt of such notice.

(d) Signature of Manager. (d).....

Consignment Note for Goods to be carried at Commissioner's Risk, which would otherwise be carried at Owner's Risk.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

COMMISSIONER'S RISK NOTE.

(If senders desire to accept risk Owner's Risk Note should be used.)

No..... Station, 1 .
RECEIVED from M
the undermentioned Goods, for conveyance to
Station for M.....
per Carrier, and to be conveyed
subject to the Regulations made by the Commissioner for
Railways, at Commissioner's risk as per Rate Book.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. | Declared Value. | | |
|------------------|---------------------|-----------------------|-------------------|--------------------|----|----|
| | | | | £ | s. | d. |
| | | | | | | |

Receiving Porters must sign for consignments on the line immediately next to the one upon which the articles appear.
Consignments of goods are weighed solely for the purpose of arriving at the railway charges, and the weight shown is not intended for buying or selling purposes.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

COMMISSIONER'S RISK NOTE.

No..... Station,..... 1 .
PLEASE RECEIVE from.....the undermentioned Goods for
conveyance to Station, for M.....
per Carrier subject to the conditions stated in the Regulations
made by the Commissioner for Railways, and at Commissioner's risk, as per Rate
Book.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. | Weight. | | | | Declared Value. | | |
|------------------|---------------------|-----------------------|-------------------|---------|------|------|-----|--------------------|----|----|
| | | | | Tons. | cwt. | qrs. | lb. | £ | s. | d. |
| | | | | | | | | | | |

Signature of Sender or Person duly }
authorised to make Contract }

GOVERNMENT RAILWAYS.—CONDITIONS.

All traffic is carried subject to the provisions of the Railway Acts and the By-laws and Regulations published by the Commissioner of Railways.

COPIES OF FORMS.

Consignment Note for Goods sent to Platforms and Sidings.

(To be filled in by Sender.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

No..... Station,.....1 .

Received from M.....
the undermentioned Goods, for conveyance to M.....
at.....
for.....weight and contents unknown,
to be conveyed upon the terms and conditions mentioned in
the application for the conveyance thereof this day, signed by
the said.....

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. |
|---------------|------------------|-----------------------|----------------|
| | | | |

Receiving Porters must sign for consignments on the line immediately next to the one upon which the articles appear.

Consignments of Goods are weighed solely for the purpose of arriving at the Railway charges, and the weight shown is not intended for buying or selling purposes.

[ON BACK.]

The Railways Act provides that every person, being the owner, or having the care of any goods passing or being upon the railway, shall, on demand, give to the Collector of Tolls at the places where he attends for the purpose of receiving goods or of collecting tolls for the part of the Railway on which such carriage or goods may have travelled, or be about to travel, an exact account in writing signed by him of the number or quantity of goods which have been conveyed, and of the point on the Railway from which such goods have set out, or are about to set out, and at what point the same are intended to be unloaded or taken off the Railway; and if the goods which have been so conveyed or brought for conveyance as aforesaid be liable to the payment of different tolls, then such owner or other person shall specify the respective numbers or quantities thereof liable to each or any of such tolls.

If any such owner or other such person fail to give such account or to produce his way-bill or bill of lading to such collector or other officer or servant of the Commissioner demanding the same, or if he give a false account, or if he unload or take off any part of his lading or goods at any other place than shall be mentioned in such account with intent to avoid the payment of any tolls payable in respect thereof,—he shall for every such offence forfeit to the Commissioner on behalf of Her Majesty, a sum not exceeding ten pounds for every ton of goods, or for any parcel not exceeding one hundredweight, and so in proportion for any greater quantity of goods than one ton, or for any parcel exceeding one hundredweight (as the case may be) which shall so be in his charge, and such penalty shall be in addition to the toll to which such goods may be liable.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

No..... Station,.....1 .

To the Commissioner of Railways,—

I } request you to receive from M.....the undermentioned Goods,
We } directed to M.....of.....
Upon arrival of the train at the (*).....at.....
they are to be left there for removal. I am } aware that you have no person in
charge of the (*).....to receive Goods upon arrival, and the Goods so to be left
there will be at { my } risk, { I } hereby agreeing that if the Goods are received
by you, and conveyed by you to and left at the said (*).....their being so
dealt with shall be at { my } risk, and that you are not to be liable or responsible
for any loss, damage, or injury whatsoever and howsoever occasioned, except by the wilful
negligence of the Commissioner or his servants, and that the said goods shall be carried
by you under this special agreement.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. | Weight. | | | |
|---------------|------------------|-----------------------|----------------|---------|------|------|-----|
| | | | | Tons. | cwt. | qrs. | lb. |
| | | | | | | | |

(Signature of Sender or Person duly authorised to sign Contract).....

* Insert "Platform," or "Siding," as the case may be.

[ON BACK.]

GOVERNMENT RAILWAYS.— CONDITIONS.

All traffic is carried subject to the provisions of the Railway Acts, and the
By-laws and Regulations published by the Commissioner of Railways.

Consignment Note for Goods sent at Owner's Risk to Platforms or Sidings.

No.....

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

.....Station,

.....1

RECEIVED from M.....the undermentioned
Goods, for conveyance to M.....at.....
for.....weight and contents unknown, to
be conveyed upon the terms and conditions mentioned in
the application for the conveyance thereof this day, signed
by the said.....

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. |
|------------------|---------------------|-----------------------|-------------------|
| | | | |

.....
Railway Receiving Officer.

[To be returned to Sender.]

(To be filled up by Sender.)

No.....

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

.....Station.

.....1

To the Commissioner of Railways.

I } request you to receive from M.....the undermentioned
We }
Goods, for conveyance AT OWNER'S RISK, to.....and directed to
M.....of..... Upon arrival of the train at
the (*).....at.....they are to be left there for removal.

I am } aware that you have no person in charge of the (*).....to
We are } receive Goods upon arrival, and the Goods so to be left there will be at { my } risk,
{ I } hereby agreeing that if the Goods are received by you, and conveyed by you
{ We } to and left by you at the said (*).....their being so dealt with shall be at
{ my } risk. I } further agree, in consideration of your charging the reduced rate, to
{ our } We } undertake all risks of loading and unloading, and of the carriage of same by the Railway,
and declare that you are not to be liable or responsible for any loss, damage, or injury
whatsoever and howsoever occasioned, except by the wilful negligence of the Commissioner
or his servants; and that the said Goods shall be carried by you under this special agreement.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. | Weight. | | | |
|------------------|---------------------|-----------------------|-------------------|---------|------|------|------|
| | | | | T. | cwt. | qrs. | lbs. |
| | | | | | | | |

(Signature of Sender or Person duly authorised to sign Contract.)

[To be retained by Railway Department.]

* Insert "Platform," or "Siding," as the case may be.

COPIES OF FORMS.

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Ordinary Consignment Note for Parcels and Goods.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

No.....

.....Station.....1

RECEIVED from M.....
the undermentioned Goods, for conveyance to.....
.....Station, for M.....
Address.....weight and contents not
guaranteed, and to be conveyed subject to the Regulations
made by the Commissioner of Railways, as per Rate Book.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. |
|------------------|---------------------|-----------------------|-------------------|
| | | | |

Receiving Porters must sign
or consignments on the
line immediately next to the
one upon which the articles
appear.

Consignments of goods are weighed solely for the purpose
of arriving at the railway charges, and the weight
shown is not intended for buying or selling purposes.

[ON BACK.]

The Railways Act provides, that every person, being the owner or
having the care of any goods passing or being upon the railway, shall,
on demand, give to the Collector of Tolls at the places where he attends
for the purpose of receiving goods or of collecting tolls for the part of
the Railway on which such carriage or goods may have travelled, or be
about to travel, an exact account in writing signed by him of the number or
quantity of goods which have been conveyed, and of the point on the
Railway from which such goods have set out, or are about to set out,
and at what point the same are intended to be unloaded or taken off the
Railway; and if the goods which have been so conveyed or brought for con-
veyance as aforesaid be liable to the payment of different tolls, then such
owner or other person shall specify the respective numbers or quantities
thereof liable to each or any of such tolls.

If any such owner or other such person, fail to give such account or
to produce his weigh-bill or bill of lading to such collector or other
officer or servant of the Commissioner demanding the same, or if he
give a false account, or if he unload or take off any part of his lading or
goods at any other place than shall be mentioned in such account with
intent to avoid the payment of any tolls payable in respect thereof,—he
shall for every such offence forfeit to the Commissioner on behalf of
Her Majesty, a sum not exceeding ten pounds for every ton of goods,
or for any parcel not exceeding one hundredweight, and so in propor-
tion for any greater quantity of goods than one ton, or for any parcel
exceeding one hundredweight (as the case may be) which shall so be
in his charge, and such penalty shall be in addition to the toll to which
such goods may be liable.

(To be filled in by Sender.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

No.....

.....Station.....1

PLEASE RECEIVE from M..... the undermentioned
Goods, for conveyance to.....Station, for M.....
Address.....subject to the conditions stated in the Regulations
made by the Commissioner of Railways, as per Rate Book.

| No. of Wagon. | No. of Packages. | Description of Goods. | Marks and Nos. | Weight. | | | |
|------------------|---------------------|-----------------------|-------------------|---------|-------|------|------|
| | | | | T. | cwts. | qrs. | lbs. |
| | | | | | | | |

Signature of Sender.....

[ON BACK.]

GOVERNMENT RAILWAYS.—CONDITIONS.

All traffic is carried subject to the provisions of the W.A. Railway Act and the By-laws and
Regulations published by the Commissioner of Railways.

No.....
Date.....1

Special Consignment Note for Explosives and other Dangerous Goods.
(To be filled in by Sender.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Railway.
Station,1

PLEASE RECEIVE and forward as per address and particulars on this note, the undermentioned Explosive and Dangerous Goods, to be carried subject to the provisions of "The Explosives Act, 1895," and the By-laws and Regulations made thereunder.

Signature of Sender or his Agent.....Address.....
Witness.....

| Truck No. | Consignee. | Address. | No. of Articles. | Description of Goods. | Marks. | Weight. | | | Charges paid on. | | | Who pays carriage. |
|-----------|------------|----------|------------------|-----------------------|--------|---------|-------|------|------------------|---|----|--------------------|
| | | | | | | Tons | cwts. | qrs. | lbs. | £ | s. | |
| | | | | | | | | | | | | |

(To be returned to Sender.) (To be retained by the Railway Department.)

Exhibits for Agricultural and other Shows.

CERTIFICATE.

.....Association (or Show),
.....1

We certify that the undermentioned Consignment, received by rail fromStation has been duly exhibited, and not having been sold, is entitled to be conveyed back free of charge, in consideration of which the owner takes all risk of loss or damage.

| Consignee. | Destination. | Exhibit. |
|------------|--------------|----------|
| | | |

(Signed)Secretary.
(Signed)Owner.
(Or on behalf of Owner.)

This certificate to be delivered to the Stationmaster, who will forward it along with the Way Bill or Invoice. The Receiving Station will retain the certificate attached to the invoice.

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COPIES OF FORMS.

Consignment Note for Live Stock.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

.....Station,
.....1

To the Chief Traffic Manager, Perth.

Please receive from.....the undermentioned Live Stock,
for conveyance to.....Station, for.....to be carried subject
to Railway Acts, and the By-laws, Conditions, and Regulations as per Merchandise and Live Stock Rate
Book.

| No. and Description of Wagon. | Description of Live Stock. |
|----------------------------------|----------------------------|
| | |

I declare the above Live Stock all belong to the same Owner.

Signature of Sender.....

Loaded by.....

Signature.....

Order for Live Stock Trucks.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

To the Commissioner of Railways.

Please provide.....Cattle Trucks,.....Sheep Vans,
.....Horse Boxes, at.....Station, at.....o'clock
on....., to be loaded by.....o'clock on the same day, and to convey Live Stock
to....., at my risk and on my account, and I undertake 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 Chief Traffic Manager; also to accept all risks of injury to animals whilst on Railway
premises, or while being loaded or unloaded, or while in transit, or from any cause whatsoever not arising
from negligence on the part of the Commissioner or his servants.

The Commissioner does not guarantee to deliver Live Stock at any particular time or for any particular
market.
.....189

[SPECIAL.]

Order for Live Stock Trucks.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

To the Commissioner of Railways.

The undersigned, being desirous of having conveyed to.....Station, where no
platform, yards, or other suitable place is provided for unloading or receiving Live Stock, and to which
you do not undertake to carry Live Stock, request that you will provide.....trucks for the
conveyance of.....from.....Station to.....
Station aforesaid, on the.....day of....., 189... the undersigned undertaking
to unload the trucks himself (or themselves), and all responsibility and risk in respect of any loss or
damage incidental to the unloading, or arising in consequence of the absence of suitable accommodation
for unloading 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.
.....
.....189...

The Commissioner does not guarantee to deliver Live Stock at any particular time, or for any
particular market.

Order Form for Delivery of Goods to Carriers.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

To THE GOODS AGENT at.....Goods Station.

Until further notice, please deliver to.....all goods whatsoever consigned to
.....at.....Station, and advices of same.

M.....(are or is) hereby authorised to sign for all such goods, on delivery, and
(their or his) signature shall be taken in (our or my) behalf.

M.....also undertake to pay all demurrage, storage, and other charges if
.....goods are not taken delivery of within the time specified in Regulations Nos. and , to
be found on pages and in the Rates and Regulations Book (1898 Edition).

Signature.....

[FORM A.]

Application for Use of Cranes on Jetties, Wharves, etc.

FOR LIFTING HEAVY OR BULKY ARTICLES.

To the Commissioner of Railways.

SIR,

I hereby make application to be allowed the use of *.....Crane capable of
lifting.....tons, for the purpose of assisting in the discharge of goods, ex †.....
at.....The use of the Crane will be required for.....days.....hours, and I beg to
hand you herewith my cheque to cover the amount of your charges for that time, based upon your usual
or published rates.‡ Should my request be acceded to, I agree to employ in the working of the Crane
only such persons as you may approve, at my own cost; and I further agree to be responsible for, and
indemnify you against, any loss or damage which may arise or be caused to, or suffered by you, either by
reason of any defects in the Crane, or any machinery connected or used therewith, or by reason of the
negligence, unskillfulness, or improper working of any person employed therewith, or by reason of any
accident thereto whereby damage or loss may be occasioned to you, or to any person or goods.‡

(Signed).....

Witness.....

Date.....1

Approved.....

For Commissioner of Railways.

* State whether one or more, and whether *hand* or *steam*.
† State whether ship, boat, or vessel of any kind, or Railway truck or wagon.
‡ When it is desired that the handling of the goods by Crane shall be at Commissioner's risk, the words after "rates,"
"Should my request," etc., may be omitted. For Commissioner's Risk Rates see page 44.

[FORM B.]

Application for Use of Cranes on Jetties, Wharves, etc.

FOR LIFTING OTHER THAN HEAVY OR BULKY ARTICLES.

To the Commissioner of Railways.

SIR,

I hereby make application to be allowed the use of *.....
Crane capable of lifting.....tons, for the purpose of assisting in the discharge of goods,
ex †.....at.....The use of the Crane
will be required for.....days.....hours, and I agree to pay the amount of your
charges, based upon your usual or published rates.‡ Should my request be acceded to, I agree to be
responsible for, and indemnify you against, any loss or damage which may arise or be caused to, or
suffered by you, either by reason of any defects in the Crane, or any machinery connected or used there-
with, or by reason of the negligence, unskillfulness, or improper working of any person employed there-
with, or by reason of any accident thereto whereby damage or loss may be occasioned to you, or to any
person or goods.‡

(Signed).....

Witness.....

Date.....1

Approved.....

For Commissioner of Railways.

* State whether one or more, and whether *hand* or *steam*.
† State whether ship, boat, or vessel of any kind, or Railway truck or wagon.
‡ When it is desired that the handling of the goods by crane shall be at the Commissioner's risk, the words after
"rates," "Should my request," etc., may be omitted. For Commissioner's Risk Rates, see page 44.

Railway Ticket Order.

(To be exchanged at the Railway Booking Office for a ticket.)

No. A.....
Payable by.....Department.
Perth.....1
Please issue*.....class ordinary.....ticket from.....to.....
to bearer in exchange for this order, and charge the same to this Department.
Bearer's name and rank.....
.....
*Here insert description of class, and whether single or return.

Form of Certificate entitling Race Horses to be returned Free.

CERTIFICATE.

To the Station Master.....Club,
.....1
I hereby certify that Mr.....Horsereceived
by rail from.....Station has (have) run at the Race Meeting held on.....
.....at.....and not having been sold, is (are) entitled to be conveyed back free
of charge, in accordance with the Regulations.
.....Secretary.
This certificate to be delivered to the Station Master, who will forward it along with the way bill or invoice, to be
retained by the receiving station.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Requisition for Tickets from Delegates attending Synods, Convocations, etc.

I hereby certify that I.....intend attending.....
to be held at.....commencing.....and I request that a.....
class return ticket at single fare from.....to.....be issued to
me in accordance with the regulations governing the issue of tickets to Delegates attending Synods,
Convocations, etc.
.....Signature of Applicant.
To Chief Traffic Manager,
Perth.
Approved.....
Chief Traffic Manager.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Requisition for Press Ticket.

To the Station Master at.....1
I hereby certify that Mr....., who is permanently employed by the proprietors
of this Newspaper, is travelling exclusively on Press business, and desires on.....day of.....
1, a.....class Return Ticket from.....to.....
No. of Ticket Issued
No.....
Editor of the.....a Registered
Newspaper in.....Western Australia.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Steamship Passenger Certificate.

To the Booking Clerk,
.....Railway Station.

The bearer, Mr., who holds a*
Ticket from.....to.....for our steamer.....
requests at.....Class Single Ticket to from Albany at the Special Rate for Steamship
Passengers.

Dated.....1.....

.....
Agent for Steamship Company.

No. of Railway Ticket issued.....

* Insert here whether Saloon, Second Class, or Steerage. † Insert here whether First or Second Class.

Application from Clergymen for Season Tickets at Half Fares.

I hereby request that a.....class season ticket at half rates be issued to me between
.....and.....and I hereby certify that the said ticket is required
for use solely while travelling on pastoral duties. I further certify that the ticket shall be used for no
other purpose.

.....
Signature of Applicant.

To Chief Traffic Manager,
Perth.

Approved.....
Chief Traffic Manager.

Application for a Periodical Ticket.

No. 158. WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

To the Station Master,
.....Station.

Please supply me with a periodical Ticket, as under:—

| Name and Address in Full. | Stations between. | Class. | Period (in months). |
|---------------------------|-------------------|--------|---------------------|
| | | |Months. |
| | | | Dating from..... |

I agree to accept the ticket named above, subject in all respects to and under the By-laws and Regulations made and published, or which may be made or published under the authority of the Government Railways Acts; and I further agree to produce, or deliver the said ticket up to any authorised servant of the Commissioner when and wherever demanded.

(Signature).....

No. of Ticket issued.....Amount charged £.....

.....Station Master.

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COPIES OF FORMS.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Requisition for Lady's Season Ticket.

[435]

[Place].....1

To the Stationmaster.....

Please supply me with a.....class Season Ticket from.....

station to.....station, dating from.....

1, to.....1, at half fare, I being a *bond fide* member of the

family of and a resident in the same dwelling as Mr.....

who is the present holder of a similar.....class Ticket No.dated

.....1, to1

Signature of Applicant.....

Address.....

No. of Tickets issued.....Amount £.....

.....

LIST OF STATIONS AND SIDINGS.

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List of Stations and Sidings on the Western Australian Government Railways
open for Traffic,Together with distances from Fremantle and Geraldton, and particulars of Accommodation
provided at each.NOTE.—Places marked P are platforms only, and heavy articles or truck loads of goods are not to be
consigned to them.Places in *italics* are private sidings, and the Commissioner does not guarantee to deliver goods for
the public at them.

NOTE—

B.B.—Busselton Branch.
B.—Boulder Line.
B.R.C.—Bunbury Racecourse.
B.T.—Bridgetown Branch.
C.—Coalville Branch.
E.—Eastern Line.
G.H.—Greenhills Branch.
M.—Menzies Line.
M.R.—Midland Railway.

N.B.—Newcastle Branch.
N.N.B.—Northampton Branch.
O.A.—Owen's Anchorage Line.
R.B.—Perth Racecourse Branch.
S.—Great Southern Line.
S.W.—South-Western Line.
S.M.B.—Smith's Mill Branch.
W.B.—Walkaway Branch.

Junction Stations are shown thus:—BELLEVUE.

| Distance from— | Fremantle. | Geraldton. | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh Bridges and Capacity. | | Can Load and Unload Cattle and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|------------|------------|--|--------|--|-------------------------|--------|--------------------------------|-------|--|-------------|--------------|-----------------------------|---------------|
| | | | | | | No. | Tons. | No. | Tons. | | | | | |
| 37 | ... | ... | Adams & Garn * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 104 | ... | ... | Addington * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 34 | ... | ... | Adelaide Timber Co. * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21 | ... | ... | Agricultural Society's Siding * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 352 | 626 | ... | ALBANY | S. | P.O. | 1 | 5 | 2 | 15 | Yes | Yes | Yes | Yes | Yes |
| | | ... | Do. Jetty | S. | P.O. | 2 | 3 & 10 | ... | ... | ... | ... | ... | ... | ... |
| | 231 | ... | Allen's Siding * | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | ... | Armada | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 217 | 101 | ... | Arrino * | M.R. | P.O. | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| 24 | ... | ... | Atkins & Law * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13 | ... | ... | Do. * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 123 | ... | ... | Do. * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 549 | 247 | ... | Austin | N. | ... | 1 | 5 | ... | ... | Yes | ... | ... | Yes | Yes |
| 161 | ... | ... | Baandee * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 59 | ... | ... | Baker's Hill * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 81 | ... | ... | Ballast Siding * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 164 | ... | ... | Balingup * | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 418 | ... | ... | Bardoc * | M. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 16 | ... | ... | BAYSWATER | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 143 | 437 | ... | Baxter & Prince * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | ... | Beegebar * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 36 | ... | ... | Beenup * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 24 | ... | ... | BELLEVUE † (Junction E., and S.M.B. Lines) | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 110 | ... | ... | Beverley | S. | P.O. | 1 | 3 | 1 10 | 15 | Yes | Yes | Yes | Yes | Yes |
| 382 | ... | ... | Binduli | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 217 | ... | ... | Boddalin * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 290 | 28 | ... | Bokara * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 314 | ... | ... | Boondi * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 309 | ... | ... | Boorabbin † | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 187 | ... | ... | Booraan * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Bootenal Road * | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 391 | ... | ... | Boulder City | B. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| | 31 | ... | Bowes * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned on Platform and Siding Consignment Notes, and freight prepaid

† Open for Coaching Traffic only.

‡ Cart weighbridges.

LIST OF STATIONS AND SIDINGS.

| Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh Bridges and Capacity. | | Can Load and Unload Carriages and Horses | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|------------|---|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|--|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 134 | ... | BOYANUP ... (Junction B.B. and B.T. Lines) | B.B. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 186 | ... | Bridgetown ... | B.T. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 125 | ... | Brickfield Siding * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 410 | ... | Broad Arrow... | M. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 148 | ... | Brookhampton * | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 130 | ... | Brookton * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 249 | ... | Broome Hill ... | S. | P.O. | 1 | 3 | 1 † | 10 | Yes | Yes | Yes | Yes | Yes |
| 263 | ... | Bronti * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 111 | ... | BRUNSWICK JUNCTION (Collie Coalfields Line.) | S.W. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 194 | ... | Buchanan River * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 345 | ... | Bullabulling ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 39 | ... | Bullsbrook * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 127 | 421 | Bunbury Racecourse... | B.R.C. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 137 | ... | Bunbury ... | S.W. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 83 | ... | Bunbury Jetty ... | S.W. | ... | 2 | 2 | ... | ... | ... | ... | ... | ... | ... |
| 76 | ... | Bungulla * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 194 | ... | Burges Siding * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 15 | ... | Burlong * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 161 | 455 | Burracoppin * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 48 | ... | Burswood ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 358 | ... | Busselton ... | B.B. | P.O. | ... | ... | 1 | 15 | Yes | Yes | ... | Yes | Yes |
| 432 | ... | Busselton Jetty ... | B.B. | ... | 2 | 2 | ... | ... | ... | ... | ... | ... | ... |
| 20 | ... | Byfield's Mill (Wooroloo) | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 23 | ... | Calooli * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 146 | ... | Canegrass P. * | M. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 206 | ... | Cannington ... | S.W. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 191 | ... | CANNING RACECOURSE* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 393 | 3 | JUNCTION | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Capel*... | B.B. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 41 | ... | Carrabin * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 63 | ... | Carnamah* | M.R. | P.O. | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| 6 | ... | Castelanelli * | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 55 | ... | Chapman P*... | N.N.B | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 114 | ... | Chandala * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 136 | ... | Chidlow's Well ... | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 114 | ... | CLACKLINE ... (Junction E. & N.B. Lines) | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 449 | ... | Claremont ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 92 | 637 | Coates * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 363 | ... | Collie ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 71 | ... | Colliefields ... | C. | ... | 1 | 5 | 1 | 15 | Yes | ... | ... | Yes | Yes |
| 132 | ... | Collie Siding * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 73 | ... | Comet Vale P. * | M. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 174 | ... | Cookernup * | S.W. | ... | ... | ... | ... | ... | Yes | Yes | ... | ... | Yes |
| 4 | ... | Coolgardie ... | E. | P.O. | 2 | 5 & 7 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 286 | ... | Coolup * | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 130 | ... | Coomberdale * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 165 | ... | Cooringa * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 564 | 262 | Coorow * | M.R. | ... | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| 74 | ... | Cottesloe Beach † | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 116 | ... | Cottesloe ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 104 | ... | Cranbrook ... | S. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 180 | ... | Crooked Brook * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 128 | ... | Cuballing Pool * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| ... | ... | Cue ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| ... | ... | Cullala * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | Cunderdin * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| ... | ... | Dalebridge (Adding- ton) * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | ... |
| ... | ... | Dalgarup * | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| ... | ... | Dardanup ... | B.T. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |

* To places marked * goods and parcels must be consigned on Platform and Siding Consignment Notes, and freight prepaid.
† Open for Coaching Traffic only.
‡ Cart weighbridges.

LIST OF STATIONS AND SIDINGS.

143

| Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh Bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|------------|--|--------|--------------------------------------|----------------------|-----------------------|-----------------------------|--------------|---|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 27 | ... | Darlington * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 561 | 259 | Day Dawn ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | ... | ... | Yes | Yes |
| 563 | 261 | Do. Stock Yards * | N. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| 331 | ... | Dedari * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 72 | ... | Delmore (McGuire's) * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 275 | 43 | Dongara ... | M.R. | P.O. | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| 144 | ... | Donnybrook ... | B.T. | P.O. | 1 | 2 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 154 | ... | Doodlekine * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 242 | ... | Doongin * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 82 | ... | Drakesbrook * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 41 | ... | Dunton's Siding * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 302 | ... | Duri * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1 | ... | East Fremantle † ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| 80 | ... | East Northam ... | E. | ... | 1 | 5 | 1 † | 10 | Yes | ... | ... | Yes | Yes |
| 13 | ... | EAST PERTH † (Junction E. & S.W. Lines) | E. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 346 | ... | Eastwood * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 108 | ... | Edward's Crossing * ... | S. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 114 | ... | Elsternwick * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 314 | 4 | Explosives Siding * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15 | ... | Falkirk * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15 | ... | Ferguson's, Mephan, Siding * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 318 | ... | Fremantle ... | E. | Railway | { 1 4 1 1 } | { 2 3 5 10 } | { 1 1 † 10 } | { 10 10 } | Yes | ... | ... | Yes | Yes |
| 318 | 14 | Georgina * ... | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 318 | 6 | Geraldton ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | ... | Yes | Yes |
| 256 | ... | Geraldton Racecourse * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 397 | ... | Ghooli * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 286 | ... | Gidgi * ... | M. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 100 | ... | Gilgai * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 220 | ... | Gilgering * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 98 | ... | Gillingarra * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | Gill and Co.'s Siding * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Do. * ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 62 | 256 | Gingin ... | M.R. | P.O. | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| 376 | ... | Giovanni's (Lake View Consols) * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 349 | 7 | Gledhow * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24 | ... | Glenfield P. * ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 390 | ... | Globe Brick Siding * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 338 | ... | Golden Gate § ... | B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 441 | ... | Goondari * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 88 | ... | Goongarri * ... | E. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 344 | ... | Grass Valley ... | E. | ... | ... | ... | 1 † | 10 | Yes | ... | ... | Yes | Yes |
| 171 | ... | Grassmere * ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 104 | ... | Greenbushes ... | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 25 | ... | Greenhills * ... | G.H. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 25 | ... | Greenmount Quarry Co.'s Siding * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 296 | 22 | Greenmount * ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20 | 298 | Greenough River * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 388 | ... | Greenough Road * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 98 | ... | Guildford ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 325 | ... | Hannan Street † ... | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 96 | ... | Harvey * ... | S.W. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 167 | ... | Hay River Road * ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 70 | ... | Hicks * ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 34 | ... | Hines Hill ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 34 | ... | Hoddy's Well * ... | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 34 | ... | Holmes & Co. * ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

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§ Siding Consignment Notes to be used, but Goods and Parcels may be booked to pay.

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|----------------|------------|--|--------|--------------------------------------|----------------------|-------|-----------------------------|--------------|---|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 37 | ... | Honey's * | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 137 | ... | Hooker's * | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 263 | 55 | Irwin * | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 25 | ... | Janebrook * | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 41 | ... | JARRAHDALE JUNCTION | S.W. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 387 | 661 | Kalgoorlie | E. | P.O. | 2 | 5, 7 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 389 | ... | Kallaroo † | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 392 | ... | Kamballi | B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 399 | ... | Kanowna | E. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 281 | ... | Karalee * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 7 | ... | Karrakatta * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 237 | ... | Katanning | S. | P.O. | 1 | 3 | { 1 1† } | { 15 10 } | Yes | Yes | Yes | Yes | Yes |
| 145 | ... | Kellerberrin | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 28 | ... | Kelmscott | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 301 | ... | Kendenup * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 75 | ... | Key Farm * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Keysbrook * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 275 | ... | Kellandi * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 108 | 210 | Koojan * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 291 | ... | Koorarawalyee * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 24 | ... | Lacey's, E. G. * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 394 | ... | Lake Side § | B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 65 | ... | Lawnswood * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10 | ... | Leederville † | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 222 | ... | Lennonville | N. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 213 | ... | Lime Lake * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | ... | Lion Mill | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 76 | ... | Lloyd's Crossing * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 245 | 73 | Lockier * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 36 | ... | Log Landing * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | Loton's * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 151 | ... | Ludlow * | B.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 124 | ... | Lunenburg * | C. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 85 | ... | Mackie's Crossing * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 23 | ... | MADDINGTON * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 314 | 4 | Magazine Siding * | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | Mahogany Creek * | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 341 | ... | Marbellup * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 162 | 156 | Marchagee * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Mardella * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 101 | ... | Marley Pool * | G.H. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 81 | ... | McDowell's (Waroona) * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | Do. | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 130 | ... | McFarlane, Lovell, & Neal's (Crooked Brook) * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | McGlew's * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 72 | ... | McGuire's (Delmore) * | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 25 | ... | McGuire's P. * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 101 | ... | Meckering | E. | ... | ... | ... | 1† | 10 | Yes | ... | ... | Yes | Yes |
| 94 | ... | Meenaar * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 467 | ... | Menzies | M. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 180 | ... | Merredin * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 27 | ... | Mercy's P. * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22 | 296 | MIDLAND JUNCTION... (Junction M.R. & E. Lines) | E. | P.O. | 1 | 5 | 1 | 15 | Yes | ... | ... | Yes | Yes |
| 123 | ... | Millbrook (Atkins & Law) * | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 239 | 79 | Mingenew | M.R. | P.O. | 1 | 3½ | 1† | 10 | Yes | Yes | Yes | Yes | ... |

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|----------------|------------|---|--------|--------------------------------------|----------------------|------------|-----------------------------|--------------|---|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 91 | 227 | Mogumber ... | M.R. | ... | 1 | 3½ | 1‡ | 10 | Yes | Yes | Yes | Yes | ... |
| 67 | ... | Mokine * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 89 | ... | Monger's * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 70 | 248 | Mooliabeenee * | M.R. | ... | 1 | 2 | 1‡ | 10 | Yes | Yes | Yes | Yes | ... |
| 120 | 13 | Moonyoonooka * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 198 | ... | Moora ... | M.R. | P.O. | 1 | 3½ | 1‡ | 10 | Yes | Yes | Yes | Yes | ... |
| 105 | ... | Mornington * | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 97 | ... | Mount Hardy * | G.H. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 314 | ... | Mount Barker ... | S. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 118 | ... | Mount Kokeby * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 518 | 216 | Mount Magnet ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 239 | ... | Moyagee * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 45 | ... | Muchea * | M.R. | ... | 1 | 3½ | 1‡ | 10 | Yes | Yes | Yes | Yes | ... |
| 160 | ... | Mullalyup * | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 310 | 8 | MULLEWA JUNCTION (Junction N. and W.B. Lines) | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 367 | 65 | Mullewa ... | N. | P.O. | 1 | 2 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 33 | ... | Mundaring ... | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 29 | ... | Munday's * | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 373 | ... | Mungari * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 75 | ... | Muresk * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 485 | 183 | Murru * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 173 | ... | Nangeenan * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 463 | 161 | Nannowtharra * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 174 | ... | Narrogin ... | S. | P.O. | 1 | 5 | 1 1‡ | 15 10 | Yes | Yes | Yes | Yes | Yes |
| 77 | 351 | Newcastle ... | N.B. | P.O. | ... | ... | 1‡ | 10 | Yes | Yes | Yes | Yes | Yes |
| 153 | ... | Newlands * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22 | ... | Newmarracarra * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 9 | ... | 9-Mile Siding ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 94 | ... | 93½-Mile (E.R.) * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 225 | ... | Noongaar * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 57 | ... | North Dandalup * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1 | ... | North Fremantle ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 78 | 352 | Northam ... | E. | P.O. | 2 | 1tn. 10ct. | 1‡ | 10 | Yes | ... | Yes | Yes | Yes |
| 2 | ... | NORTHAMPTON JUNCT.* (Junction N. and N.N.B Lines) | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 352 | 34 | Northampton ... | N.N.B. | P.O. | 1 | 2 | ... | ... | Yes | ... | ... | Yes | Yes |
| 25 | ... | Northern Gully * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 229 | ... | Nulla Nulling * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21 | ... | Oakabella * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 26 | ... | Oakdale (Green's) * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | ... | Oakover * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | ... | Oil Store Siding * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 407 | ... | Owen's Anchorage * | O.A. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| 21 | ... | Paddington ... | E. | ... | 1 | 5 | ... | ... | Yes | ... | ... | ... | Yes |
| 234 | ... | Padbury's Siding * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | ... | Parker's Road * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 23 | ... | Parkerville ... | E. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 12 | 306 | Patterson and Ross's * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13 | ... | Perth ... | E. | Railway | { 1 1 } | { 2 5 } | { 1 1‡ } | { 10 10 } | Yes | ... | ... | Yes | Yes |
| 11 | ... | PERTH EAST † (Junction E. & S.W. Lines.) | E. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 18 | ... | Perth West † | E. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 123 | ... | Perth Racecourse * | R.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 83 | ... | PICTON JUNCTION (Junction S.W. and B.T. Lines.) | S.W. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| ... | ... | Pindar * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |

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|----------------|------------|--|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 142 | ... | Pingelly ... | S. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 66 | ... | Pinjarra ... | S.W. | P.O. | ... | ... | 1 † | 8 | Yes | ... | ... | Yes | Yes |
| 279 | ... | Pootenup * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 153 | ... | Popanying Pool * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 155 | ... | Porritt's Siding * ... | B.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 142 | ... | Port's No. 2 * ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 127 | ... | Port's * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | ... | Robb's Jetty (Owen's Anchorage) * ... | O.A. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| | 28 | Ryans P. * ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Sawyer's Valley * ... | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 83 | ... | Seabrook * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 46 | ... | Serpentine ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 125 | ... | 7 Mile Brickfield Siding * ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 16 | 16-Mile Siding * ... | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 29 | ... | Smith's Mill ... | S.M.B. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 248 | ... | Southern Cross ... | E. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 72 | ... | SPENCER'S BROOK (Junction E. and S. Lines.) | E. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 73 | Spring Hill * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 252 | 66 | Strawberry * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10 | ... | Subiaco ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| 378 | ... | Sutherland's Siding * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 34 | ... | Swan Brick Co. * ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 26 | ... | Swan View * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 264 | ... | Tambellup * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 130 | ... | Tammin * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 19 | Taylor's * ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 292 | ... | Tenterden * ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 205 | 113 | Three Springs * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 343 | ... | TORBAY JUNCTION (Junction S. and Denmark Lines.) | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 21 | Turton's (Wood-bridge) * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 350 | ... | Ubini * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 156 | ... | Upper Capel * ... | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 32 | 286 | Upper Swan * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 424 | ... | Vettersburg * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16 | ... | Victoria Park * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 108 | ... | Waeel * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 88 | ... | Wagerup * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 155 | Wagga * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 205 | ... | Wagin Lake ... | S. | P.O. | 1 | 3 | 1 † | 10 | Yes | Yes | Yes | Yes | Yes |
| 199 | ... | Walgoolan * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 299 | 19 | WALKAWAY (Junction M.R. and N. Lines.) | W.B. | P.O. | 1 | 1 | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| | 83 | Wannamal * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 36 | Warbrook * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 297 | ... | Warri * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 81 | ... | Waroonu (McDowell's) * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 119 | ... | Waterloo * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 83 | ... | Water Trust Company (Vanzetti) * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 247 | ... | Water Trust Company (Golden Pig) * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 19 | Water Tank, No. 1 P * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 159 | ... | Water Tank, 195-mile Tank * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 144 | 174 | Watheroo * ... | M.R. | ... | 1 | 3½ | 1 † | 10 | Yes | Yes | Yes | Yes | ... |
| | 18 | Webb's Landing P * ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned on Platform and Siding Consignment Notes, and freight prepaid.

† Open for coaching traffic only.

‡ Cart weighbridges.

LIST OF STATIONS AND SIDINGS.

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| Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh Bridges and Capacity. | | Can Load and Unload Cattle and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|------------|------------------------------------|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|--|-------------|--------------|--------------------------|---------------|
| Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| 18 | ... | Welsh Pool (Canning Roads Board) * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Werribee (Star Land-ing) * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | ... | W.A. Smelting Co.'s Siding * | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | W. A. Brick Company * | R.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 132 | ... | West Collie * | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11 | ... | West Perth † | E. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 9 | ... | White Peak * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 391 | ... | Wigg's Siding * | M. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 370 | ... | Do. do. * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15 | ... | Wiley's * | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 100 | ... | Wokalup | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 128 | ... | Wolla Wolla * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 184 | ... | Woolwilling * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| 33 | ... | Wongong * | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 155 | ... | Wonnerup * | B.B. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| 224 | ... | Woodanilling * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| 21 | ... | Woodbridge † | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 78 | ... | Woodside * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| 19 | ... | Woodlupine * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 324 | ... | Woolgangie * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 463 | ... | Woolgar * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 150 | ... | Woolundra * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 48 | ... | Woorloo (Byfield's) | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 125 | ... | Worsley's Siding * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 134 | ... | Wright's, A. B. * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 114 | ... | Wurarga * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 123 | ... | Wyola * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 86 | ... | Yalupbrook * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 441 | 139 | Yalgoo | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| 229 | 89 | Yandanooka * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 90 | ... | Yarloop | S.W. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 266 | 52 | Yardarino * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 224 | ... | Yarrabin (Woodanilling) * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 269 | ... | Yellowdine * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| 126 | ... | Yelverton's Siding * | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 144 | ... | Do. * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 211 | ... | Yerbillon * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 375 | ... | Yonda * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 88 | ... | York Racecourse * | S. | ... | 2 | 3 | 1 | 10 } | Yes | Yes | Yes | Yes | Yes |
| 90 | 364 | York | S. | P.O. | ... | ... | 1† | 10 } | Yes | Yes | Yes | Yes | Yes |
| 199 | ... | Yowergabbie * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |

* To places marked * parcels must be consigned on Platform and Siding Consignment Notes, and freight prepaid.

† Open for Coaching Traffic only.

‡ Cart weighbridges.

|| Truck loads of goods are not so be sent to Woodbridge station.

DISTANCE TABLE.

EASTERN LINE.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. |
|--------------------------|-----------------------------------|--------------------------|---------------------|--------------------------|------------------|
| Miles. | | Miles. | | Miles. | |
| 3 | Owen's Anchorage | 63 | Clackline Junction | 286 | Gilgai |
| | (Robb's Jetty) | 65 | Lawnswood | 291 | Koorarawalyee |
| 2 | W.A. Smelting Co.'s Sdg. | 70 | Hoddy's Well | 297 | Warri |
| ... | FREMANTLE | 72 | Delmore | 302 | Duri |
| 1 | East Fremantle | 73 | Coorinja | 309 | Boorabbin |
| 1 | North Fremantle | 75 | Key Farm | 314 | Boondi |
| 2 | Oil Store Siding | 76 | Lloyd's Crossing | 324 | Woolgangie |
| 4 | Cottesloe Beach | 77 | Newcastle | 331 | Dedari |
| 4 | Cottesloe | 67 | Mokine | 338 | Goondari |
| 6 | Claremont | 72 | Spencer's Brook Jn. | 345 | Bullabulling |
| 7 | Karrakatta | 73 | Spring Hill | 350 | Ubini |
| 10 | Subiaco | 76 | Burlong | 358 | Calooli |
| 10 | Leederville | 78 | NORTHAM | 363 | COOLGARDIE |
| 11 | West Perth | 80 | East Northam | 370 | Wigg's Sdg. |
| 12 | PERTH (CENTRAL) | 83 | Seabrook | 373 | Mungari |
| 13 | East Perth | 88 | Grass Valley | 375 | Yonda |
| 15 | Falkirk | 94 | Meenar | 376 | Giovanni's Sg. |
| 16 | Bayswater | 101 | Meckering | 378 | Sutherland's Sg. |
| 18 | Perth Racecourse | 108 | Waeel | 382 | Binduli |
| 20 | Guildford | 116 | Cumderdin | 387 | KALGOORLIE |
| 21 | Woodbridge | 123 | Wyola | | |
| 21 | Padbury's Siding | 130 | Tammin | | BOULDER LINE. |
| 21 | Turton's Siding | 137 | Bungulla | 388 | Hannan Street |
| 21 | Agricultural Soc.'s Sdg. | 145 | Kellerberrin | 389 | Kallarao |
| 22 | MIDLAND JUNCTION | 150 | Woolundra | 390 | Golden Gate |
| 23 | Patterson & Ross' Sdg. | 154 | Doodlekine | 391 | Boulder City |
| 24 | Bellevue Junction | 161 | Baandee | 392 | Kamballi |
| 25 | | 167 | HRNE'S HILL | 393 | Castelanelli |
| 27 | Smith's Mill Branch. { Greenmount | 173 | Nangeenan | 394 | Lake Side |
| 27 | | 180 | Merredin | | |
| 29 | | 187 | Booraan | | MENZIES LINE. |
| 31 | | 194 | Burracoppin | 391 | Wigg's Siding |
| 33 | | 199 | Walgoolan | 397 | Gidgi |
| 35 | | 206 | Carrabin | 407 | Paddington |
| 36 | | 211 | Yerbillon | 410 | Broad Arrow |
| 37 | | 217 | Boddalin | 418 | Bardoc |
| 26 | Devi- ation { Swan View | 225 | Noongaar | 424 | Vettersburg |
| 31 | | 229 | Nulla Nulling | 432 | Canegrass |
| 37 | | 234 | Parker's Road | 441 | Goongarri |
| 41 | | 242 | Doongin | 449 | Comet Vale |
| 48 | | 248 | SOUTHERN CROSS | 463 | Woolgar |
| 52 | | 256 | Ghooli | 467 | MENZIES |
| 55 | | 263 | Bronti | | |
| 56 | | 269 | Yellowdine | | KANOWNA LINE. |
| 56 | | 275 | Kollandi | 399 | Kanowna |
| 59 | | 281 | Karalee | | |

NOTE.—Parkerville to Lion Mill 5 miles.
Swan View to „ 10 „

DISTANCE TABLE—continued.

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SOUTH-WESTERN LINES.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. |
|--------------------------------|-----------|--------------------------------|-----------|-----------------------------|--|
| Miles. | | Miles. | | Miles. | |
| 12 | PERTH | 81 | Waroona | 125 | Bridgetown Branch. |

SOUTHERN LINE.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. |
|-----------------------------|----------------------|-----------------------------|-------------------------|-----------------------------|--------------------|
| Miles. | | Miles. | | Miles. | |
| 72 | SPENCER'S BROOK JCT. | 165 | Cuballing Pool | 351 | Albany Loco. Sheds |
| 75 | Muresk | 174 | NARROGIN | | |
| 78 | Woodside | 184 | Wolwolling | 352 | ALBANY |
| 83 | Burges' Siding | 194 | Buchanan River | | |
| 85 | Mackie's Crossing | 205 | WAGIN LAKE | | DENMARK BRANCH |
| 88 | Racecourse | 213 | Line Lake | | (Private Line.) |
| 89 | Monger's Siding | 224 | Yarrabin (Woodanilling) | | |
| 90 | YORK | 237 | KATANNING | | |
| 97 | Greenhills | 249 | BROOME HILL | | Torbay Junction |
| 101 | Branch. { | 264 | Tambellup W. | 6 | Torbay |
| 104 | | 279 | Pootenup | 16 | Young's |
| 96 | Hicks' | 286 | CRANBROOK | 20 | Hay's Siding |
| 100 | Gilgering | 292 | Tenterden | 28 | Denmark |
| 104 | Addington | 301 | Kendunup | | |
| 108 | Edward's Crossing | 314 | MOUNT BARKER | | |
| 110 | BEVERLEY | 325 | Hay River Road | | |
| 118 | Mt. Kokeby | 332 | 20-Mile Siding | | |
| 130 | Brookton | 341 | Marbellup | | |
| 142 | PINGELLY | 343 | TORBAY JUNCTION | | |
| 153 | Popanying Pool | 344 | Grassmere | | |
| 159 | Water Tank | 346 | Eastwood | | |
| | | 349 | Gledhow | | |

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DISTANCE TABLE—continued.

| MIDLAND RAILWAY. | | | | | | | | |
|------------------|-------------------|------------------|---------------|-------------------|---------------|---------------|-------------------|----------------|
| Distance from | | STATIONS. | Distance from | | STATIONS. | Distance from | | STATIONS. |
| Fremantle. | Midland Junction. | | Fremantle. | Midland Junction. | | Fremantle. | Midland Junction. | |
| Miles. | Miles. | | Miles. | Miles. | | Miles. | Miles. | |
| 22 | ... | MIDLAND JUNCTION | ... | 61 | Wannamal | ... | 195 | Arrino |
| ... | 3 | Janebrook | 91 | 69 | MOGUMBER | ... | 207 | Yandanooka |
| ... | 4 | Oakover | ... | 76 | Gillingarra | 239 | 217 | MINGINEW |
| ... | 9 | Loton's | ... | 86 | Koogan | ... | 223 | Lockier |
| ... | 10 | Upper Swan | ... | 92 | Elsternwick | ... | 230 | Strawberry |
| ... | 14 | Warbrook | 120 | 98 | MOORA | ... | 241 | Irwin |
| ... | 17 | Bullsbrook | ... | 110 | Coomberdale | ... | 244 | Yardarino |
| ... | 23 | Muchea | ... | 122 | Watheroo | 275 | 253 | DONGARRA |
| ... | 30 | Chandalla | ... | 140 | Marchagee | ... | 268 | Bokara |
| 32 | 40 | GINGIN | ... | 152 | Coorow | ... | 274 | Greenough Road |
| ... | 48 | Mooliabeenee | ... | 169 | Carnamah | 299 | 277 | WALKAWAY |
| ... | 52 | Cullalla | ... | 183 | Three Springs | | | |

NORTHERN LINES.

| GERALDTON AND WALKAWAY. | | | GERALDTON, MULLEWA, AND CUE. | | | GERALDTON AND NORTHAMPTON. | | |
|-------------------------|------------|------------------|------------------------------|------------|----------------------|----------------------------|------------|------------------|
| Distance from | | STATIONS. | Distance from | | STATIONS. | Distance from | | STATIONS. |
| Fremantle. | Geraldton. | | Fremantle. | Geraldton. | | Fremantle. | Geraldton. | |
| Miles. | Miles. | | Miles. | Miles. | | Miles. | Miles. | |
| 318 | ... | GERALDTON | 318 | ... | GERALDTON | 318 | ... | GERALDTON |
| ... | 2 | Northampton Jet. | 310 | 8 | MULLEWA JUNCT. | ... | 2 | Northampton Jet. |
| ... | 6 | Racecourse | ... | 13 | Moonyoonooka | ... | 3 | Chapman |
| 310 | 8 | Mullewa Junction | ... | 19 | No. 1 Tank | ... | 6 | Ballast Pit |
| ... | 12 | Bootenal Road | ... | 22 | Newmarracarra | ... | 7 | Glenfield |
| ... | 14 | Georgina | ... | 25 | Northern Gully | ... | 9 | 9-Mile Siding |
| ... | 15 | Wiley's | ... | 34 | Greenough River | ... | 9 | White Peak |
| 299 | 19 | WALKAWAY | 367 | 65 | MULLEWA | ... | 16 | 16-Mile Siding |
| | | | ... | 83 | Pindar | ... | 18 | Webb's Landing |
| | | | ... | 114 | Wurarga | ... | 19 | Taylor's |
| | | | ... | 128 | Wolla Wolla | ... | 21 | Oakabella |
| | | | 441 | 139 | YALGOO | ... | 25 | McGuire |
| | | | ... | 155 | Wagga | ... | 27 | Mercy's |
| | | | ... | 161 | Nannowtharra | ... | 28 | Ryan's |
| | | | ... | 183 | Murruu | ... | 31 | Bowes |
| | | | ... | 199 | Yoweragabbie | 352 | 34 | NORTHAMPTON. |
| | | | 518 | 216 | Mt. MAGNET | | | |
| | | | ... | 222 | Lennonville | | | |
| | | | ... | 231 | R. Allen's Siding | | | |
| | | | ... | 239 | Moyagee | | | |
| | | | 549 | 247 | Austin | | | |
| | | | 561 | 259 | Day Dawn | | | |
| | | | 563 | 261 | Day Dawn Stock Yards | | | |
| | | | 564 | 262 | CUE | | | |

MAXIMUM LOAD.

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Table showing the Maximum Dimensions of a Carriage or Wagon Load which will travel safely over Government and Private Companies' Railways.

| RAILWAY. | Width of load as defined. | | Height in centre from rail. | | Height at side from rail. | |
|---|---------------------------|-----|-----------------------------|-----|---------------------------|-----|
| | ft. | in. | ft. | in. | ft. | in. |
| Government Railways :— | | | | | | |
| Bunbury, Bridgetown, and Busselton Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Eastern Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Great Southern Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Northam-Yilgarn Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Northern Railways | 8 | 6 | 12 | 6 | 10 | 0 |
| South-Western Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Roebourne and Cossack Tramway | ... | ... | ... | ... | ... | ... |
| Private Companies :— | | | | | | |
| Canning Jarrah Timber Co. | 8 | 6 | 12 | 6 | 10 | 0 |
| Midland Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Rockingham Railway | 8 | 6 | 12 | 6 | 10 | 0 |

Western Australian Government Railways.

BY-LAWS.

THE Commissioner of Railways does hereby declare that the following By-laws, having been approved of by the Governor in Executive Council, are the By-laws for regulating the use of the Government Railways, to be observed henceforth by all parties:—

BY-LAWS.*Sale and purchase of tickets; passengers using expired tickets.*

1. Tickets are not transferable; and any person using, or attempting to use, a transferred ticket, or a ticket the time for the proper use of which has expired, with intent to defraud, shall be liable to a penalty not exceeding £2.

Travelling in a superior class of carriage to that for which ticket is held.

2. Any person knowingly, and with intent to defraud, travelling upon any railway in a carriage of a superior class to that for which he is provided with a ticket, or altering a return or other ticket, shall be liable to a penalty not exceeding £2.

Tickets only to be issued between stations named thereon and by proper trains.

3. Tickets, whether single or return, shall be used by passengers only to convey them to the station named thereon, or to a station short of that destination. In no case, however, shall any "cheap excursion" ticket be used for any other station than that named thereon, nor for any other train than that for which such ticket is issued. Any person using, or attempting to use, a ticket in violation of this By-law, with intent to defraud, shall be liable to a penalty not exceeding £2.

Defaced tickets not to be recognised.

4. No ticket will be recognised by any servant of the Commissioner unless the number, date, and names of the stations written or printed on such ticket shall be perfectly legible. The holder of any ticket who shall wilfully deface his ticket, or render it illegible in any of the above particulars, with intent to defraud, will be liable to a penalty not exceeding £2.

Sale and purchase of tickets.

5. Any person, not duly authorised by the Commissioner, who shall sell, or offer for sale, any free pass, ticket, or portion of a return ticket, shall be liable to a penalty not exceeding £10.

Male passengers not to enter waiting rooms or carriages set apart for females.

6. No male passenger is allowed to enter any waiting room or carriage set apart for the accommodation of females; and any person remaining in any such room or carriage, after being warned to leave the same, shall be liable to a penalty not exceeding £10.

Entering or leaving carriage after examination of tickets or on journey.

7. Any person, not being a servant of the Commissioner, who shall open any carriage for the purpose of entering the same, after the tickets have been examined and the carriage doors locked by the person appointed for that purpose, or who shall let himself out of any carriage, or attempt to do so, at any station, or at any time during the journey, by the use of a private key or other instrument, shall be liable to a penalty not exceeding £10.

Entering or leaving carriage when in motion, etc.

8. No person shall, without the consent of the Commissioner, travel outside a carriage on the railway; or get into, or upon, or quit any part of the train whilst the same is in motion; and any person doing so, or attempting to do so, shall be liable to a penalty not exceeding £10.

Smoking in places not set apart for the purpose.

9. Smoking is strictly prohibited in any of the railway sheds, offices, waiting rooms, or upon any station platforms; and any person found so smoking shall be liable to a penalty not exceeding £10.

BY-LAWS.

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Smoking not allowed in railway carriages not set apart specially.

10. Smoking is strictly prohibited in any railway carriage except those set apart for the purpose; and any person found smoking in a carriage not set apart for the purpose shall forfeit a penalty not exceeding £10, and may be removed from the carriage by any railway servant, and shall forfeit his fare.

Conveyance of dogs.

11. Dogs will be conveyed and charged for according to printed conditions, but will not on any account be allowed to accompany passengers in the carriages. Any person taking a dog into a passenger carriage shall be liable to a penalty not exceeding £10.

Gratuities to railway servants forbidden.

12. No gratuity is, under any circumstance, allowed to be received by a railway servant, on pain of dismissal. Any person giving or offering a gratuity to any such servant shall be liable to a penalty not exceeding £10.

Persons intoxicated or committing a nuisance.

13. Any person found in or upon any railway carriage or station, or premises in a state of intoxication, or making use of obscene, insulting, abusive, indecent, or blasphemous language, or writing any obscene words or figures, or committing any nuisance, or gambling or wilfully interfering with the comfort of any passenger, shall be liable to a penalty not exceeding £10, and to removal from such carriage, station, or premises, as soon as shall be practicable.

Drivers of vehicles to be provided with written license.

14. No driver or conductor of any hackney carriage, omnibus, or other public vehicle shall ply for hire within railway premises without a license in writing from the Commissioner; and any person offending contrary to this By-law shall be liable to a penalty not exceeding £10.

Drivers and conductors of vehicles under the direction of railway servants.

15. Every driver or conductor of an omnibus, cab, carriage, or other vehicle shall, while in or upon any station, yard, or other premises of the Railway Department, obey the directions of the railway officers and employes duly authorised on that behalf; and every person offending against this Regulation shall be liable to a penalty not exceeding £10.

Communication between passengers and railway servants forbidden, without sufficient reason.

16. Any person who shall make use of the means of communication between the passengers and the railway servants in charge of a train, or apply any brake without reasonable and sufficient cause, shall be liable for each offence to a penalty not exceeding £10.

Unauthorised persons soliciting custom.

17. No person will be allowed to come upon any railway premises for the purpose of removing any passenger or luggage, unless required by a passenger and engaged by him for such purpose; and no person will be allowed to come upon any railway premises for the purpose of soliciting custom or hire. Any person attempting to evade, or being guilty of a breach of this Regulation, or not quitting the premises when required by a Stationmaster or other railway servant, shall be liable to a penalty not exceeding £10.

Polluting water in reservoir, etc.

18. Any person found washing, bathing, or swimming, or otherwise polluting the water in any reservoir or tank belonging to the railway, or any unauthorised person drawing water therefrom, shall be subject to a penalty not exceeding £10.

Posting placards on railway property or premises.

19. Any person, unless authorised by the Commissioner, who shall post or stick any placard or bill within or on any of the railway property or premises, shall be subject to a penalty not exceeding £10.

Loaded firearms not to be carried.

20. Firearms shall not, under any circumstances, be taken into or placed upon or carried in any carriage used for the conveyance of passengers upon the railway, nor shall loaded firearms be brought upon the railway premises, and every person offending against this By-law shall be liable to a penalty not exceeding £10.

Injuring or removing railway property.

21. Any person who shall wilfully injure, wholly or in part, any of the linings or blinds, or break or deface any of the windows, or remove or injure any number, plate, or advertisement, or remove or extinguish any of the lamps, or otherwise damage any railway carriages shall be liable to a penalty not exceeding £10, in addition to the payment of the amount of damage done.

Selling of articles on railway premises.

22. No article shall be sold on any railway premises without the consent of the Commissioner; and every person offending against this By-law shall forfeit a sum not exceeding £10.

Explanation of terms.

23. The word "fare" in these By-laws shall be held to mean the rate of toll or sum of money approved by the Governor in Council and published under the authority of the "Railways Amendment Acts, 1879 and 1881," and other Acts; and the words "railway carriage" shall include every passenger carriage, goods-truck, horse-box, meat-van, or other vehicle used on the railway.

Signed by the Commissioner of Railways, at Perth.

F. H. PIESSE,

Commissioner of Railways.

In the presence of—

ALPIN F. THOMSON.

Approved by His Excellency the Governor in Executive Council this 18th day of August, 1897.

R. VERNON,

Acting Clerk of the Council.