



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF THURSDAY, NOVEMBER 7, 1878.

Published by Authority.

WELLINGTON, SATURDAY, NOVEMBER 9, 1878.

Extension of Time for Election of Councillors for Ashburton, South Rakaia, and Mount Hutt.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government Buildings at Christchurch, this eighth day of November, 1878.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by section two hundred and eleven of "The Counties Act, 1876," it is enacted that, within the period of twenty-one days before or after the day appointed for the holding of any election, or of any meeting of Councillors, or for the doing of any act, matter, or thing by the said Act required to be done on or before a day certain, it shall be lawful for the Governor in Council to extend the time allowed for the holding of such election or meeting of Councillors, or for the doing of any such act, matter, or thing as aforesaid, notwithstanding the day may have passed on which the same ought to have been held or done, and to adopt or cause to be adopted such measures as may be necessary to remove any obstacle of a technical or formal nature by which the carrying out of the provisions of this Act may be impeded, and to supply any deficiency which may be required to be supplied in order to enable the said provisions to be duly carried out. And such measure so adopted by the Governor in Council shall be duly notified in the *Gazette*:

And whereas by the said Act a general election of the Council of the County of Ashburton is appointed to be held on the second Wednesday in November, one thousand eight hundred and seventy-eight, and it is expedient, so far as the election of Councillors for the several ridings of Ashburton, South Rakaia, and Mount Hutt in the said county are concerned, to extend the time for holding such elections until Wednesday, the twenty-seventh day of November, one thousand eight hundred and seventy-eight:

Now, therefore, I, George Augustus Constantine,

Marquis of Normanby, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, and in exercise of the powers and authorities aforesaid, do hereby extend the time for holding the general election of Councillors for the several ridings of Ashburton, South Rakaia, and Mount Hutt, so appointed to be held on the second Wednesday in November, one thousand eight hundred and seventy-eight, until Wednesday, the twenty-seventh day of November, one thousand eight hundred and seventy-eight.

FRED. LE PATOUREL,
(for the Clerk of the Executive Council).

IN THE MATTER OF THE WAIMATE RAILWAY COMPANY (LIMITED), AND "THE DISTRICT RAILWAYS ACT, 1877."

NOTICE is hereby given that the Waimate Railway Company (Limited) propose to construct a railway under the provisions of the above-mentioned Act, from the Waimate Branch Railway at Waimate, in the Provincial District of Canterbury, to a terminus in Section No. 18844, near Pudding Hill, in the provincial district aforesaid, and that the said Company have, pursuant to the provisions of the said Act, deposited at the places undermentioned (1) a plan on which is set forth the middle line and direction of the said proposed railway; and (2) a book of reference describing the same, showing the lands required to be taken for the said proposed railway, and the names of the owners and occupiers of such lands, so far as they can be ascertained.

The places at which such plan and book of reference have been deposited as aforesaid are the Waimate County Council Offices, Canterbury, and the Public Works Office, Dunedin.

The plan and book of reference are there open for public inspection without any fee.

Notice is also hereby given that the area which it is proposed to constitute a railway district for the purposes of the said Act, and the boundaries thereof,

are as follow, that is to say: All that area of land situated in the County of Waimate, in the Provincial District of Canterbury, estimated to contain by admeasurement 100,000 acres; boundary lines as follow: Commencing, at a Trig. Station No. 38, in the County of Waimate, thence in a straight line in a southerly direction to the western boundary of Section 22729, thence along the Waimate Gorge Creek in a westerly direction to the north-east corner of Section 22246, thence along the eastern boundary of said section to the south-east corner of said section, thence in a straight line in a south-westerly direction to the north-east corner of Section 17227, thence along the eastern boundary of said section to the south-east corner of said section, thence along the south boundary line of Section 17227 in a westerly direction to the north-west corner of Section 17440, thence along the western boundary line of Section 17440 to the south-west corner of said section, thence in a westerly direction along northern boundary line of Section 17079 to north-west corner of said section, thence along the western boundary line of said section to the north-east corner of Section 19926, thence along the north-east boundary line of said section to the south-east corner of said section, thence along a district road in a south-westerly direction passing through Trig. Station 34 and Sections 20157 and 18113 to the north boundary line of Section 21065, thence along the north boundary line of Section 21065 in a westerly direction to the north-east corner of Section 17959, thence in a south-westerly direction along the south boundary lines of Sections 17959, 17957, 17956, 17955, 17954, to the south-eastern corner of Section 17953; thence in a westerly direction along the south boundary lines of Sections 17953, 17965, 17964, 17963, 17962, to Trig. Station 82, and south-western corner of Section 17962; thence in straight line in a north-westerly direction passing through Sections 19917, 18204, and part of 19916, to Trig. Station 86; thence in a straight line in a south-westerly direction passing through part of Sections 19916 and I.P.R.E. to the north-east corner of Section 19175, thence in a straight line in a south-westerly direction along the southern boundary lines of Sections 19175 and 20148 to a district road, thence along said district road in a north-westerly direction, passing along the western boundary line of Section 20148, and south boundary line of Section 22518, and north-west corner of Section 19919, along the south boundary line of Section 20069, to the north-west corner of Section 20074; thence in a straight line in a north-westerly direction passing through part of Section 22392 to Trig. Station 92, thence in a straight line in a westerly direction passing through part of Section 22392 to the north-west corner of said section, thence in a straight line in a north-westerly direction to the south-east corner of Section 21754, thence along the south-western boundary of said section to the west corner of said section, thence in a straight line in a westerly direction to the north-eastern corner of Section 32808, thence along the northern boundary line of said section to the north-east corner of Section 32807, thence along the northern boundary line in a westerly direction of Section 32807 to the north-west corner of said section, thence in a straight line due west till it touches the eastern boundary line of Run 487, thence in a straight line northwards along boundary line between Runs 487 and 488 to the north-east corner of Run 487, thence in a straight line in a northerly direction passing through Run 69 to the south-west corner of Run 161, thence along the boundary line between Runs 161 and 69 in an easterly direction to the River Waihao, thence following the River Waihao in a southerly direction to the north-

east corner of Section 18409, thence along the eastern boundary of said section in a southerly direction to the north-west corner of Section 23942, thence in a straight line in a north-easterly direction along the north boundary lines of Sections 23942 and 24559 to the north-east corner of Section 24559, thence in a southerly direction along the eastern boundary line of Section 24559 to the south-east corner of said section, thence in a southerly direction along the north-east boundary line of Section 28211 to the south-west corner of Section 19384, thence in a northerly direction through part of Section 19384 to the north-west corner of Section 18263, thence along the north boundary line of said section in an easterly direction to the north-east corner of said section, thence in a northerly direction along a district road to the north-western corner of Section 19385, thence in an easterly direction along the north boundary line of Section 19385 to the north-east corner of said section, thence in a straight line going easterly to Trig. Station 38, being the point of commencement.

The manner in which it is proposed to classify the lands included in the proposed railway district is as follows:—

1. Lands receiving or supposed to receive immediate and direct benefit from the construction of the said proposed railway.

All that area of land situated in the County of Waimate, in the Provincial District of Canterbury, estimated to contain by admeasurement 40,000 acres. Boundary lines as follows: Commencing at Trig. Station No. 83, in the County of Waimate, thence running in a straight line in a south-westerly direction to the south-east corner of Section 17782, thence in a straight line in a westerly direction along the south boundary lines of Sections 17782 and 17781 to the south-west corner of Section 17781, thence in a southerly direction along the east boundary line of Section 17779 to the south-east corner of said section, thence in a straight line in a westerly direction along the south boundary lines of Sections 17779 and 17960 to the south-west corner of Section 17960, thence in a south-westerly direction along the south boundary lines of Section 18814 to the south-west corner of said section, thence in a north-westerly direction along south boundary line of Section 17971 to the south-west corner of said section, thence in a southerly direction in a straight line passing through Section 17966 to Trig. Station 82, thence in a straight line in a north-westerly direction passing through Sections 19917, 18204, and part of 19916, to Trig. Station 86; thence in a straight line in a south-westerly direction passing through part of Section 19916 and I.P.R.E. to north-east corner of Section 19175, thence in a straight line along the eastern boundary lines of Section 19175 and 20148 to a district road and south-west corner of Section 20148, thence in a north-westerly direction along the said district road, passing along the south-west boundary of Section 20148, and south boundary line of Section 22518, to north-west corner of said section; thence in a straight line to the south-east corner of Section 18963, thence along the east boundary line of said section to the north-east corner of said section, thence in a straight line in a westerly direction along the south boundary line of Section 18962 to the south-east corner of Section 21764, thence in a north-westerly direction along the south boundary line of Section 21764 to the south-west corner of said section, thence in a northerly direction along the west boundary line of said section to the south-east corner of Section 21763, thence in a westerly direction along south boundary line of said section to the south-west corner of said section, thence in a northerly direction along the west boundary line of said section to the south-east corner of Section 21762, thence

along the south boundary line of said section to the north-west corner of said section, thence in a straight line in a northerly direction along the west boundary lines of Sections 21762 and 21761 to the north-west corner of Section 21761, thence in a straight line in a westerly direction along south boundary lines of Sections 18846, 18847, and 18848, to the south-west corner of Section 18848, touching a district road; thence along said district road running west till it touches the eastern boundary line of Section 21743, thence in a northerly direction along the east boundary line of said section to the north-east corner, thence in a straight line in a northerly direction along part of west boundary line of Section 19960 to the north-west corner of Section 19958, thence in a north-easterly direction along north boundary line of said section to the south-west corner of Section 19959, thence in a straight line in a northerly direction along west boundary line of said section and part of west boundary line of Section 19960 to the north-west corner of Section 19960, thence in a north-westerly direction along the west boundary line of Section 20000 to the north-west corner of said section touching stream of south branch of River Waiaho, thence following stream in an easterly direction forming the north boundary of Section 20000, thence in a southerly direction forming the east boundary of same section till it meets the south branch of the River Waiaho forming the north boundary line of Section 20621, thence in a north-easterly direction along stream forming north boundary of said section to the north-east corner, thence in a south-easterly direction along the north-east boundary line of same section to south-east corner, thence in a south-westerly direction along south boundary line of same section till it again touches south branch of Waiaho River, thence following the stream in a southerly direction till it touches the south-west corner of Section 19202, thence in a north-easterly direction following the south boundary line of said section to the south-east corner, thence along a district road in a northerly direction till it touches the north-west corner of Section 18409, thence in a north-easterly direction along north boundary line of said section to north-east corner, then following the eastern boundary of said section in a southerly direction till it touches the north-west corner of Section 23942, thence in a straight line in a north-easterly direction along the north boundary lines of Sections 23942 and 24559 to the north-east corner of Section 24559, thence in a south-easterly direction along eastern boundary of said section to the south-east corner of said section, thence in an easterly direction along the north-east boundary line of Section 28211 to west corner of Section 19384, thence in a straight line in a northerly direction to north-west corner of Section 18263, thence in an easterly direction along north boundary line of said section to north-east corner touching a district road, thence along said road in a northerly direction to north-west corner of Section 19385, thence in an easterly direction along north boundary line of said section to north-east corner of same section, thence in a straight line in a southerly direction along the east boundary lines of Sections 19385, 19342, 19555, till it touches the Waimate Gorge Creek; thence following creek in a southerly direction till it touches the north-west corner of Section 22246, thence in a south-easterly direction along west boundary line of said section to the south-west corner of same touching a district road, thence along said district road in a south-westerly direction till it touches the north-west corner of Section 17681, thence in a straight line in a southerly direction to Trig. Station 83, being the point of starting.

2. Lands receiving or supposed to receive less

direct benefit than the first-mentioned class from the construction of the said proposed railway.

All the lands comprised within the said proposed district, and not being lands of the first-mentioned class. The lands of this class, No. 2, will comprise an estimated area of 60,000 acres.

Notice is also hereby given as follows: The estimated cost of the said proposed railway and of the equipment thereof is £100,000.

Notice is also hereby given that the maximum rate of tolls and charges for the carriage of animals, goods, merchandise, and passengers, proposed to be charged on the said proposed railway shall be as follows:—

	For any Distance not exceeding 10 Miles.	Per Mile after first 10 Miles.
ANIMALS.		
Horses, one only	s. d. 10 0	s. d. 0 3
Horses, each additional one belonging to the same owner	7 6	0 2½
Cattle, only one	7 6	0 2½
Cattle, each additional one belonging to same owner	5 0	0 2
Calves (one year old and under), one only	4 0	0 1½
Calves, each additional one belonging to same owner	2 0	0 0¼
Sheep, goats, or pigs, one only	4 0	0 1½
Sheep, goats, or pigs, each additional one belonging to same owner	2 0	0 0¼
Sheep, goats, pigs, and calves, in large lots per truck, loaded and unloaded by owner, who takes all responsibility and risk	15 0	1 0
CARRIAGES, ETC.		
Carriages, two-wheeled	10 0	0 4
Carriages, four-wheeled	12 6	0 5
Drays	12 6	0 5
GOODS AND MERCHANDISE.		
Per ton per mile ... ..	...	0 7
Minimum weight, 2 cwt.	1 0	...
Minimum charge ... ..	...	...
In addition to above charges, a terminal charge will be made, not exceeding, per ton ... ..	...	3 0

GRAIN.		
Grain of all kinds, flour, green horse feed, per ton, per mile	s. d.	s. d. 0 3
Minimum weight, 2 tons. ... ..	...	...
In smaller quantities, as merchandise, a terminal charge will be made not exceeding, per ton ... ..	...	3 0

MINERAL AND ANIMAL MANURES.		
Per ton per mile ... ..	...	0 2½
Minimum quantity, 4 tons. ... ..	...	...
Minimum charges, coal for 3 miles and under	1 6	...
Minimum charges, coal over 3 miles and not exceeding 15 miles	2 6	...
Minimum charges, other minerals	1 3	...
Small lots, in packages or bags, as merchandise. ... ..	...	...
Every loading or unloading done by the Company, per ton ... ..	...	1 6

WOOL.

Undumped, per bale, per mile (bale not to exceed 4 cwt.)	0	1½
Ditto, for each bale exceeding 4 cwt. extra, per mile	0	0½
Ditto, minimum charge, per bale	1	0
Double-dumped, per bale, per mile (bale not to exceed 8 cwt.)	0	2½
Ditto, for each bale exceeding 8 cwt. extra, per mile	0	0½
Ditto, minimum charge, per bale	1	6
Each loading or unloading done by the Company, per bale, undumped	0	4
Ditto, dumped	0	8

TIMBER.

Sawn timber, per 100 feet super., per mile...	0	0¾
Ditto, minimum charge, per 100 feet super.	0	7
Heavy timber, per 100 feet super., per mile	0	1
Ditto, minimum charge, per 100 feet super.	1	0
Australian timber, rate and a half.		
For each loading or unloading done by the Company, per 100 feet super.	0	4
A truck load is computed at 5 tons.		
A fraction of a mile is counted as a mile.		
A truck of firewood must not exceed 3 tons.		

PASSENGERS.

First class, per mile	0	3½
Second class, per mile	0	2½
Minimum charge—First class	0	6
Second class	0	4
Return fares equal one and one-half single fares.		
A fraction of a mile is counted as a mile.		

Notice is also hereby given that the maximum rent or charge to be made for the storage of goods, produce, or merchandise, shall be as follows:—

STORAGE.

On all goods not removed within twelve working hours of their arrival, per ton, per day	s.	d.
...	2	0

DEMURRAGE.

On all trucks not unloaded by the consignees within four working hours of their arrival, per truck, per day	...	20	0
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Notice is also hereby given that the minimum number of trains to be run daily shall be two trains each way daily, Sundays excepted.

And notice is also hereby given that the rates it is proposed to levy pursuant to the provisions of the said Act in respect of the lands above classified are as follow:—

In respect of the lands of the first class a rate sufficient to produce £3 per centum per annum on the cost of the proposed railway and equipment thereof.

And in respect of the lands of the second class a rate sufficient to produce £2 per centum per annum on such cost.

The registered office of the said Company is at Waimate, in the Provincial District of Canterbury, where all communications may be addressed.

Dated at Waimate this twenty-first day of October, 1878.

For and on behalf of the said Company,
FRANK SLEE,
Secretary thereto.

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WAIMEA PLAINS RAILWAY.

THIS is to give notice that, in accordance with section 5 of "The District Railways Act, 1877,"

the under-mentioned places have been appointed for the deposit of plans and books of reference:—

The Police Station, Gore;
Hanson's Hotel, Lumsden; and
The Council Chambers, Invercargill.

HORACE BASTINGS,
Secretary.

Waimea Plains Railway Company's Office,
Dunedin, 7th October, 1878. 645

IN THE MATTER OF THE WAIMEA PLAINS RAILWAY COMPANY (LIMITED) AND "THE DISTRICT RAILWAYS ACT, 1877."

NOTICE is hereby given that the Waimea Plains Railway Company (Limited) propose to construct a railway, under the provisions of the above-mentioned Act, from the Township of Gore, in the Provincial District of Otago, to the Elbow, in the said Provincial District of Otago, and that the said Company have, pursuant to the provisions of the said Act, deposited at each of the several places under-mentioned (1) a plan on which is set forth the middle line and direction of the said proposed railway; and (2) a book of reference describing the same, showing the lands required to be taken for the said proposed railway, and the names of the owners and occupiers of such lands, so far as they can be ascertained.

The several places at which plans and books of reference have been deposited as aforesaid are as follows:—The Police Station, Gore; Hanson's Hotel, Lumsden; the Southland County Council Chambers, Invercargill.

The plan and book of reference at each such place is there open for public inspection without any fee.

Notice is also hereby given that the area which it is proposed to constitute a railway district for the purposes of the said Act, and the boundaries thereof, are as follow, that is to say: All that area of land situate in the Provincial District of Otago, estimated to contain by admeasurement two hundred and eighty-eight thousand five hundred (288,500) acres; boundary lines as follows: Bounded on the South by Oldham Street, the Town Belt, and Eccles Street, Gore; on the West by Broughton Street, thence along the western boundary of Section 57, Block XVI., Gore Township; thence along the road line running along the south boundaries of Sections 135 and 2, Hokonui District; thence in a straight line running from the south-west corner of Section 2, Hokonui District aforesaid, to south-east corner of Section 423, Hokonui District; thence along the south-west boundary of Section 423, Hokonui District aforesaid, by a straight line running from the south-west corner of Section 423, Hokonui District aforesaid, to the south-west corner of Section 312, Hokonui District; thence along the road line to the Otameita Stream, thence along the Otameita Stream to the south-west corner of Section 361, Hokonui District; thence along the west boundary of Section 361, Hokonui District; thence along the south and west boundaries of Section 354, Hokonui District; thence along the south-west boundaries of Sections 121, 93, 28, 109, 110, 94, 27, and 111, Hokonui District; thence along the south-eastern boundary of Section 95, Hokonui District; thence by a line running from the north-east corner of Section 95, Hokonui District aforesaid, to the south-east corner of Section 223, Hokonui District; thence along the south-east boundary of Section 223, Hokonui District; thence along the north-east boundary of Section 368, Hokonui District; thence along the south-east boundary of said Section 368, Hokonui District; thence along the south boundaries of Sections 321 to 241, Hokonui District; thence along

the Oreti River to the north boundary of Run 207; thence along the north boundary of Runs 207, 207A, and 329, Hokonui District; thence south along the Mataura River to the north boundary of Run 194; thence along the north boundary of Run 194 to the Garvie Burn, thence South along the Garvie Burn to Waikaia River, thence in a north-easterly direction along the Waikaia River to the north boundary of the Wendon Survey District, thence along the north boundary of the Wendon Survey District to Waikaka River, thence along the Waikaka River to the north boundaries of the Chatton and Otama Survey Districts, thence along the north boundaries of the Chatton and Otama Survey Districts to the Mataura River, thence south along the Mataura River to the south-east corner of Gore proper, the starting point.

The manner in which it is proposed to classify the lands included in the proposed railway district is as follows:—

1. Lands receiving or supposed to receive immediate and direct benefit from the construction of the railway.

All the lands comprised within the said proposed district.

Notice is also hereby given as follows: The estimated cost of the said proposed railway and of the equipment thereof is one hundred and one thousand pounds (£101,000).

Notice is also hereby given that the maximum rates of tolls and charges for the carriage of animals, goods, merchandise, and passengers proposed to be charged on the said proposed railway shall be as follows:—

PASSENGER RATES.		s.	d.
First class single, per mile	...	0	3
Second class single, per mile	...	0	2
Return tickets, fare and a half.			
Children under fourteen years of age, half rates.			

Minimum Charges.

First class single	...	0	6
Second class single	...	0	4
First class return	...	0	9
Second class return	...	0	6

Return tickets are available for distances of 25 miles and under on the day of issue only; for each additional 25 miles, or fraction thereof, one day's extension of time will be allowed for the return journey.

All tickets used for return later than the day of issue must be presented at the ticket window and re-dated before the passenger enters the train for the return journey. Any person neglecting to get his ticket re-dated will have to pay the ordinary fare.

Ordinary Single Tickets.

Issued on Saturdays and Sundays are available as return tickets until the end of the following Monday, when re-dated as above.

Fractional Parts of a Mile.

Distances of five (5) chains and over are to be counted and charged as a full mile. Odd chains under five (5) are to be foregone.

SEASON TICKETS, SCHOOL TICKETS, EXCURSION AND SPECIAL TRAINS.

Excursion Trains.

Excursion trains will be run by special request upon a minimum number of 120 full fare second class single tickets being taken, such tickets being available for the return journey.

Special Trains. £ s. d.

The rate for special trains, with one large or two small carriages, per mile, is	...	0	15	0
For every additional carriage, per mile	...	0	5	0
The minimum charge for a special train is	...	5	0	0

The mileage is counted one way only.

Special trains will be permitted to wait five hours at the station of destination, after which period half-rates will be charged for the return journey until seven hours' detention from time of arrival, after which full rates will be charged for the return journey.

Season Tickets.

Season tickets will be issued at the following rates. Application for them must be made to the General Manager of the line, upon a form to be obtained from any Station Clerk:—

FIRST CLASS.				
Miles.	Twelve Months.	Six Months.	Three Months.	One Month.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	3 0 0	1 15 0	1 2 6	0 10 0
3	4 17 6	2 15 0	1 13 9	0 15 0
4	6 15 0	3 15 0	2 5 0	1 0 0
5	7 10 0	4 10 0	2 10 0	1 2 6
6	8 10 0	5 5 0	3 0 0	1 7 0
7	9 10 0	5 15 0	3 5 0	1 10 0
8	10 10 0	6 10 0	3 15 0	1 14 0
9	11 10 0	7 0 0	4 0 0	1 16 0
10	12 10 0	7 10 0	4 10 0	2 0 0
11	13 10 0	8 5 0	4 15 0	2 3 0
12	14 10 0	8 15 0	5 5 0	2 7 0
13	15 10 0	9 10 0	5 10 0	2 10 0
14	16 10 0	10 0 0	6 0 0	2 14 0
15	17 0 0	10 10 0	6 5 0	2 16 0
16	18 10 0	11 0 0	6 15 0	3 0 0
17	19 5 0	11 10 0	7 0 0	3 3 0
18	20 0 0	12 0 0	7 5 0	3 6 0
19	20 15 0	12 10 0	7 10 0	3 9 0
20	21 10 0	13 0 0	7 15 0	3 12 0
For Further Distances and for Every Mile.				
	0 15 0	0 10 0	0 5 0	0 3 0
SECOND CLASS.				
Miles.	Twelve Months.	Six Months.	Three Months.	One Month.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	2 5 0	1 2 6	0 15 0	0 6 6
3	3 10 0	2 1 3	1 5 0	0 11 3
4	4 15 0	3 0 0	1 15 0	0 16 0
5	5 15 0	3 10 0	2 0 0	0 18 0
6	6 10 0	4 0 0	2 5 0	1 0 0
7	7 5 0	4 10 0	2 10 0	1 2 6
8	8 0 0	5 0 0	2 15 0	1 5 0
9	8 15 0	5 10 0	3 0 0	1 7 0
10	9 10 0	6 0 0	3 5 0	1 10 0
11	10 5 0	6 10 0	3 10 0	1 12 0
12	11 0 0	7 0 0	3 15 0	1 14 0
13	11 15 0	7 10 0	4 0 0	1 16 0
14	12 10 0	8 0 0	4 5 0	1 18 0
15	13 5 0	8 10 0	4 10 0	2 0 0
16	14 0 0	9 0 0	4 15 0	2 3 0
17	14 10 0	9 7 6	4 19 0	2 5 6
18	15 0 0	9 15 0	5 3 0	2 8 0
19	15 10 0	10 2 6	5 7 0	2 10 6
20	16 0 0	10 10 0	5 11 0	2 13 0
For Further Distances and for Every Mile.				
	0 10 0	0 7 6	0 4 0	0 2 6

School Tickets.

Season tickets, for scholars and students whose age does not exceed nineteen (19) years, upon the production of satisfactory certificates from the school-master that the applicants are *bonâ fide* scholars in attendance at school, and that their age does not exceed the prescribed limits, will be issued, available only for travelling to and from school, at per quarter or fractional part of a quarter, irrespective of distance, each ten shillings (10s.)

These tickets will terminate on a quarter-day, the charge to be the same whether the ticket is taken out at the beginning of the quarter or at any later date. First class carriages are not guaranteed, except in the case of girls.

School Parties. s. d.

Parties of school children numbering twenty or upwards can be conveyed by ordinary trains, at per mile, including return, each 0 0½
Bonâ fide teachers, accompanying the children, each 0 1½

First class tickets will be issued in such cases, but first class carriages are not guaranteed.

Free Passes, &c.

Free passes, season, or school tickets do not entitle the bearers thereof to travel by special or excursion trains, except the ordinary trains are suspended.

Family Tickets.

Family season tickets will be issued on application to the Manager at two-thirds the rate of ordinary season tickets. Minimum charge as for four persons.

Apprentices and Pupil Teachers.

Season tickets at half ordinary fares will be issued to apprentices and pupil teachers whose age does not exceed nineteen years, upon production of satisfactory certificates from their masters or employers that the applicants are actually serving as apprentices or pupil teachers, and that their age is within the prescribed limits.

News Boys.

Season tickets at half ordinary fares will be issued to news boys for use in travelling on the railways for the purpose of selling newspapers only, upon the production of a certificate from the proprietor of the newspaper that the tickets are required and will be used for that purpose only, and that the person who makes the application is engaged in his service.

RATES FOR PARCELS AND LUGGAGE, DOGS, FOWLS, CLOAK-ROOM CHARGES, &c.

Luggage.--*Bonâ fide* personal luggage, not including merchandize of any kind.

Each passenger is allowed to take 112lb. of luggage free; and for every 56 lb. or fraction of 56 lb. above this weight, for fifty miles or fraction of fifty miles, the charge will be 1 0

Lost Luggage.

Lost luggage will be charged for booking per package 0 6

The platform will be cleared after the last train, and all property found will be treated as lost luggage, and if not claimed within one month, will be sold.

Left Parcels.

Left parcels labels, of the value of 1d. each, may be obtained upon application, which, when attached to parcels not exceeding 28 lb. weight, sent to the station, will entitle the bearer of the duplicate to receive the parcel at the cloak-room on application. A further charge of 1d. per day will be made after the day on which it is left. Any parcel not claimed within a month will be sold.

Cloak-Room. s. d.

Luggage left in the cloak-room is charged for the first day, per parcel 0 2
 And for each day after, per parcel... .. 0 1
 Any luggage not claimed within a month will be sold.

Dogs.

Dogs must be provided with chains, or sufficient means of securing them. They will not be allowed in carriages, and the sender must obtain a ticket, to be given up at the end of the journey, before the dog is delivered.

The charge for conveyance of dogs for every 25 miles, or fractional part of 25 miles, per head 0 6
 The maximum charge being per head 2 6

Fowls.

Fowls properly secured in crates or baskets to be carried at parcel rates.

Parcel Rates.

Miles under	Not exceeding				
	7lb.	14lb.	28lb.	56lb.	112lb.
15	s. d. 0 6	s. d. 0 6	s. d. 0 9	s. d. 0 9	s. d. 1 0
20	0 6	0 9	1 0	1 3	1 6
30	0 6	0 9	1 3	1 6	2 0
40	0 9	1 0	1 6	1 9	2 3
65	0 9	1 3	1 9	2 0	2 6
80	1 0	1 3	2 0	2 3	2 9
100	1 3	1 9	2 3	2 6	3 0
120	1 6	2 0	2 9	3 3	3 9
150	1 9	2 6	3 3	4 0	4 6
Over 150 miles, for each 25 miles or fraction thereof	0 3	0 3	0 6	0 9	0 9

All parcels to be at the station at least 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

All freights on parcels must be prepaid or paid on delivery, no ledger accounts for these being permitted.

For the convenience of the public, parcels freight labels may be obtained at the principal stations, of the values 3d., 6d., and 1s.

Parcels, with the proper value in parcels labels attached, will be received by the station clerk, at any station, for transmission, at the consignor's risk.

Parcels Special Rates.—Milk.

(Owner's risk.)

Owner to take all responsibility of loading and unloading.

Three farthings (¾d.) per gallon for all distances up to 10 miles; for each additional 10 miles or fraction thereof, one farthing (¼d.) per gallon. Minimum charge, ninepence (9d.). Returned empties free.

CLASSIFIED RATES.

Class A.

Minimum, 2 cwt. ; 6d. per ton per mile. Minimum charge, 1s.

In addition to the above rate per mile, a charge of two shillings and sixpence (2s. 6d.) per ton is made for terminal charges.

For distances after the first 50 to 100 miles, the above rate to be diminished one penny (1d.) per ton; and for distances over 104 miles, the rate to be further diminished one penny (1d.) per ton.

Class B.

Minimum, 2 cwt. ; 5d. per ton per mile. Minimum charge, 1s.

In addition to the above rate per mile, a charge of two shillings and sixpence (2s. 6d.) per ton is made for terminal charges.

For distances after the first 50 to 100 miles, the above rate to be diminished one penny (1d.) per ton ; and for distances over 100 miles, the rate to be further diminished one penny (1d.) per ton.

Class C.

Minimum, 2 cwt. ; 4d. per ton per mile. Minimum charge, 1s.

In addition to the above rate per mile, a charge of two shillings and sixpence (2s. 6d.) per ton is made for terminal charges.

For distances after the first 50 to 100 miles, the above rate to be diminished one penny (1d.) per ton ; and for distances over 100 miles, the rate to be further diminished one penny (1d.) per ton.

Class D.

Minimum, 2 cwt. ; 3d. per ton per mile. Minimum charge, 1s.

In addition to the above rate per mile, a charge of two shillings and sixpence (2s. 6d.) per ton is made for terminal charges.

For distances after the first 50 to 100 miles, the above rate to be diminished one penny (1d.) per ton ; and for distances above 100 miles, the rate to be further diminished one halfpenny ($\frac{1}{2}$ d.) per ton.

Class E.—Grain.

Minimum, 2 tons (if less, then Class D) ; $2\frac{1}{2}$ d. per ton per mile.

In addition to the above rate per mile, a charge of two shillings and sixpence (2s. 6d.) per ton is made for terminal charges.

For distances after the first 50 miles, the above rate to be diminished one penny (1d.) per ton.

Wheat, 10 4-bushel bags to the ton.

Barley, 12 " "

Oats, 14 " "

If bags contain more than 4 bushels, the excess weight will be charged at a rate and a half.

A terminal charge of 1s. 9d. per ton will be made on goods of Class E consigned to or from private sidings or sheds at country stations, in place of the ordinary terminal charge of 2s. 6d. Owner to perform all loading and unloading at such private sidings or sheds.

Consignors in presenting consignment notes are to declare upon them the number of bags and their capacity.

Class F.—Minerals.

(Owner's risk.)

Twopence (2d.) per ton per mile for each mile up to 50 miles ; one penny half-penny ($1\frac{1}{2}$ d.) per ton per mile for each additional mile.

Minimum charge per ton for coal for distance of 3 miles and under, one shilling and sixpence (1s. 6d.) ; for distances over 3 miles and not exceeding 15 miles, two shillings and sixpence (2s. 6d.)

Minimum charge per ton on ships' ballast, one shilling and threepence (1s. 3d.).

Minimum charge per ton on other minerals, two shillings (2s.).

Minimum charge for all minerals, as for four tons. Small lots of two tons and under, if in packages or bags, may be carried as Class D.

Owner loads and unloads.

For each loading or unloading done by the Railway Department, one shilling (1s.) per ton will be charged.

Class G.—Fascines, Tussock Grass, Green Flax, Sea Weed.

(Owner's risk).

Minimum, 7s. per truck ; 1s. per truck per mile.

Owner loads and unloads.

For each loading or unloading done by the Railway, five shillings (5s.) additional per truck will be charged. Small lots of less than one truck load may be carried as Class D.

Class H.—Wool.

Undumped, one penny (1d.) per bale per mile for each bale not exceeding 4 cwt. ; one farthing ($\frac{1}{4}$ d.) per mile extra for each bale exceeding 4 cwt. Minimum, one shilling (1s.) per bale.

Double-dumped wool, one penny three farthings ($1\frac{3}{4}$ d.) per bale for each bale not exceeding 8 cwt. ; one farthing ($\frac{1}{4}$ d.) per mile extra for each bale exceeding 8 cwt. Minimum, one shilling and sixpence (1s. 6d.) per bale.

For distances after 50 and up to 100 miles, the rate on undumped to be diminished one-eighth of a penny ($\frac{1}{8}$ d.) and on double-dumped one farthing ($\frac{1}{4}$ d.) per mile.

For distances after 100 miles, the rate on undumped to be further diminished one-eighth of a penny ($\frac{1}{8}$ d.), and on double-dumped one farthing ($\frac{1}{4}$ d.) per bale per mile.

Owner loads and unloads.

For each loading and unloading done by the Railway Department threepence half-penny ($3\frac{1}{2}$ d.) per bale for undumped, and sixpence (6d.) per bale for double-dumped will be charged.

Class K.—Timber.

Sawn timber, squared logs, and mouldings (at owners' risk), half-penny ($\frac{1}{2}$ d.) per 100 superficial feet per mile for each mile up to 30 miles ; three-eighths of a penny ($\frac{3}{8}$ d.) per 100 superficial feet per mile for each additional mile. Minimum charge, sevenpence (7d.) per 100 superficial feet.

No charge less than 500 superficial feet per truck.

Australian timbers, rate and a-half.

Round timber, string measurement ; no allowance for bark, tops, butt, or unsound wood.

Half-inch boards and under, half rate ; no reduction in minimum charge.

One hundred palings, or one thousand shingles, as 100 feet timber.

Owner to do all loading or unloading.

For each loading or unloading done by the Railway threepence (3d.) per 100 feet additional will be charged.

All sawn timber under one inch is taken as inch stuff in computing the measurement.

Timber—Small Lots.

Small lots of timber which can be conveyed in one truck may be carried at double rates. Minimum quantity, 100 superficial feet ; minimum charge, one shilling and twopence (1s. 2d.) per 100 superficial feet.

No charge for loading or unloading.

Class L.—Live Stock (Sheep, Pigs, Goats, and Calves), in Truck-loads.

Pigs, sheep, goats, and calves, in single floor trucks, to be carried at ten shillings (10s.) per truck for all distances not exceeding 10 miles ; and for each additional mile fourpence (4d.) per truck per mile up to 50 miles ; and for each additional mile threepence (3d.) per truck per mile up to 100 miles ; and for each additional mile twopence (2d.) per truck per mile.

Two-floor trucks will be charged at one and a half the above rates.

Sucking pigs, in hampers or baskets, may be sent as parcels, according to weight.

Special Rate for large lots of Sheep.

The charge for freight of sheep, in lots of not less than 9,000, for distances not exceeding 170 miles, to be £360. For each additional 1,000 or fraction of

1,000 a charge of £40 will be made. No charge to exceed ordinary rate charges.

Cattle in Truck-loads.

Cattle to be carried at fifteen shillings (15s.) per truck for all distances not exceeding 10 miles; and for each additional mile fivepence (5d.) per truck per mile, up to 50 miles; and for each additional mile fourpence (4d.) per truck per mile, up to 100 miles; and for each additional mile threepence (3d.) per truck per mile.

All animals to be loaded and unloaded by owners, who must take entire responsibility and risk.

No truck with live stock is to be loaded with more animals than can be conveniently placed therein.

Class M.—Horses and Cattle; also. Calves, Sheep, Goats, and Pigs, in small lots.

	RATES OF FREIGHT.		
	Value not to exceed	For any distance not exceeding 10 miles.	Per mile after the first 10 miles.
		s. d.	d.
Horses, one only	£15 each	8 8	2½
Horses, each additional one belonging to the same owner	£15 each	6 0	2
Cattle, one only	£8 each	6 6	2
Cattle, each additional one belonging to the same owner	£8 each	3 6	1
Calves (one year old and under), one only	£8 each	2 6	1
Calves (one year and under), each additional one belonging to the same owner	£8 each	1 3	0½
Sheep, goats, or pigs, one only	15s. each	2 6	1
Sheep, goats, or pigs, each additional	15s. each	1 3	0½

Foals (one year old and under) to be charged half the rate charged for horses.

No truck with live stock is to be loaded with more animals than can be conveniently placed therein.

Class N.—Hay, Straw, and Chaff.

Hay, straw, and chaff, six shillings (6s.) per truck for distances of 5 miles and under; and for each additional mile sevenpence (7d.) per truck per mile up to 50 miles; and for each additional mile sixpence (6d.) per truck per mile.

Owner loads and unloads. For each loading and unloading done by the department one shilling and sixpence (1s. 6d.) per truck extra will be charged. Quantities under one ton may be carried as Class B; pressed, at single rates; unpressed, double rates. No charge to exceed truck rate.

Class O.—Posts and Rails, Firewood, Split House Blocks.

(Owners' risk.)

Tenpence (10d.) per truck per mile for each mile up to 50 miles; sevenpence halfpenny (7½d.) per truck per mile for each additional mile. Minimum charge, six shillings (6s.) per truck; full truck charged for.

Owner loads and unloads. For each loading and unloading done by the department five shillings (5s.) per truck will be charged. Small lots not exceeding two tons may be carried as Class D.

A truck of firewood must not exceed 3 cords.

Miscellaneous.—Weighing.

Wool, fourpence (4d.) per bale.

Grain, one halfpenny (½d.) per bag.

Potatoes, &c., one halfpenny (½d.) per cwt.

Cart Weighbridge.

Goods carried by railway, per load, threepence (3d.).
Goods not carried by railway, per load, sixpence (6d.).

Port Traffic.

At port stations, haulage between private stores and wharves, including handling at ship's side, at per ton, one shilling and sixpence (1s. 6d.).

Craneage.

Craneage to be charged at sixpence (6d.) per ton. No additional charge will be made for fetching the crane.

Check Wagons.

Empty check wagons, sixpence (6d.) per truck per mile up to 50 miles; and threepence (3d.) per truck per mile for each additional mile.

Stock, Implements, Dogs, and Poultry Exhibited at Agricultural Shows.

Stock, implements, dogs, and poultry conveyed by railway for exhibition at agricultural shows may be conveyed back to the station from which they were originally sent free of cost, if unsold, but at owners' risk, upon the production of a certificate in writing from the Secretary of the agricultural show at which they have been exhibited that such are unsold, and that they are returned direct from the show for conveyance back to the station from which they were sent. All loading, unloading, collection, and delivery to be performed by the owners.

Conveyance Native Coals.

Conveyance of Native coals from collieries in Government trucks, one shilling and sixpence (1s. 6d.) per ton for distance of three (3) miles and under; two shillings and sixpence (2s. 6d.) per ton for distances over three (3) miles and not exceeding fifteen (15) miles; twopence (2d.) per ton per mile for each additional mile up to twenty-five (25) miles; three halfpence (1½d.) per ton per mile for each additional mile up to fifty (50) miles; one penny (1d.) per ton per mile for each additional mile. Full truck charged for.

Trucks will be allowed to remain at coal pits eight (8) working hours for the purpose of loading, after which demurrage will be charged at the rate of one pound (£1) per day or fraction thereof.

Any time from 8 a.m. to 5 p.m. counted as working hours.

Coal Dross.

Coal dross from collieries, in Government trucks, for distances of twenty-five (25) miles and under to be carried under Class F—Minerals; for distances over twenty-five (25) miles at native coal rate. Minimum charge to be two shillings (2s.) per ton.

Corpses.

One shilling (1s.) per mile. Minimum, one pound (£1).

Empties.

Certified by consignors to have passed over line full.

Carriage must be prepaid unless there be an arrangement with the consignee to the contrary.

	s.	d.	
Not exceeding 50 miles	0	6	per cwt.
51 to 100	0	9	"
101 to 150	1	0	"
151 to 200	1	3	"
201 to 250	1	6	"
251 to 300	1	9	"
301 to 400	2	0	"
401 to 500	2	6	"

The minimum weight charged for, half (½) a cwt. Minimum charge, threepence (3d.) in each case.

General Regulations.

A truck load is computed at 5 tons.

Any package weighing over 2 tons will be charged extra for loading and unloading.

Any rate working out to an odd halfpenny will be charged at the next higher penny.

Two shillings (2s.) per ton per day storage will be charged on all goods not removed by consignee within ten working hours of their arrival, except at country stations, when 2s. per week will be charged.

When a consignor sends to the same consignee several packages of different classes, A, B, C, D, E, which may each be below the minimum quantity of 2 cwt., the whole may be sent as one consignment, carried as Class A.

One pound (£1) per truck per day demurrage will be charged for trucks not unloaded by consignees within four working hours of their arrival. If not discharged within that period, the goods may, at the option of the Manager, be unloaded and stacked, and stored at the risk and expense of the consignor.

Road Materials.

Road metal (or stone to be converted into road metal), sand, earth, gravel, and shingle, required for the construction and maintenance of streets and roads, to be carried at twopence (2d.) per ton per mile, with a minimum charge of ten shillings (10s.) per truck of five tons load.

Notice is also hereby given that the minimum number of trains to be run daily shall be one train each way, daily, Sundays excepted.

And notice is also hereby given that the rates it is proposed to levy, pursuant to the provisions of the said Act, in respect of the lands above classified, are as follow:

A rate sufficient to produce five pounds per centum per annum on the cost of the proposed railway and equipment thereof.

The registered office of the said company is in High Street, Dunedin, in the Provincial District of Otago, where all communications may be addressed, in care of Horace Bastings, Esquire, Secretary of the Company, High Street, Dunedin.

Dated at Dunedin, this 7th day of October, 1878.

For and on behalf of the said Company,

SIEVWRIGHT AND STOUT,
Princes Street, Dunedin,
Solicitors for said Company.

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RE AUCKLAND AND THAMES STEAM PACKET COMPANY (LIMITED).

AT the Special General Meeting of the above Company, held on the 16th day of October, 1878, at the office of the Liquidator, the following resolution was passed:—

"This meeting is of opinion that the affairs of the Company have been fairly wound up."

JOHN WAYMOUTH,
Liquidator.

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I HEREBY give notice that, under a writ of *fiery facias*, duly issued out of the Supreme Court, at the suit of WILLIAM WADDELL, ARCHIBALD McLEOD, and WILLIAM WEIR, all of the City of Wellington, Timber Merchants, I have taken in execution the equity of redemption of JOHN BREEN in all that piece or parcel of land being part of Section 71, on the plan of the City of Wellington, having a frontage on the East to Hopper Street of thirty-three feet by a depth of seventy feet, the southern boundary being distant seventy-six feet from the northern boundary of Section 70. And that I intend to cause the same to be sold by public auction, at the rooms of Messrs. Laery and Campbell, in the City of Wellington, on the sixth day of January, 1879, at two o'clock in the afternoon.

The Solicitor for the Execution Creditor is Mr. F. M. Ollivier, of Lambton Quay, Wellington.

Dated 3rd October, 1878.

A. S. ALLAN,
Sheriff.

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I HEREBY give notice that, under a writ of *fiery facias*, duly issued out of the Supreme Court, at the suit of OLIVER WITTON CLAYTON, of the City of Wellington, I have taken in execution the equity of redemption of EDWARD SHEEHAN, of the City of Wellington, Carter, in all that piece of land being Lot numbered 1 of Section 373, on the plan of the City of Wellington. Bounded towards the South-east by Macfarlane Street, sixty-four (64) links; towards the North-east by other part of the same Section, one hundred and twenty-nine (129) links; towards the North-west by Clyde Quay, seventy (70) links; and towards the South-west by other part of the said section, one hundred and sixty-six (166) links: together with the erections and buildings thereon. And that I intend to cause the same to be sold at the auction-rooms of Messrs. Laery and Campbell, in the City of Wellington, on the twenty-second day of November, 1878, at two o'clock in the afternoon, unless the same be previously released.

The Solicitor for the Execution Creditor is Mr. F. M. Ollivier, of Lambton Quay, Wellington.

Dated this 19th day of August, 1878.

EB. BAKER,
Sheriff.

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