

Supplement to Government Gazette

OF WESTERN AUSTRALIA,

OF THURSDAY, 3RD SEPTEMBER, 1891.

GREAT SOUTHERN RAILWAY.

Goods Classification and Schedule of Rates.

THE following charges for carriage of Goods on the above Railway having been duly authorised to come into force by His Excellency the Governor in Executive Council, are now published for general information. All goods are accepted and conveyed by the Company, subject to the General Regulations approved by His Excellency the Governor on the 1st day of September, 1891.

N.B.—The words "Owner's risk" in all cases signify that the articles against which they appear are conveyed at these rates solely at owner's risk.

Special Class.

(All at Owner's risk.)

In Lots of not less than 4 tons (less quantities will be charged at 1st Class, plus 25 per cent.)

Ashes
Ballast
Bones, uncrushed, in not less than 2½ ton truck loads
Bottles, empty
Bricks
Clay, Sand, and Gravel
Coal
Copper Ore
Drain Pipes
Fencing posts and rails (wooden)
" wire, in bundles
Fireclay
Flagging
Flux
Fuel, patent
Hay and Straw, pressed, in bales in not less than 2½ ton truck loads, and not exceeding 3 ton truck loads
Iron Ore
" Pig
" Scrap
Lime, Limestone, and Cement
Manure, stable
Ores, crude
Palings, split (rough)
Props, Mining
Quartz
Railway Sleepers
Road Metal
Rock Salt
Salt, unrefined
Sawdust, in bags
Scaffold Poles
Seaweed
Shingles
Stone, undressed
Water
Timber, West Australian hardwood; Log (30ft. to the ton)
Timber, West Australian hardwood; Sawn (30ft. the ton) 25 per cent. extra

Loading and unloading to be performed by owner; if performed by the Company 1s. per ton will be charged for each service. A minimum of 6 tons will be charged for logs of 30ft., and a minimum of 4 tons for logs of 20ft.;

smaller quantities will be charged as 6 tons or 4 tons respectively.

All Timber, in lengths, requiring 2 trucks, to be charged 10 per cent. additional, but when the load on the two trucks is not less than 7 tons 10 cwt., this per centage is not charged.

Timber, in lengths, requiring 3 trucks, 15 per cent. and 4 trucks 20 per cent., additional on the long lengths only.

Timber, hardwood imported, 10 per cent. additional.

All goods mentioned above to be unloaded within 6 working hours after arrival; failing which, demurrage will be charged at the rate of 7s. 6d. per truck per day or part thereof.

First Class.

(All at Owner's risk.)

Barley
Bone Dust and Ash
Bran
Chaff, in truck loads of not less than 2 tons for vans, and 2 tons 10 cwt. for open wagons, and not exceeding 3 ton loads
Coke and Charcoal
Flour
Guano
Maize
Mangold-Wurzel and other root crops
Oats
Onions
Pollard
Potatoes
Peas and Beans, dried
Swedes
Turnips
Wheat

Carried in quantities of not less than 4 ton lots; less quantities will be charged at 1st class rates, plus 25 per cent.

Classes Special and First.

The rates specified are for haulage only; goods to be loaded, unloaded, and (if necessary) chained, roped, and sheeted by the owner, or, if this work be done by the Company, 1s. per ton in addition will be charged for loading or unloading, and the usual charge for chains, ropes, and sheets as detailed below

Second Class.

Aerated Waters packed in cases (Owner's risk)
 Alum, in casks
 Anchors and Chain Cables
 Anvils and Vices
 Asphalt
 Axles and Axle boxes (Owner's risk)
 Axle beds, for Drays and Wagons (Owner's risk)
 Bacon and Hams, in cases and casks
 Bark, for Tanning (3 ton loads, 1st class)
 Bath Bricks
 Beef and Pork, salt, in casks
 Bags, Sacks, and Woolpacks, in bales or bundles,
 4-ton lots special
 Bolts and Nuts, in cases or packages (Owner's risk)
 Butter, Dripping, and Lard, in casks, kegs, cases,
 or tins (Owner's risk)
 Canvas, in bales
 Castings, in cases not exceeding 2 tons in weight
 (Owner's risk)
 Chains
 Chalk or Ochre
 Cheese
 Chloride of Lime
 Copper, in Ingots
 Cocoa Nuts
 Crow-bars
 Deals and Flooring Boards dead weight. In
 lengths requiring 2 trucks, additional 10 per
 cent.
 Dray and Wagon under frames and fittings (Owner's
 risk)
 Eggs, packed (Owner's risk)
 Farm, Garden and Dairy produce, not otherwise
 specified, prepaid, in Cases, Crates or Bags
 (Owner's risk)
 Fat in tins, bags, &c.
 Felloes and Spokes
 Felt for roofing, in bundles (Owner's risk)
 Fish, fresh, prepaid (Owner's risk)
 Fruit and Vegetables, fresh, prepaid, in cases,
 crates or bags (Owner's risk) 4 ton lots special
 class
 Fruit and Vegetables, preserved, in tins and cases
 Galvanized Iron, in cases or bundles (Owner's risk)
 Girders, Iron, not exceeding 20ft.
 Glue
 Grease, in casks
 Grindstones (Owner's risk)
 Gum, in 3-ton loads, 1st class
 Hides and Sheep Skins, in bundles, loose, additional
 10 per cent. (Owner's risk)
 Horns and Hoofs
 Horse Shoes, in bags, casks or packages
 Hurdles, Iron or Wood
 Iron, bars, bundles, sheets or boiler plates
 Iron Posts (fencing) 4 ton loads, special (Owner's
 risk)
 Lead, Pig and Sheet
 Machinery, Gold Mining (Owner's risk)
 Meat, fresh, prepaid (Owner's risk)
 „ preserved, in tins or casks
 Molasses and Treacle, in casks
 Naves and Hubs
 Nails, Rivets and Screws, in cases, kegs or bags
 Oilcake
 Pipes, Iron, for water or gas (Owner's risk)
 Pitch and Tar
 Plaster
 Ploughs in cases and casks, and Ploughshares in
 bundles.
 Rails, Chairs, Fish-plates and Spikes (4 ton loads
 special class)
 Resin
 Salt in bags (refined)
 Sash-weights
 Saltpetre, in bags or casks

Scab Specific and Foot-rot Preparation in casks
 Shot
 Slates, school
 Spades and Shovels in cases
 Steel
 Sugar, in hogsheads, bags or mats
 Tallow, in casks or cases
 Tin, in ingots
 Tobacco Leaf, in bales or casks
 Vats, empty (40ft. to the ton)
 Whiting
 Windmills, in pieces, packages or casks (Owner's
 risk)
 Wire Netting (4 ton loads special)
 Zinc, in casks or cases

Third Class.

Ale and Beer, in bulk
 Almonds
 Architraves, Mouldings and Skirtings (Owners risk)
 Arsenic, in kegs
 Bacon and Hams, loose or in packages
 Bedsteads, in cases
 Belting, leather and rubber
 Biscuits, plain, in casks
 Bluestone, in casks
 Boats, 60 cubic feet to the ton (Owner's risk)
 Boiler Fluid, in casks or drums
 Bottled Beer, in cases or casks (Owner's risk)
 Bullock Yokes and Bows
 Candles, in boxes
 Carpeting
 Castings, loose, not exceeding 2 tons (Owner's risk)
 Castings, loose, polished and turned or fragile, not
 exceeding 2 tons (Owner's risk)
 Colors, in casks, kegs or tins
 Cordage
 Cordials, in bulk or cases, imported
 „ made in the Colony, 2nd class
 Doors, Wooden and Door Frames (Owner's risk)
 Earthenware and Stoneware, in crates (Owner's
 risk)
 Fish, dried or preserved, in tins or casks
 Floorcloth
 Forges
 Fruit, dried or in bottles (in cases)
 Furniture, in cases
 Gates, Iron
 Girders, exceeding 20 feet and not exceeding 30
 feet (otherwise under special arrangements
 only)
 Glass, window, in cases (Owner's risk)
 Glucose
 Groceries and Oilmens' Stores, not otherwise speci-
 fied, in casks or cases
 Hops, in bales or pockets (Owner's risk)
 Honey
 Ice, in cases or boxes, prepaid, 4 ton lots 1st class
 (Owner's risk)
 Ink, in kegs or cases
 Iron Hoop
 Iron Railings, wrought (Owner's risk)
 Joinery, not otherwise specified, including Match-
 boarding (Owner's risk)
 Kangaroo, Wallaby and Opossum Skins (Owner's
 risk)
 Kerosene and Gasoline (Owner's risk)
 Leather, in bales
 Linseed
 Machinery, light and fragile, not exceeding 2 tons
 (Owner's risk)
 Marble and Granite, polished, in cases
 Mining Trucks and Buckets

Mouldboards (Owner's risk)
 Oil, in casks, tins and cases (Owner's risk)
 Paints, in casks, kegs or tins
 Paper, in bales or reams
 Peas, split, in casks or bags
 Pepper
 Ploughshares, loose
 Portable Engines (Owner's risk)
 Potteryware (Owner's risk)
 Rice
 Rollers, iron
 Rope, hemp or wire
 Safes, iron, in cases
 Screw-jacks
 Scrubland Cultivators, in pieces
 Seeds, in bags and boxes (Owner's risk)
 Sheep-troughing (Owner's risk)
 Shafts and Wheels, Wagon or Dray
 Slate Slabs
 Soap, common, in cases
 Soap, soft
 Soda, caustic, carbonate or crystals
 Sole Plates and Breasts
 Springs, Carriage, Cart and Wagon
 Stationery
 Sulphur
 Tarpaulins
 Tanks, Iron, square and cylindrical, empty, 128
 feet to the ton (Owner's risk)
 Tents and Tentpoles, in bundles
 Tinware, in cases
 Tools in Chests
 Trucks, Hand
 Vinegar and Limejuice, in casks
 Vine Cuttings, in bundles
 Wax
 Weighing Machines (Owner's risk)
 Wheelbarrows
 Wheels, Wagon or Dray
 Wheels, Iron, loose
 Window Frames and Sashes, with or without Glass
 (Owner's risk)
 Wine, produce of the Colony (Owner's risk)
 Wool, in bags, loose
 Yeast, in kegs or cases (Owner's risk)
 All goods not otherwise specified will be charged
 Third Class rates at Owner's risk.

Fourth Class.

(All at Owner's risk.)

Acids
 American Woodwork
 Animals or Birds (living) in crates or cases, not
 otherwise specified
 Bagatelle or Billiard Tables
 Baskets and Basketware
 Beehives
 Bells of all kinds
 Biscuits, in tins only
 Bicycles and Tricycles
 Boilers, Kitchen, Washing or other, open
 Bonnets and Hats, of all kinds, in cases

Cages
 Carriages, Wagons and similar vehicles, imported
 in pieces, in cases
 Cartridges, in cases
 Cigars and Cigarettes, in cases, &c.
 Corks
 Copying Presses
 Chimney Pieces
 Chinese Goods
 Churns
 Clocks, in cases
 Distillery Apparatus
 Drapery
 Drugs
 Fancy Goods, Toys, &c.
 Feathers
 Filters
 Furniture, loose or in packages
 Fuse
 Fibre
 Grate Fenders and Fire Irons
 Hair, Horse
 Hay Forks and Sickles, loose or in bundles
 Hosiery, in cases
 Incubators
 Japanned Ware
 Kapoc
 Ladders, by measurement, under 16 feet long 60
 feet, over 16 feet 40 feet to the ton
 Lamps and Lampware
 Marble and Granite, polished, loose
 Matches and Vestas
 Mattresses in bundles
 Mats and Rugs, Woollen, in bales
 Meat and Bread Safes
 Millinery in cases
 Mirrors and Pier Glasses
 Mouldings and Cornices, Plaster, Cement, &c.
 Musical Instruments
 Naphtha and Benzole
 Opium
 Palm Wool
 Plaster of Paris Ornaments
 Papier Maché
 Plants and Pots, in cases
 Perambulators
 Perfumery
 Pictures and Picture Frames
 Plate Glass
 Plated Goods
 Phosphorus
 Saws, loose
 Scientific Instruments
 Sewing Machines
 Soap, Fancy
 Silk Goods
 Shafts and Wheels, not otherwise specified
 Snuff
 Sponge, in bales and cases
 Stoves
 Sugar, loaf, loose
 Swing Boats
 Tiles, Fancy
 Tobacco (manufactured)
 Turnery
 Umbrellas
 Wines and Spirits, imported

MILEAGE RATES FOR GOODS.

At per ton of 2,240 lbs., or measurements at 40 feet to the ton, except where otherwise specified on classification.

Miles	Special	First	Second	Third	Fourth	Miles	Special	First	Second	Third	Fourth
	s. d.	s. d.	s. d.	s. d.	£ s. d.		s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.
1						36	5 4	9 4	15 0	1 0 3	1 9 0
2						37	5 5	9 6	15 4	1 0 9	1 9 6
3						38	5 6	9 8	15 9	1 1 4	1 10 3
4	2 4	3 10	4 4	4 6	7 6	39	5 8	9 11	16 1	1 1 11	1 10 9
5						40	5 9	10 2	16 6	1 2 6	1 11 3
6						41	5 11	10 4	16 10	1 3 1	1 11 8
7						42	6 1	10 5	17 3	1 3 6	1 12 3
8	2 5	4 0	4 6	5 0	8 0	43	6 2	10 6	17 7	1 4 0	1 12 10
9	2 6	4 4	4 10	5 5	8 6	44	6 3	10 7	17 10	1 4 6	1 13 5
10	2 7	4 6	5 3	5 11	9 0	45	6 4	10 8	18 1	1 5 0	1 14 0
11	2 9	4 8	5 7	6 4	9 6	46	6 6	10 9	18 5	1 5 6	1 14 6
12	2 10	4 10	6 0	6 9	10 0	47	6 8	10 10	18 9	1 6 0	1 15 0
13	2 11	5 0	6 4	7 3	11 0	48	6 9	10 11	19 1	1 6 6	1 15 6
14	3 0	5 2	6 9	7 10	12 0	49	6 10	11 0	19 5	1 6 11	1 15 11
15	3 1	5 4	7 1	8 5	13 0	50	7 0	11 1	19 9	1 7 4	1 16 3
16	3 2	5 6	7 6	9 0	14 0	51	7 2	11 2	1 0 1	1 7 10	1 16 11
17	3 3	5 8	7 10	9 7	15 0	52	7 4	11 3	1 0 5	1 8 3	1 17 7
18	3 4	5 10	8 3	10 1	16 0	53	7 5	11 4	1 0 10	1 8 8	1 18 2
19	3 6	6 0	8 7	10 8	17 0	54	7 6	11 5	1 1 3	1 9 1	1 18 9
20	3 8	6 4	9 0	11 3	18 0	55	7 7	11 6	1 1 7	1 9 5	1 19 3
21	3 9	6 6	9 4	11 9	18 9	56	7 8	11 7	1 1 11	1 9 10	1 19 10
22	3 10	6 8	9 9	12 4	19 6	57	7 10	11 9	1 2 3	1 10 3	2 0 4
23	3 11	6 10	10 1	12 11	1 0 3	58	7 11	11 10	1 2 7	1 10 7	2 0 9
24	4 0	7 0	10 6	13 6	1 1 0	59	8 1	11 11	1 2 11	1 10 11	2 1 3
25	4 1	7 2	10 10	14 0	1 1 9	60	8 2	12 0	1 3 2	1 11 4	2 1 9
26	4 2	7 4	11 3	14 7	1 2 6	61	8 3	12 1	1 3 6	1 11 8	2 2 3
27	4 4	7 7	11 7	15 2	1 3 3	62	8 5	12 3	1 3 9	1 12 2	2 2 11
28	4 5	7 10	12 0	15 9	1 4 0	63	8 6	12 4	1 4 0	1 12 7	2 3 6
29	4 7	8 1	12 4	16 4	1 4 9	64	8 7	12 5	1 4 3	1 13 0	2 4 0
30	4 9	8 4	12 9	16 11	1 5 6	65	8 9	12 6	1 4 6	1 13 4	2 4 5
31	4 10	8 6	13 1	17 5	1 6 3	66	8 10	12 7	1 4 10	1 13 8	2 4 11
32	4 11	8 8	13 6	18 0	1 6 11	67	9 0	12 9	1 5 1	1 14 1	2 5 5
33	5 1	8 10	13 10	18 6	1 7 6	68	9 1	12 10	1 5 4	1 14 5	2 5 11
34	5 2	9 0	14 3	19 1	1 8 0	69	9 2	12 11	1 5 8	1 14 10	2 6 6

Mileage Rates for Goods—*continued.*

Miles	Special	First	Second	Third	Fourth	Miles	Special	First	Second	Third	Fourth
	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.		s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
71	9 5	13 1	1 6 3	1 15 8	2 7 6	106	13 1	17 10	1 15 6	2 5 10	3 1 2
72	9 7	13 3	1 6 7	1 16 0	2 8 0	107	13 2	18 0	1 15 8	2 6 1	3 1 5
73	9 8	13 4	1 6 10	1 16 3	2 8 4	108	13 4	18 2	1 15 10	2 6 5	3 1 10
74	9 9	13 5	1 7 1	1 16 7	2 8 9	109	13 5	18 4	1 16 0	2 6 8	3 2 3
75	9 10	13 6	1 7 4	1 16 10	2 9 1	110	13 6	18 6	1 16 2	2 7 0	3 2 8
76	10 0	13 7	1 7 8	1 17 1	2 9 5	111	13 7	18 7	1 16 4	2 7 3	3 3 0
77	10 2	13 9	1 7 11	1 17 5	2 9 11	112	13 8	18 8	1 16 6	2 7 6	3 3 4
78	10 3	13 10	1 8 3	1 17 8	2 10 3	113	13 9	18 9	1 16 8	2 7 9	3 3 8
79	10 4	14 0	1 8 6	1 18 0	2 10 8	114	13 10	18 10	1 16 10	2 8 0	3 4 0
80	10 5	14 2	1 8 9	1 18 3	2 11 0	115	13 11	18 11	1 17 0	2 8 3	3 4 4
81	10 6	14 4	1 9 0	1 18 6	2 11 4	116	14 0	19 0	1 17 2	2 8 6	3 4 8
82	10 8	14 5	1 9 4	1 18 10	2 11 9	117	14 1	19 1	1 17 4	2 8 9	3 5 0
83	10 10	14 6	1 9 7	1 19 2	2 12 3	118	14 2	19 2	1 17 6	2 9 0	3 5 4
84	10 11	14 7	1 9 10	1 19 5	2 12 8	119	14 3	19 3	1 17 8	2 9 3	3 5 8
85	11 0	14 8	1 10 2	1 19 10	2 13 1	120	14 4	19 4	1 17 10	2 9 6	3 6 0
86	11 1	14 9	1 10 5	2 0 2	2 13 7	121	14 5	19 5	1 18 0	2 9 9	3 6 4
87	11 3	14 10	1 10 9	2 0 6	2 14 0	122	14 6	19 6	1 18 2	2 10 0	3 6 8
88	11 4	14 11	1 11 0	2 0 9	2 14 4	123	14 7	19 7	1 18 4	2 10 3	3 7 0
89	11 5	15 0	1 11 4	2 1 1	2 14 9	124	14 8	19 8	1 18 6	2 10 6	3 7 4
90	11 6	15 2	1 11 7	2 1 4	2 15 1	125	14 9	19 9	1 18 8	2 10 9	3 7 8
91	11 7	15 4	1 11 11	2 1 8	2 15 7	126	14 10	19 10	1 18 10	2 11 0	3 8 0
92	11 9	15 6	1 12 2	2 1 11	2 15 11	127	14 11	19 11	1 19 0	2 11 3	3 8 4
93	11 10	15 8	1 12 6	2 2 2	2 16 3	128	15 0	1 0 0	1 19 2	2 11 6	3 8 8
94	11 11	15 10	1 12 9	2 2 6	2 16 8	129	15 1	1 0 1	1 19 4	2 11 9	3 9 0
95	12 0	16 0	1 13 0	2 2 9	2 17 0	130	15 2	1 0 2	1 19 6	2 12 0	3 9 4
96	12 1	16 2	1 13 3	2 3 0	2 17 4	131	15 3	1 0 3	1 19 8	2 12 3	3 9 8
97	12 2	16 4	1 13 7	2 3 3	2 17 8	132	15 4	1 0 4	1 19 10	2 12 6	3 10 0
98	12 4	16 6	1 13 10	2 3 7	2 18 1	133	15 5	1 0 5	2 0 0	2 12 9	3 10 4
99	12 5	16 8	1 14 1	2 3 10	2 18 5	134	15 6	1 0 6	2 0 2	2 13 0	3 10 8
100	12 6	16 10	1 14 4	2 4 2	2 18 10	135	15 7	1 0 7	2 0 4	2 13 3	3 11 0
101	12 7	17 0	1 14 6	2 4 5	2 19 3	136	15 8	1 0 8	2 0 6	2 13 6	3 11 4
102	12 8	17 2	1 14 8	2 4 9	2 19 8	137	15 9	1 0 9	2 0 8	2 13 9	3 11 8
103	12 9	17 4	1 14 10	2 5 0	3 0 0	138	15 10	1 0 10	2 0 10	2 14 0	3 12 0
104	12 10	17 6	1 15 1	2 5 3	3 0 4	139	15 11	1 0 11	2 1 0	2 14 3	3 12 4
105	12 11	17 8	1 15 3	2 5 7	3 0 9	140	16 0	1 1 0	2 1 2	2 14 6	3 12 8

Mileage Rates for Goods—*continued.*

Miles	Special					Miles	Special				
	First	Second	Third	Fourth	Special		First	Second	Third	Fourth	
	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
141	16 1	1 1 1	2 1 4	2 14 9	3 13 0	176	19 0	1 4 0	2 6 6	3 3 6	4 4 1
142	16 2	1 1 2	2 1 6	2 15 0	3 13 4	177	19 1	1 4 1	2 6 8	3 3 9	4 4 5
143	16 3	1 1 3	2 1 8	2 15 3	3 13 8	178	19 2	1 4 2	2 6 9	3 4 0	4 4 9
144	16 4	1 1 4	2 1 10	2 15 6	3 14 0	179	19 3	1 4 3	2 6 11	3 4 3	4 5 1
145	16 5	1 1 5	2 2 0	2 15 9	3 14 4	180	19 4	1 4 4	2 7 0	3 4 6	4 5 4
146	16 6	1 1 6	2 2 2	2 16 0	3 14 8	181	19 4	1 4 5	2 7 2	3 4 9	4 5 8
147	16 7	1 1 7	2 2 4	2 16 3	3 15 0	182	19 5	1 4 6	2 7 3	3 5 0	4 6 0
148	16 8	1 1 8	2 2 6	2 16 6	3 15 4	183	19 5	1 4 7	2 7 5	3 5 3	4 6 4
149	16 9	1 1 9	2 2 8	2 16 9	3 15 8	184	19 6	1 4 8	2 7 6	3 5 6	4 6 7
150	16 10	1 1 10	2 2 10	2 17 0	3 16 0	185	19 6	1 4 9	2 7 8	3 5 9	4 6 11
151	16 11	1 1 11	2 3 0	2 17 3	3 16 4	186	19 7	1 4 10	2 7 9	3 6 0	4 7 3
152	17 0	1 2 0	2 3 2	2 17 6	3 16 7	187	19 7	1 4 11	2 7 11	3 6 3	4 7 7
153	17 1	1 2 1	2 3 4	2 17 9	3 16 11	188	19 8	1 5 0	2 8 0	3 6 6	4 7 10
154	17 2	1 2 2	2 3 6	2 18 0	3 17 3	189	19 8	1 5 1	2 8 2	3 6 9	4 8 2
155	17 3	1 2 3	2 3 8	2 18 3	3 17 7	190	19 9	1 5 2	2 8 3	3 7 0	4 8 6
156	17 4	1 2 4	2 3 10	2 18 6	3 17 10	191	19 9	1 5 3	2 8 5	3 7 3	4 8 10
157	17 5	1 2 5	2 4 0	2 18 9	3 18 2	192	19 10	1 5 4	2 8 6	3 7 6	4 9 1
158	17 6	1 2 6	2 4 2	2 19 0	3 18 6	193	19 10	1 5 5	2 8 8	3 7 9	4 9 5
159	17 7	1 2 7	2 4 4	2 19 3	3 18 10	194	19 11	1 5 6	2 8 9	3 8 0	4 9 9
160	17 8	1 2 8	2 4 6	2 19 6	3 19 1	195	19 11	1 5 7	2 8 11	3 8 3	4 10 1
161	17 9	1 2 9	2 4 8	2 19 9	3 19 5	196	1 0 0	1 5 8	2 9 0	3 8 6	4 10 4
162	17 10	1 2 10	2 4 9	3 0 0	3 19 9	197	1 0 0	1 5 9	2 9 2	3 8 9	4 10 8
163	17 11	1 2 11	2 4 11	3 0 3	4 0 1	198	1 0 1	1 5 10	2 9 3	3 9 0	4 11 0
164	18 0	1 3 0	2 5 0	3 0 6	4 0 4	199	1 0 1	1 5 11	2 9 5	3 9 3	4 11 4
165	18 1	1 3 1	2 5 2	3 0 9	4 0 8	200	1 0 2	1 6 0	2 9 6	3 9 6	4 11 9
166	18 2	1 3 2	2 5 3	3 1 0	4 1 0	201	1 0 2	1 6 1	2 9 8	3 9 8	4 11 11
167	18 3	1 3 3	2 5 5	3 1 3	4 1 4	202	1 0 3	1 6 2	2 9 9	3 9 11	4 12 3
168	18 4	1 3 4	2 5 6	3 1 6	4 1 7	203	1 0 3	1 6 3	2 9 11	3 10 1	4 12 6
169	18 5	1 3 5	2 5 8	3 1 9	4 1 11	204	1 0 4	1 6 4	2 10 0	3 10 4	4 12 10
170	18 6	1 3 6	2 5 9	3 2 0	4 2 3	205	1 0 4	1 6 5	2 10 2	3 10 6	4 13 1
171	18 7	1 3 7	2 5 11	3 2 3	4 2 7	206	1 0 5	1 6 6	2 10 3	3 10 9	4 13 5
172	18 8	1 3 8	2 6 0	3 2 6	4 2 10	207	1 0 5	1 6 7	2 10 5	3 10 11	4 13 8
173	18 9	1 3 9	2 6 2	3 2 9	4 3 2	208	1 0 6	1 6 8	2 10 6	3 11 2	4 14 0
174	18 10	1 3 10	2 6 3	3 3 0	4 3 6	209	1 0 6	1 6 9	2 10 8	3 11 4	4 14 3
175	18 11	1 3 11	2 6 5	3 3 3	4 3 10	210	1 0 7	1 6 10	2 10 9	3 11 7	4 14 7

Mileage Rates for Goods—continued.

Miles	Special	First	Second	Third	Fourth	Miles	Special	First	Second	Third	Fourth
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
211	1 0 7	1 6 11	2 10 11	3 11 9	4 14 10	228	1 1 4	1 8 4	2 13 0	3 15 4	4 19 9
212	1 0 8	1 7 0	2 11 0	3 12 0	4 15 2	229	1 1 4	1 8 5	2 13 2	3 15 6	5 0 1
213	1 0 8	1 7 1	2 11 2	3 12 2	4 15 5	230	1 1 5	1 8 6	2 13 3	3 15 9	5 0 4
214	1 0 9	1 7 2	2 11 3	3 12 5	4 15 9	231	1 1 5	1 8 7	2 13 5	3 15 11	5 0 8
215	1 0 9	1 7 3	2 11 5	3 12 7	4 16 0	232	1 1 6	1 8 8	2 13 6	3 16 2	5 0 11
216	1 0 10	1 7 4	2 11 6	3 12 10	4 16 4	233	1 1 6	1 8 9	2 13 8	3 16 5	5 1 3
217	1 0 10	1 7 5	2 11 8	3 13 0	4 16 7	234	1 1 7	1 8 10	2 13 9	3 16 7	5 1 6
218	1 0 11	1 7 6	2 11 9	3 13 3	4 16 11	235	1 1 7	1 8 11	2 13 11	3 16 10	5 1 10
219	1 0 11	1 7 7	2 11 11	3 13 5	4 17 2	236	1 1 8	1 9 0	2 14 0	3 17 0	5 2 1
220	1 1 0	1 7 8	2 12 0	3 13 8	4 17 6	237	1 1 8	1 9 1	2 14 2	3 17 2	5 2 5
221	1 1 0	1 7 9	2 12 2	3 13 10	4 17 9	238	1 1 9	1 9 2	2 14 3	3 17 4	5 2 8
222	1 1 1	1 7 10	2 12 3	3 14 1	4 18 1	239	1 1 9	1 9 3	2 14 5	3 17 7	5 3 0
223	1 1 1	1 7 11	2 12 5	3 14 3	4 18 4	240	1 1 10	1 9 4	2 14 6	3 17 9	5 3 3
224	1 1 2	1 8 0	2 12 6	3 14 6	4 18 7	241	1 1 10	1 9 5	2 14 8	3 18 0	5 3 7
225	1 1 2	1 8 1	2 12 8	3 14 8	4 18 11	242	1 1 11	1 9 6	2 14 9	3 18 2	5 3 10
226	1 1 3	1 8 2	2 12 9	3 14 11	4 19 2	243	1 1 11	1 9 7	2 14 11	3 18 5	5 4 2
227	1 1 3	1 8 3	2 12 11	3 15 1	4 19 6						

In all cases the Company reserves the right of charging by weight or measurement at its option. Castings, Machinery, &c., weighing over three tons, are only carried by special arrangement.

Machines.

(All at Owner's risk.)

	Per Mile.	Minimum Charge.	Per Mile.	Minimum Charge.
	s. d.	s. d.	s. d.	s. d.
Chaffcutters, hand	0 2	2 0	0 2	2 0
Ditto horse	0 4	4 0	0 3½	3 6
Corncrushers	0 3	3 0	0 2	2 0
Cornscreens	0 1	1 0	0 0½	1 0
Earth Scoops	0 3	3 0	0 1	1 0
Grubbing, small, on wheels	0 3	3 0	0 1½	1 6
Ditto without wheels	0 4	4 0	0 3	3 0
Harrows, 3 leaves	0 1	1 0	0 3	3 0
Ditto 4 or 5 leaves	0 1½	1 6	0 2	2 0
Hayrakes, horse	0 3	3 0	0 3	3 0
Horsepowers, large	0 3	3 0	0 4½	4 6
Ditto small	0 2	2 0		
Mowing Machines	0 3	3 0		
Ploughs	0 1	1 0		
Do. double	0 1½	1 6		
Do. 3 furrow	0 2	2 0		
Do. 4 furrow	0 3	3 0		
Do. 5 furrow	0 3½	3 6		
Do. 6 furrow	0 4	4 0		
Scarifiers	0 2	2 0		
Strippers	0 3½	3 6		
Tree Pullers, complete	0 2	2 0		
Washing Machines, not measuring 8 cubic feet	0 0½	1 0		
Ditto, do., measuring more than 8ft. and not more than 12ft.	0 1	1 0		
Ditto, do., measuring more than 12 and not more than 20 cubic feet	0 1½	1 6		
Winnowing Machines	0 2	2 0		
Do. with Smut Machines combined	0 3	3 0		
Reapers and Twine Binders combined	0 4½	4 6		

When the above machines or implements are taken to pieces and tied in bundles, First Class rates and conditions will apply. The full rates will be charged where the machine or implement is either complete or only so partially dismantled as to prevent the parts being stowed in a comparatively small compass.

Returned Empties

At Owner's Risk.

CARRIAGE TO BE PREPAID IN ALL CASES.

Up to 41 miles inclusive ...	6d per cwt.
Up to 90 " " ...	1s "
Up to 110 " " ...	1s 3d "
Up to 150 " " ...	1s 6d "
Up to 200 " " ...	1s 9d "
Up to 241 " " ...	2s "
Minimum ...	6d "

Empties not being returns, double these rates; will only be forwarded when convenient. Minimum 1s.

Firewood.

Firewood per truck, not exceeding 5 tons, per mile 6d; minimum 10s.

Consignees must unload immediately on arrival, failing which the Company reserves to itself the right to unload, charging 5s per truck for the labour.

Trucks to be loaded and unloaded by owners.

Trucks remaining unloaded more than 6 working hours will be charged demurrage at the rate of 7s 6d per truck per day or part thereof.

Trucks loaded in excess of the weight quoted above will be charged at double above rates for such excess.

Smalls.

RATES FOR CARRIAGE OF SMALLS, AND MINIMUM CHARGE FOR CONSIGNMENTS OF GOODS CARRIED AT TONNAGE RATES.

All packages under 7 lbs in weight, and all packages wrapped in paper only, must be sent by passenger trains at parcel rates.

Packages over 7 lbs in weight may be invoiced at the following scale of charges, by goods or mixed trains only:—20 miles and under, 1s; 40 miles, 1s 6d; 80 miles 2s; 100 miles, 2s 3d; 150 miles, 2s 6d; 200 miles, 2s 9d; 241 miles, 3s.

The Company reserves the right to levy these charges on each separate package.

Wool Rates.

LOADING, UNLOADING, SHEETING AND ROPING, IF NECESSARY, TO BE DONE BY OWNER.

Rates per Bale, not over 4 cwt.

Any distance not exceeding 15 miles ...	1 0	} In each case, Cumulative on the Preceding Rate.
Over 15 miles and not exceeding 115 miles, every 10 miles or part of 10 miles ...	0 6	
Over 115 miles and not exceeding 150 miles, every 10 miles or part of 10 miles ...	0 4	
Over 150 miles and not exceeding 180 miles, every 10 miles or part of 10 miles ...	0 2	
Over 180 miles, for every 10 miles or part of 10 miles ...	0 1	
Each bale over 4 cwt. will be charged 25 per cent. per bale additional upon the rate for a 4-cwt. bale, upon every cwt. or portion of a cwt. in excess.		

An allowance of 6d per bale will be made to a consignor sending 1000 bales or over of wool in one season, if carried more than 100 miles by rail.

All wool is carried at owner's risk as to condition, and will be signed for accordingly.

The Company will, on application, provide sheets and ropes for securing wool, free of charge.

Carriages, &c.

	Per Mile.		Minimum.	
	s.	d.	s.	d.
Dog carts, carriages, and gigs, weighing not more than 10 cwt. ...	0	6	4	0
If weighing more than 10 cwt. and not more than 25 cwt. ...	0	9	6	0
If weighing more than 25 cwt. ...	1	0	12	0
Light drays and wagons, weighing not more than 10 cwt. ...	0	4	4	0
If weighing more than 10 cwt. and not more than 25 cwt. ...	0	6	6	0
Weighing more than 25 cwt. ...	0	9	9	0

24 hours' notice required in all cases.

For long distances a reduction of 25 per cent. will be allowed on above rates, after first 100 miles.

When two vehicles belonging to the same owner are loaded on one truck, a reduction of 50 per cent. will be made in the charge for the second vehicle.

Sandalwood.

Loading and unloading to be done by owners.

Distance.	Rate per Ton.
10 miles or under ...	5 0
15 " " ...	5 10
20 " " ...	6 8
25 " " ...	7 6
30 " " ...	8 4
35 " " ...	9 2
40 " " ...	10 0
45 " " ...	10 10
50 " " ...	11 8
55 " " ...	12 6
60 " " ...	13 4
65 " " ...	14 2
70 " " ...	15 0
75 " " ...	15 10
80 " " ...	16 8
85 " " ...	17 6
90 " " ...	18 4
95 " " ...	19 2
100 " " ...	20 0
105 " " ...	20 10
110 " " ...	21 8
120 " " ...	23 4
130 " " ...	25 0
141 " " ...	26 8
150 " " ...	28 4
160 " " ...	29 2
170 " " ...	30 0
180 " " ...	30 10
190 " " ...	31 8
201 " " ...	32 7
211 " " ...	33 5
225 " " ...	34 7
235 " " ...	35 5
242 " " ...	36 0

In truck loads of not less than 2 tons for low-side wagons, and not less than 3 tons for high-side wagons or vans. Less quantities will be charged 2nd class rates or the minimum.

Trucks remaining unloaded more than 6 working hours after arrival will be charged demurrage at the rate of 7s 6d per truck per day or part thereof.

Live Stock.

No orders for trucks for the conveyance of live stock will be accepted, unless written upon one of the forms provided for the purpose, which are obtainable at any

station, and which must clearly state where and by whom carriage is payable.

Rate per Mile. Class.	Sheep Vans.	Trucks for Cattle, Pigs and unshod Horses.		Horse Boxes.		
		60 Sheep.	7 Beasts.	For 1 En- tire.	For 1 Mare, Gelding or Filly, or Entire under 2 years of age.	For 2 Horses or Ponies.
Containing } about . . . }						
For the first 50 miles of journey	s. d. 0 8	s. d. 0 8	s. d. 0 8	s. d. 0 6	s. d. 0 10	
For the next 50 . .	0 6	0 6	0 6	0 5	0 8	
For the next 100	0 4	0 4	0 5	0 4	0 6	
For each addition- al mile	0 2	0 2	0 4	0 4	0 6	
Minimum Charge for the above . . .	10 0	10 0	10 0	7 6	10 0	

For mare with foal not exceeding 6 months old at foot add 50 per cent. to the charge as above for 1 horse.

Shod horses in cattle trucks will be charged 12½ per cent. in addition.

LESS THAN TRUCK LOADS.

For a single tier Sheep Van or Cattle Truck, containing about 30 sheep or not more than 10 calves, or 1 bull or 30 pigs, two-thirds of the amount charged for a full sheep van. Minimum 7s 6d.

For a Truck containing one cow (calf at foot free), or ox, or not more than 15 sheep or 5 calves, or 15 pigs, half of the amount charged for a full truck. Minimum 6s.

Single calf, pig, goat, or sheep, not exceeding 100 lbs each, ½d. per mile. Minimum 2s.

Single calf, pig, goat, or sheep, exceeding 100 lbs. but not exceeding 200 lbs. each, 1d per mile. Minimum 2s 6d.

Pigs, small (in cases), for each case not exceeding 100 lbs, ½d. per mile. Minimum 2s.

Ditto do. weighing exceeding 100 lbs but not exceeding 200 lbs, 1d per mile. Minimum 3s.

Ditto do. weighing exceeding 200 lbs and not exceeding 300 lbs, 2d per mile. Minimum 4s.

No case above 300 lbs will be carried.

N.B.—When the charge at per head for sheep, calves and pigs exceeds that for 15 sheep, 5 calves, or 15 pigs, the lesser charge will be made.

Valuable rams and ewes, 12½ per cent. in addition to rates quoted above for sheep.

Cattle trucks used for conveyance of sheep will, when such is not done for the convenience of the Company, be charged for at full cattle truck rates.

A free pass will be issued at the station from which the live stock is sent, to a drover accompanying. For every order of 3 trucks or over, only one pass will be issued, unless the order is for more than one train load, when a pass for each full train load will be given.

Under no circumstances are passes to be issued to drovers unless they are actually present and travel in the same train with the live stock. These passes are issued for the single journey only.

Dogs: See parcels.

NOTE.—Live stock will be conveyed at the foregoing rates in all cases at owner's risk, and to and from such stations only as have accommodation for loading and unloading. Loading and unloading to be performed by owner or owners and at their own risk.

Persons desiring to send live stock must give at least 24 hours' notice of the number of trucks they require. Special arrangements for necessary trucks for cattle in herds, or sheep in flocks, must be made with the Traffic Manager.

All live stock must be at the station at least 45 minutes before the advertised time of the train by which they are intended to be despatched; but the Company does not guarantee to forward by any particular train nor to deliver by any particular time.

Live stock must be unloaded and removed within 3 hours after the arrival of the train; or if left, they will remain at the owner's risk and expense, and may be unloaded by the Company at a charge of 5s per truck, and may be sent to livery at the owner's risk, the cost of which shall be paid by the owner, and such cost must be paid by the owner on demand, as part of the authorized charges; and such stock, if not removed within 3 days, may be sold by auction by the Company, and the proceeds thereof applied in payment of all expenses incurred, and the balance thereof handed over to the owner.

Under no circumstances will the Company be responsible for loss of or injury to live stock occurring during loading or unloading, whether such services be performed by either the servants of the Company or the owner; nor will they, under any circumstances, be responsible for loss of or injury to any live stock during transit, arising from fear or restiveness, or through any of the animals being suffocated or trampled upon.

Race Meetings.

All racehorses attending bona fide race meetings are conveyed to the meeting at ordinary rates, but are allowed free back carriage, provided they are returned within a fortnight after the meeting, upon production of the certificate of the secretary to the race committee that they have run at that meeting and remain unsold. They are at owner's risk on both journeys.

Regulations for Carriage

OF AGRICULTURAL MACHINES AND IMPLEMENTS, LIVE STOCK AND PRODUCE, TO AND FROM SHOWS, BY ORDINARY TRAINS ONLY.

On consigning to the show, the consignor must declare on consignment note that they are for exhibition, naming the show, and they must be booked accordingly. They will then be charged full rates to the place of exhibition, and on production of a certificate within one week of the show, from the secretary of the society, that they have been exhibited and not sold, they will be conveyed back to the station whence they were sent, free. Certificate to be attached to the "free" invoice or way-bill.

The foregoing applies to exhibits conveyed in cattle or goods wagons and by goods train. Valuable animals may, however, be conveyed in horse boxes by passenger trains, under these conditions, at goods rates, provided there is rolling stock available.

For all exhibits which may have been sold, full rates will be charged for both journeys.

The journey cannot be broken under these conditions. Exhibits must be returned to the station whence they started; otherwise no refund can be made.

All exhibits to be loaded and unloaded by consignor and consignees, and to be carried and signed for at owner's risk.

Exhibits unaccompanied by a certificate from the secretary of the show will be charged full rates both ways.

To ensure despatch, 48 hours' notice should be given to the station master, of the number and description of vehicles required.

All freight to be made "paid," in first instance, and "to pay" (if charged) on return journey; and original sending station only to make refunds.

Chains, Sheets, and Ropes.

CHARGES FOR THE HIRE OF CHAINS, SHEETS, AND ROPES, FOR GOODS OTHER THAN 2ND, 3RD, OR 4TH CLASS AND WOOL.

Sheets, not exceeding 25 miles 9d, exceeding 25 miles 1s 6d. Ropes and chains, not exceeding 25 miles 4d, exceeding 25 miles 6d. But the Company will not be responsible for damage arising from any alleged defects in the sheets, chains, or ropes thus supplied, nor will the Company undertake to supply sheets, chains, or ropes in all cases.

When, to ensure safety, the Company provides the sheets, chains, or ropes, charges will be made in accordance with the above, except where the rate per ton or per mile includes them.

Gunpowder and Explosives.

Gunpowder and other explosives will be carried solely at owner's risk, and will be charged at 4th class rates. Minimum charge 12s for use of van.

Small consignments may be taken at above rate, in small portable magazines—minimum 5s.

CONDITIONS.

GOODS OF A DANGEROUS NATURE.

The Company is not a common carrier of gunpowder, blasting powder, gun cotton, dynamite, lithofracteur, fireworks, cartridges, aquafortis, mineral acids, petro-

leum, or lucifer matches, or any other goods which, in the judgment of the Company or their 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*, and that the Company will not be responsible for any loss or damage occurring to or caused by same during transit, or while being loaded or unloaded, or at any time while in the custody of the Company.

In order that all necessary precautions may be taken to ensure safety, no such goods are to be taken to the Railway unless their nature is made known, either by a conspicuously printed notice of contents, exhibited on the outside of each package, or by a written notice of contents being handed to the receiving officer to whom the goods are made over. Any person disregarding this regulation will be liable under the Railway Acts, Bye-Law 5 (44 Vic., No. 17, Sec. 15), to a penalty not exceeding £50.

(See *Special Regulations for the Conveyance of Gunpowder and other Explosives.*)

SPECIAL REGULATIONS FOR THE CONVEYANCE OF GUNPOWDER AND OTHER EXPLOSIVES.

All gunpowder or other explosives must be packed in barrels closely joined and hooped, or in copper, zinc, or tinned cases or canisters, enclosed in wooden boxes or barrels, and so secured that no part of the explosive can escape. Casks or other packages of blasting or loose powder must also be placed in bags or sacks, to be provided by sender. Copper nails or copper screws must alone be used.

No barrel or package is to contain more than 100 lbs.

On the outside of each barrel or package the contents must be distinctly specified, in conspicuous red letters of not less than 1 inch in length, and each barrel or package must also be addressed.

No explosive of any kind exceeding 100 lbs is to be taken to a Railway Station for despatch, unless accompanied by a permit from the Traffic Manager authorising the same to be received and forwarded. In Albany these permits are to be obtained direct from the Traffic Manager, by application at his office, but at other stations they may be procured through the Station Master. Station Masters are empowered to arrange for the conveyance of quantities of 100 lbs and under, without reference to the Traffic Manager; but under no circumstances is the smallest quantity of any kind of explosive to be brought to the Railway, unless permission is first obtained from the officer in charge of the station from which it is to be despatched.

Any consignment of explosives not taken delivery of at destination, and removed from the Railway premises within 12 hours after arrival, will be forfeited to the Company, and when the quantity exceeds 100 lbs, in addition to forfeiture the owner or consignee will be liable to a penalty not exceeding £50. Before a permit for despatch will be granted by the Traffic Manager, the sender will be required to sign an agreement, undertaking to have the consignment removed at destination in accordance with this regulation.

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 left there at owner's risk and expense.

Permits will not be granted in Albany after 4 p.m. on the day preceding despatch, nor after 12 noon on Saturdays.

The only time at which the Company will receive explosives is between 7 a.m. and 12 noon; and when the quantity exceeds 100 lbs, only on Tuesdays and Thursdays (holidays excepted) in Albany, and at other stations on days to be specially arranged with the Traffic Manager or Station Master.

The Company does not guarantee to receive explosives at any time, either on appointed days or otherwise, unless the necessary vans are available in which to place the same; and they reserve to themselves the right to delay the despatch of any consignment, after received, as long as they may think proper, in order that other consignments may be forwarded in the same van. To secure despatch by first available train received by the Company, a minimum charge of 1 ton must be paid.

General Conditions.

The Company will not be accountable for any articles or goods, unless the same are signed for as received by its authorised officers, clerks, or agents; or for the loss or damage arising from fire, storm, flood, tempest, or otherwise from the act of God, or from civil commotion. Nor for the loss of or damage to the following articles, namely,—gold, silver, or any articles composed or partly composed of those metals, precious stones or jewellery, watches, clocks, or timepieces, musical or scientific instruments, bank notes or bills, bills of exchange or promissory notes, securities for the payment of money, stamps or stamp paper, title or other deeds, writings, paintings or engravings, furs, plated articles, glass, china or crockery-ware, silks or articles composed of silks, shawls, lace, or other articles of a like nature, whether warehoused or not. When the value of such article or articles aforesaid shall exceed the sum of five pounds, unless the nature and value of such articles shall have been declared by the sender, and an insurance rate of one (1) per cent. thereon, over and above the railway charge for carriage, shall have been paid to and accepted by some person duly authorized to receive the same on behalf of the Company.

The Company will not be liable for any loss or damage arising from goods being improperly or insufficiently packed, marked, directed, or described, nor for packages containing a variety of articles liable by breakage to damage each other or other articles, or from breakage or loss caused by bad packages or bad vessels or coo- perage, or from fermentation; nor for the loss of or damage to any goods put into returned wrappers or boxes or packages described as empties; nor for the loss of or damage to any goods or parcels left till called for or to order, or warehoused for the convenience of parties to whom they belong, or by or to whom they are consigned; nor for any loss of or damage to any goods whatsoever, by reason of accidental or unavoidable delay in transit or otherwise.

The Company will not be responsible for loss or damage arising from fire caused by sparks from engines.

The Company do not, under any circumstances, guarantee the 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 do they undertake to advise consignees of the arrival of goods; nor will they agree to send a truck from one station to another with less freight than 1 ton. Exemption from risk of loss or damage, and demurrage or storage, cannot be claimed in consequence of non-receipt of notice.

At such stations where there are no appliances for loading or unloading, such duty must be undertaken by owners, at their own risk and expense.

Senders of any dangerous articles will be held accountable for any damage arising therefrom or thereto, unless the contents are described as such upon the direction, that due care may be observed in the loading; and in no case will the Company be liable for the loss of any such article; and the Company will only undertake the carriage of gunpowder, aquafortis, vitriol, ardent spirits, lucifer or Congreve matches, kerosene or paraffin oil, and explosive substances, on such special terms as may be agreed upon between themselves and the sender.

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

Advice given or sent to the consignee of the goods remaining on the railway premises, or that such goods are placed in the shed or warehouse, will be deemed to be delivery of such goods, so as to relieve the Company from all further responsibility in respect thereof.

All rates are calculated upon a mileage basis, with a minimum charge per ton as for seven miles.

The carriage of all goods must be paid for, either previously to or on delivery, except where monthly credit has been approved.

No claim for loss will be recognised, unless the particulars of such claim be lodged with the Company within seven days after date of consignment, and no claim for damage for which the Company is accountable will be recognised after removal 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, where his address is not known, after such goods shall have been at the receiving station 12 hours.

PLATFORMS AND SIDINGS.—Goods will not be received for delivery at platforms or sidings, except under special agreement that the consignor will relieve the Company 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. All goods for platforms and sidings must be prepaid at sending stations.

PRIVATE SIDINGS.—All goods loaded or unloaded upon private sidings are conveyed solely at owner's risk.

DEMURRAGE ON TRUCKS.—When the loading or unloading of trucks has to be performed by the sender, consignee, or owner, a demurrage charge of 7s 6d per truck per day or part of a day will be made for all trucks not loaded up within six working hours after supplied, or unloaded within six working hours after arrival at destination (exclusive of Sundays or proclaimed holidays).

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 Company may, if it deem necessary, instead of charging demurrage, do the unloading or loading by its own servants or men specially employed for the purpose, charging the person concerned the rates fixed by the rate sheet, or the actual cost of the work when no rate is given. The Company does not, however, guarantee to undertake the loading or unloading of any trucks, it being optional with it to handle the goods or not.

The Company may correct any under-charge in any railway receipt or invoice.

All live stock, herbs, fish, fruit, meat, poultry, or other perishable articles will be conveyed at the owner's risk, and may be sold to secure freight if not claimed within two hours, unless this be prepaid at the station from which they are forwarded, or if it be not paid on arrival at the railway terminus, or when offered for delivery. If for shipment, charges must in all cases be prepaid. All unclaimed perishable articles, becoming offensive, may be disposed of or destroyed by the Company, irrespective of rail charges being prepaid or otherwise; but without prejudice for any claim the Company may have for the same.

All goods, from whomsoever received or to whomsoever belonging, shall be subject to a lien, not only for the freight of the particular goods, but also for any general balance that may be due by the owners, consignors, or consignees. If in 14 days after notice has been given that such goods are detained for the above purposes the money due be not paid, they will be sold by auction, excepting perishable articles, which will be disposed of forthwith to defray the charges thereon.

In all rates calculated under the tariff, any fractional part of a day will be charged as one day, and any part of a mile as one mile.

Special arrangements may be made with the Traffic Manager for the conveyance of exceptional traffic.

Small consignments (less than one truck load) of special or 1st class goods will always be loaded or unloaded by the Company, in the absence of the sender or consignee, and a charge of 1s per ton made for each service.

TARPAULINS.—A charge of 2s 6d per day or part of a day will be made for each tarpaulin used beyond six working hours (exclusive of Sundays or proclaimed holidays), in covering any goods (whether in trucks or otherwise).

STORAGE OF GOODS.—All special and 1st class traffic and returned empties must be removed from the railway

premises within six working hours; 2nd, 3rd, and 4th class goods within twelve working hours after arrival at destination, exclusive of Sundays or proclaimed holidays. Such goods at the owner's risk, and to be subject to a storage charge of 6d per ton or 1d per package per diem, at the option of the Company. All other traffic will be subject to a charge of 6d per ton per day, if not removed from the railway premises within six working hours after arrival (exclusive of Sundays or proclaimed holidays), unless otherwise specially provided for.

WEIGHING OF GOODS.—A charge of 6d per weighing will be made on all traffic passed over the railway cart weigh-bridge.

CONSIGNEES TO GIVE RECEIPT.—A written receipt must be given by consignees for all goods received from the Company, and the Company 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.

UNCLAIMED PROPERTY.—All goods or other property unclaimed for the space of six months after arrival will be sold by the Company, and after deducting from the proceeds what may be due to the Company for freight, storage, or other charges (including expenses of sale), the surplus, if any, will be held to the order of the owner, and paid to him on demand. Such surplus, however, will only be held by the Company for 12 months, and, if not claimed before then, will be absolutely forfeited to the Company without recourse.

Goods, etc., consigned to different persons, though forwarded by the same individual, will be treated as separate and distinct consignments.

All live stock in trucks, over 12 hours in transit, must be watered, and the consignor or consignee will be held responsible for having this done.

All goods sent by rail must be accompanied by a consignment note, in a form prescribed by the Company, which the sender (or an authorised person on his behalf) is required to sign, as a guarantee of the correctness of the information furnished therein. Any false description will render the sender liable to a penalty of £10. (Vide Bye-Law, 44 Vic., No. 17, Sections 7 and 8.) Goods for platforms or sidings will only be carried on condition that the consignor accepts all responsibility in regard to loss or damage arising from any cause whatever, after arrival there.

No person will be allowed to remove goods from any railway station, unless he presents an order from the consignor or consignee.

All goods mentioned in the goods tariff or any of the bye-laws as being carried at owner's risk, may be carried at the risk of the Company on payment of the following additional charges:—Goods in special class and in 1st, 2nd, and 3rd classes, 10 per cent. added to the tariff or bye-law rates. Goods in the 4th class, 25 per cent. added to the tariff or bye-law rates. To platforms and sidings without residential staff, such risk will immediately cease on arrival of the goods.

All such goods will be carried at the owner's risk, unless the consignor shall, at the time of consigning, give intimation in writing that he requires them carried at the risk of the Company.

N.B.—The above conditions apply to all goods received by the Company, its clerks or agents, for transmission by this railway, at all their respective offices and warehouses, wheresoever situate.

All the above rates are calculated to Albany Station, and are subject to an additional charge of 2s. per ton, or part of a ton, if conveyed to or from the Company's Jetty.

On and after the 14th day of September, 1891, the above Classification and Rates will come into force, all previous Lists being cancelled.

THE WEST AUSTRALIAN LAND COMPANY, LIMITED,
(Great Southern Railway).

J. ARTHUR WRIGHT,

Agent and General Manager.