



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, OCTOBER 1, 1885.

Published by Authority.

WELLINGTON, FRIDAY, OCTOBER 2, 1885.

*Scale of Fares, Rates, and Charges on the New Zealand Railways.*

I, EDWARD RICHARDSON, Minister for Public Works, in pursuance of the powers conferred upon me by section 144 of "The Public Works Act, 1882," and all other powers in anywise enabling me in that behalf, do hereby fix the following regulations and scale of fares, rates, and charges for the New Zealand Railways, to come into force on the twelfth day of October, one thousand eight hundred and eighty-five, from which date all previous scales are declared to be hereby revoked.

As witness my hand this thirtieth day of September, one thousand eight hundred and eighty-five.

EDWARD RICHARDSON,  
Minister for Public Works.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Ordinary Tickets.

1. Fares will be charged as specified in the "Schedule of Fares" following:—

*Schedule of Fares.*

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
| 1             | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 2             | 0 0 6            | 0 0 4   | 0 0 6                           | 0 0 6   |
| 3             | 0 0 9            | 0 0 6   | 0 1 0                           | 0 0 9   |
| 4             | 0 1 0            | 0 0 8   | 0 1 3                           | 0 0 10  |
| 5             | 0 1 2            | 0 0 9   | 0 1 6                           | 0 1 0   |
| 6             | 0 1 4            | 0 0 10  | 0 1 9                           | 0 1 2   |
| 7             | 0 1 6            | 0 1 0   | 0 2 0                           | 0 1 4   |
| 8             | 0 1 8            | 0 1 1   | 0 2 2                           | 0 1 6   |
| 9             | 0 1 10           | 0 1 3   | 0 2 6                           | 0 1 8   |
| 10            | 0 2 1            | 0 1 5   | 0 2 9                           | 0 1 10  |
| 11            | 0 2 4            | 0 1 7   | 0 3 0                           | 0 2 0   |
| 12            | 0 2 6            | 0 1 8   | 0 3 3                           | 0 2 2   |
| 13            | 0 2 9            | 0 1 10  | 0 3 7                           | 0 2 5   |
| 14            | 0 2 11           | 0 2 0   | 0 3 10                          | 0 2 7   |
| 15            | 0 3 2            | 0 2 1   | 0 4 1                           | 0 2 9   |
| 16            | 0 3 4            | 0 2 3   | 0 4 4                           | 0 2 11  |
| 17            | 0 3 7            | 0 2 5   | 0 4 8                           | 0 3 1   |
| 18            | 0 3 9            | 0 2 6   | 0 4 11                          | 0 3 3   |
| 19            | 0 4 0            | 0 2 8   | 0 5 2                           | 0 3 6   |
| 20            | 0 4 2            | 0 2 10  | 0 5 5                           | 0 3 8   |
| 21            | 0 4 5            | 0 2 11  | 0 5 9                           | 0 3 10  |

*Schedule of Fares—continued.*

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
| 22            | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 22            | 0 4 7            | 0 3 1   | 0 6 0                           | 0 4 0   |
| 23            | 0 4 10           | 0 3 3   | 0 6 3                           | 0 4 2   |
| 24            | 0 5 0            | 0 3 4   | 0 6 6                           | 0 4 4   |
| 25            | 0 5 3            | 0 3 6   | 0 6 10                          | 0 4 7   |
| 26            | 0 5 5            | 0 3 8   | 0 7 1                           | 0 4 9   |
| 27            | 0 5 8            | 0 3 9   | 0 7 4                           | 0 4 11  |
| 28            | 0 5 10           | 0 3 11  | 0 7 7                           | 0 5 1   |
| 29            | 0 6 1            | 0 4 1   | 0 7 11                          | 0 5 3   |
| 30            | 0 6 3            | 0 4 2   | 0 8 2                           | 0 5 5   |
| 31            | 0 6 6            | 0 4 4   | 0 8 5                           | 0 5 8   |
| 32            | 0 6 8            | 0 4 6   | 0 8 8                           | 0 5 10  |
| 33            | 0 6 11           | 0 4 7   | 0 9 0                           | 0 6 0   |
| 34            | 0 7 1            | 0 4 9   | 0 9 3                           | 0 6 2   |
| 35            | 0 7 4            | 0 4 11  | 0 9 6                           | 0 6 4   |
| 36            | 0 7 6            | 0 5 0   | 0 9 9                           | 0 6 6   |
| 37            | 0 7 9            | 0 5 2   | 0 10 1                          | 0 6 9   |
| 38            | 0 7 11           | 0 5 4   | 0 10 4                          | 0 6 11  |
| 39            | 0 8 2            | 0 5 5   | 0 10 7                          | 0 7 1   |
| 40            | 0 8 4            | 0 5 7   | 0 10 10                         | 0 7 3   |
| 41            | 0 8 7            | 0 5 9   | 0 11 2                          | 0 7 5   |
| 42            | 0 8 9            | 0 5 10  | 0 11 5                          | 0 7 7   |

Schedule of Fares—continued.

Schedule of Fares—continued.

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
| 43            | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 44            | 0 9 0            | 0 6 0   | 0 11 8                          | 0 7 10  |
| 45            | 0 9 2            | 0 6 2   | 0 11 11                         | 0 8 0   |
| 46            | 0 9 5            | 0 6 3   | 0 12 3                          | 0 8 2   |
| 47            | 0 9 7            | 0 6 5   | 0 12 6                          | 0 8 4   |
| 48            | 0 9 10           | 0 6 7   | 0 12 9                          | 0 8 6   |
| 49            | 0 10 0           | 0 6 8   | 0 13 0                          | 0 8 8   |
| 50            | 0 10 3           | 0 6 10  | 0 13 4                          | 0 8 11  |
| 51            | 0 10 5           | 0 7 0   | 0 13 7                          | 0 9 1   |
| 52            | 0 10 8           | 0 7 1   | 0 13 10                         | 0 9 3   |
| 53            | 0 10 10          | 0 7 3   | 0 14 1                          | 0 9 5   |
| 54            | 0 11 1           | 0 7 5   | 0 14 5                          | 0 9 7   |
| 55            | 0 11 3           | 0 7 6   | 0 14 8                          | 0 9 9   |
| 56            | 0 11 6           | 0 7 8   | 0 14 11                         | 0 10 0  |
| 57            | 0 11 8           | 0 7 10  | 0 15 2                          | 0 10 2  |
| 58            | 0 11 11          | 0 7 11  | 0 15 6                          | 0 10 4  |
| 59            | 0 12 1           | 0 8 1   | 0 15 9                          | 0 10 6  |
| 60            | 0 12 4           | 0 8 3   | 0 16 0                          | 0 10 8  |
| 61            | 0 12 6           | 0 8 4   | 0 16 3                          | 0 10 10 |
| 62            | 0 12 9           | 0 8 6   | 0 16 7                          | 0 11 1  |
| 63            | 0 12 11          | 0 8 8   | 0 16 10                         | 0 11 3  |
| 64            | 0 13 2           | 0 8 9   | 0 17 1                          | 0 11 5  |
| 65            | 0 13 4           | 0 8 11  | 0 17 4                          | 0 11 7  |
| 66            | 0 13 7           | 0 9 1   | 0 17 8                          | 0 11 9  |
| 67            | 0 13 9           | 0 9 2   | 0 17 11                         | 0 11 11 |
| 68            | 0 14 0           | 0 9 4   | 0 18 2                          | 0 12 2  |
| 69            | 0 14 2           | 0 9 6   | 0 18 5                          | 0 12 4  |
| 70            | 0 14 5           | 0 9 7   | 0 18 9                          | 0 12 6  |
| 71            | 0 14 7           | 0 9 9   | 0 19 0                          | 0 12 8  |
| 72            | 0 14 10          | 0 9 11  | 0 19 3                          | 0 12 10 |
| 73            | 0 15 0           | 0 10 0  | 0 19 6                          | 0 13 0  |
| 74            | 0 15 3           | 0 10 2  | 0 19 10                         | 0 13 3  |
| 75            | 0 15 5           | 0 10 4  | 1 0 1                           | 0 13 5  |
| 76            | 0 15 8           | 0 10 5  | 1 0 4                           | 0 13 7  |
| 77            | 0 15 10          | 0 10 7  | 1 0 7                           | 0 13 9  |
| 78            | 0 16 1           | 0 10 9  | 1 0 11                          | 0 13 11 |
| 79            | 0 16 3           | 0 10 10 | 1 1 2                           | 0 14 1  |
| 80            | 0 16 6           | 0 11 0  | 1 1 5                           | 0 14 4  |
| 81            | 0 16 8           | 0 11 2  | 1 1 8                           | 0 14 6  |
| 82            | 0 16 11          | 0 11 3  | 1 2 0                           | 0 14 8  |
| 83            | 0 17 1           | 0 11 5  | 1 2 3                           | 0 14 10 |
| 84            | 0 17 4           | 0 11 7  | 1 2 6                           | 0 15 0  |
| 85            | 0 17 6           | 0 11 8  | 1 2 9                           | 0 15 2  |
| 86            | 0 17 9           | 0 11 10 | 1 3 1                           | 0 15 5  |
| 87            | 0 17 11          | 0 12 0  | 1 3 4                           | 0 15 7  |
| 88            | 0 18 2           | 0 12 1  | 1 3 7                           | 0 15 9  |
| 89            | 0 18 4           | 0 12 3  | 1 3 10                          | 0 15 11 |
| 90            | 0 18 7           | 0 12 5  | 1 4 2                           | 0 16 1  |
| 91            | 0 18 9           | 0 12 6  | 1 4 5                           | 0 16 3  |
| 92            | 0 18 0           | 0 12 8  | 1 4 8                           | 0 16 6  |
| 93            | 0 19 2           | 0 12 10 | 1 4 11                          | 0 16 8  |
| 94            | 0 19 5           | 0 12 11 | 1 5 3                           | 0 16 10 |
| 95            | 0 19 7           | 0 13 1  | 1 5 6                           | 0 17 0  |
| 96            | 0 19 10          | 0 13 3  | 1 5 9                           | 0 17 2  |
| 97            | 1 0 0            | 0 13 4  | 1 6 0                           | 0 17 4  |
| 98            | 1 0 3            | 0 13 6  | 1 6 4                           | 0 17 7  |
| 99            | 1 0 5            | 0 13 8  | 1 6 7                           | 0 17 9  |
| 100           | 1 0 8            | 0 13 9  | 1 6 10                          | 0 17 11 |
| 101           | 1 0 10           | 0 13 11 | 1 7 1                           | 0 18 1  |
| 102           | 1 1 1            | 0 14 1  | 1 7 5                           | 0 18 3  |
| 103           | 1 1 3            | 0 14 2  | 1 7 8                           | 0 18 5  |
| 104           | 1 1 6            | 0 14 4  | 1 7 11                          | 0 18 8  |
| 105           | 1 1 8            | 0 14 6  | 1 8 2                           | 0 18 10 |
| 106           | 1 1 11           | 0 14 7  | 1 8 6                           | 0 19 0  |
| 107           | 1 2 1            | 0 14 9  | 1 8 9                           | 0 19 2  |
| 108           | 1 2 4            | 0 14 11 | 1 9 0                           | 0 19 4  |
| 109           | 1 2 6            | 0 15 0  | 1 9 3                           | 0 19 6  |
| 110           | 1 2 9            | 0 15 2  | 1 9 7                           | 0 19 9  |
| 111           | 1 2 11           | 0 15 4  | 1 9 10                          | 0 19 11 |
| 112           | 1 3 2            | 0 15 5  | 1 10 1                          | 1 0 1   |
| 113           | 1 3 4            | 0 15 7  | 1 10 4                          | 1 0 3   |
| 114           | 1 3 7            | 0 15 9  | 1 10 8                          | 1 0 5   |
| 115           | 1 3 9            | 0 15 10 | 1 10 11                         | 1 0 7   |
| 116           | 1 4 0            | 0 16 0  | 1 11 2                          | 1 0 10  |
| 117           | 1 4 2            | 0 16 2  | 1 11 5                          | 1 1 0   |
| 118           | 1 4 5            | 0 16 3  | 1 11 9                          | 1 1 2   |
| 119           | 1 4 7            | 0 16 5  | 1 12 0                          | 1 1 4   |
| 120           | 1 4 10           | 0 16 7  | 1 12 3                          | 1 1 6   |
| 121           | 1 5 0            | 0 16 8  | 1 12 6                          | 1 1 8   |
| 122           | 1 5 3            | 0 16 10 | 1 12 10                         | 1 1 11  |

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
| 122           | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 123           | 1 5 5            | 0 17 0  | 1 13 1                          | 1 2 1   |
| 124           | 1 5 8            | 0 17 1  | 1 13 4                          | 1 2 3   |
| 125           | 1 5 10           | 0 17 3  | 1 13 7                          | 1 2 5   |
| 126           | 1 6 1            | 0 17 5  | 1 13 11                         | 1 2 7   |
| 127           | 1 6 3            | 0 17 6  | 1 14 2                          | 1 2 9   |
| 128           | 1 6 6            | 0 17 8  | 1 14 5                          | 1 3 0   |
| 129           | 1 6 8            | 0 17 10 | 1 14 8                          | 1 3 2   |
| 130           | 1 6 11           | 0 17 11 | 1 15 0                          | 1 3 4   |
| 131           | 1 7 1            | 0 18 1  | 1 15 3                          | 1 3 6   |
| 132           | 1 7 4            | 0 18 3  | 1 15 6                          | 1 3 8   |
| 133           | 1 7 6            | 0 18 4  | 1 15 9                          | 1 3 10  |
| 134           | 1 7 9            | 0 18 6  | 1 16 1                          | 1 4 1   |
| 135           | 1 7 11           | 0 18 8  | 1 16 4                          | 1 4 3   |
| 136           | 1 8 2            | 0 18 9  | 1 16 7                          | 1 4 5   |
| 137           | 1 8 4            | 0 18 11 | 1 16 10                         | 1 4 7   |
| 138           | 1 8 7            | 0 19 1  | 1 17 2                          | 1 4 9   |
| 139           | 1 8 9            | 0 19 2  | 1 17 5                          | 1 4 11  |
| 140           | 1 9 0            | 0 19 4  | 1 17 8                          | 1 5 2   |
| 141           | 1 9 2            | 0 19 6  | 1 17 11                         | 1 5 4   |
| 142           | 1 9 5            | 0 19 7  | 1 18 3                          | 1 5 6   |
| 143           | 1 9 7            | 0 19 9  | 1 18 6                          | 1 5 8   |
| 144           | 1 9 10           | 0 19 11 | 1 18 9                          | 1 5 10  |
| 145           | 1 10 0           | 1 0 0   | 1 19 0                          | 1 6 0   |
| 146           | 1 10 3           | 1 0 2   | 1 19 4                          | 1 6 3   |
| 147           | 1 10 5           | 1 0 4   | 1 19 7                          | 1 6 5   |
| 148           | 1 10 8           | 1 0 5   | 1 19 10                         | 1 6 7   |
| 149           | 1 10 10          | 1 0 7   | 2 0 1                           | 1 6 9   |
| 150           | 1 11 1           | 1 0 9   | 2 0 5                           | 1 6 11  |
| 151           | 1 11 3           | 1 0 10  | 2 0 8                           | 1 7 1   |
| 152           | 1 11 6           | 1 1 0   | 2 0 11                          | 1 7 4   |
| 153           | 1 11 8           | 1 1 2   | 2 1 2                           | 1 7 6   |
| 154           | 1 11 11          | 1 1 3   | 2 1 6                           | 1 7 8   |
| 155           | 1 12 1           | 1 1 5   | 2 1 9                           | 1 7 10  |
| 156           | 1 12 4           | 1 1 7   | 2 2 0                           | 1 8 0   |
| 157           | 1 12 6           | 1 1 8   | 2 2 3                           | 1 8 2   |
| 158           | 1 12 9           | 1 1 10  | 2 2 7                           | 1 8 5   |
| 159           | 1 12 11          | 1 2 0   | 2 2 10                          | 1 8 7   |
| 160           | 1 13 2           | 1 2 1   | 2 3 1                           | 1 8 9   |
| 161           | 1 13 4           | 1 2 3   | 2 3 4                           | 1 8 11  |
| 162           | 1 13 7           | 1 2 5   | 2 3 8                           | 1 9 1   |
| 163           | 1 13 9           | 1 2 6   | 2 3 11                          | 1 9 3   |
| 164           | 1 14 0           | 1 2 8   | 2 4 2                           | 1 9 6   |
| 165           | 1 14 2           | 1 2 10  | 2 4 5                           | 1 9 8   |
| 166           | 1 14 5           | 1 2 11  | 2 4 9                           | 1 9 10  |
| 167           | 1 14 7           | 1 3 1   | 2 5 0                           | 1 10 0  |
| 168           | 1 14 10          | 1 3 3   | 2 5 3                           | 1 10 2  |
| 169           | 1 15 0           | 1 3 4   | 2 5 6                           | 1 10 4  |
| 170           | 1 15 3           | 1 3 6   | 2 5 10                          | 1 10 7  |
| 171           | 1 15 5           | 1 3 8   | 2 6 1                           | 1 10 9  |
| 172           | 1 15 8           | 1 3 9   | 2 6 4                           | 1 10 11 |
| 173           | 1 15 10          | 1 3 11  | 2 6 7                           | 1 11 1  |
| 174           | 1 16 1           | 1 4 1   | 2 6 11                          | 1 11 3  |
| 175           | 1 16 3           | 1 4 2   | 2 7 2                           | 1 11 5  |
| 176           | 1 16 6           | 1 4 4   | 2 7 5                           | 1 11 8  |
| 177           | 1 16 8           | 1 4 6   | 2 7 8                           | 1 11 10 |
| 178           | 1 16 11          | 1 4 7   | 2 8 0                           | 1 12 0  |
| 179           | 1 17 1           | 1 4 9   | 2 8 3                           | 1 12 2  |
| 180           | 1 17 4           | 1 4 11  | 2 8 6                           | 1 12 4  |
| 181           | 1 17 6           | 1 5 0   | 2 8 9                           | 1 12 6  |
| 182           | 1 17 9           | 1 5 2   | 2 9 1                           | 1 12 9  |
| 183           | 1 17 11          | 1 5 4   | 2 9 4                           | 1 12 11 |
| 184           | 1 18 2           | 1 5 5   | 2 9 7                           | 1 13 1  |
| 185           | 1 18 4           | 1 5 7   | 2 9 10                          | 1 13 3  |
| 186           | 1 18 7           | 1 5 9   | 2 10 2                          | 1 13 5  |
| 187           | 1 18 9           | 1 5 10  | 2 10 5                          | 1 13 7  |
| 188           | 1 19 0           | 1 6 0   | 2 10 8                          | 1 13 10 |
| 189           | 1 19 2           | 1 6 2   | 2 10 11                         | 1 14 0  |
| 190           | 1 19 5           | 1 6 3   | 2 11 3                          | 1 14 2  |
| 191           | 1 19 7           | 1 6 5   | 2 11 6                          | 1 14 4  |
| 192           | 1 19 10          | 1 6 7   | 2 11 9                          | 1 14 6  |
| 193           | 2 0 0            | 1 6 8   | 2 12 0                          | 1 14 8  |
| 194           | 2 0 3            | 1 6 10  | 2 12 4                          | 1 14 11 |
| 195           | 2 0 5            | 1 7 0   | 2 12 7                          | 1 15 1  |
| 196           | 2 0 8            | 1 7 1   | 2 12 10                         | 1 15 3  |
| 197           | 2 0 10           | 1 7 3   | 2 13 1                          | 1 15 5  |
| 198           | 2 1 1            | 1 7 5   | 2 13 5                          | 1 15 7  |
| 199           | 2 1 3            | 1 7 6   | 2 13 8                          | 1 15 9  |
| 200           | 2 1 6            | 1 7 8   | 2 13 11                         | 1 16 0  |
| 201           | 2 1 8            | 1 7 10  | 2 14 2                          | 1 16 2  |

Schedule of Fares—continued.

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
|               | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 201           | 2 1 11           | 1 7 11  | 2 14 6                          | 1 16 4  |
| 202           | 2 2 1            | 1 8 1   | 2 14 9                          | 1 16 6  |
| 203           | 2 2 4            | 1 8 3   | 2 15 0                          | 1 16 8  |
| 204           | 2 2 6            | 1 8 4   | 2 15 3                          | 1 16 10 |
| 205           | 2 2 9            | 1 8 6   | 2 15 7                          | 1 17 1  |
| 206           | 2 2 11           | 1 8 8   | 2 15 10                         | 1 17 3  |
| 207           | 2 3 2            | 1 8 9   | 2 16 1                          | 1 17 5  |
| 208           | 2 3 4            | 1 8 11  | 2 16 4                          | 1 17 7  |
| 209           | 2 3 7            | 1 9 1   | 2 16 8                          | 1 17 9  |
| 210           | 2 3 9            | 1 9 2   | 2 16 11                         | 1 17 11 |
| 211           | 2 4 0            | 1 9 4   | 2 17 2                          | 1 18 2  |
| 212           | 2 4 2            | 1 9 6   | 2 17 5                          | 1 18 4  |
| 213           | 2 4 5            | 1 9 7   | 2 17 9                          | 1 18 6  |
| 214           | 2 4 7            | 1 9 9   | 2 18 0                          | 1 18 8  |
| 215           | 2 4 10           | 1 9 11  | 2 18 3                          | 1 18 10 |
| 216           | 2 5 0            | 1 10 0  | 2 18 6                          | 1 19 0  |
| 217           | 2 5 3            | 1 10 2  | 2 18 10                         | 1 19 3  |
| 218           | 2 5 5            | 1 10 4  | 2 19 1                          | 1 19 5  |
| 219           | 2 5 8            | 1 10 5  | 2 19 4                          | 1 19 7  |
| 220           | 2 5 10           | 1 10 7  | 2 19 7                          | 1 19 9  |
| 221           | 2 6 1            | 1 10 9  | 2 19 11                         | 1 19 11 |
| 222           | 2 6 3            | 1 10 10 | 3 0 2                           | 2 0 1   |
| 223           | 2 6 6            | 1 11 0  | 3 0 5                           | 2 0 4   |
| 224           | 2 6 8            | 1 11 2  | 3 0 8                           | 2 0 6   |
| 225           | 2 6 11           | 1 11 3  | 3 1 0                           | 2 0 8   |
| 226           | 2 7 1            | 1 11 5  | 3 1 3                           | 2 0 10  |
| 227           | 2 7 4            | 1 11 7  | 3 1 6                           | 2 1 0   |
| 228           | 2 7 6            | 1 11 8  | 3 1 9                           | 2 1 2   |
| 229           | 2 7 9            | 1 11 10 | 3 2 1                           | 2 1 5   |
| 230           | 2 7 11           | 1 12 0  | 3 2 4                           | 2 1 7   |
| 231           | 2 8 2            | 1 12 1  | 3 2 7                           | 2 1 9   |
| 232           | 2 8 4            | 1 12 3  | 3 2 10                          | 2 1 11  |
| 233           | 2 8 7            | 1 12 5  | 3 3 2                           | 2 2 1   |
| 234           | 2 8 9            | 1 12 6  | 3 3 5                           | 2 2 3   |
| 235           | 2 9 0            | 1 12 8  | 3 3 8                           | 2 2 6   |
| 236           | 2 9 2            | 1 12 10 | 3 3 11                          | 2 2 8   |
| 237           | 2 9 5            | 1 12 11 | 3 4 3                           | 2 2 10  |
| 238           | 2 9 7            | 1 13 1  | 3 4 6                           | 2 3 0   |
| 239           | 2 9 10           | 1 13 3  | 3 4 9                           | 2 3 2   |
| 240           | 2 10 0           | 1 13 4  | 3 5 0                           | 2 3 4   |
| 241           | 2 10 3           | 1 13 6  | 3 5 4                           | 2 3 7   |
| 242           | 2 10 5           | 1 13 8  | 3 5 7                           | 2 3 9   |
| 243           | 2 10 8           | 1 13 9  | 3 5 10                          | 2 3 11  |
| 244           | 2 10 10          | 1 13 11 | 3 6 1                           | 2 4 1   |
| 245           | 2 11 1           | 1 14 1  | 3 6 5                           | 2 4 3   |
| 246           | 2 11 3           | 1 14 2  | 3 6 8                           | 2 4 5   |
| 247           | 2 11 6           | 1 14 4  | 3 6 11                          | 2 4 8   |
| 248           | 2 11 8           | 1 14 6  | 3 7 2                           | 2 4 10  |
| 249           | 2 11 11          | 1 14 7  | 3 7 6                           | 2 5 0   |
| 250           | 2 12 1           | 1 14 9  | 3 7 9                           | 2 5 2   |
| 251           | 2 12 4           | 1 14 11 | 3 8 0                           | 2 5 4   |
| 252           | 2 12 6           | 1 15 0  | 3 8 3                           | 2 5 6   |
| 253           | 2 12 9           | 1 15 2  | 3 8 7                           | 2 5 9   |
| 254           | 2 12 11          | 1 15 4  | 3 8 10                          | 2 5 11  |
| 255           | 2 13 2           | 1 15 5  | 3 9 1                           | 2 6 1   |
| 256           | 2 13 4           | 1 15 7  | 3 9 4                           | 2 6 3   |
| 257           | 2 13 7           | 1 15 9  | 3 9 8                           | 2 6 5   |
| 258           | 2 13 9           | 1 15 10 | 3 9 11                          | 2 6 7   |
| 259           | 2 14 0           | 1 16 0  | 3 10 2                          | 2 6 10  |
| 260           | 2 14 2           | 1 16 2  | 3 10 5                          | 2 7 0   |
| 261           | 2 14 5           | 1 16 3  | 3 10 9                          | 2 7 2   |
| 262           | 2 14 7           | 1 16 5  | 3 11 0                          | 2 7 4   |
| 263           | 2 14 10          | 1 16 7  | 3 11 3                          | 2 7 6   |
| 264           | 2 15 0           | 1 16 8  | 3 11 6                          | 2 7 8   |
| 265           | 2 15 3           | 1 16 10 | 3 11 10                         | 2 7 11  |
| 266           | 2 15 5           | 1 17 0  | 3 12 1                          | 2 8 1   |
| 267           | 2 15 8           | 1 17 1  | 3 12 4                          | 2 8 3   |
| 268           | 2 15 10          | 1 17 3  | 3 12 7                          | 2 8 5   |
| 269           | 2 16 1           | 1 17 5  | 3 12 11                         | 2 8 7   |
| 270           | 2 16 3           | 1 17 6  | 3 13 2                          | 2 8 9   |
| 271           | 2 16 6           | 1 17 8  | 3 13 5                          | 2 9 0   |
| 272           | 2 16 8           | 1 17 10 | 3 13 8                          | 2 9 2   |
| 273           | 2 16 11          | 1 17 11 | 3 14 0                          | 2 9 4   |
| 274           | 2 17 1           | 1 18 1  | 3 14 3                          | 2 9 6   |
| 275           | 2 17 4           | 1 18 3  | 3 14 6                          | 2 9 8   |
| 276           | 2 17 6           | 1 18 4  | 3 14 9                          | 2 9 10  |
| 277           | 2 17 9           | 1 18 6  | 3 15 1                          | 2 10 1  |
| 278           | 2 17 11          | 1 18 8  | 3 15 4                          | 2 10 3  |
| 279           | 2 18 2           | 1 18 9  | 3 15 7                          | 2 10 5  |
| 280           | 2 18 4           | 1 18 11 | 3 15 10                         | 2 10 7  |

Schedule of Fares—continued.

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
|               | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 281           | 2 18 7           | 1 19 1  | 3 16 2                          | 2 10 9  |
| 282           | 2 18 9           | 1 19 2  | 3 16 5                          | 2 10 11 |
| 283           | 2 19 0           | 1 19 4  | 3 16 8                          | 2 11 2  |
| 284           | 2 19 2           | 1 19 6  | 3 16 11                         | 2 11 4  |
| 285           | 2 19 5           | 1 19 7  | 3 17 3                          | 2 11 6  |
| 286           | 2 19 7           | 1 19 9  | 3 17 6                          | 2 11 8  |
| 287           | 2 19 10          | 1 19 11 | 3 17 9                          | 2 11 10 |
| 288           | 3 0 0            | 2 0 0   | 3 18 0                          | 2 12 0  |
| 289           | 3 0 3            | 2 0 2   | 3 18 4                          | 2 12 3  |
| 290           | 3 0 5            | 2 0 4   | 3 18 7                          | 2 12 5  |
| 291           | 3 0 8            | 2 0 5   | 3 18 10                         | 2 12 7  |
| 292           | 3 0 10           | 2 0 7   | 3 19 1                          | 2 12 9  |
| 293           | 3 1 1            | 2 0 9   | 3 19 5                          | 2 12 11 |
| 294           | 3 1 3            | 2 0 10  | 3 19 8                          | 2 13 1  |
| 295           | 3 1 6            | 2 1 0   | 3 19 11                         | 2 13 4  |
| 296           | 3 1 8            | 2 1 2   | 4 0 2                           | 2 13 6  |
| 297           | 3 1 11           | 2 1 3   | 4 0 6                           | 2 13 8  |
| 298           | 3 2 1            | 2 1 5   | 4 0 9                           | 2 13 10 |
| 299           | 3 2 4            | 2 1 7   | 4 1 0                           | 2 14 0  |
| 300           | 3 2 6            | 2 1 8   | 4 1 3                           | 2 14 2  |
| 301           | 3 2 9            | 2 1 10  | 4 1 7                           | 2 14 5  |
| 302           | 3 2 11           | 2 1 0   | 4 1 10                          | 2 14 7  |
| 303           | 3 3 2            | 2 2 1   | 4 2 1                           | 2 14 9  |
| 304           | 3 3 4            | 2 2 3   | 4 2 4                           | 2 14 11 |
| 305           | 3 3 7            | 2 2 5   | 4 2 8                           | 2 15 1  |
| 306           | 3 3 9            | 2 2 6   | 4 2 11                          | 2 15 3  |
| 307           | 3 4 0            | 2 2 8   | 4 3 2                           | 2 15 6  |
| 308           | 3 4 2            | 2 2 10  | 4 3 6                           | 2 15 8  |
| 309           | 3 4 5            | 2 2 11  | 4 3 9                           | 2 15 10 |
| 310           | 3 4 7            | 2 3 1   | 4 4 0                           | 2 16 0  |
| 311           | 3 4 10           | 2 3 3   | 4 4 3                           | 2 16 2  |
| 312           | 3 5 0            | 2 3 4   | 4 4 6                           | 2 16 4  |
| 313           | 3 5 3            | 2 3 6   | 4 4 10                          | 2 16 7  |
| 314           | 3 5 5            | 2 3 8   | 4 5 1                           | 2 16 9  |
| 315           | 3 5 8            | 2 3 9   | 4 5 4                           | 2 16 11 |
| 316           | 3 5 10           | 2 3 11  | 4 5 7                           | 2 17 1  |
| 317           | 3 6 1            | 2 4 1   | 4 5 11                          | 2 17 3  |
| 318           | 3 6 3            | 2 4 2   | 4 6 2                           | 2 17 5  |
| 319           | 3 6 6            | 2 4 4   | 4 6 5                           | 2 17 8  |
| 320           | 3 6 8            | 2 4 6   | 4 6 8                           | 2 17 10 |
| 321           | 3 6 11           | 2 4 7   | 4 7 0                           | 2 18 0  |
| 322           | 3 7 1            | 2 4 9   | 4 7 3                           | 2 18 2  |
| 323           | 3 7 4            | 2 4 11  | 4 7 6                           | 2 18 4  |
| 324           | 3 7 6            | 2 5 0   | 4 7 9                           | 2 18 6  |
| 325           | 3 7 9            | 2 5 2   | 4 8 1                           | 2 18 9  |
| 326           | 3 7 11           | 2 5 4   | 4 8 4                           | 2 18 11 |
| 327           | 3 8 2            | 2 5 5   | 4 8 7                           | 2 19 1  |
| 328           | 3 8 4            | 2 5 7   | 4 8 10                          | 2 19 3  |
| 329           | 3 8 7            | 2 5 9   | 4 9 2                           | 2 19 5  |
| 330           | 3 8 9            | 2 5 10  | 4 9 5                           | 2 19 7  |
| 331           | 3 9 0            | 2 6 0   | 4 9 8                           | 2 19 10 |
| 332           | 3 9 2            | 2 6 2   | 4 9 11                          | 3 0 0   |
| 333           | 3 9 5            | 2 6 3   | 4 10 3                          | 3 0 2   |
| 334           | 3 9 7            | 2 6 5   | 4 10 6                          | 3 0 4   |
| 335           | 3 9 10           | 2 6 7   | 4 10 9                          | 3 0 6   |
| 336           | 3 10 0           | 2 6 8   | 4 11 0                          | 3 0 8   |
| 337           | 3 10 3           | 2 6 10  | 4 11 4                          | 3 0 11  |
| 338           | 3 10 5           | 2 7 0   | 4 11 7                          | 3 1 1   |
| 339           | 3 10 8           | 2 7 1   | 4 11 10                         | 3 1 3   |
| 340           | 3 10 10          | 2 7 3   | 4 12 1                          | 3 1 5   |
| 341           | 3 11 1           | 2 7 5   | 4 12 5                          | 3 1 7   |
| 342           | 3 11 3           | 2 7 6   | 4 12 8                          | 3 1 9   |
| 343           | 3 11 6           | 2 7 8   | 4 12 11                         | 3 2 0   |
| 344           | 3 11 8           | 2 7 10  | 4 13 2                          | 3 2 2   |
| 345           | 3 11 11          | 2 7 11  | 4 13 6                          | 3 2 4   |
| 346           | 3 12 1           | 2 8 1   | 4 13 9                          | 3 2 6   |
| 347           | 3 12 4           | 2 8 3   | 4 14 0                          | 3 2 8   |
| 348           | 3 12 6           | 2 8 4   | 4 14 3                          | 3 2 10  |
| 349           | 3 12 9           | 2 8 6   | 4 14 7                          | 3 3 1   |
| 350           | 3 12 11          | 2 8 8   | 4 14 10                         | 3 3 3   |
| 351           | 3 13 2           | 2 8 9   | 4 15 1                          | 3 3 5   |
| 352           | 3 13 4           | 2 8 11  | 4 15 4                          | 3 3 7   |
| 353           | 3 13 7           | 2 9 1   | 4 15 8                          | 3 3 9   |
| 354           | 3 13 9           | 2 9 2   | 4 15 11                         | 3 3 11  |
| 355           | 3 14 0           | 2 9 4   | 4 16 2                          | 3 4 2   |
| 356           | 3 14 2           | 2 9 6   | 4 16 5                          | 3 4 4   |
| 357           | 3 14 5           | 2 9 7   | 4 16 9                          | 3 4 6   |
| 358           | 3 14 7           | 2 9 9   | 4 17 0                          | 3 4 8   |
| 359           | 3 14 10          | 2 9 11  | 4 17 3                          | 3 4 10  |
| 360           | 3 15 0           | 2 10 0  | 4 17 6                          | 3 5 0   |

Schedule of Fares—continued.

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
|               | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 361           | 3 15 3           | 2 10 2  | 4 17 10                         | 3 5 3   |
| 362           | 3 15 5           | 2 10 4  | 4 18 1                          | 3 5 5   |
| 363           | 3 15 8           | 2 10 5  | 4 18 4                          | 3 5 7   |
| 364           | 3 15 10          | 2 10 7  | 4 18 7                          | 3 5 9   |
| 365           | 3 16 1           | 2 10 9  | 4 18 11                         | 3 5 11  |
| 366           | 3 16 3           | 2 10 10 | 4 19 2                          | 3 6 1   |
| 367           | 3 16 6           | 2 11 0  | 4 19 5                          | 3 6 4   |
| 368           | 3 16 8           | 2 11 2  | 4 19 8                          | 3 6 6   |
| 369           | 3 16 11          | 2 11 3  | 5 0 0                           | 3 6 8   |
| 370           | 3 17 1           | 2 11 5  | 5 0 3                           | 3 6 10  |
| 371           | 3 17 4           | 2 11 7  | 5 0 6                           | 3 7 0   |
| 372           | 3 17 6           | 2 11 8  | 5 0 9                           | 3 7 2   |
| 373           | 3 17 9           | 2 11 10 | 5 1 1                           | 3 7 5   |
| 374           | 3 17 11          | 2 12 0  | 5 1 4                           | 3 7 7   |
| 375           | 3 18 2           | 2 12 1  | 5 1 7                           | 3 7 9   |
| 376           | 3 18 4           | 2 12 3  | 5 1 10                          | 3 7 11  |
| 377           | 3 18 7           | 2 12 5  | 5 2 2                           | 3 8 1   |
| 378           | 3 18 9           | 2 12 6  | 5 2 5                           | 3 8 3   |
| 379           | 3 19 0           | 2 12 8  | 5 2 8                           | 3 8 6   |
| 380           | 3 19 2           | 2 12 10 | 5 2 11                          | 3 8 8   |

Schedule of Fares—continued.

| No. of Miles. | Fares.           |         |                                 |         |
|---------------|------------------|---------|---------------------------------|---------|
|               | Single Ordinary. |         | Return for Saturday and Sunday. |         |
|               | First.           | Second. | First.                          | Second. |
|               | £ s. d.          | £ s. d. | £ s. d.                         | £ s. d. |
| 381           | 3 19 5           | 2 12 11 | 5 3 3                           | 3 8 10  |
| 382           | 3 19 7           | 2 13 1  | 5 3 6                           | 3 9 0   |
| 383           | 3 19 10          | 2 13 3  | 5 3 9                           | 3 9 2   |
| 384           | 4 0 0            | 2 13 4  | 5 4 0                           | 3 9 4   |
| 385           | 4 0 3            | 2 13 6  | 5 4 4                           | 3 9 7   |
| 386           | 4 0 5            | 2 13 8  | 5 4 7                           | 3 9 9   |
| 387           | 4 0 8            | 2 13 9  | 5 4 10                          | 3 9 11  |
| 388           | 4 0 10           | 2 13 11 | 5 5 1                           | 3 10 1  |
| 389           | 4 1 1            | 2 14 1  | 5 5 5                           | 3 10 3  |
| 390           | 4 1 3            | 2 14 2  | 5 5 8                           | 3 10 5  |
| 391           | 4 1 6            | 2 14 4  | 5 5 11                          | 3 10 8  |
| 392           | 4 1 8            | 2 14 6  | 5 6 2                           | 3 10 10 |
| 393           | 4 1 11           | 2 14 7  | 5 6 6                           | 3 11 0  |
| 394           | 4 2 1            | 2 14 9  | 5 6 9                           | 3 11 2  |
| 395           | 4 2 4            | 2 14 11 | 5 7 0                           | 3 11 4  |
| 396           | 4 2 6            | 2 15 0  | 5 7 3                           | 3 11 6  |
| 397           | 4 2 9            | 2 15 2  | 5 7 7                           | 3 11 9  |
| 398           | 4 2 11           | 2 15 4  | 5 7 10                          | 3 11 11 |
| 399           | 4 3 2            | 2 15 5  | 5 8 1                           | 3 12 1  |
| 400           | 4 3 4            | 2 15 7  | 5 8 4                           | 3 12 3  |

2. Tickets for return journeys will be issued only on Saturdays and Sundays, and will be available for return up to the end of the following Monday. The mileage will be counted one way.

3. Single tickets will be available for the day of issue only.

4. Children under 3 years of age travel free; children under 12 years of age half rates.

5. Flag-station tickets will be issued only to the next rebooking station.

6. Passengers entering the train at a booking station without a ticket, or having got in at a flag station and not taking a ticket at the proper re-booking station, will be charged one shilling in addition to the ordinary fare.

**Railway Officers' and Employes' Tickets.**

7. Privilege Ordinary Tickets and Privilege Season Tickets, at one-fourth the ordinary rates, may be issued to railway officers and employes, and to their wives. The minimum charge for privilege ordinary tickets to be the same as for ordinary tickets.

**Volunteer Tickets.**

8. Tickets will be issued to Volunteers in uniform without charge, upon written order from the Officer commanding the district.

**Season Tickets.**

9. Application for Season Tickets must be made to the Manager of the line, upon a form to be obtained at any Station.

10. School Season Tickets will be issued and dated as from the first day only of each quarter.

**Season Tickets.**

11. Fares will be charged as follow:—

| Miles.              | 12 Months. | 6 Months. | 3 Months. | 1 Month. | Miles.               | 12 Months. | 6 Months. | 3 Months. | 1 Month. |
|---------------------|------------|-----------|-----------|----------|----------------------|------------|-----------|-----------|----------|
| <b>FIRST CLASS.</b> |            |           |           |          | <b>SECOND CLASS.</b> |            |           |           |          |
|                     | £ s. d.    | £ s. d.   | £ s. d.   | £ s. d.  |                      | £ s. d.    | £ s. d.   | £ s. d.   | £ s. d.  |
| 2                   | 3 0 0      | 1 15 0    | 1 2 6     | 0 10 0   | 2                    | 2 5 0      | 1 4 0     | 0 15 0    | 0 6 6    |
| 3                   | 4 17 6     | 2 15 0    | 1 13 9    | 0 15 0   | 3                    | 3 10 0     | 2 0 0     | 1 5 0     | 0 11 6   |
| 4                   | 6 0 0      | 3 10 0    | 2 5 0     | 1 0 0    | 4                    | 4 10 0     | 2 8 0     | 1 10 0    | 0 13 6   |
| 5                   | 7 10 0     | 4 10 0    | 2 10 0    | 1 2 6    | 5                    | 5 15 0     | 3 0 0     | 2 0 0     | 0 18 0   |
| 6                   | 8 10 0     | 5 5 0     | 3 0 0     | 1 7 0    | 6                    | 6 10 0     | 3 12 0    | 2 5 0     | 1 0 0    |
| 7                   | 9 10 0     | 5 15 0    | 3 5 0     | 1 10 0   | 7                    | 7 5 0      | 4 5 0     | 2 10 0    | 1 2 6    |
| 8                   | 10 10 0    | 6 10 0    | 3 15 0    | 1 14 0   | 8                    | 8 0 0      | 4 12 0    | 2 15 0    | 1 5 0    |
| 9                   | 11 10 0    | 7 0 0     | 4 0 0     | 1 16 0   | 9                    | 8 15 0     | 5 8 0     | 3 0 0     | 1 7 0    |
| 10                  | 12 10 0    | 7 10 0    | 4 10 0    | 2 0 0    | 10                   | 9 10 0     | 6 0 0     | 3 5 0     | 1 10 0   |
| 11                  | 13 10 0    | 8 5 0     | 4 15 0    | 2 3 0    | 11                   | 10 5 0     | 6 10 0    | 3 10 0    | 1 12 0   |
| 12                  | 14 10 0    | 8 15 0    | 5 5 0     | 2 7 0    | 12                   | 11 0 0     | 7 0 0     | 3 15 0    | 1 14 0   |
| 13                  | 15 5 0     | 9 5 0     | 5 10 0    | 2 10 0   | 13                   | 11 10 0    | 7 7 6     | 3 19 0    | 1 16 6   |
| 14                  | 16 0 0     | 9 15 0    | 5 15 0    | 2 13 0   | 14                   | 12 0 0     | 7 15 0    | 4 3 0     | 1 19 0   |
| 15                  | 16 15 0    | 10 5 0    | 6 0 0     | 2 16 0   | 15                   | 12 10 0    | 8 2 6     | 4 7 0     | 2 1 6    |
| 16                  | 17 10 0    | 10 15 0   | 6 5 0     | 2 19 0   | 16                   | 13 0 0     | 8 10 0    | 4 11 0    | 2 4 0    |
| 17                  | 18 5 0     | 11 5 0    | 6 10 0    | 3 2 0    | 17                   | 13 10 0    | 8 17 6    | 4 15 0    | 2 6 6    |
| 18                  | 19 0 0     | 11 15 0   | 6 15 0    | 3 5 0    | 18                   | 14 0 0     | 9 5 0     | 4 19 0    | 2 9 0    |
| 19                  | 19 15 0    | 12 5 0    | 7 0 0     | 3 8 0    | 19                   | 14 10 0    | 9 12 6    | 5 3 0     | 2 11 6   |
| 20                  | 20 10 0    | 12 15 0   | 7 5 0     | 3 11 0   | 20                   | 15 0 0     | 10 0 0    | 5 7 0     | 2 14 0   |

FOR EVERY MILE ABOVE 20 MILES.

| 12 Months.          | 6 Months. | 3 Months. | 1 Month. | 12 Months.           | 6 Months. | 3 Months. | 1 Month. |
|---------------------|-----------|-----------|----------|----------------------|-----------|-----------|----------|
| <i>First Class.</i> |           |           |          | <i>Second Class.</i> |           |           |          |
| £ s. d.             | £ s. d.   | £ s. d.   | £ s. d.  | £ s. d.              | £ s. d.   | £ s. d.   | £ s. d.  |
| 0 10 0              | 0 8 0     | 0 4 0     | 0 2 0    | 0 8 0                | 0 6 0     | 0 3 0     | 0 2 0    |

12. Annual Tickets, available over the whole of New Zealand Railways for one year from the date of issue, will be charged £50.

13. Children under 12 years of age will be charged half rates for Season Tickets.

**Family Season Tickets.**

14. Family Season Tickets will be issued to families at two-thirds of the rate of ordinary Season Tickets for each person. Family Tickets for less than four persons will be charged as for four persons.

**Apprentices' and Pupil-teachers' Season Tickets.**

15. Season Tickets at half the rate of ordinary Season Tickets will be issued to apprentices and pupil-teachers whose age does not exceed 19 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 limit.

**Newspaper Reporters' Season Tickets.**

16. Season Tickets will be issued at half rates to newspaper reporters, upon application from the proprietor or manager of the newspaper, specifying the name of the reporter, and certifying that he is a *bonâ fide* reporter, permanently engaged upon the staff of the newspaper, and not following any other profession or occupation. Two reporters will be allowed to travel for the same newspaper for each £50 ticket taken out.

**Newsboys' Season Tickets.**

17. Season Tickets at half the rate of ordinary Season Tickets will be issued to newsboys, for use in travelling on the railways only for the purpose of selling newspapers, upon the production of a certificate from the proprietor or manager 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 in his service.

**School Season Tickets.**

18. Season Tickets for scholars and students will be issued at the following rates, at per quarter or fractional part of a quarter, subject to the following conditions:—

|  | First Class. | Second Class. |
|--|--------------|---------------|
| For students and scholars not exceeding 16 years of age      | 30s.         | 10s.          |
| For students and scholars over 16 and not exceeding 19 years | 40s.         | 20s.          |

A certificate must be produced from the professor or schoolmaster that the applicant is a *bonâ fide* student or scholar in attendance at college or school, and that his or her age is within the prescribed limit.

School Tickets will be available for any distance not exceeding 55 miles. Every School Ticket will expire on the quarter-day next after its issue.

**Free School Season Tickets.**

19. Second-class Quarterly Tickets may be issued to school children not over 15 years of age attending the Government primary schools, subject to following conditions:—

Such tickets will be issued only from railway stations where there is no primary school in the vicinity, and will be issued only to the station in the vicinity of the nearest primary school. Tickets will be issued only on the certificate of the schoolmaster, forwarded to the District Manager through the Chairman of Committee having charge of such school, in the following form:—

“ I hereby certify that A.B., aged \_\_\_\_\_, and residing at \_\_\_\_\_, is entitled to a free school ticket from \_\_\_\_\_ to \_\_\_\_\_, for the purpose of attending the school at the latter place.”

**Teachers' Saturday Season Tickets.**

20. Teachers' Saturday Tickets will be issued at the following rate per term or fractional part of a term:—

|  | First Class. |
|--|--------------|
| For public school teachers attending Saturday training classes | 20s.         |

This Ticket is available on Saturdays only, and cannot be used unless the teacher is proceeding to or coming from the training school; and before it will be issued a certificate must be produced from the Secretary of the Education Board stating that the applicant is *bonâ fide* entitled to have such Ticket, and stating the duration of the term.

**Official Season Tickets.**

21. Official Season Tickets, for use by Government officers travelling on public service only, will be issued at rates to be fixed in each case by the Minister.

**Excursion Trains.**

22. Excursion Trains at special fares will be run by special request upon payment of a deposit (as a guarantee, returnable if the takings exceed the amount) equivalent to the charge for 80 second-class Saturday return tickets. Minimum charge, £5.

**Special Trains.**

| 23. Special Trains will be charged as follows:—                   | £ | s. | d. |
|---|---|----|----|
| For one 6-wheel or two 4-wheel carriages, per mile up to 30 miles | 0 | 10 | 0  |
| For every additional mile   | 0 | 7  | 6  |
| For every additional carriage per mile                            | 0 | 5  | 0  |
| Minimum charge  | 5 | 0  | 0  |

The mileage will be counted one way only.

A charge of 5s. per mile will be made for all special trains of one large or two small carriages required by any Government department to convey passengers or mails; 2s. 6d. per mile for each extra vehicle. Minimum charge, £3 sterling. When engine is ordered and not used half the minimum charge will be made.

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

**School Excursions.**

24. First-class Saturday Return Tickets will be issued, available for any ordinary trains, to the managers of school parties numbering not less than 20 children, at the rate of one ticket for every four children, and of one ticket for every two *bonâ fide* teachers accompanying them. No fractional part of a ticket will be issued.

Although First-class Tickets will be issued, first-class carriages will not be guaranteed.

**Free Passes, &c.**

25. Free Passes, Season or School Tickets do not entitle the bearers thereof to travel by Special or Excursion Train, except the ordinary trains are suspended.

**Public Vehicles.**

26. The driver of any public vehicle plying for hire within the precincts of any railway will be charged a fee of 10s. for a twelve months' license, to be issued at the option of the Manager. No public vehicle will be allowed to ply within the limits of the railway without a license.

27. No fractions of a mile will be used in computing fares. Five chains and over will be counted as an additional mile; less than five chains will be omitted.

**Market Tickets.**

28. Market tickets at Saturday return fares, available for the day of issue only, may be issued one day a week to stations where markets are held, after public

LOCAL FARES AND REGULATIONS.

29. The following local fares will be charged on the lines specified herein in lieu of those specified under general fares and regulations preceding.

All the regulations under general fares and regulations preceding, except those numbered 1 and 2, will apply.

Return Tickets are available only on the day of issue, except those issued on Saturday and Sunday, which are available till the Monday following. The mileage will be counted one way.

SUBURBAN TRAFFIC.

The following fares will be charged :—

Between Wellington and stations not exceeding 10 miles distance therefrom.

Between Christchurch and stations not exceeding 10 miles distance therefrom.

Between Dunedin and stations not exceeding 10 miles distance therefrom.

Between Invercargill and stations not exceeding 10 miles distance therefrom.

| No. of Miles. | Fares.  |         |         |         |
|---------------|---------|---------|---------|---------|
|               | Single. |         | Return. |         |
|               | First.  | Second. | First.  | Second. |
| 1 ... ..      | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 2 ... ..      | 0 0 6   | 0 0 4   | 0 0 6   | 0 0 4   |
| 3 ... ..      | 0 0 6   | 0 0 4   | 0 0 6   | 0 0 4   |
| 4 ... ..      | 0 0 7   | 0 0 5   | 0 0 9   | 0 0 6   |
| 5 ... ..      | 0 0 9   | 0 0 6   | 0 1 0   | 0 0 8   |
| 6 ... ..      | 0 1 0   | 0 0 8   | 0 1 3   | 0 0 10  |
| 7 ... ..      | 0 1 2   | 0 0 9   | 0 1 6   | 0 1 0   |
| 8 ... ..      | 0 1 4   | 0 0 11  | 0 1 9   | 0 1 2   |
| 9 ... ..      | 0 1 6   | 0 1 0   | 0 2 0   | 0 1 4   |
| 10 ... ..     | 0 1 9   | 0 1 2   | 0 2 3   | 0 1 6   |
| 10 ... ..     | 0 1 11  | 0 1 3   | 0 2 6   | 0 1 8   |

KAWAKAWA SECTION.

| Stations.     |               | Single. |         | Return. |         |
|---------------|---------------|---------|---------|---------|---------|
| From or To    | To or From    | First.  | Second. | First.  | Second. |
| Kawakawa ...  | Taumarere ... | s. d.   | s. d.   | s. d.   | s. d.   |
| " ...         | Opua ...      | 0 9     | 0 6     | 1 2     | 0 9     |
| Taumarere ... | " ...         | 2 0     | 1 4     | 3 0     | 2 0     |
|               |               | 1 6     | 1 0     | 2 3     | 1 6     |

Return Tickets will be issued on Saturdays and Sundays at single fares.

WHANGAREI SECTION.

| Stations.     |                | Single. |         | Return. |         |
|---------------|----------------|---------|---------|---------|---------|
| From or To    | To or From     | First.  | Second. | First.  | Second. |
| Wharf ...     | Whangarei ...  | s. d.   | s. d.   | s. d.   | s. d.   |
| " ...         | Kamo ...       | 0 9     | 0 6     | 1 2     | 0 9     |
| " ...         | Coal Mines ... | 1 6     | 1 0     | 2 3     | 1 6     |
| Whangarei ... | Coal Mines ... | 1 9     | 1 2     | 2 8     | 1 9     |
| " ...         | Kamo ...       | 1 0     | 0 8     | 1 6     | 1 0     |
| Kamo ...      | Coal Mines ... | 1 3     | 0 10    | 1 11    | 1 3     |
|               | " ...          | 0 6     | 0 4     | 0 9     | 0 6     |

Return Tickets will be issued on Saturdays and Sundays at single fares.

AUCKLAND SECTION.

SUBURBAN TRAFFIC.

|  | First Class. |         | Second Class. |         |
|--|--------------|---------|---------------|---------|
|  | Single.      | Return. | Single.       | Return. |
|  |              | s. d.   | s. d.         | s. d.   |
| Auckland to or from Remuera ...                                      | 0 9          | 1 0     | 0 6           | 0 9     |
| Auckland to or from Ellerslie, Green Lane, Penrose, and Onehunga ... | 1 0          | 1 6     | 0 9           | 1 2     |
| Auckland to or from Otahuhu ...                                      | 1 6          | 2 0     | 1 0           | 1 6     |
| Newmarket to or from Onehunga ...                                    | 1 0          | 1 6     | 0 9           | 1 2     |
| Newmarket to or from Otahuhu ...                                     | 1 6          | 2 0     | 1 0           | 1 6     |
| Remuera to or from Onehunga ...                                      | 1 0          | 1 6     | 0 9           | 1 2     |
| Remuera to or from Otahuhu ...                                       | 1 6          | 2 0     | 1 0           | 1 6     |
| Auckland to or from Newmarket and Mount Eden ...                     | 0 6          | 0 9     | 0 4           | 0 6     |
| Auckland to or from Kingsland ...                                    | 1 0          | 1 6     | 0 9           | 1 2     |
| Auckland to or from Mount Albert ...                                 | 1 0          | 1 6     | 0 9           | 1 2     |
| Auckland to or from Avondale ...                                     | 1 0          | 1 6     | 0 9           | 1 2     |
| Auckland to or from Morningside ...                                  | 1 0          | 1 6     | 0 9           | 1 2     |

Kaipara Traffic.

Passengers will be booked through from Auckland to the following places on the Kaipara Harbour at the under-mentioned fares :—

| Auckland to  | RAIL.      |            | STEAMER.   |            | TOTAL.     |            |
|--|------------|------------|------------|------------|------------|------------|
|  | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. | 1st Class. | 2nd Class. |
|  |            | s. d.      | s. d.      | s. d.      | s. d.      | s. d.      |
| North Head and intermediate stations ...               | 7 11       | 5 4        | 7 6        | 7 6        | 15 5       | 12 10      |
| Port Albert and intermediate stations ...              | 7 11       | 5 4        | 10 0       | 10 0       | 17 11      | 15 4       |
| Matakohe or Point Curtis and intermediate stations ... | 7 11       | 5 4        | 10 0       | 10 0       | 17 11      | 15 4       |
| Dargaville and intermediate stations ...               | 7 11       | 5 4        | 12 5       | 10 0       | 20 5       | 15 4       |

WELLINGTON SECTION.

For the purpose of charging fares for passengers carried over the Rimutaka Incline the distance will be counted as five miles more than the actual distance.

GREYMOUTH SECTION.

| Stations. |           | Single. |       | Return. |       |
|-----------|-----------|---------|-------|---------|-------|
| From      | To        | 1st.    | 2nd.  | 1st.    | 2nd.  |
|           |           | s. d.   | s. d. | s. d.   | s. d. |
| Greymouth | Omoto     | 1 0     | 0 9   | 1 6     | 1 0   |
| "         | Kaiata    | 1 0     | 0 9   | 1 6     | 1 0   |
| "         | Wallsend  | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Brunner   | 2 0     | 1 6   | 3 0     | 2 0   |
| Omoto     | Greymouth | 1 0     | 0 9   | 1 6     | 1 0   |
| "         | Kaiata    | 0 9     | 0 6   | 1 3     | 0 9   |
| "         | Wallsend  | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Brunner   | 2 0     | 1 6   | 3 0     | 2 0   |
| Kaiata    | Greymouth | 1 0     | 0 9   | 1 6     | 1 0   |
| "         | Omoto     | 0 9     | 0 6   | 1 3     | 0 9   |
| "         | Wallsend  | 1 6     | 1 0   | 2 6     | 1 6   |
| "         | Brunner   | 2 0     | 1 6   | 3 0     | 2 0   |
| Wallsend  | Greymouth | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Omoto     | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Kaiata    | 1 6     | 1 0   | 2 6     | 1 6   |
| "         | Brunner   | 0 9     | 0 6   | 1 3     | 0 9   |
| Brunner   | Greymouth | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Omoto     | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Kaiata    | 2 0     | 1 6   | 3 0     | 2 0   |
| "         | Wallsend  | 0 9     | 0 6   | 1 3     | 0 9   |

Return Tickets will be issued on Saturdays and Sundays at single fares.

WESTPORT SECTION.

| Stations.       |                 | Single. |       | Return. |       |
|-----------------|-----------------|---------|-------|---------|-------|
| From            | To              | 1st.    | 2nd.  | 1st.    | 2nd.  |
|                 |                 | s. d.   | s. d. | s. d.   | s. d. |
| Westport        | Sergeant's Hill | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Fairdown        | 2 0     | 1 6   | 3 0     | 2 0   |
| "               | Waimangaroa     | 2 6     | 2 0   | 3 6     | 2 6   |
| "               | Wellington Mine | 3 0     | 2 6   | 4 0     | 3 0   |
| "               | Ngakawau        | 5 0     | 3 6   | 7 6     | 5 0   |
| Sergeant's Hill | Westport        | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Fairdown        | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Waimangaroa     | 2 0     | 1 6   | 3 0     | 2 0   |
| "               | Wellington Mine | 2 6     | 1 10  | 3 9     | 2 6   |
| "               | Ngakawau        | 4 6     | 3 0   | 6 6     | 4 6   |
| Fairdown        | Westport        | 2 0     | 1 6   | 3 0     | 2 0   |
| "               | Sergeant's Hill | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Waimangaroa     | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Wellington Mine | 2 0     | 1 4   | 2 9     | 2 0   |
| "               | Ngakawau        | 3 6     | 2 6   | 5 0     | 3 6   |
| Waimangaroa     | Westport        | 2 6     | 2 0   | 3 6     | 2 6   |
| "               | Sergeant's Hill | 2 0     | 1 6   | 3 0     | 2 0   |
| "               | Fairdown        | 1 6     | 1 0   | 2 0     | 1 6   |
| "               | Wellington Mine | 0 6     | 0 4   | 0 9     | 0 6   |
| "               | Ngakawau        | 2 6     | 2 0   | 3 6     | 2 6   |
| Wellington Mine | Westport        | 3 0     | 2 6   | 4 0     | 3 0   |
| "               | Sergeant's Hill | 2 6     | 1 10  | 3 9     | 2 6   |
| "               | Fairdown        | 2 0     | 1 4   | 2 9     | 2 0   |
| "               | Waimangaroa     | 0 6     | 0 4   | 0 9     | 0 6   |
| "               | Ngakawau        | 3 0     | 2 4   | 4 3     | 3 0   |
| Ngakawau        | Westport        | 5 0     | 3 6   | 7 6     | 5 0   |
| "               | Sergeant's Hill | 4 6     | 3 0   | 6 6     | 4 6   |
| "               | Fairdown        | 3 6     | 2 6   | 5 0     | 3 6   |
| "               | Waimangaroa     | 2 6     | 2 0   | 3 6     | 2 6   |
| "               | Wellington Mine | 3 0     | 2 4   | 4 3     | 3 0   |

Return Tickets will be issued on Saturdays and Sundays at single fares.

PICTON SECTION.

|                   | Elevation.   |               |              |               | Mount Pleasant. |               |              |               | Koromiko.    |               |              |               | Para.        |               |              |               |       |
|-------------------|--------------|---------------|--------------|---------------|-----------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|-------|
|                   | Single.      |               | Return.      |               | Single.         |               | Return.      |               | Single.      |               | Return.      |               | Single.      |               | Return.      |               |       |
|                   | First Class. | Second Class. | First Class. | Second Class. | First Class.    | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. |       |
|                   | s. d.        | s. d.         | s. d.        | s. d.         | s. d.           | s. d.         | s. d.        | s. d.         | s. d.        | s. d.         | s. d.        | s. d.         | s. d.        | s. d.         | s. d.        | s. d.         | s. d. |
| Picton            | 0 9          | 0 6           | 1 3          | 0 9           | 1 0             | 0 9           | 1 6          | 1 0           | 1 6          | 1 0           | 2 3          | 1 6           | 2 0          | 1 6           | 3 0          | 2 0           |       |
| Elevation         | ...          | ...           | ...          | ...           | 0 6             | 0 4           | 0 9          | 0 6           | 1 0          | 0 9           | 1 6          | 1 0           | 1 6          | 1 0           | 2 3          | 1 6           |       |
| Mount Pleasant... | ...          | ...           | ...          | ...           | ...             | ...           | ...          | ...           | 0 6          | 0 4           | 0 9          | 0 6           | 1 0          | 0 9           | 1 6          | 1 6           |       |
| Koromiko          | ...          | ...           | ...          | ...           | ...             | ...           | ...          | ...           | ...          | ...           | ...          | ...           | 0 6          | 0 4           | 0 9          | 0 6           |       |

PICTON SECTION—continued.

|                   | Tua Marina.  |               |              |               | Spring Creek. |               |              |               | Grove Town.  |               |              |               | Blenheim.    |               |              |               |
|-------------------|--------------|---------------|--------------|---------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
|                   | Single.      |               | Return.      |               | Single.       |               | Return.      |               | Single.      |               | Return.      |               | Single.      |               | Return.      |               |
|                   | First Class. | Second Class. | First Class. | Second Class. | First Class.  | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. | First Class. | Second Class. |
| Picton ...        | s. d. 3 6    | s. d. 2 6     | s. d. 5 3    | s. d. 3 6     | s. d. 4 0     | s. d. 3 0     | s. d. 6 0    | s. d. 4 0     | s. d. 4 0    | s. d. 3 6     | s. d. 6 9    | s. d. 4 6     | s. d. 5 0    | s. d. 4 0     | s. d. 7 6    | s. d. 5 0     |
| Elevation ...     | 3 0          | 2 0           | 4 6          | 3 0           | 3 6           | 2 6           | 5 3          | 3 6           | 4 0          | 3 0           | 6 0          | 4 0           | 4 6          | 3 6           | 6 3          | 4 6           |
| Mount Pleasant... | 2 6          | 1 6           | 3 9          | 2 6           | 3 0           | 2 3           | 4 6          | 3 0           | 3 6          | 2 9           | 5 3          | 3 6           | 4 0          | 3 3           | 6 0          | 4 0           |
| Koromiko ...      | 2 0          | 1 3           | 3 0          | 2 0           | 2 6           | 2 0           | 3 9          | 2 6           | 3 0          | 2 6           | 4 6          | 3 0           | 3 6          | 3 0           | 5 3          | 3 6           |
| Para ...          | 1 6          | 1 0           | 2 3          | 1 6           | 2 0           | 1 6           | 3 0          | 2 0           | 2 6          | 2 0           | 3 9          | 2 6           | 3 0          | 2 6           | 4 6          | 3 0           |
| Tua Marina ...    | ...          | ...           | ...          | ...           | 0 9           | 0 6           | 1 3          | 0 9           | 1 0          | 0 9           | 1 6          | 1 0           | 1 6          | 1 0           | 2 3          | 1 6           |
| Spring Creek ...  | ...          | ...           | ...          | ...           | ...           | ...           | ...          | ...           | 0 6          | 0 4           | 0 9          | 0 6           | 0 9          | 0 6           | 1 3          | 0 9           |
| Grove Town ...    | ...          | ...           | ...          | ...           | ...           | ...           | ...          | ...           | ...          | ...           | ...          | ...           | 0 6          | 0 4           | 0 9          | 0 6           |

Return Tickets will be issued on Saturdays and Sundays at single fares.

HURUNUI-BLUFF SECTION.

OAMARU TO BREAKWATER.

A uniform rate of 6d. each will be charged for all passengers.

For the purpose of charging fares between Dunedin and the stations below the distances will be counted as follows:—

- From Dunedin to Caversham, 2 miles.
- ” Ravensbourne, 2 miles.
- ” Burnside, 4 miles.
- ” Abbotsford, 5 miles.
- ” Sawyers Bay, 7 miles.
- ” Port Chalmers Lower, 8 miles.

And for the purpose of charging fares between Pelichet Bay and Port Chalmers the distance will be counted as 7 miles.

The following fares will be charged between Pelichet Bay and the stations named:—

| Stations.         | Fares.    |           |           |           |
|-------------------|-----------|-----------|-----------|-----------|
|                   | Single.   |           | Return.   |           |
|                   | First.    | Second.   | First.    | Second.   |
| Ravensbourne ...  | s. d. 0 6 | s. d. 0 4 | s. d. 0 6 | s. d. 0 4 |
| Burke's ...       | 1 0       | 0 8       | 1 3       | 0 10      |
| St. Leonards ...  | 1 0       | 0 8       | 1 3       | 0 10      |
| Sawyer's Bay ...  | 1 4       | 0 11      | 1 9       | 1 2       |
| Port Chalmers ... | 1 6       | 1 0       | 2 0       | 1 4       |

BLUFF AND INVERCARGILL.

Return Tickets will be issued daily between Bluff and Invercargill at Saturday Return fares.

DUNTROON AND HAKATERAMEA RAILWAY COMPANY'S LINE (DUNTROON TO HAKATERAMEA).

| Stations.       |                 | Single Ordinary. |           | Return For Saturdays and Sundays only. |           |
|-----------------|-----------------|------------------|-----------|--|-----------|
| From            | To              | First.           | Second.   | First.                                 | Second.   |
| Hakateramea ... | Kurow ...       | s. d. 0 6        | s. d. 0 4 | s. d. 0 6                              | s. d. 0 4 |
| ” ...           | Hilles ...      | 0 9              | 0 6       | 0 9                                    | 0 6       |
| ” ...           | Strachan's ...  | 1 3              | 0 10      | 1 3                                    | 0 10      |
| ” ...           | Otekaike ...    | 2 3              | 1 6       | 2 3                                    | 1 6       |
| ” ...           | Duntroon ...    | 4 0              | 2 8       | 4 0                                    | 2 8       |
| Kurow ...       | Hakateramea ... | 0 6              | 0 4       | 0 6                                    | 0 4       |
| ” ...           | Hilles ...      | 0 6              | 0 4       | 0 6                                    | 0 4       |
| ” ...           | Strachan's ...  | 1 0              | 0 8       | 1 0                                    | 0 8       |
| ” ...           | Otekaike ...    | 2 0              | 1 4       | 2 0                                    | 1 4       |
| ” ...           | Duntroon ...    | 3 9              | 2 6       | 3 9                                    | 2 6       |
| Hilles ...      | Hakateramea ... | 0 9              | 0 6       | 0 9                                    | 0 6       |
| ” ...           | Kurow ...       | 0 6              | 0 4       | 0 6                                    | 0 4       |
| ” ...           | Strachan's ...  | 0 9              | 0 6       | 0 9                                    | 0 6       |
| ” ...           | Otekaike ...    | 1 9              | 1 2       | 1 9                                    | 1 2       |
| ” ...           | Duntroon ...    | 3 3              | 2 2       | 3 3                                    | 2 2       |
| Strachan's ...  | Hakateramea ... | 1 3              | 0 10      | 1 3                                    | 0 10      |
| ” ...           | Kurow ...       | 1 0              | 0 8       | 1 0                                    | 0 8       |
| ” ...           | Hilles ...      | 0 9              | 0 6       | 0 9                                    | 0 6       |
| ” ...           | Otekaike ...    | 1 0              | 0 8       | 1 0                                    | 0 8       |
| ” ...           | Duntroon ...    | 2 9              | 1 10      | 2 9                                    | 1 10      |
| Otekaike ...    | Hakateramea ... | 2 3              | 1 6       | 2 3                                    | 1 6       |
| ” ...           | Kurow ...       | 2 0              | 1 4       | 2 0                                    | 1 4       |
| ” ...           | Hilles ...      | 1 9              | 1 2       | 1 9                                    | 1 2       |
| ” ...           | Strachan's ...  | 1 0              | 0 8       | 1 0                                    | 0 8       |
| ” ...           | Duntroon ...    | 1 9              | 1 2       | 1 9                                    | 1 2       |
| Duntroon ...    | Hakateramea ... | 4 0              | 2 8       | 4 0                                    | 2 8       |
| ” ...           | Kurow ...       | 3 9              | 2 6       | 3 9                                    | 2 6       |
| ” ...           | Hilles ...      | 3 3              | 2 2       | 3 3                                    | 2 2       |
| ” ...           | Strachan's ...  | 2 9              | 1 10      | 2 9                                    | 1 10      |
| ” ...           | Otekaike ...    | 1 9              | 1 2       | 1 9                                    | 1 2       |

Return Tickets will be issued on Saturdays and Sundays only, available for return till the end of the following Monday.



**PART II.—LUGGAGE, PARCELS,  
HORSES, &c.**

**Passengers' Luggage.**

The department will not be responsible for luggage which is not carried in the van, or which passengers may have neglected to see labelled.

Passengers must have their luggage at the station at least ten minutes before the advertised time of departure of the trains, or the department will not be responsible for its despatch.

**Excess Luggage.**

Each passenger will be allowed to take 112lb. of *bond fide* personal s. d.  
luggage, not including merchandise of any kind, free of charge.  
For every 56lb. or fraction of 56lb. above this weight, for every fifty miles  
or fraction of fifty miles, the charge will be ... .. 1 0

**Commercial Travellers' Luggage.**

Each passenger will be allowed to take 112lb. of samples or luggage free  
of charge, the same as an ordinary passenger.  
For every 56lb. or fraction of 56lb. above this weight, for every 50 miles or  
fraction of 50 miles, the charge will be ... .. 0 6

**Theatrical Companies' Luggage.**

Each passenger will be allowed to take 112lb. free of charge, the same as an  
ordinary passenger.  
For every 56lb. or fraction of 56lb. above this weight the charge will be  
the same as that made for commercial travellers' excess luggage.  
Theatrical companies' luggage by goods trains will be charged half the  
ordinary luggage rate; that is, Class B, half rate.

**Lost Luggage.**

Lost luggage will be charged for booking, per package ... .. 0 6  
The platform will be cleared after each train, and all property found  
will be treated as lost luggage, and if not claimed within one month  
will be sold.

**Left Luggage.**

Luggage left in the Cloak-room will be charged for, the first day, per  
parcel not exceeding 56lb. in weight ... .. 0 2  
Ditto, over 56lb., and not over 112lb. ... .. 0 4  
Ditto, over 112lb. ... .. 0 6  
And for each day after, per parcel ... .. 0 1

Any luggage not claimed within a month will be sold.

The department reserves to itself the right to refuse any package which, from its  
appearance, may be deemed objectionable.

In all cases where a Luggage-room Ticket is given for more than one package, and  
the holder of the ticket applies for and takes some, *but not all*, of the packages  
away, a fresh ticket will be issued for the packages left, and the usual booking fee  
for the fresh ticket will be charged.

**Left Parcels.**

Left parcels labels, of the value of 2d. each, may be obtained upon application at  
the principal stations, which, when attached to parcels not exceeding 28lb. weight  
sent to the station, and delivered to the person in charge of the Cloak-room, will  
entitle the bearer of the duplicate to receive the parcel at the Cloak-room on appli-  
cation. 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.

**Parcel Rates.**

| Not exceeding<br>Miles. | Not exceeding |       |        |        |        |         |
|-------------------------|---------------|-------|--------|--------|--------|---------|
|                         | 3 lb.         | 7 lb. | 14 lb. | 28 lb. | 56 lb. | 112 lb. |
|                         | s. d.         | s. d. | s. d.  | s. d.  | s. d.  | s. d.   |
| 15                      | 0 6           | 0 6   | 0 6    | 0 9    | 0 9    | 1 3     |
| 20                      | 0 6           | 0 6   | 0 6    | 0 9    | 1 3    | 2 0     |
| 30                      | 0 6           | 0 6   | 0 9    | 1 0    | 1 6    | 2 6     |
| 40                      | 0 6           | 0 6   | 1 0    | 1 3    | 1 9    | 2 9     |
| 60                      | 0 6           | 0 6   | 1 0    | 1 6    | 2 0    | 3 3     |
| 80                      | 0 6           | 0 9   | 1 3    | 1 9    | 2 3    | 3 6     |
| 100                     | 0 6           | 1 0   | 1 6    | 2 0    | 2 6    | 4 0     |
| 125                     | 0 9           | 1 0   | 1 9    | 2 6    | 3 0    | 4 9     |
| 150                     | 0 9           | 1 3   | 2 0    | 3 0    | 4 0    | 5 6     |
| 200                     | 0 9           | 1 6   | 2 6    | 3 6    | 5 0    | 7 6     |
| 250                     | 1 0           | 1 9   | 3 0    | 4 6    | 6 0    | 9 6     |
| 300                     | 1 3           | 2 3   | 3 6    | 5 6    | 8 0    | 11 6    |
| 400                     | 1 6           | 2 6   | 4 6    | 7 6    | 10 6   | 15 6    |
| 500                     | 1 9           | 3 0   | 5 6    | 9 6    | 13 0   | 19 6    |

In addition to the above rates a charge of 4d. for each cwt. or part of a cwt. will  
be made upon all parcels consigned to Dunedin, and a charge of 7d. each upon all  
parcels consigned to Auckland.

When more parcels than one to the same person are sent by the same train they  
will be charged for separately, except in the case of fish, game, dead rabbits, birds in  
cages, live and dead poultry, meat, bread, butter, eggs, cheese, vegetables, flowers,  
plants, shrubs, seeds, fruit, and ice, in more packages than one, from one consignor to  
one consignee, which will be charged upon the gross weight.

Consignments to stations where no officer of the department is in charge must be  
prepaid. They will be put out at such places at the risk of the consignee.

Parcels over one cwt. will be charged as for an additional cwt. for each cwt. or fractional part of a cwt.

Parcels must be at the station at least thirty minutes before the advertised time of departure of the train by which they are to be forwarded.

The charges on parcels must be prepaid or paid on delivery.

All letter parcels must be prepaid.

Canoes double rate.

Parcels containing—

Artificial flowers,  
Paper, bonnet, and hat boxes,  
Cases of stuffed birds and animals,  
Birds in cages,  
Picture frames and mouldings,  
Glass and china, except druggists' bottles,

Pasteboard boxes containing millinery, feathers, &c.,  
Bath chairs,  
Perambulators,  
Velocipedes,  
Hand carts,  
Racecourse stalls,

will be charged rate and a quarter.

Parcels containing—

Cash,  
Bank notes,  
Jewellery,  
Valuable documents,

Stamps,  
Coin,  
Plate, gold or silver,  
Bills of exchange,

will be charged double rates.

**Horses and Carriages.**

|   | For any Distance not exceeding 10 Miles. | For every Mile after the first 10 Miles. |
|---|--|--|
|   | s. d.                                    | s. d.                                    |
| A single horse ... ..                                 | 8 8                                      | 0 3                                      |
| Each additional horse belonging to the same owner ... | 6 0                                      | 0 2                                      |
| Two-wheeled carriages, each ... ..                    | 10 0                                     | 0 3                                      |
| Four-wheeled „ ... ..                                 | 10 0                                     | 0 4                                      |

Entire horses requiring a special box will be charged a rate and a half, but if allowed to travel with an additional horse belonging to the same owner ordinary rates will be charged.

Foals, one year old and under, and asses, half-rate.

Horses, foals, and asses may be sent in cattle trucks, at rates charged for cattle in truck-loads.

**Horses, Carriages, and Dogs.**

The Railway Department does not undertake to forward horses, carriages, or dogs by any particular train; but when sent they must be at the forwarding station half an hour before the departure of the train. The owners of horses must provide means of securing them in the horse box, and the Railway Department will not be accountable for any injuries sustained through their breaking loose or otherwise, nor will it undertake to carry unbroken or vicious horses.

**Horse Boxes and Carriage Trucks.**

Persons requiring a horse box or carriage truck must, when ordering it, pay a deposit of 5s., which will be forfeited if the box be not used. Requisitions for horse boxes and carriage trucks must be made the day before they are wanted.

**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 twenty-five miles or fractional part of twenty-five miles, will be for the first twelve dogs, per head ... 0 6

The maximum charge per head ... .. 5 0

Each additional dog above twelve will be charged half-rates.

**Lambs, Sucking Pigs, Rabbits, and Poultry,**

Properly secured in crates or baskets, will be carried at parcel rates.

**Milk.**

For distances of not more than 10 miles ... .. ¼d. per gallon.

For every additional 10 miles or fraction thereof .. .. ¼d. „

Milk consigned to cheese and butter factories for manufacturing purposes only, and not for retail trade, will be charged ¼d. per gallon for distances of 15 miles and under, and ½d. a gallon for each additional 10 miles or fraction thereof.

Minimum charge, 6d.

Empties will be returned free.

Milk will be carried only at the owners' sole risk, who will take all responsibility of loading and unloading.

**Corpses.**

One shilling per mile. Minimum, £1.

Children's, half-rates. Minimum, 10s.

**Miscellaneous.**

No fractions of a mile will be used in computing rates and charges. Five chains and over will be taken as an additional mile; less than five chains will be omitted.

PART III.—GOODS.  
CLASSIFIED RATES.

|              |                                   | Miles | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 4 6   | 4 6   | 4 6   | 4 6   | 5 0   | 5 6   | 6 0   | 6 6   | 7 0   | 7 6   |
| <b>B</b>     | " ... "                           |       | 4 0   | 4 0   | 4 0   | 4 0   | 4 6   | 5 0   | 5 6   | 6 0   | 6 6   | 7 0   |
| <b>C</b>     | " ... "                           |       | 4 0   | 4 0   | 4 0   | 4 0   | 4 4   | 4 9   | 5 2   | 5 7   | 6 0   | 6 5   |
| <b>D</b>     | " ... "                           |       | 4 0   | 4 0   | 4 0   | 4 0   | 4 2   | 4 6   | 4 10  | 5 2   | 5 6   | 5 10  |
| <b>E</b>     | Grain, &c. ... "                  |       | 2 3   | 2 6   | 2 9   | 3 0   | 3 3   | 3 6   | 3 9   | 4 0   | 4 0   | 4 0   |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 7 0   | 7 0   | 7 0   | 7 0   | 7 6   | 8 0   | 8 6   | 9 0   | 9 6   | 10 0  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   | 1 9   |
| <b>K</b>     | Timber per 100 superficial feet   |       | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   | 0 8   |
| <b>L</b>     | Firewood ... per truck            |       | 7 0   | 7 0   | 7 0   | 7 0   | 7 6   | 8 0   | 8 6   | 9 0   | 9 6   | 10 0  |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  |
| <b>M</b>     | Cattle & Sheep, single-floor " "  |       | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  |
| <b>N</b>     | Minerals ... per ton              |       | 2 6   | 2 6   | 2 6   | 3 6   | 3 6   | 3 6   | 3 6   | 3 6   | 3 6   | 3 6   |
| <b>P</b>     | Native Coal ... "                 |       | 2 6   | 2 6   | 2 6   | 2 6   | 2 6   | 2 6   | 2 6   | 2 6   | 3 0   | 3 0   |

  

|              |                                   | Miles | 11    | 12    | 13    | 14    | 15    | 16    | 17    | 18    | 19    | 20    |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 8 0   | 8 6   | 9 0   | 9 6   | 10 0  | 10 8  | 11 4  | 12 0  | 12 8  | 13 4  |
| <b>B</b>     | " ... "                           |       | 7 6   | 8 0   | 8 6   | 9 0   | 9 6   | 10 0  | 10 6  | 11 0  | 11 6  | 12 0  |
| <b>C</b>     | " ... "                           |       | 6 10  | 7 3   | 7 8   | 8 1   | 8 6   | 8 11  | 9 4   | 9 9   | 10 2  | 10 7  |
| <b>D</b>     | " ... "                           |       | 6 2   | 6 6   | 6 10  | 7 2   | 7 6   | 7 10  | 8 2   | 8 6   | 8 10  | 9 2   |
| <b>E</b>     | Grain, &c. ... "                  |       | 4 0   | 4 0   | 4 0   | 4 0   | 4 0   | 4 0   | 4 0   | 4 2   | 4 4   | 4 6   |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 10 0  | 10 0  | 10 0  | 10 6  | 11 0  | 11 6  | 12 0  | 12 6  | 13 0  | 13 6  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 1 1   | 1 2   | 1 3   | 1 5   | 1 6   | 1 7   | 1 8   | 1 9   | 1 10  | 1 11  |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 1 11  | 2 1   | 2 2   | 2 6   | 2 8   | 2 9   | 2 11  | 3 1   | 3 3   | 3 4   |
| <b>K</b>     | Timber per 100 superficial feet   |       | 0 9   | 0 10  | 0 11  | 1 0   | 1 1   | 1 2   | 1 3   | 1 3   | 1 4   | 1 4   |
| <b>L</b>     | Firewood ... per truck            |       | 10 2  | 11 0  | 11 10 | 12 8  | 13 6  | 14 4  | 15 2  | 16 0  | 16 10 | 17 8  |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 9  | 16 6  | 17 3  | 18 0  | 18 9  |
| <b>M</b>     | Cattle & Sheep, single-floor " "  |       | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  | 15 0  |
| <b>N</b>     | Minerals ... per ton              |       | 3 6   | 3 6   | 3 8   | 3 10  | 4 0   | 4 2   | 4 4   | 4 6   | 4 8   | 4 10  |
| <b>P</b>     | Native Coal ... "                 |       | 3 0   | 3 0   | 3 0   | 3 0   | 3 0   | 3 2   | 3 3   | 3 5   | 3 6   | 3 8   |

  

|              |                                   | Miles | 21    | 22    | 23    | 24    | 25    | 26    | 27    | 28    | 29    | 30    |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 14 0  | 14 8  | 15 4  | 16 0  | 16 8  | 17 4  | 18 0  | 18 8  | 19 4  | 20 0  |
| <b>B</b>     | " ... "                           |       | 12 6  | 13 0  | 13 6  | 14 0  | 14 6  | 15 0  | 15 6  | 16 0  | 16 6  | 17 0  |
| <b>C</b>     | " ... "                           |       | 11 0  | 11 5  | 11 10 | 12 3  | 12 8  | 13 0  | 13 5  | 13 9  | 14 2  | 14 6  |
| <b>D</b>     | " ... "                           |       | 9 6   | 9 10  | 10 2  | 10 6  | 10 10 | 11 2  | 11 6  | 11 10 | 12 2  | 12 5  |
| <b>E</b>     | Grain, &c. ... "                  |       | 4 8   | 4 10  | 5 0   | 5 2   | 5 4   | 5 6   | 5 8   | 5 10  | 6 0   | 6 2   |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 14 0  | 14 6  | 15 0  | 15 6  | 16 0  | 16 6  | 17 0  | 17 6  | 18 0  | 18 6  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 2 0   | 2 2   | 2 3   | 2 4   | 2 5   | 2 6   | 2 7   | 2 8   | 2 9   | 2 11  |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 3 6   | 3 10  | 3 11  | 4 1   | 4 3   | 4 5   | 4 6   | 4 8   | 4 10  | 5 1   |
| <b>K</b>     | Timber per 100 superficial feet   |       | 1 5   | 1 5   | 1 5   | 1 6   | 1 6   | 1 6   | 1 7   | 1 7   | 1 7   | 1 8   |
| <b>L</b>     | Firewood ... per truck            |       | 18 6  | 19 4  | 20 2  | 21 0  | 21 10 | 22 4  | 22 10 | 23 4  | 23 10 | 24 4  |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 19 6  | 20 3  | 21 0  | 21 9  | 22 6  | 23 3  | 24 0  | 24 9  | 25 6  | 26 3  |
| <b>M</b>     | Cattle & Sheep, single-floor " "  |       | 15 6  | 16 0  | 16 6  | 17 0  | 17 6  | 18 0  | 18 6  | 19 0  | 19 6  | 20 0  |
| <b>N</b>     | Minerals ... per ton              |       | 5 0   | 5 2   | 5 4   | 5 6   | 5 8   | 5 10  | 6 0   | 6 2   | 6 4   | 6 6   |
| <b>P</b>     | Native Coal ... "                 |       | 3 10  | 3 11  | 4 1   | 4 2   | 4 4   | 4 6   | 4 7   | 4 9   | 4 10  | 5 0   |

| Miles                                    |                          | 31    | 32    | 33    | 34    | 35    | 36    | 37    | 38    | 39    | 40    |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 20 8  | 21 4  | 22 0  | 22 8  | 23 4  | 24 0  | 24 8  | 25 4  | 26 0  | 26 6  |
| <b>B</b> "                               | ... "                    | 17 6  | 18 0  | 18 6  | 19 0  | 19 6  | 20 0  | 20 6  | 21 0  | 21 6  | 22 0  |
| <b>C</b> "                               | ... "                    | 14 11 | 15 3  | 15 8  | 16 1  | 16 6  | 16 11 | 17 4  | 17 9  | 18 2  | 18 7  |
| <b>D</b> "                               | ... "                    | 12 8  | 12 11 | 13 2  | 13 5  | 13 8  | 13 11 | 14 2  | 14 5  | 14 8  | 14 11 |
| <b>E</b> Grain, &c.                      | ... "                    | 6 4   | 6 6   | 6 8   | 6 10  | 7 0   | 7 2   | 7 4   | 7 6   | 7 8   | 7 10  |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 19 0  | 19 6  | 20 0  | 20 6  | 21 0  | 21 6  | 22 0  | 22 6  | 23 0  | 23 6  |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 3 0   | 3 1   | 3 2   | 3 3   | 3 4   | 3 5   | 3 6   | 3 8   | 3 9   | 3 10  |
| <b>H</b> Ditto, double-dumped            | ... "                    | 5 3   | 5 5   | 5 7   | 5 8   | 5 10  | 6 0   | 6 2   | 6 5   | 6 7   | 6 9   |
| <b>K</b> Timber                          | per 100 superficial feet | 1 8   | 1 8   | 1 9   | 1 9   | 1 9   | 1 10  | 1 10  | 1 10  | 1 11  | 1 11  |
| <b>L</b> Firewood                        | ... per truck            | 24 10 | 25 4  | 25 10 | 26 4  | 26 10 | 27 4  | 27 10 | 28 4  | 28 10 | 29 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 27 0  | 27 9  | 28 6  | 29 3  | 30 0  | 30 9  | 31 6  | 32 3  | 33 0  | 33 9  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 20 6  | 21 0  | 21 6  | 22 0  | 22 6  | 23 0  | 23 6  | 24 0  | 24 6  | 25 0  |
| <b>N</b> Minerals                        | ... per ton              | 6 8   | 6 10  | 7 0   | 7 2   | 7 4   | 7 6   | 7 8   | 7 10  | 8 0   | 8 2   |
| <b>P</b> Native Coal                     | ... "                    | 5 2   | 5 3   | 5 5   | 5 6   | 5 8   | 5 10  | 5 11  | 6 1   | 6 2   | 6 4   |

| Miles                                    |                          | 41    | 42    | 43    | 44    | 45    | 46    | 47    | 48    | 49    | 50    |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 27 0  | 27 6  | 28 0  | 28 6  | 29 0  | 29 6  | 30 0  | 30 6  | 31 0  | 31 6  |
| <b>B</b> "                               | ... "                    | 22 6  | 23 0  | 23 6  | 24 0  | 24 6  | 25 0  | 25 6  | 26 0  | 26 5  | 26 10 |
| <b>C</b> "                               | ... "                    | 19 0  | 19 5  | 19 10 | 20 5  | 20 10 | 21 3  | 21 8  | 22 1  | 22 6  | 22 11 |
| <b>D</b> "                               | ... "                    | 15 2  | 15 5  | 15 8  | 15 11 | 16 2  | 16 5  | 16 8  | 16 11 | 17 2  | 17 5  |
| <b>E</b> Grain, &c.                      | ... "                    | 7 11  | 8 0   | 8 1   | 8 2   | 8 3   | 8 4   | 8 5   | 8 6   | 8 7   | 8 8   |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 23 10 | 24 2  | 24 6  | 24 10 | 25 2  | 25 6  | 25 10 | 26 2  | 26 6  | 26 10 |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 3 11  | 4 0   | 4 1   | 4 2   | 4 3   | 4 4   | 4 5   | 4 6   | 4 7   | 4 8   |
| <b>H</b> Ditto, double-dumped            | ... "                    | 6 10  | 7 0   | 7 2   | 7 4   | 7 5   | 7 7   | 7 9   | 7 11  | 8 0   | 8 2   |
| <b>K</b> Timber                          | per 100 superficial feet | 1 11  | 2 0   | 2 0   | 2 0   | 2 1   | 2 1   | 2 1   | 2 2   | 2 2   | 2 2   |
| <b>L</b> Firewood                        | ... per truck            | 29 10 | 30 4  | 30 10 | 31 4  | 31 10 | 32 4  | 32 10 | 33 4  | 33 10 | 34 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 34 2  | 34 9  | 35 3  | 35 9  | 36 3  | 36 9  | 37 3  | 37 9  | 38 3  | 38 9  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 25 6  | 26 0  | 26 6  | 27 0  | 27 6  | 28 0  | 28 6  | 29 0  | 29 6  | 30 0  |
| <b>N</b> Minerals                        | ... per ton              | 8 4   | 8 6   | 8 8   | 8 10  | 9 0   | 9 2   | 9 4   | 9 6   | 9 8   | 9 10  |
| <b>P</b> Native Coal                     | ... "                    | 6 6   | 6 7   | 6 9   | 6 10  | 7 0   | 7 2   | 7 3   | 7 5   | 7 6   | 7 8   |

| Miles                                    |                          | 51    | 52    | 53    | 54    | 55    | 56    | 57    | 58    | 59    | 60    |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 32 0  | 32 6  | 33 0  | 33 6  | 34 0  | 34 6  | 34 11 | 35 4  | 35 9  | 36 2  |
| <b>B</b> "                               | ... "                    | 27 3  | 27 8  | 28 1  | 28 6  | 28 11 | 29 4  | 29 8  | 30 0  | 30 4  | 30 8  |
| <b>C</b> "                               | ... "                    | 23 4  | 23 9  | 24 2  | 24 6  | 24 10 | 25 2  | 25 5  | 25 8  | 25 11 | 26 2  |
| <b>D</b> "                               | ... "                    | 17 8  | 17 11 | 18 2  | 18 5  | 18 8  | 18 11 | 19 2  | 19 5  | 19 8  | 19 11 |
| <b>E</b> Grain, &c.                      | ... "                    | 8 9   | 8 10  | 8 11  | 9 0   | 9 1   | 9 2   | 9 3   | 9 4   | 9 5   | 9 6   |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 27 2  | 27 6  | 27 10 | 28 2  | 28 6  | 28 10 | 29 2  | 29 6  | 29 10 | 30 2  |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 4 9   | 4 10  | 4 10  | 4 11  | 5 0   | 5 1   | 5 1   | 5 2   | 5 3   | 5 4   |
| <b>H</b> Ditto, double-dumped            | ... "                    | 8 4   | 8 6   | 8 6   | 8 7   | 8 9   | 8 11  | 8 11  | 9 1   | 9 2   | 9 4   |
| <b>K</b> Timber                          | per 100 superficial feet | 2 3   | 2 3   | 2 3   | 2 4   | 2 4   | 2 4   | 2 5   | 2 5   | 2 5   | 2 6   |
| <b>L</b> Firewood                        | ... per truck            | 34 10 | 35 4  | 35 10 | 36 4  | 36 10 | 37 4  | 37 10 | 38 4  | 38 10 | 39 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 39 3  | 39 9  | 40 3  | 40 9  | 41 3  | 41 9  | 42 3  | 42 9  | 43 3  | 43 9  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 30 6  | 31 0  | 31 6  | 32 0  | 32 6  | 33 0  | 33 6  | 34 0  | 34 6  | 35 0  |
| <b>N</b> Minerals                        | ... per ton              | 9 11  | 10 0  | 10 1  | 10 2  | 10 3  | 10 4  | 10 5  | 10 6  | 10 7  | 10 8  |
| <b>P</b> Native Coal                     | ... "                    | 7 9   | 7 10  | 7 10  | 7 11  | 8 0   | 8 1   | 8 2   | 8 2   | 8 3   | 8 4   |

|  |               | Miles | 61    | 62    | 63    | 64    | 65    | 66    | 67    | 68    | 69    | 70    |
|--|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |               |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton   |       | 36 7  | 37 0  | 37 5  | 37 10 | 38 3  | 38 8  | 39 1  | 39 6  | 39 11 | 40 2  |
| <b>B</b> "                               | ... "         |       | 31 0  | 31 4  | 31 8  | 32 0  | 32 4  | 32 8  | 33 0  | 33 4  | 33 7  | 33 10 |
| <b>C</b> "                               | ... "         |       | 26 5  | 26 8  | 26 11 | 27 2  | 27 5  | 27 8  | 27 11 | 28 2  | 28 5  | 28 8  |
| <b>D</b> "                               | ... "         |       | 20 2  | 20 5  | 20 8  | 20 11 | 21 2  | 21 5  | 21 8  | 21 11 | 22 2  | 22 4  |
| <b>E</b> Grain, &c.                      | ... "         |       | 9 7   | 9 8   | 9 9   | 9 10  | 9 11  | 10 0  | 10 1  | 10 2  | 10 3  | 10 4  |
| <b>F</b> Hay, Straw, &c.                 | ... per truck |       | 30 6  | 30 10 | 31 2  | 31 6  | 31 10 | 32 2  | 32 6  | 32 10 | 33 2  | 33 6  |
| <b>H</b> Wool, &c., undumped             | ... per bale  |       | 5 4   | 5 5   | 5 6   | 5 7   | 5 7   | 5 8   | 5 9   | 5 10  | 5 10  | 5 11  |
| <b>H</b> Ditto, double-dumped            | ... "         |       | 9 4   | 9 6   | 9 8   | 9 9   | 9 9   | 9 11  | 10 1  | 10 3  | 10 3  | 10 4  |
| <b>K</b> Timber                          | per 100 feet  |       | 2 6   | 2 6   | 2 6   | 2 7   | 2 7   | 2 8   | 2 8   | 2 8   | 2 9   | 2 9   |
| <b>L</b> Firewood                        | ... per truck |       | 39 10 | 40 4  | 40 10 | 41 4  | 41 10 | 42 4  | 42 10 | 43 4  | 43 10 | 44 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "         |       | 44 2  | 44 6  | 44 11 | 45 3  | 45 8  | 46 0  | 46 5  | 46 9  | 47 2  | 47 6  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "         |       | 35 6  | 36 0  | 36 6  | 37 0  | 37 6  | 38 0  | 38 6  | 39 0  | 39 6  | 40 0  |
| <b>N</b> Minerals                        | ... per ton   |       | 10 9  | 10 10 | 10 11 | 11 0  | 11 1  | 11 2  | 11 3  | 11 4  | 11 5  | 11 6  |
| <b>P</b> Native Coal                     | ... "         |       | 8 5   | 8 6   | 8 6   | 8 7   | 8 8   | 8 9   | 8 10  | 8 10  | 8 11  | 9 0   |

  

|  |                          | Miles | 71    | 72    | 73    | 74    | 75    | 76    | 77    | 78    | 79    | 80    |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              |       | 40 6  | 40 10 | 41 2  | 41 6  | 41 10 | 42 2  | 42 6  | 42 10 | 43 2  | 43 6  |
| <b>B</b> "                               | ... "                    |       | 34 1  | 34 4  | 34 7  | 34 10 | 35 1  | 35 4  | 35 7  | 35 10 | 36 1  | 36 4  |
| <b>C</b> "                               | ... "                    |       | 28 11 | 29 2  | 29 4  | 29 6  | 29 8  | 29 10 | 30 0  | 30 2  | 30 4  | 30 6  |
| <b>D</b> "                               | ... "                    |       | 22 6  | 22 8  | 22 10 | 23 0  | 23 2  | 23 4  | 23 6  | 23 8  | 23 10 | 24 0  |
| <b>E</b> Grain, &c.                      | ... "                    |       | 10 5  | 10 6  | 10 7  | 10 8  | 10 9  | 10 10 | 10 11 | 11 0  | 11 1  | 11 2  |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            |       | 33 10 | 34 2  | 34 6  | 34 10 | 35 2  | 35 6  | 35 10 | 36 2  | 36 6  | 36 10 |
| <b>H</b> Wool, &c., undumped             | ... per bale             |       | 6 0   | 6 1   | 6 1   | 6 2   | 6 3   | 6 4   | 6 4   | 6 5   | 6 6   | 6 7   |
| <b>H</b> Ditto, double-dumped            | ... "                    |       | 10 6  | 10 8  | 10 8  | 10 10 | 10 11 | 11 1  | 11 1  | 11 3  | 11 5  | 11 6  |
| <b>K</b> Timber                          | per 100 superficial feet |       | 2 9   | 2 10  | 2 10  | 2 11  | 2 11  | 2 11  | 2 11  | 2 11  | 2 11  | 3 0   |
| <b>L</b> Firewood                        | ... per truck            |       | 44 10 | 45 4  | 45 10 | 46 4  | 46 10 | 47 4  | 47 10 | 48 4  | 48 10 | 49 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    |       | 47 11 | 48 3  | 48 8  | 49 0  | 49 5  | 49 9  | 50 2  | 50 6  | 50 11 | 51 3  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    |       | 40 4  | 40 8  | 41 0  | 41 4  | 41 8  | 42 0  | 42 4  | 42 8  | 43 0  | 43 4  |
| <b>N</b> Minerals                        | ... per ton              |       | 11 7  | 11 8  | 11 9  | 11 10 | 11 11 | 12 0  | 12 0  | 12 1  | 12 1  | 12 2  |
| <b>P</b> Native Coal                     | ... "                    |       | 9 1   | 9 2   | 9 2   | 9 3   | 9 4   | 9 4   | 9 5   | 9 5   | 9 6   | 9 6   |

  

|  |                          | Miles | 81    | 82    | 83    | 84    | 85    | 86    | 87    | 88    | 89    | 90    |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              |       | 43 10 | 44 2  | 44 6  | 44 10 | 45 2  | 45 6  | 45 10 | 46 2  | 46 6  | 46 10 |
| <b>B</b> "                               | ... "                    |       | 36 7  | 36 10 | 37 1  | 37 4  | 37 7  | 37 10 | 38 1  | 38 4  | 38 7  | 38 10 |
| <b>C</b> "                               | ... "                    |       | 30 8  | 30 10 | 31 0  | 31 2  | 31 4  | 31 6  | 31 8  | 31 10 | 32 0  | 32 2  |
| <b>D</b> "                               | ... "                    |       | 24 1  | 24 3  | 24 4  | 24 6  | 24 7  | 24 9  | 24 10 | 25 0  | 25 1  | 25 3  |
| <b>E</b> Grain, &c.                      | ... "                    |       | 11 3  | 11 4  | 11 5  | 11 6  | 11 7  | 11 8  | 11 9  | 11 10 | 11 11 | 12 0  |
| <b>F</b> Hay, Straw &c.                  | ... per truck            |       | 37 2  | 37 6  | 37 10 | 38 2  | 38 6  | 38 10 | 39 2  | 39 6  | 39 10 | 40 2  |
| <b>H</b> Wool, &c., undumped             | ... per bale             |       | 6 7   | 6 8   | 6 9   | 6 10  | 6 10  | 6 11  | 7 0   | 7 1   | 7 1   | 7 2   |
| <b>H</b> Ditto, double-dumped            | ... "                    |       | 11 6  | 11 8  | 11 10 | 12 0  | 12 0  | 12 1  | 12 3  | 12 5  | 12 5  | 12 7  |
| <b>K</b> Timber                          | per 100 superficial feet |       | 3 0   | 3 0   | 3 0   | 3 0   | 3 0   | 3 0   | 3 0   | 3 1   | 3 1   | 3 1   |
| <b>L</b> Firewood                        | ... per truck            |       | 49 10 | 50 4  | 50 10 | 51 4  | 51 10 | 52 4  | 52 10 | 53 4  | 53 10 | 54 4  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    |       | 51 8  | 52 0  | 52 5  | 52 9  | 53 2  | 53 6  | 53 11 | 54 3  | 54 8  | 55 0  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    |       | 43 8  | 44 0  | 44 4  | 44 8  | 45 0  | 45 4  | 45 8  | 46 0  | 46 4  | 46 8  |
| <b>N</b> Minerals                        | ... per ton              |       | 12 3  | 12 3  | 12 3  | 12 4  | 12 4  | 12 5  | 12 5  | 12 6  | 12 6  | 12 7  |
| <b>P</b> Native Coal                     | ... "                    |       | 9 6   | 9 7   | 9 7   | 9 8   | 9 8   | 9 8   | 9 9   | 9 9   | 9 10  | 9 10  |

| Miles                                    |                          | 91    | 92    | 93    | 94    | 95    | 96    | 97    | 98    | 99    | 100   |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 47 1  | 47 4  | 47 7  | 47 10 | 48 1  | 48 4  | 48 7  | 48 10 | 49 1  | 49 4  |
| <b>B</b> "                               | ... "                    | 40 0  | 40 2  | 40 4  | 40 6  | 40 8  | 40 10 | 41 0  | 41 2  | 41 4  | 41 6  |
| <b>C</b> "                               | ... "                    | 32 5  | 32 7  | 32 9  | 32 10 | 33 0  | 33 1  | 33 3  | 33 4  | 33 6  | 33 7  |
| <b>D</b> "                               | ... "                    | 25 4  | 25 6  | 25 7  | 25 9  | 25 10 | 26 0  | 26 1  | 26 3  | 26 4  | 26 6  |
| <b>E</b> Grain, &c.                      | ... "                    | 12 1  | 12 2  | 12 3  | 12 4  | 12 5  | 12 6  | 12 7  | 12 8  | 12 9  | 12 10 |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 40 6  | 40 10 | 41 2  | 41 6  | 41 10 | 42 2  | 42 6  | 42 10 | 43 2  | 43 6  |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 7 3   | 7 3   | 7 3   | 7 3   | 7 4   | 7 4   | 7 4   | 7 4   | 7 5   | 7 5   |
| <b>H</b> Ditto, double-dumped            | ... "                    | 12 8  | 12 8  | 12 8  | 12 8  | 12 10 | 12 10 | 12 10 | 12 10 | 13 0  | 13 0  |
| <b>K</b> Timber                          | per 100 superficial feet | 3 1   | 3 1   | 3 1   | 3 1   | 3 1   | 3 2   | 3 2   | 3 2   | 3 2   | 3 2   |
| <b>L</b> Firewood                        | ... per truck            | 54 6  | 54 9  | 54 11 | 55 1  | 55 3  | 55 6  | 55 8  | 55 10 | 56 0  | 56 3  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 55 5  | 55 9  | 56 2  | 56 6  | 56 11 | 57 3  | 57 8  | 58 0  | 58 5  | 58 9  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 47 0  | 47 4  | 47 8  | 48 0  | 48 4  | 48 8  | 49 0  | 49 4  | 49 8  | 50 0  |
| <b>N</b> Minerals                        | ... per ton              | 12 7  | 12 8  | 12 8  | 12 9  | 12 9  | 12 10 | 12 10 | 12 11 | 12 11 | 13 0  |
| <b>P</b> Native Coal                     | ... "                    | 9 10  | 9 11  | 9 11  | 10 0  | 10 0  | 10 0  | 10 1  | 10 1  | 10 2  | 10 2  |

  

| Miles                                    |                          | 101   | 102   | 103   | 104   | 105   | 106   | 107   | 108   | 109   | 110   |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 49 7  | 49 10 | 50 1  | 50 4  | 50 7  | 50 10 | 51 1  | 51 4  | 51 7  | 51 10 |
| <b>B</b> "                               | ... "                    | 41 8  | 41 10 | 42 0  | 42 2  | 42 4  | 42 6  | 42 8  | 42 10 | 43 0  | 43 2  |
| <b>C</b> "                               | ... "                    | 33 9  | 33 10 | 34 0  | 34 1  | 34 3  | 34 4  | 34 6  | 34 7  | 34 9  | 34 10 |
| <b>D</b> "                               | ... "                    | 26 8  | 26 9  | 26 11 | 27 0  | 27 2  | 27 3  | 27 5  | 27 6  | 27 8  | 27 9  |
| <b>E</b> Grain, &c.                      | ... "                    | 12 11 | 13 0  | 13 1  | 13 2  | 13 3  | 13 4  | 13 5  | 13 6  | 13 7  | 13 8  |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 43 9  | 44 0  | 44 3  | 44 6  | 44 9  | 45 0  | 45 3  | 45 6  | 45 9  | 46 0  |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 7 5   | 7 5   | 7 6   | 7 6   | 7 6   | 7 6   | 7 7   | 7 7   | 7 7   | 7 7   |
| <b>H</b> Ditto, double-dumped            | ... "                    | 13 0  | 13 0  | 13 2  | 13 2  | 13 2  | 13 2  | 13 3  | 13 3  | 13 3  | 13 3  |
| <b>K</b> Timber                          | per 100 superficial feet | 3 2   | 3 2   | 3 2   | 3 3   | 3 3   | 3 3   | 3 3   | 3 3   | 3 3   | 3 3   |
| <b>L</b> Firewood                        | ... per truck            | 56 5  | 56 7  | 56 9  | 57 0  | 57 2  | 57 4  | 57 6  | 57 9  | 57 11 | 58 1  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 59 0  | 59 3  | 59 6  | 59 9  | 60 0  | 60 3  | 60 6  | 60 9  | 61 0  | 61 3  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 50 3  | 50 6  | 50 9  | 51 0  | 51 3  | 51 6  | 51 9  | 52 0  | 52 3  | 52 6  |
| <b>N</b> Minerals                        | ... per ton              | 13 0  | 13 1  | 13 1  | 13 2  | 13 2  | 13 3  | 13 3  | 13 4  | 13 4  | 13 5  |
| <b>P</b> Native Coal                     | ... "                    | 10 2  | 10 3  | 10 3  | 10 4  | 10 4  | 10 4  | 10 5  | 10 5  | 10 6  | 10 6  |

  

| Miles                                    |                          | 111   | 112   | 113   | 114   | 115   | 116   | 117   | 118   | 119   | 120   |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>                             |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                     | ... per ton              | 52 1  | 52 4  | 52 7  | 52 10 | 53 1  | 53 4  | 53 7  | 53 10 | 54 1  | 54 4  |
| <b>B</b> "                               | ... "                    | 43 4  | 43 6  | 43 8  | 43 10 | 44 0  | 44 2  | 44 4  | 44 6  | 44 8  | 44 10 |
| <b>C</b> "                               | ... "                    | 35 0  | 35 1  | 35 3  | 35 4  | 35 6  | 35 7  | 35 9  | 35 10 | 36 0  | 36 1  |
| <b>D</b> "                               | ... "                    | 27 11 | 28 0  | 28 2  | 28 3  | 28 5  | 28 6  | 28 8  | 28 9  | 28 11 | 29 0  |
| <b>E</b> Grain, &c.                      | ... "                    | 13 9  | 13 10 | 13 11 | 14 0  | 14 1  | 14 2  | 14 3  | 14 4  | 14 5  | 14 6  |
| <b>F</b> Hay, Straw, &c.                 | ... per truck            | 46 3  | 46 6  | 46 9  | 47 0  | 47 3  | 47 6  | 47 9  | 48 0  | 48 3  | 48 6  |
| <b>H</b> Wool, &c., undumped             | ... per bale             | 7 8   | 7 8   | 7 8   | 7 8   | 7 9   | 7 9   | 7 9   | 7 9   | 7 10  | 7 10  |
| <b>H</b> Ditto, double-dumped            | ... "                    | 13 5  | 13 5  | 13 5  | 13 5  | 13 7  | 13 7  | 13 7  | 13 7  | 13 9  | 13 9  |
| <b>K</b> Timber                          | per 100 superficial feet | 3 3   | 3 4   | 3 4   | 3 4   | 3 4   | 3 4   | 3 4   | 3 4   | 3 4   | 3 5   |
| <b>L</b> Firewood                        | ... per truck            | 58 3  | 58 6  | 58 8  | 58 10 | 59 0  | 59 3  | 59 5  | 59 7  | 59 9  | 60 0  |
| <b>M</b> Sheep, &c., double-floor trucks | ... "                    | 61 6  | 61 9  | 62 0  | 62 3  | 62 6  | 62 9  | 63 0  | 63 3  | 63 6  | 63 9  |
| <b>M</b> Cattle & Sheep, single-floor    | ... "                    | 52 9  | 53 0  | 53 3  | 53 6  | 53 9  | 54 0  | 54 3  | 54 6  | 54 9  | 55 0  |
| <b>N</b> Minerals                        | ... per ton              | 13 5  | 13 6  | 13 6  | 13 7  | 13 7  | 13 8  | 13 8  | 13 9  | 13 9  | 13 10 |
| <b>P</b> Native Coal                     | ... "                    | 10 6  | 10 7  | 10 7  | 10 8  | 10 8  | 10 8  | 10 9  | 10 9  | 10 10 | 10 10 |

|              |                                   | Miles | 121   | 122   | 123   | 124   | 125   | 126   | 127   | 128   | 129   | 130   |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 54 7  | 54 10 | 55 1  | 55 4  | 55 7  | 55 10 | 56 1  | 56 4  | 56 7  | 56 10 |
| <b>B</b>     | " ... "                           |       | 45 0  | 45 2  | 45 4  | 45 6  | 45 8  | 45 10 | 46 0  | 46 2  | 46 4  | 46 6  |
| <b>C</b>     | " ... "                           |       | 36 3  | 36 4  | 36 6  | 36 7  | 36 9  | 36 10 | 37 0  | 37 1  | 37 3  | 37 4  |
| <b>D</b>     | " ... "                           |       | 29 2  | 29 3  | 29 5  | 29 6  | 29 8  | 29 9  | 29 11 | 30 0  | 30 2  | 30 3  |
| <b>E</b>     | Grain, &c. ... "                  |       | 14 7  | 14 8  | 14 9  | 14 10 | 14 11 | 15 0  | 15 1  | 15 2  | 15 3  | 15 4  |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 48 9  | 49 0  | 49 3  | 49 6  | 49 9  | 50 0  | 50 3  | 50 6  | 50 9  | 51 0  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 7 10  | 7 10  | 7 11  | 7 11  | 7 11  | 7 11  | 8 0   | 8 0   | 8 0   | 8 0   |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 13 9  | 13 9  | 13 10 | 13 10 | 13 10 | 13 10 | 14 0  | 14 0  | 14 0  | 14 0  |
| <b>K</b>     | Timber per 100 superficial feet   |       | 3 5   | 3 5   | 3 5   | 3 5   | 3 5   | 3 5   | 3 5   | 3 6   | 3 6   | 3 6   |
| <b>L</b>     | Firewood ... per truck            |       | 60 2  | 60 4  | 60 6  | 60 9  | 60 11 | 61 1  | 61 3  | 61 6  | 61 8  | 61 10 |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 64 0  | 64 3  | 64 6  | 64 9  | 65 0  | 65 3  | 65 6  | 65 9  | 66 0  | 66 3  |
| <b>M</b>     | Cattle & Sheep, single-floor "    |       | 55 3  | 55 6  | 55 9  | 56 0  | 56 3  | 56 6  | 56 9  | 57 0  | 57 3  | 57 6  |
| <b>N</b>     | Minerals ... per ton              |       | 13 10 | 13 11 | 13 11 | 14 0  | 14 0  | 14 1  | 14 1  | 14 2  | 14 2  | 14 3  |
| <b>P</b>     | Native Coal ... "                 |       | 10 10 | 10 11 | 10 11 | 11 0  | 11 0  | 11 0  | 11 1  | 11 1  | 11 2  | 11 2  |

|              |                                   | Miles | 131   | 132   | 133   | 134   | 135   | 136   | 137   | 138   | 139   | 140   |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 57 1  | 57 4  | 57 7  | 57 10 | 58 1  | 58 4  | 58 7  | 58 10 | 59 1  | 59 4  |
| <b>B</b>     | " ... "                           |       | 46 8  | 46 10 | 47 0  | 47 2  | 47 4  | 47 6  | 47 8  | 47 10 | 48 0  | 48 2  |
| <b>C</b>     | " ... "                           |       | 37 7  | 37 9  | 37 10 | 38 0  | 38 1  | 38 3  | 38 4  | 38 6  | 38 7  | 38 9  |
| <b>D</b>     | " ... "                           |       | 30 4  | 30 6  | 30 7  | 30 9  | 30 10 | 31 0  | 31 1  | 31 3  | 31 4  | 31 6  |
| <b>E</b>     | Grain, &c. ... "                  |       | 15 5  | 15 6  | 15 7  | 15 8  | 15 9  | 15 10 | 15 11 | 16 0  | 16 1  | 16 2  |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 51 3  | 51 6  | 51 9  | 52 0  | 52 3  | 52 6  | 52 9  | 53 0  | 53 3  | 53 6  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 8 1   | 8 1   | 8 1   | 8 1   | 8 2   | 8 2   | 8 2   | 8 2   | 8 3   | 8 3   |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 14 2  | 14 2  | 14 2  | 14 2  | 14 4  | 14 4  | 14 4  | 14 4  | 14 5  | 14 5  |
| <b>K</b>     | Timber per 100 superficial feet   |       | 3 6   | 3 6   | 3 6   | 3 6   | 3 6   | 3 6   | 3 7   | 3 7   | 3 7   | 3 7   |
| <b>L</b>     | Firewood ... per truck            |       | 62 0  | 62 3  | 62 5  | 62 7  | 62 9  | 63 0  | 63 2  | 63 4  | 63 6  | 63 9  |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 66 6  | 66 9  | 67 0  | 67 3  | 67 6  | 67 9  | 68 0  | 68 3  | 68 6  | 68 9  |
| <b>M</b>     | Cattle & Sheep, single-floor "    |       | 57 9  | 58 0  | 58 3  | 58 6  | 58 9  | 59 0  | 59 3  | 59 6  | 59 9  | 60 0  |
| <b>N</b>     | Minerals ... per ton              |       | 14 3  | 14 4  | 14 4  | 14 5  | 14 5  | 14 6  | 14 6  | 14 7  | 14 7  | 14 8  |
| <b>P</b>     | Native Coal ... "                 |       | 11 2  | 11 3  | 11 3  | 11 4  | 11 4  | 11 4  | 11 5  | 11 5  | 11 6  | 11 6  |

|              |                                   | Miles | 141   | 142   | 143   | 144   | 145   | 146   | 147   | 148   | 149   | 150   |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i> |                                   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton           |       | 59 7  | 59 10 | 60 1  | 60 4  | 60 7  | 60 10 | 61 1  | 61 4  | 61 7  | 61 10 |
| <b>B</b>     | " ... "                           |       | 48 4  | 48 6  | 48 8  | 48 10 | 49 0  | 49 2  | 49 4  | 49 6  | 49 8  | 49 10 |
| <b>C</b>     | " ... "                           |       | 38 10 | 39 0  | 39 1  | 39 3  | 39 4  | 39 6  | 39 7  | 39 10 | 40 0  | 40 1  |
| <b>D</b>     | " ... "                           |       | 31 7  | 31 9  | 31 10 | 32 0  | 32 1  | 32 3  | 32 4  | 32 6  | 32 7  | 32 9  |
| <b>E</b>     | Grain, &c. ... "                  |       | 16 3  | 16 4  | 16 5  | 16 6  | 16 7  | 16 8  | 16 9  | 16 10 | 16 11 | 17 0  |
| <b>F</b>     | Hay, Straw, &c. ... per truck     |       | 53 9  | 54 0  | 54 3  | 54 6  | 54 9  | 55 0  | 55 3  | 55 6  | 55 9  | 56 0  |
| <b>H</b>     | Wool, &c., undumped ... per bale  |       | 8 3   | 8 3   | 8 4   | 8 4   | 8 4   | 8 4   | 8 5   | 8 5   | 8 5   | 8 5   |
| <b>H</b>     | Ditto, double-dumped ... "        |       | 14 5  | 14 5  | 14 7  | 14 7  | 14 7  | 14 7  | 14 9  | 14 9  | 14 9  | 14 9  |
| <b>K</b>     | Timber per 100 superficial feet   |       | 3 7   | 3 7   | 3 7   | 3 8   | 3 8   | 3 8   | 3 8   | 3 8   | 3 8   | 3 8   |
| <b>L</b>     | Firewood ... per truck            |       | 63 11 | 64 1  | 64 3  | 64 6  | 64 8  | 64 10 | 65 0  | 65 3  | 65 5  | 65 7  |
| <b>M</b>     | Sheep, &c., double-floor trucks " |       | 69 0  | 69 3  | 69 6  | 69 9  | 70 0  | 70 3  | 70 6  | 70 9  | 71 0  | 71 3  |
| <b>M</b>     | Cattle & Sheep, single-floor "    |       | 60 3  | 60 6  | 60 9  | 61 0  | 61 3  | 61 6  | 61 9  | 62 0  | 62 3  | 62 6  |
| <b>N</b>     | Minerals ... per ton              |       | 14 8  | 14 9  | 14 9  | 14 10 | 14 10 | 14 11 | 14 11 | 15 0  | 15 0  | 15 1  |
| <b>P</b>     | Native Coal ... "                 |       | 11 6  | 11 7  | 11 7  | 11 8  | 11 8  | 11 8  | 11 9  | 11 9  | 11 10 | 11 10 |

|              |   | Miles |       |  |       |       |       |       |       |       |       |  |
|--------------|---|-------|-------|--|-------|-------|-------|-------|-------|-------|-------|--|
|              |   | 151   | 152   | 153  | 154   | 155   | 156   | 157   | 158   | 159   | 160   |  |
| <i>Class</i> |   | s. d. | s. d. | s. d.  | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |  |
| <b>A</b>     | Merchandise ... per ton                       | 62 0  | 62 2  | 62 4   | 62 6  | 62 8  | 62 10 | 63 0  | 63 2  | 63 4  | 63 6  |  |
| <b>B</b>     | " ... "                                       | 50 0  | 50 1  | 50 3   | 50 4  | 50 6  | 50 7  | 50 9  | 50 10 | 51 0  | 51 1  |  |
| <b>C</b>     | " ... "                                       | 40 2  | 40 3  | 40 4   | 40 5  | 40 6  | 40 7  | 40 8  | 40 9  | 40 10 | 40 11 |  |
| <b>D</b>     | " ... "                                       | 32 10 | 33 0  | 33 1   | 33 3  | 33 4  | 33 6  | 33 7  | 33 9  | 33 10 | 34 0  |  |
| <b>K</b>     | Timber per 100 superficial feet               | 3 8   | 3 9   | 3 9  | 3 9   | 3 9   | 3 9   | 3 9   | 3 9   | 3 9   | 3 10  |  |
| <b>M</b>     | Sheep, &c., double-floor trucks, $\Psi$ truck | 71 6  | 71 9  | 72 0   | 72 3  | 72 6  | 72 9  | 73 0  | 73 3  | 73 6  | 73 9  |  |
| <b>M</b>     | Cattle & Sheep, single-floor " "              | 62 9  | 63 0  | 63 3   | 63 6  | 63 9  | 64 0  | 64 3  | 64 6  | 64 9  | 65 0  |  |
| <b>E</b>     | Grain, &c. ... per ton                        | 17 1  | 17 2  | For every additional mile 1d. per ton will be added. |       |       |       |       |       |       |       |  |
| <b>F</b>     | Hay, Straw, &c. ... per truck                 | 56 3  | 56 6  |  |       |       |       |       |       |       |       |  |
| <b>H</b>     | Wool, &c., undumped ... per bale              | 8 6   | 8 6   |  |       |       |       |       |       |       |       |  |
| <b>H</b>     | Ditto, double-dumped ... "                    | 14 11 | 14 11 |  |       |       |       |       |       |       |       |  |
| <b>L</b>     | Firewood ... per truck                        | 65 9  | 66 0  |  |       |       |       |       |       |       |       |  |
| <b>N</b>     | Minerals ... per ton                          | 15 1  | 15 2  |  |       |       |       |       |       |       |       |  |
| <b>P</b>     | Native Coal ... "                             | 11 10 |       |  |       |       |       |       |       |       |       |  |

|               |   | Miles |       |       |       |       |       |       |       |       |       |
|---------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Not exceeding |   | 161   | 162   | 163   | 164   | 165   | 166   | 167   | 168   | 169   | 170   |
| <i>Class</i>  |   | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>      | Merchandise ... per ton                       | 63 8  | 63 10 | 64 0  | 64 2  | 64 4  | 64 6  | 64 8  | 64 10 | 65 0  | 65 2  |
| <b>B</b>      | " ... "                                       | 51 3  | 51 4  | 51 6  | 51 7  | 51 9  | 51 10 | 52 0  | 52 1  | 52 3  | 52 4  |
| <b>C</b>      | " ... "                                       | 41 0  | 41 1  | 41 2  | 41 3  | 41 4  | 41 5  | 41 6  | 41 7  | 41 8  | 41 9  |
| <b>D</b>      | " ... "                                       | 34 1  | 34 3  | 34 4  | 34 6  | 34 7  | 34 9  | 34 10 | 35 0  | 35 1  | 35 3  |
| <b>K</b>      | Timber per 100 superficial feet               | 3 10  | 3 10  | 3 10  | 3 10  | 3 10  | 3 10  | 3 10  | 3 11  | 3 11  | 3 11  |
| <b>M</b>      | Sheep, &c., double-floor trucks, $\Psi$ truck | 74 0  | 74 3  | 74 6  | 74 9  | 75 0  | 75 3  | 75 6  | 75 9  | 76 0  | 76 3  |
| <b>M</b>      | Cattle & Sheep, single-floor " "              | 65 3  | 65 6  | 65 9  | 66 0  | 66 3  | 66 6  | 66 9  | 67 0  | 67 3  | 67 6  |

|              |   | Miles |       |       |       |       |       |       |       |       |       |
|--------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|              |   | 171   | 172   | 173   | 174   | 175   | 176   | 177   | 178   | 179   | 180   |
| <i>Class</i> |   | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton                       | 65 4  | 65 6  | 65 8  | 65 10 | 66 0  | 66 2  | 66 4  | 66 6  | 66 8  | 66 10 |
| <b>B</b>     | " ... "                                       | 52 6  | 52 7  | 52 9  | 52 10 | 53 0  | 53 1  | 53 3  | 53 4  | 53 6  | 53 7  |
| <b>C</b>     | " ... "                                       | 41 10 | 41 11 | 42 0  | 42 1  | 42 2  | 42 3  | 42 4  | 42 5  | 42 6  | 42 7  |
| <b>D</b>     | " ... "                                       | 35 4  | 35 6  | 35 7  | 35 9  | 35 10 | 36 0  | 36 1  | 36 3  | 36 4  | 36 6  |
| <b>K</b>     | Timber per 100 superficial feet               | 3 11  | 3 11  | 3 11  | 3 11  | 3 11  | 4 0   | 4 0   | 4 0   | 4 0   | 4 0   |
| <b>M</b>     | Sheep, &c., double-floor trucks, $\Psi$ truck | 76 6  | 76 9  | 77 0  | 77 3  | 77 6  | 77 9  | 78 0  | 78 3  | 78 6  | 78 9  |
| <b>M</b>     | Cattle & Sheep, single-floor " "              | 67 9  | 68 0  | 68 3  | 68 6  | 68 9  | 69 0  | 69 3  | 69 6  | 69 9  | 70 0  |

|              |   | Miles |       |       |       |       |       |       |       |       |       |
|--------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|              |   | 181   | 182   | 183   | 184   | 185   | 186   | 187   | 188   | 189   | 190   |
| <i>Class</i> |   | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b>     | Merchandise ... per ton                       | 67 0  | 67 2  | 67 4  | 67 6  | 67 8  | 67 10 | 68 0  | 68 2  | 68 4  | 68 6  |
| <b>B</b>     | " ... "                                       | 53 9  | 53 10 | 54 0  | 54 1  | 54 3  | 54 4  | 54 6  | 54 7  | 54 9  | 54 10 |
| <b>C</b>     | " ... "                                       | 42 8  | 42 9  | 42 10 | 42 11 | 43 0  | 43 1  | 43 2  | 43 3  | 43 4  | 43 5  |
| <b>D</b>     | " ... "                                       | 36 7  | 36 9  | 36 10 | 37 0  | 37 1  | 37 3  | 37 4  | 37 6  | 37 7  | 37 9  |
| <b>K</b>     | Timber per 100 superficial feet               | 4 0   | 4 0   | 4 0   | 4 1   | 4 1   | 4 1   | 4 1   | 4 1   | 4 1   | 4 1   |
| <b>M</b>     | Sheep, &c., double-floor trucks, $\Psi$ truck | 79 0  | 79 3  | 79 6  | 79 9  | 80 0  | 80 3  | 80 6  | 80 9  | 81 0  | 81 3  |
| <b>M</b>     | Cattle & Sheep, single-floor " "              | 70 3  | 70 6  | 70 9  | 71 0  | 71 3  | 71 6  | 71 9  | 72 0  | 72 3  | 72 6  |



|  |                          | Miles |       |       |       |       |       |       |       |       |       |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  |                          | 191   | 192   | 193   | 194   | 195   | 196   | 197   | 198   | 199   | 200   |
| <i>Class</i>   |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                                   | ... per ton              | 68 8  | 68 10 | 69 0  | 69 2  | 69 4  | 69 6  | 69 8  | 69 10 | 70 0  | 70 2  |
| <b>B</b> "   | ... "                    | 55 0  | 55 1  | 55 3  | 55 4  | 55 6  | 55 7  | 55 9  | 55 10 | 56 0  | 56 1  |
| <b>C</b> "   | ... "                    | 43 6  | 43 7  | 43 8  | 43 9  | 43 10 | 43 11 | 44 0  | 44 1  | 44 2  | 44 3  |
| <b>D</b> "   | ... "                    | 37 10 | 38 0  | 38 1  | 38 3  | 38 4  | 38 6  | 38 7  | 38 9  | 38 10 | 39 0  |
| <b>K</b> Timber  | per 100 superficial feet | 4 1   | 4 2   | 4 2   | 4 2   | 4 2   | 4 2   | 4 2   | 4 2   | 4 2   | 4 3   |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |                          | 81 6  | 81 9  | 82 0  | 82 3  | 82 6  | 82 9  | 83 0  | 83 3  | 83 6  | 83 9  |
| <b>M</b> Cattle & Sheep, single-floor trucks "         |                          | 72 9  | 73 0  | 73 3  | 73 6  | 73 9  | 74 0  | 74 3  | 74 6  | 74 9  | 75 0  |

  

|  |                          | Miles |       |       |       |       |       |       |       |       |       |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  |                          | 201   | 202   | 203   | 204   | 205   | 206   | 207   | 208   | 209   | 210   |
| <i>Class</i>   |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                                   | ... per ton              | 70 4  | 70 6  | 70 8  | 70 10 | 71 0  | 71 2  | 71 4  | 71 6  | 71 8  | 71 10 |
| <b>B</b> "   | ... "                    | 56 3  | 56 4  | 56 6  | 56 7  | 56 9  | 56 10 | 57 0  | 57 1  | 57 3  | 57 4  |
| <b>C</b> "   | ... "                    | 44 4  | 44 5  | 44 6  | 44 7  | 44 8  | 44 9  | 44 10 | 44 11 | 45 0  | 45 1  |
| <b>D</b> "   | ... "                    | 39 1  | 39 3  | 39 4  | 39 6  | 39 7  | 39 9  | 39 10 | 40 0  | 40 1  | 40 3  |
| <b>K</b> Timber  | per 100 superficial feet | 4 3   | 4 3   | 4 3   | 4 3   | 4 3   | 4 3   | 4 3   | 4 4   | 4 4   | 4 4   |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |                          | 84 0  | 84 3  | 84 6  | 84 9  | 85 0  | 85 3  | 85 6  | 85 9  | 86 0  | 86 3  |
| <b>M</b> Cattle & Sheep, single-floor trucks "         |                          | 75 3  | 75 6  | 75 9  | 76 0  | 76 3  | 76 6  | 76 9  | 77 0  | 77 3  | 77 6  |

  

|  |                          | Miles |       |       |       |       |       |       |       |       |       |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  |                          | 211   | 212   | 213   | 214   | 215   | 216   | 217   | 218   | 219   | 220   |
| <i>Class</i>   |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                                   | ... per ton              | 72 0  | 72 2  | 72 4  | 72 6  | 72 8  | 72 10 | 73 0  | 73 2  | 73 4  | 73 6  |
| <b>B</b> "   | ... "                    | 57 6  | 57 7  | 57 9  | 57 10 | 58 0  | 58 1  | 58 3  | 58 4  | 58 6  | 58 7  |
| <b>C</b> "   | ... "                    | 45 2  | 45 3  | 45 4  | 45 5  | 45 6  | 45 7  | 45 8  | 45 9  | 45 10 | 45 11 |
| <b>D</b> "   | ... "                    | 40 4  | 40 6  | 40 7  | 40 9  | 40 10 | 41 0  | 41 1  | 41 3  | 41 4  | 41 6  |
| <b>K</b> Timber  | per 100 superficial feet | 4 4   | 4 4   | 4 4   | 4 4   | 4 4   | 4 5   | 4 5   | 4 5   | 4 5   | 4 5   |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |                          | 86 6  | 86 9  | 87 0  | 87 3  | 87 6  | 87 9  | 88 0  | 88 3  | 88 6  | 88 9  |
| <b>M</b> Cattle & Sheep, single-floor trucks "         |                          | 77 9  | 78 0  | 78 3  | 78 6  | 78 9  | 79 0  | 79 3  | 79 6  | 79 9  | 80 0  |

  

|  |                          | Miles |       |       |       |       |       |       |       |       |       |
|--|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  |                          | 221   | 222   | 223   | 224   | 225   | 226   | 227   | 228   | 229   | 230   |
| <i>Class</i>   |                          | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise                                   | ... per ton              | 73 8  | 73 10 | 74 0  | 74 2  | 74 4  | 74 6  | 74 8  | 74 10 | 75 0  | 75 2  |
| <b>B</b> "   | ... "                    | 58 9  | 58 10 | 59 0  | 59 1  | 59 3  | 59 4  | 59 6  | 59 7  | 59 9  | 59 10 |
| <b>C</b> "   | ... "                    | 46 0  | 46 1  | 46 2  | 46 3  | 46 4  | 46 5  | 46 6  | 46 7  | 46 8  | 46 9  |
| <b>D</b> "   | ... "                    | 41 7  | 41 9  | 41 10 | 42 0  | 42 1  | 42 3  | 42 4  | 42 6  | 42 7  | 42 9  |
| <b>K</b> Timber  | per 100 superficial feet | 4 5   | 4 5   | 4 5   | 4 6   | 4 6   | 4 6   | 4 7   | 4 7   | 4 7   | 4 7   |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |                          | 89 0  | 89 3  | 89 6  | 89 9  | 90 0  | 90 3  | 90 6  | 90 9  | 91 0  | 91 3  |
| <b>M</b> Cattle & Sheep, single-floor trucks "         |                          | 80 3  | 80 6  | 80 9  | 81 0  | 81 3  | 81 6  | 81 9  | 82 0  | 82 3  | 82 6  |

|  | Miles | 231   | 232   | 233   | 234   | 235   | 236   | 237   | 238   | 239   | 240   |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise ... per ton                       |       | 75 4  | 75 6  | 75 8  | 75 10 | 76 0  | 76 2  | 76 4  | 76 6  | 76 8  | 76 10 |
| <b>B</b> „ ... „                                       |       | 60 0  | 60 1  | 60 3  | 60 4  | 60 6  | 60 7  | 60 9  | 60 10 | 61 0  | 61 1  |
| <b>C</b> „ ... „                                       |       | 46 10 | 46 11 | 47 0  | 47 1  | 47 2  | 47 3  | 47 4  | 47 5  | 47 6  | 47 7  |
| <b>D</b> „ ... „                                       |       | 42 10 | 43 0  | 43 1  | 43 3  | 43 4  | 43 6  | 43 7  | 43 9  | 43 10 | 44 0  |
| <b>K</b> Timber per 100 superficial feet               |       | 4 8   | 4 8   | 4 8   | 4 8   | 4 9   | 4 9   | 4 9   | 4 9   | 4 10  | 4 10  |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |       | 91 6  | 91 9  | 92 0  | 92 3  | 92 6  | 92 9  | 93 0  | 93 3  | 93 6  | 93 9  |
| <b>M</b> Cattle & Sheep, single-floor trucks „         |       | 82 9  | 83 0  | 83 3  | 83 6  | 83 9  | 84 0  | 84 3  | 84 6  | 84 9  | 85 0  |

  

|  | Miles | 241   | 242   | 243   | 244   | 245   | 246   | 247   | 248   | 249   | 250   |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <i>Class</i>   |       | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| <b>A</b> Merchandise ... per ton                       |       | 77 0  | 77 2  | 77 4  | 77 6  | 77 8  | 77 10 | 78 0  | 78 2  | 78 4  | 78 6  |
| <b>B</b> „ ... „                                       |       | 61 3  | 61 4  | 61 6  | 61 7  | 61 9  | 61 10 | 62 0  | 62 1  | 62 3  | 62 4  |
| <b>C</b> „ ... „                                       |       | 47 8  | 47 9  | 47 10 | 47 11 | 48 0  | 48 1  | 48 2  | 48 3  | 48 4  | 48 5  |
| <b>D</b> „ ... „                                       |       | 44 1  | 44 3  | 44 4  | 44 5  | 44 7  | 44 8  | 44 10 | 44 11 | 45 1  | 45 2  |
| <b>K</b> Timber per 100 superficial feet               |       | 4 10  | 4 10  | 4 11  | 4 11  | 4 11  | 4 11  | 5 0   | 5 0   | 5 0   | 5 0   |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |       | 94 0  | 94 3  | 94 6  | 94 9  | 95 0  | 95 3  | 95 6  | 95 9  | 96 0  | 96 3  |
| <b>M</b> Cattle & Sheep, single-floor „ „              |       | 85 3  | 85 6  | 85 9  | 86 0  | 86 3  | 86 6  | 86 9  | 87 0  | 87 3  | 87 6  |

  

|  | Miles | 251   | 252   |  |
|--|-------|-------|-------|--|
| <i>Class</i>   |       | s. d. | s. d. |  |
| <b>A</b> Merchandise ... per ton                       |       | 78 8  | 78 10 | For every additional mile 2d. per ton will be added.         |
| <b>B</b> „ ... „                                       |       | 62 6  | 62 8  | „ „ 2d. „ „  |
| <b>C</b> „ ... „                                       |       | 48 6  | 48 7  | „ „ 1d. „ „  |
| <b>D</b> „ ... „                                       |       | 45 4  | 45 5  | „ „ 1d. „ „  |
| <b>K</b> Timber per 100 superficial feet               |       | 5 1   | 5 1   | „ „ $\frac{1}{2}$ d. per 100 superficial feet will be added. |
| <b>M</b> Sheep, &c., double-floor trucks, $\Psi$ truck |       | 96 6  | 96 9  | „ „ 3d. per truck „  |
| <b>M</b> Cattle & Sheep, single-floor trucks „         |       | 87 9  | 88 0  | „ „ 3d. „  |

REGULATIONS.

All goods specified in Part V., and not otherwise provided for in Parts II. and IV., will be charged in accordance with the classified rates in the preceding table, but subject to the following conditions and regulations, viz. :—

- (1.) Goods from different consignors to one consignee, or from one consignor to different consignees, will be charged separately.
- (a.) Goods of Classes A, B, C, D, from one consignor to one consignee, will be charged at the classified rate, except the charge at scale for small lots amounts to more.
- (b.) Any number of consignments of different classes from one consignor to one consignee will be charged separately or as one consignment of the highest class to which either of them belongs.
- (c.) But when a consignment which would be charged at classified rates, and not at the scale for small lots, is sent with small lots, such consignment may be charged separately, and the small lots may be treated independently under regulation (b).

(2.) Scale for Small Lots.

Where local or through rates prevail, they will be substituted for the classified rates in computing charges for small lots.

| Where the rate per ton exceeds      | ...        | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |    |    |    |    |    |    |    |    |
|-------------------------------------|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| But does not exceed                 | ...        | 8  | 0  | 10 | 0  | 12 | 0  | 14 | 0  | 16 | 0  | 20 | 0  | 24 | 0  | 28 | 0  | 32 | 0  | 36 | 0  | 40 | 0  | 44 | 0  | 48 | 0  | 52 | 0  |
| Not exceeding                       | ... 1 cwt. | 1  | 0  | 1  | 0  | 1  | 0  | 1  | 3  | 1  | 6  | 2  | 0  | 2  | 3  | 2  | 8  | 2  | 8  | 2  | 11 | 2  | 11 | 3  | 2  | 3  | 2  | 4  | 0  |
| Above 1 cwt. and not exceeding 1½ " | "          | 1  | 0  | 1  | 0  | 1  | 1  | 1  | 3  | 1  | 6  | 2  | 0  | 2  | 5  | 2  | 10 | 2  | 11 | 3  | 3  | 3  | 5  | 3  | 8  | 3  | 9  | 4  | 6  |
| Above 1½ "                          | " 1½ "     | 1  | 0  | 1  | 0  | 1  | 2  | 1  | 4  | 1  | 7  | 2  | 1  | 2  | 6  | 3  | 0  | 3  | 2  | 3  | 7  | 3  | 9  | 4  | 2  | 4  | 5  | 5  | 0  |
| " 1½ "                              | " 1¾ "     | 1  | 0  | 1  | 1  | 1  | 3  | 1  | 5  | 1  | 8  | 2  | 2  | 2  | 7  | 3  | 2  | 3  | 5  | 3  | 11 | 4  | 2  | 4  | 8  | 5  | 0  | 5  | 6  |
| " 1¾ "                              | " 2 "      | 1  | 0  | 1  | 2  | 1  | 4  | 1  | 6  | 1  | 9  | 2  | 3  | 2  | 8  | 3  | 3  | 3  | 8  | 4  | 2  | 4  | 8  | 5  | 1  | 5  | 7  | 6  | 0  |
| " 2 "                               | " 2¼ "     | 1  | 2  | 1  | 5  | 1  | 7  | 1  | 11 | 2  | 2  | 2  | 8  | 3  | 2  | 3  | 8  | 4  | 1  | 4  | 8  | 5  | 3  | 5  | 8  | 6  | 3  | 6  | 9  |
| " 2¼ "                              | " 2½ "     | 1  | 3  | 1  | 7  | 1  | 9  | 2  | 0  | 2  | 4  | 2  | 11 | 3  | 6  | 4  | 0  | 4  | 7  | 5  | 3  | 5  | 9  | 6  | 4  | 6  | 11 | 7  | 5  |
| " 2½ "                              | " 2¾ "     | 1  | 4  | 1  | 8  | 1  | 11 | 2  | 3  | 2  | 6  | 3  | 2  | 3  | 9  | 4  | 4  | 5  | 0  | 5  | 8  | 6  | 3  | 6  | 11 | 7  | 6  | 8  | 2  |
| " 2¾ "                              | " 3 "      | 1  | 5  | 1  | 9  | 2  | 0  | 2  | 4  | 2  | 8  | 3  | 5  | 4  | 0  | 4  | 9  | 5  | 5  | 6  | 1  | 6  | 10 | 7  | 5  | 8  | 2  | 8  | 10 |
| " 3 "                               | " 3¼ "     | 1  | 6  | 1  | 11 | 2  | 2  | 2  | 7  | 2  | 11 | 3  | 8  | 4  | 4  | 5  | 2  | 5  | 10 | 6  | 7  | 7  | 4  | 8  | 0  | 8  | 9  | 9  | 5  |
| " 3¼ "                              | " 3½ "     | 1  | 7  | 2  | 1  | 2  | 4  | 2  | 9  | 3  | 2  | 3  | 11 | 4  | 9  | 5  | 6  | 6  | 4  | 7  | 1  | 7  | 10 | 8  | 8  | 9  | 4  | 10 | 0  |
| " 3½ "                              | " 3¾ "     | 1  | 8  | 2  | 2  | 2  | 6  | 2  | 11 | 3  | 4  | 4  | 2  | 5  | 0  | 5  | 10 | 6  | 9  | 7  | 6  | 8  | 5  | 9  | 3  | 10 | 0  | 10 | 8  |
| " 3¾ "                              | ...        | 1  | 9  | 2  | 3  | 2  | 9  | 3  | 2  | 3  | 6  | 4  | 6  | 5  | 4  | 6  | 2  | 7  | 1  | 8  | 0  | 8  | 10 | 9  | 9  | 10 | 7  | 11 | 3  |

  

| Where the rate per ton exceeds      | ...        | 52 | 0  | 56 | 0  | 60 | 0  | 64 | 0  | 68 | 0  | 72 | 0  | 76 | 0  | 80 | 0  | 84 | 0  | 88 | 0  | 92 | 0  | 96  | 0  | 100 | 0  | 104 | 0  |   |
|-------------------------------------|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|-----|----|-----|----|---|
| But does not exceed                 | ...        | 56 | 0  | 60 | 0  | 64 | 0  | 68 | 0  | 72 | 0  | 76 | 0  | 80 | 0  | 84 | 0  | 88 | 0  | 92 | 0  | 96 | 0  | 100 | 0  | 104 | 0  | 108 | 0  |   |
| Not exceeding                       | ... 1 cwt. | 4  | 0  | 4  | 9  | 4  | 9  | 4  | 9  | 4  | 9  | 5  | 6  | 4  | 6  | 4  | 7  | 1  | 7  | 10 | 7  | 10 | 8  | 8   | 8  | 8   | 9  | 6   | 10 | 3 |
| Above 1 cwt. and not exceeding 1½ " | "          | 4  | 8  | 5  | 4  | 5  | 5  | 5  | 6  | 6  | 4  | 6  | 11 | 7  | 1  | 7  | 9  | 8  | 6  | 8  | 7  | 9  | 3  | 9   | 6  | 10  | 2  | 10  | 10 |   |
| " 1½ "                              | " 1½ "     | 5  | 3  | 5  | 10 | 6  | 1  | 6  | 3  | 7  | 0  | 7  | 6  | 7  | 10 | 8  | 6  | 9  | 1  | 9  | 3  | 9  | 11 | 10  | 2  | 10  | 10 | 11  | 5  |   |
| " 1½ "                              | " 1¾ "     | 5  | 10 | 6  | 5  | 6  | 10 | 7  | 1  | 7  | 9  | 8  | 2  | 8  | 7  | 9  | 1  | 9  | 7  | 9  | 11 | 10 | 6  | 10  | 10 | 11  | 5  | 11  | 11 |   |
| " 1¾ "                              | " 2 "      | 6  | 6  | 6  | 11 | 7  | 5  | 7  | 11 | 8  | 5  | 8  | 9  | 9  | 3  | 9  | 8  | 10 | 1  | 10 | 7  | 11 | 0  | 11  | 6  | 12  | 1  | 12  | 6  |   |
| " 2 "                               | " 2¼ "     | 7  | 3  | 7  | 9  | 8  | 3  | 8  | 10 | 9  | 4  | 9  | 9  | 10 | 5  | 10 | 10 | 11 | 4  | 11 | 10 | 12 | 4  | 12  | 11 | 13  | 5  | 14  | 0  |   |
| " 2¼ "                              | " 2½ "     | 8  | 0  | 8  | 7  | 9  | 2  | 9  | 8  | 10 | 4  | 10 | 10 | 11 | 5  | 12 | 0  | 12 | 7  | 13 | 0  | 13 | 8  | 14  | 4  | 14  | 10 | 15  | 6  |   |
| " 2½ "                              | " 2¾ "     | 8  | 9  | 9  | 4  | 10 | 0  | 10 | 7  | 11 | 3  | 11 | 10 | 12 | 6  | 13 | 1  | 13 | 9  | 14 | 3  | 15 | 0  | 15  | 8  | 16  | 3  | 16  | 10 |   |
| " 2¾ "                              | " 3 "      | 9  | 5  | 10 | 1  | 10 | 11 | 5  | 12 | 2  | 12 | 9  | 13 | 6  | 14 | 2  | 14 | 10 | 15 | 6  | 16 | 3  | 17 | 0   | 17 | 7   | 18 | 3   |    |   |
| " 3 "                               | " 3¼ "     | 10 | 2  | 10 | 11 | 11 | 8  | 12 | 4  | 13 | 1  | 13 | 10 | 14 | 7  | 15 | 3  | 16 | 0  | 16 | 8  | 17 | 6  | 18  | 3  | 19  | 0  | 19  | 8  |   |
| " 3¼ "                              | " 3½ "     | 11 | 0  | 11 | 9  | 12 | 7  | 13 | 2  | 14 | 1  | 14 | 9  | 15 | 8  | 16 | 5  | 17 | 2  | 17 | 11 | 18 | 9  | 19  | 7  | 20  | 5  | 21  | 1  |   |
| " 3½ "                              | " 3¾ "     | 11 | 8  | 12 | 6  | 13 | 4  | 14 | 1  | 15 | 0  | 15 | 9  | 16 | 8  | 17 | 6  | 18 | 3  | 19 | 2  | 19 | 11 | 20  | 10 | 21  | 9  | 22  | 6  |   |
| " 3¾ "                              | ...        | 12 | 5  | 13 | 2  | 14 | 2  | 14 | 11 | 15 | 1  | 16 | 8  | 17 | 8  | 18 | 6  | 19 | 5  | 20 | 3  | 21 | 2  | 22  | 0  | 23  | 1  | 23  | 9  |   |

(2.) Scale for Small Lots—continued.

|                                |         | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. | s.  | d. |     |    |     |   |     |     |     |
|--------------------------------|---------|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|---|-----|-----|-----|
| Where the rate per ton exceeds | ...     | 108 | 0  | 112 | 0  | 116 | 0  | 120 | 0  | 124 | 0  | 128 | 0  | 132 | 0  | 136 | 0  | 140 | 0  | 144 | 0  | 148 | 0  | 152 | 0 | 156 | 0   | ... |
| But does not exceed            | ...     | 112 | 0  | 116 | 0  | 120 | 0  | 124 | 0  | 128 | 0  | 132 | 0  | 136 | 0  | 140 | 0  | 144 | 0  | 148 | 0  | 152 | 0  | 156 | 0 | ... | ... |     |
| Not exceeding                  | 1 cwt.  | 10  | 3  | 11  | 0  | 11  | 9  | 11  | 10 | 12  | 8  | 13  | 5  | 13  | 6  | 14  | 2  | 14  | 2  | 14  | 2  | 15  | 0  | 15  | 9 | 15  | 9   | ... |
| Above 1 cwt. and not exceeding | 1 1/4 " | 10  | 11 | 11  | 8  | 12  | 4  | 12  | 6  | 13  | 3  | 13  | 11 | 14  | 0  | 14  | 8  | 14  | 9  | 15  | 0  | 15  | 8  | 16  | 4 | 16  | 5   | ... |
| "                              | 1 1/2 " | 11  | 10 | 12  | 3  | 12  | 10 | 13  | 0  | 13  | 9  | 14  | 4  | 14  | 7  | 15  | 3  | 15  | 5  | 15  | 9  | 16  | 3  | 17  | 0 | 17  | 2   | ... |
| "                              | 1 3/4 " | 12  | 3  | 12  | 10 | 13  | 5  | 13  | 8  | 14  | 3  | 14  | 9  | 15  | 2  | 15  | 9  | 16  | 0  | 16  | 5  | 16  | 11 | 17  | 6 | 17  | 10  | ... |
| "                              | 2 "     | 12  | 11 | 13  | 5  | 13  | 11 | 14  | 2  | 14  | 9  | 15  | 2  | 15  | 8  | 16  | 2  | 16  | 7  | 17  | 2  | 17  | 6  | 18  | 0 | 18  | 6   | ... |
| "                              | 2 1/4 " | 14  | 5  | 15  | 0  | 15  | 7  | 15  | 11 | 16  | 6  | 17  | 1  | 17  | 6  | 18  | 1  | 18  | 6  | 19  | 2  | 19  | 7  | 20  | 1 | 20  | 8   | ... |
| "                              | 2 1/2 " | 16  | 0  | 16  | 6  | 17  | 2  | 17  | 8  | 18  | 3  | 18  | 10 | 19  | 4  | 20  | 0  | 20  | 6  | 21  | 2  | 21  | 8  | 22  | 3 | 22  | 10  | ... |
| "                              | 2 3/4 " | 17  | 6  | 18  | 1  | 18  | 8  | 19  | 5  | 20  | 0  | 20  | 7  | 21  | 2  | 21  | 10 | 22  | 4  | 23  | 2  | 23  | 8  | 24  | 4 | 25  | 0   | ... |
| "                              | 3 "     | 19  | 0  | 19  | 7  | 20  | 3  | 21  | 0  | 21  | 8  | 22  | 4  | 23  | 0  | 23  | 8  | 24  | 4  | 25  | 1  | 25  | 9  | 26  | 5 | 27  | 1   | ... |
| "                              | 3 1/4 " | 20  | 6  | 21  | 1  | 21  | 10 | 22  | 8  | 23  | 4  | 24  | 1  | 24  | 9  | 25  | 6  | 26  | 3  | 27  | 0  | 27  | 9  | 28  | 5 | 29  | 1   | ... |
| "                              | 3 1/2 " | 21  | 10 | 22  | 7  | 23  | 6  | 24  | 3  | 25  | 0  | 25  | 9  | 26  | 6  | 27  | 5  | 28  | 1  | 28  | 11 | 29  | 8  | 30  | 5 | 31  | 2   | ... |
| "                              | 3 3/4 " | 23  | 3  | 24  | 1  | 25  | 0  | 25  | 10 | 26  | 8  | 27  | 6  | 28  | 3  | 29  | 1  | 29  | 11 | 30  | 10 | 31  | 7  | 32  | 5 | 33  | 2   | ... |
| "                              | 3 3/4 " | 24  | 8  | 25  | 6  | 26  | 6  | 27  | 4  | 28  | 3  | 29  | 1  | 29  | 11 | 30  | 10 | 31  | 9  | 32  | 8  | 33  | 6  | 34  | 4 | 35  | 2   | ... |

(3.) Class E.—Grain and other Agricultural Produce.

Minimum quantity, 2 tons. Any less quantity will be charged as such minimum, or at the classified rates for Class D.

At Auckland, Onehunga, Spit, Wellington, Foxton, Wanganui, Waitara, Grey-mouth, Westport, Nelson Port, Picton, Blenheim, Lyttelton, Christchurch, Timaru, Oamaru, Breakwater, Port Chalmers, Dunedin, Invercargill, and the Bluff, 6d. per ton will be charged in addition to the classified rates, except at private sidings at those stations, or except local rates otherwise provide.

At all other stations, when the loading or unloading is done by the owners, or when loaded by owners into sheds, owing to trucks not being available after reasonable notice is given, the classified rates only will be charged. When the loading or unloading is done by the Railway Department 6d. per ton will be charged for each operation.

At all private stores or sidings the loading or unloading shall be done by the owners.

The following method of computing the tonnage of grain will be followed:—

- Wheat—10 bags of 4 bushels to the ton.
- Barley—12 bags of 4 bushels to the ton.
- Oats—14 bags of 4 bushels to the ton.
- Flour, Bran, and Pollard—2,200lb. to the ton.
- Oats (crushed) and other grain by actual weight.
- 60lb. of wheat, or 50lb. of barley, or 40lb. of oats count as 1 bushel.

When grain is in bags holding more than 240lb. each the full contents of such bags of grain will be charged rate and a quarter. The consignment note should state the number of such bags, failing which the charge will be made on the whole consignment. The tonnage on which such charge is made will be computed in the manner prescribed above.

The number of bags and the quantity they contain must be declared upon the consignment notes.

(4.) Class F.—Hay, Straw, Chaff, Turnips, &c.

All loading and unloading must be done by the owner. For each loading or unloading done by the Department 5s. per truck will be charged.

Quantities of Class F, except turnips, mangolds, or carrots, under a truck-load will be charged as a truck, or as Class A. Quantities of turnips, mangolds, or carrots, under a truck-load will be charged as a truck, or as Class E. A truck-load must not exceed 5 tons in weight; any truck loaded with more than this quantity will be charged rate and a half.

Mixed consignments of Classes E and F, from one consignor to one consignee, will be charged separately, or as one consignment, Class E.

(5.) Class H.—Wool, Dried Sheepskins, and Rabbitskins in Bales.

For undumped bales of more than 4 cwt., and double-dumped bales of more than 8 cwt., 4d. per bale per mile will be added to the classified rates.

All loading and unloading must be done by the owner.

For each loading or unloading done by the Railway Department 3d. per bale for undumped, and 6d. per bale for double-dumped, will be charged.

(6.) Class K.—Timber.

Sawn Timber, Squared Logs, and Mouldings.

Timber carried in single wagons, minimum quantity, 1,200 superficial feet for each wagon for distances of 75 miles and under; 2,000 superficial feet for each wagon for distances over 75 miles: when timber is over 26 feet long a check wagon

or wagons will be charged for. Timber carried in timber trucks, minimum 2,000 superficial feet per pair of trucks for distances of 75 miles and under; minimum, 4,000 superficial feet per pair of trucks for distances over 75 miles; when timber is over 26 feet long a check wagon or wagons will be charged for.

Any less quantity which can be carried in one truck will be charged as such minimum, or at 1d. per 100 superficial feet per mile up to 50 miles, and for each additional mile,  $\frac{1}{2}$ d.; where this rate is charged the minimum quantity will be 100 feet, and the minimum charge 1s. per 100 superficial feet, without further charge for loading or unloading.

The minimum charge for each consignment will be 2s. 6d.

Mouldings will be carried solely at owners' risk.

In computing the charges for timber 25 feet or under in excess of any multiple of 100 are to be foregone; over 25 feet to be charged as the next 100.

Australian and Tasmanian timbers will be charged at a rate and a half; any less quantity than the minimum will be charged as such minimum at a rate and a half, or as ordinary timber at the rate for small lots.

Round timber, measurement as follows: The average girth in inches to be squared and divided by 152, the result to be multiplied by length in feet; the product will be deemed to be the contents of the log in superficial feet.

No allowance to be made for bark by ringing or otherwise, or for tops, butts, or unsound wood.

One hundred palings, or 1,000 shingles, as 100 feet timber.

All loading and unloading must be done by the owner.

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

Where senders who do their own loading require a receipt for number of pieces, 3d. per 100 feet superficial additional will be charged, as if loading had been done by the Department.

**(7.) Class L.—Firewood, Posts and Rails, and Split House-Blocks.**

Goods of this class will be carried only at the owners' sole risk and responsibility, who must do all loading or unloading. For each loading or unloading done by the Department 5s. per truck will be charged. Small lots or part consignments will be charged as a truck, or at the classified rates for Class D, at option of sender.

A truck-load must not exceed 5 tons in weight. Any truck loaded with more than this quantity will be charged rate and a half.

**(8.) Class M.—Live Stock.**

*Cattle, Sheep, Pigs, Goats, and Calves, in Truck-loads, carried at Owners' risk.*

No more animals are to be put into a truck than it will conveniently hold.

One drover to every three or more trucks in the same consignment of horses, cattle, sheep, &c., may travel free in a second-class carriage.

Mixed consignments of cattle and horses will be charged separately, or as one lot, as cattle.

All animals must be loaded and unloaded by the owners at their own risk and responsibility.

*Cattle, Calves, Sheep, Goats, and Pigs, in small lots,*

May be charged at truck-load rate, or at the following rates:

|  | For any Distance not exceeding 10 Miles. | For every Mile after the first 10 Miles. |
|--|--|--|
| Cattle, one only   | s. d.<br>7 0                             | d.<br>3                                  |
| „ each additional one in the same truck, belonging to the same owner | 1 0                                      | 1  |
| Calves (one year old and under), sheep, goats, or pigs, one only     | 2 6                                      | 2  |
| Calves, sheep, goats, or pigs, each additional, in the same truck... | 0 3                                      | 0 $\frac{1}{4}$                          |

All animals must be loaded and unloaded by owners at their own risk and responsibility.

**(9.) Class N.—Minerals.**

Minimum quantity, 4 tons, except for bonedust, guano, offal, manure salt and artificial manure, for which it will be 2 tons. Any less quantity will be charged as such minimum, or at the classified rates for Class D.

Sand will be charged 1s. per ton less than the classified rates for distances of 16 miles and under. Minimum charge, 2s. per ton.

The Railway Department may require loading or unloading to be done by the owner. For each loading or unloading done by the Railway Department 1s. per ton will be charged. When crange is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the department.

**(10.) Class O.—Road Materials, &c.**

Minimum quantity, 4 tons. Any less quantity will be charged as such minimum, or at the classified rates for Class D.

Road metal and boulders, ships' ballast, shingle, gravel, scoria, tan-pit refuse, lime gas refuse, rough stone, and limestone will be charged 1s. 6d. per ton less than the classified rates for Class N; but the minimum charge will be 2s. per ton.

The Railway Department may require loading or unloading to be done by the owner. For each loading or unloading done by the Railway Department 1s. per ton will be charged. When crange is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the department.

**(11.) Class P.—Native Coal, Bricks, &c.**

Minimum quantity, 4 tons. Any less quantity will be charged as such minimum, or at the classified rates for Class D.

Bricks, clay, and coal dross of native produce will be charged 2s. per ton for distances of 9 miles and under, instead of the classified rates.

Mixed consignments of Classes N, O, or P from one consignor to one consignee will be charged separately, or as one consignment, Class N.

The Railway Department may require loading or unloading to be done by the owner. For each loading or unloading done by the Railway Department 1s. per ton will be charged. When cramage is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the department.

Trucks will be allowed to remain at coal pits eight working hours for the purpose of loading, after which demurrage will be charged at the rate of 10s. per truck per day or part of a day.

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

#### (12.) Carts, Drays, Express Wagons, and Wagons.

|  | s.  | d.            |
|--|-----|---------------|
| For any distance of not more than 10 miles             | ... | 1 0 per mile. |
| For every mile after the first 10 miles                | ... | 0 3 "         |
| Minimum charge   | ... | 10 0 "        |
| Heavy wagons, over one ton in weight, rate and a half. |     |               |

#### (13.) Returned Empties.

Packages returning empty are those which on the outward journey were carried full by railway between the same stations, and from the original consignee to the original sender of the goods.

|   | s.  | d.           |
|---|-----|--------------|
| For any distance of not more than 25 miles                | ... | 0 4 per cwt. |
| For any distance over 25 miles and not more than 50 miles | ... | 0 6 "        |
| For each 50 miles or part of 50 miles beyond the first 50 | ... | 0 3 "        |
| Minimum, 1 cwt.   |     |              |

Empties must be certified by consignors to have passed over the line full.

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

#### (14.) Port Traffic.

At port stations goods hauled or conveyed between private stores or Government sheds and ships, including handling at the ship's side, will be charged 1s. 6d. per ton. Haulage or conveyance only will be charged 1s. per ton; minimum charge, 6d.

In addition to the above charge of 1s. 6d. per ton, a charge of 1s. per ton will be made on transshipment goods handled in Government sheds.

Haulage of ships' ballast from ships' side and tipping to spoil, will be charged 1s. 6d. per ton; minimum charge, £1.

#### (15.) Cranage.

Cranage will be charged 6d. per ton, or fraction of a ton, and in addition, where the crane has to be fetched, a charge will be made of 10s.

#### (16.) Check and Empty Railway Wagons.

Check wagons and empty railway wagons hauled on their own wheels will be charged 3d. per truck per mile up to 50 miles, and 2d. per truck per mile for each additional mile.

#### (17.) Storage.

Sixpence (6d.) per ton *per day* storage will be charged on all goods not removed by consignee within twelve working hours of their arrival, except at country stations, when 2s. *per week* or fraction of a week will be charged; minimum charge, 6d.

All stations except those at Invercargill, Port Chalmers, Dunedin, Oamaru, Timaru, Christchurch, Lyttelton, and the Head Stations on all other sections, are deemed to be country stations for the purpose of charging storage.

#### (18.) Demurrage.

Charges for demurrage on trucks will be made as follows: On trucks standing for unloading, after four working hours from arrival and up to eight working hours, 5s. per truck; and after eight working hours, 10s. per truck per day or part of a day; or the goods will be unloaded and stored at the usual rates for unloading and storage, at the option of the Department, and at the risk of the owner. On empty trucks delivered to order, after six working hours and up to eight working hours, 5s. per truck; and after eight working hours 10s. per truck per day or part of a day.

#### (19.) Private Stores and Sidings.

Where the loading or unloading of traffic is done by owners at private stores and sidings, the Government will take no responsibility for the condition of the goods or for delivery of quantities or weights as declared by owners.

At private sidings all loading and unloading must be done by owners or consignees. For each loading or unloading done by the Department 1s. per ton will be charged. Demurrage at the rate of 10s. per truck per day or part of a day will be charged on trucks not loaded or unloaded within four working hours after arrival.

Goods hauled between private sidings or between any private stores or sidings and other sheds at the same station will be charged 1s. per ton.

No consignment of less than two tons will be delivered at or received from private stores or sidings.

#### (20.) Weighing.

When weights are supplied to any persons requiring them, the following charges will be made:—

Wool, Rabbitskins, and Sheepskins in bales, 4d. per bale.

Sheepskins in bundles, ½d. per bundle.

Grain, ½d. per bag.

Potatoes, &c., ½d. per cwt.

Other goods, 1d. per cwt.

Classes E, F, K, L, N, O, and P, 1s. per truck-load.

Goods carried by Railway, 3d. per load (cart weighbridge).

Goods not carried by Railway, 6d. per load (cart weighbridge).

The Railway Department may refuse to supply weights.

#### (21.) Stock, Implements, Dogs, and Poultry exhibited at Agricultural Shows, and Entire Horses exhibited at Horse Parades.

Stock, implements, dogs, and poultry conveyed by Railway for exhibition at Agricultural Shows, and entire horses conveyed for exhibition at Horse Parades, 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 or Parade at which they have been exhibited that such are unsold, and that they are returned direct from the Show or

Parade for conveyance back to the station from which they were sent. All loading, unloading, collection, and delivery to be performed by the owners.

(22.) Miscellaneous.

Goods for stations where no officer of the Department is in charge must be pre-paid. They will be put out at such places at the risk of the consignee.

The Department does not provide sheets for Classes F, L, N, O, P., and will take no responsibility on these classes of goods on account of damage from water unless insured. Sheets, if required by owner, for these classes of goods will be charged for at the rate of 1s. per day, or part of a day, per sheet.

When loading or unloading of goods is done by owners, the Department will take no responsibility as to quantity or condition.

For loading and unloading any package weighing over 2 tons an extra charge will be made; packages over 2 tons weight will also be charged extra for cramage.

Wherever an alternative charge is specified, it is intended that the lower charge shall be taken, unless otherwise provided.

When goods are packed for carriage, the weight or measurement of the consignment will include the weight or dimensions of the case or description of packing used, provided that the charge shall not be less than for such case or other description of packing when consigned alone.

Fractions of less than 1 cwt. in the tonnage will be taken as follows:—

|   |                             |     |                    |
|---|-----------------------------|-----|--------------------|
|   | Under $\frac{1}{4}$ cwt. as | ... | $\frac{1}{4}$ cwt. |
| Over $\frac{1}{4}$ cwt., but not over $\frac{1}{2}$ | "                           | ... | $\frac{1}{2}$ "    |
| " $\frac{1}{2}$ "                                   | " $\frac{3}{4}$ "           | ... | $\frac{3}{4}$ "    |
| " $\frac{3}{4}$ "                                   | " 1 "                       | ... | 1 "                |

In computing rates and charges any fraction less than  $\frac{1}{2}$ d. in the result will be omitted;  $\frac{1}{2}$ d. and above will be taken as 1d.

No fractions of a mile will be used in computing rates and charges. Five chains and over will be taken as an additional mile; less than five chains will be omitted.

When "owners' risk" is specified against goods in Part V., such goods, when charged at the ordinary rates, will be received, held, and conveyed at the sole risk of the owner. But they may be received, held, and conveyed at the risk of the Railway Department, subject to the limitations prescribed below, upon the consignor specifying in the consignment-note "at Railway risk," in which case the rate will be increased by one-sixth of the ordinary rates.

In accordance with the 144th section of "The Public Works Act, 1882," the liability of the Minister for loss or damage is limited in respect to certain classes of goods termed "special goods," unless such goods are declared by the consignor to be "special goods," and the value is stated in the consignment-note.

The following are the limitations in value, namely:—

|  | £   | s. | d.   |
|--|-----|----|------|
| Each horse, per head                     | ... | 15 | 0 0  |
| " cattle, "                              | ... | 8  | 0 0  |
| " sheep, goat, or pig, per head          | ... | 0  | 15 0 |
| " dog, per head                          | ... | 2  | 0 0  |
| Any package containing any special goods | ... | 10 | 0 0  |

Goods declared to be "special goods" are specified in Part V. Any package or animal which exceeds in value the sum of £500 is also declared to be "special goods," and will be carried under special contract only. When goods are declared in the consignment-note to be "special goods," and the value is also stated therein, an additional charge of one-third of the ordinary rates and charges for each £100 or fraction of £100 of value so stated will be made thereon.

The value of each package must be separately stated.

PART IV.—LOCAL RATES.

The following rates and fares will be charged upon the lines herein specified, instead of the classified rates and fares specified in Parts II. and III. Small lots will be charged as specified in Part III. Except in the respects specified herein the general regulations under Part III. will apply:—

KAWAKAWA SECTION.

Goods of Classes A, B, C, D, E, and H will be charged as Class A, weight or measurement, as the department may direct.

Native coals, Class P, from the Kawakawa Coal Mine to port for shipment, will be charged 2s. 6d. per ton, including weighing and discharging into ships.

Goods of Classes F, L, M, and N, 15s. per truck.

Goods of Class K, 9d. per 100 superficial feet.

WHANGAREI SECTION.

RATE FOR SHIPS' GOODS, including wharfage.  
Between Railway Wharf and

| Whangarei.                   |                          | Coal Mines and other Stations. |
|------------------------------|--------------------------|--------------------------------|
| Goods, Classes A, B, C, D, E | s. d.<br>... 2 6 per ton | s. d.<br>4 6 per ton.          |
| " F                          | ... 7 0 " truck          | 8 0 " truck.                   |
| " H                          | ... 1 0 " bale           | 1 0 " bale.                    |
| " K                          | ... 0 6 " 100 ft.        | 0 6 " 100ft.                   |
| " P                          | ... ..                   | 2 0 " ton.                     |

Ships' goods, A, B, C, D, E, will be charged weight or measurement, at the option of the department; the rate includes all charges. The charges for Classes F, H, K are exclusive of cost of loading or unloading. The charge for P includes weighing and delivery to ship by skip, but does not include loading. Goods A, B, C, D, and E carried between stations other than above will be charged as Class A.

CLASS M.

Goods of Class M carried to or from the railway wharf will be charged 10s. per truck.

## AUCKLAND SECTION.

Goods of Class D will be charged as Class C when not otherwise specified.

When goods of Classes A, B, C, D, E, are consigned to Auckland, excepting such as are consigned to the Auckland Railway Wharf for shipment there, both the classified rates, Part III., and the local rates following will be increased by 1s. 8d. per ton, except otherwise specified; the minimum charge for small lots will be 1s. 6d.

Goods of Classes A, B, C, D, E, between Onehunga and Auckland or Newmarket, will be charged as follows:—

| Between Auckland or Newmarket and | Timber,<br>per<br>hundred. | A, B, C, D,<br>per ton. | E,<br>per ton. |
|-----------------------------------|----------------------------|-------------------------|----------------|
|                                   | s. d.                      | s. d.                   | s. d.          |
| Onehunga Town ... ..              | 0 8                        | 4 0                     | 4 0            |
| Onehunga Wharf ... ..             | 0 9                        | 5 3                     | 4 6            |

The rate to the wharf includes all charges on Classes A, B, C, D for wharfage at Onehunga, loading or unloading in the yards or sheds, and delivery to or receipt from ships in trucks alongside the railway wharf, and all charges on Class E. The rate on timber includes wharfage. Ships' goods will be charged according to ships' bill of lading, or by weight or measurement, at the option of the department.

Sugar for shipment from Auckland Railway Wharf to Onehunga Railway Wharf will be charged 5s. per ton, including haulage at Auckland Railway Wharf, all charges for wharfage at Onehunga, and delivery to ships in trucks alongside the Railway Wharf. Minimum quantity, 2 tons.

The following rates will be charged at per ton on goods, Classes A, B, C, D, carried between Auckland or Onehunga, and the stations stated below:—

| Station.   | A.    | B.    | C.    | D.    |
|--|-------|-------|-------|-------|
|  | s. d. | s. d. | s. d. | s. d. |
| Ohinewai ... ..                                      | 33 11 | 28 8  | 23 9  | 17 9  |
| Huntly ... ..  | 36 0  | 30 4  | 23 9  | 17 9  |
| Taupiri ... ..                                       | 37 8  | 31 8  | 23 9  | 17 9  |
| Ngaruawahia ... ..                                   | 39 0  | 33 0  | 23 9  | 17 9  |
| Pukete ... ..  | 40 0  | 34 0  | 24 0  | 18 0  |
| Te Rapa ... ..                                       | 40 0  | 34 0  | 24 0  | 18 0  |
| Frankton Junction ... ..                             | 40 0  | 34 0  | 24 0  | 18 0  |
| Hamilton West ... ..                                 | 40 6  | 34 6  | 24 6  | 18 6  |
| Hamilton East ... ..                                 | 42 6  | 36 0  | 26 0  | 20 6  |
| Stations between Ruakura<br>and Cambridge, inclusive | 45 0  | 38 0  | 28 0  | 23 0  |
| Rukuhia ... ..                                       | 43 0  | 36 6  | 26 0  | 20 0  |
| Ohaupo ... ..  | 45 0  | 38 6  | 28 0  | 22 0  |
| Lake Road ... ..                                     | 46 0  | 39 6  | 29 0  | 23 0  |
| Ngaroto ... ..                                       | 47 0  | 40 6  | 30 0  | 24 0  |
| Te Awamutu ... ..                                    | 48 0  | 41 6  | 31 0  | 25 0  |

Class E will be charged 13s. 6d. per ton, including all charges, between Auckland or Onehunga and stations between Ruakura and Cambridge, inclusive.

Class N, bonedust, guano, manure artificial, salt manure, from Auckland, Onehunga, or Fisher's Siding to Cambridge, 12s. 6d. per ton.

Class H, Cambridge to Auckland, 7s. per bale undumped, 12s. 6d. per bale double dumped.

The following rates will be charged at per ton on goods Classes A, B, C, D, E, and parcels between Auckland or Newmarket and ports in the Manukau Harbour; steamer service by Waiuku and Onehunga Steamship Company:—

|                                  | Rail. | Steamer. | Total. |
|----------------------------------|-------|----------|--------|
|                                  | s. d. | s. d.    | s. d.  |
| Goods, Classes A, B, C, D ... .. | 5 3   | 7 6      | 12 9   |
| „ Class E ... ..                 | 4 6   | 7 6      | 12 0   |

The railway rate for Classes A, B, C, D includes all charges for wharfage at Onehunga, loading or unloading in the yards or sheds, and delivery to or receipt from ships in trucks alongside the Railway Wharf, and all charges on Class E.

Ships' goods will be charged according to bill of lading, or by weight or measurement, at the option of the Department.

| Parcels, including<br>Wharfage. | 1b.   | 14lb. | 28lb. | 56lb. | 112lb. |
|---------------------------------|-------|-------|-------|-------|--------|
|                                 | s. d. | s. d. | s. d. | s. d. | s. d.  |
| Rail ... ..                     | 0 6   | 0 6   | 0 9   | 0 9   | 1 0    |
| Steamer ... ..                  | 0 6   | 0 6   | 0 9   | 0 9   | 1 0    |
| Total ... ..                    | 1 0   | 1 0   | 1 6   | 1 6   | 2 0    |



Goods of Classes A, B, C, D, between Auckland Station and ports on the Kaipara, will be charged, at per ton weight, as below, wharfage at Helensville included, ships to place in and take delivery of goods from trucks at Helensville Wharf:—

| Auckland from or to  | Rail. |          | Steamer. |          | Total. |          |
|--|-------|----------|----------|----------|--------|----------|
|  | A.    | B, C, D. | A.       | B, C, D. | A.     | B, C, D. |
|  | s.    | d.       | s.       | d.       | s.     | d.       |
| Helensville (goods to or from ship only) ...   | 20    | 0 15     | 0        | ...      | 20     | 0 15     |
| <i>Kaipara Waters.</i>   |       |          |          |          |        |          |
| South Head, North Head, Titianui, Tokatoka, Whakahara, Te Kopuru, Aratapu, Manga-whare, Dargaville |       |          |          |          |        |          |
| <i>River Oruawhoro.</i>  |       |          |          |          |        |          |
| Otamatea, Kaiwaka, Point Curtis, Port Albert   | 20    | 0 15     | 0 12     | 6 10     | 0 32   | 6 25     |
| <i>River Arapawa.</i>  |       |          |          |          |        |          |
| Pahi, Batley, Paparoa, Matakohē, Maungaturoto  |       |          |          |          |        |          |

Timber from Helensville to Auckland Station will be charged 1s. 6d. per 100 superficial feet, including wharfage at Helensville, exclusive of loading or unloading. Skidding kauri logs at Auckland, 1½d. per 100 superficial feet.

Consignees shall take delivery of logs at Auckland in the harbour within the booms.

HELENSVILLE.

Loading kauri logs at Helensville timber slip will be charged 4½d. per 100 superficial feet.

Kauri logs from Helensville to Onehunga Wharf will be charged 1s. 9d. per 100 superficial feet, exclusive of loading or unloading, but including wharfage at Helensville and Onehunga.

Preserved fish, tinned or dried, consigned from Helensville, will be charged as Class D.

DEMURRAGE ON COAL TRUCKS.

A charge for demurrage on trucks employed in the conveyance of coals for shipment at Onehunga and Auckland will be made as follows, viz.: After 6 working hours from arrival and up to 8 working hours, 5s. per truck; and after 8 working hours the ordinary charge of 10s. per day; or the coal will be unloaded and stored at the usual rates for unloading and storage, at the option of the Department.

CLASS E.

Goods of Class E will be charged rate and a quarter, provided that the total charges shall not exceed the charges at classified rates for Class D, except when consigned to Auckland or Onehunga, or except provided otherwise by local rates.

NATIVE BROWN COALS, DROSS, KEROSENE SHALE, FIRECLAY, AND BRICKS.

| From        | To   | Rate per Ton. |
|-------------|--|---------------|
|             |  | s. d.         |
| Huntly ..   | Auckland, Onehunga, Fisher's Siding, and intermediate stations | 7 2           |
| Taupiri ..  | Ditto .. .. .  | 7 6           |
| Meremere .. | " .. .. .  | 5 6           |
| Mercer ..   | " .. .. .  | 5 2           |
| Huntly ..   | Mount Eden .. .. .   | 8 6           |
| Taupiri ..  | " .. .. .  | 8 6           |
| Meremere .. | " .. .. .  | 6 6           |
| Mercer ..   | " .. .. .  | 6 2           |
| Huntly ..   | Cambridge .. .. .  | 5 0           |

COAL, ONEHUNGA TO AUCKLAND.

Coal from Onehunga to Auckland will be charged 2s. 6d. per ton.

HUNT'S SIDING.

Bricks from Hunt's Siding to Auckland will be charged 1s. 9d. per ton, and coal from Auckland to Hunt's Siding will be charged 2s. 6d. per ton. Minimum quantity, 5 tons per truck.

FISHER'S SIDING.

Copra, candlenuts, peanuts, rape seed, linseed, sodas, and other raw material, from Auckland to Fisher's Siding, for the manufacture of oil, soap, and candles, will be charged 4s. per ton, including all charges; minimum charge, 12s.

Oil, soap, candles, and oilcake from Fisher's Siding to Auckland will be charged 4s. per ton; minimum charge, 12s.

Pyrites, sulphur ore, and other raw materials, ex ship, for the manufacture of artificial manures, from the Railway Wharf to Fisher's Siding, will be charged 2s. 6d. per ton; minimum charge, 12s. 6d.

ROUGH STONE, TUAKAU TO AUCKLAND.

Rough stone conveyed from Tuakau to Auckland will be charged 5s. per ton. Minimum quantity, 5 tons per truck.

RAILWAY WHARF, AUCKLAND.

Haulage upon all descriptions of merchandise, timber, minerals, or live stock, s. d. at per wagon, except for native coal, which is hauled free ... .. 2 6



For every additional mile  $\frac{1}{2}$ d. per 100 superficial feet will be added.

Consignments for ports outside New Zealand not made direct to the export ship will be charged the same rate, upon a statutory declaration to that effect being furnished, such declaration being made under "The Justices of the Peace Act, 1882," sections 233 and 234, in the form prescribed.

A shunting charge of 6d. per 100 feet will be made on white-pine sawn timber consigned to Booth's Siding from stations between it and Masterton, in lieu of the classified rate.

BARK FROM WELLINGTON WHARF.

Bark in bags or bundles from Wellington Wharf to Kaiwarra or Ngahauranga, 3s. 3d. per ton.

CLASS D.

Goods of Class D will be charged as Class C.

CLASS E.

Goods of Class E will be charged rate and a quarter, provided that the total charges shall not exceed the charges at the classified rates for Class D.

CLASS H.

Wool, undumped, dried sheepskins and rabbitskins from Masterton, Carterton, and intermediate stations, and from Greytown, to Wellington, will be charged per bale, 5s. 1d.

CLASS P.

Goods of Class P will be charged as Class N.

MILEAGE.

For the purpose of charging for the conveyance of passengers, and all goods and parcels, carried over the Rimutaka Incline, the mileage of such Incline will be deemed to be 5 miles more than its actual mileage.

PORT TRAFFIC.

|   |     |     |   |   |
|---|-----|-----|---|---|
| Haulage, Class H, double-dumped wool from shed to ship's side, ship to take delivery in the trucks alongside, per double bale   | ... | ... | 0 | 4 |
| Class H (except double-dumped wool), haulage between ship's side and station, ship to receive from or deliver into trucks alongside, per bale   | ... | ... | 0 | 2 |
| Ships' goods, Classes A, B, C, D, E, haulage between ship's side and railway sheds, including weighing and handling in railway sheds, ships to receive from and deliver into trucks alongside, per ton, weight or measurement   | ... | ... | 2 | 3 |
| Ships' goods, Classes A, B, C, D, E, haulage between ships and station sidings, ship to receive from and deliver into trucks alongside, per ton, weight or measurement  | ... | ... | 1 | 0 |
| Timber, haulage between ships and station sidings, ships to receive from and deliver into trucks alongside, owner to load and unload, per 100 superficial feet  | ... | ... | 0 | 2 |
| For use of crane, per ton   | ... | ... | 0 | 6 |
| Classes F, N, P, haulage between ships and station sidings, owner to load and unload, per ton   | ... | ... | 1 | 0 |
| Goods for transhipment, haulage between ships and sheds or sidings, including handling at shed or sidings and redelivery to ships, ships to deliver into and receive from trucks alongside, and including seven days' storage in railway shed, per ton, weight or measurement           | ... | ... | 2 | 6 |
| Ships' goods' storage: 2s. per week or fraction thereof will be charged on all goods (when not otherwise provided) if not removed within eight working hours of arrival for the first week, and 1s. per ton each week after, weight or measurement, according to ship's bill of lading. |     |     |   |   |
| For goods passing directly between ships and inland stations the usual railway charges only will be made.   |     |     |   |   |

CHEESE FROM CHEESE FACTORIES.

Cheese, packed, consigned directly from cheese factories for foreign export, in consignments of not less than one ton, will be charged at the classified rates for Class D.

WANGANUI SECTION.

CLASS D.

Goods of Class D will be charged as Class C when not otherwise specified.

CLASS E.

Goods of Class E will be charged rate and a quarter, except when consigned to ships at New Plymouth, Waitara Wharf, Patea, Wanganui, and Foxton for export, and provided that the total charges shall not exceed the charges at the classified rates for Class D.

CLASS K.—TIMBER.

Timber consigned from saw-mills to New Plymouth, Waitara, Wanganui, or Foxton to vessels for shipment will be charged 3d. per 100 superficial feet less than the classified rates; minimum charge, 8d. per 100 superficial feet.

White-pine timber consigned to New Plymouth, Waitara, Wanganui, or Foxton for shipment direct to ports outside New Zealand will be charged as on Wellington Section.

Consignments for ports outside New Zealand not made direct to the export ship will be charged the same rate, upon a statutory declaration to that effect being furnished, such declaration being made under "The Justices of the Peace Act, 1882," sections 233 and 234, in the form prescribed.

CLASS P.

Goods of Class P will be charged as Class N when not otherwise specified.

WATER PIPES.

Water pipes, cast-iron, will be charged at classified rates for Class D.

TIMBER, WAITARA TO NEW PLYMOUTH.

Timber from Waitara to New Plymouth will be charged 8d. per 100 superficial feet.

NATIVE COALS, WAITARA AND NEW PLYMOUTH.

Native coals between Waitara and New Plymouth will be charged 3s. per ton.

## CHEESE FROM CHEESE FACTORIES.

Cheese, packed, consigned directly from cheese factories for foreign export, in consignments of not less than one ton, will be charged at the classified rates for Class D.

## GREYMOUTH SECTION.

Goods of Classes A, B, C, D, E, will be charged as Class A. Maximum rate, 5s. per ton.

Coke, for shipment to foreign ports, will be charged 14s. per truck, including weighing and discharging into ships at Greymouth.

Timber will be charged 9d. per 100 superficial feet.

Shunting wagons from the Greymouth Station-yard to foundry will be charged 5s. per wagon. Minimum charge, £1.

Receiving and discharging ships' ballast will be charged 1s. per ton. Minimum charge, £1.

| GREY GORGE BRIDGE. |     |     |     |     | s. | d.         |
|--------------------|-----|-----|-----|-----|----|------------|
| For goods ...      | ... | ... | ... | ... | 1  | 0 per ton. |
| Minimum, 3d.       |     |     |     |     |    |            |

## WESTPORT SECTION.

The charge for receiving and discharging ships' ballast will be 1s. per ton. Minimum charge, £1.

One penny per ton will be charged for use of gravel shoot.

Goods of Classes A, B, C, D, E, will be charged as Class A.

Timber, minimum charge, 10d. per 100 superficial feet.

Native coals consigned from Waimangaroa Branch line to Port for shipment will be charged 2s. 5d. per ton, including weighing and discharging from the coal staiths.

Coke conveyed from the Waimangaroa Branch line to Port for shipment will be charged 16s. 8d. per truck, including weighing and discharging from the coal staiths. Small lots will be charged as Class D.

## CLASS O.

Road metal conveyed from Serjeant's Hill to Westport will be charged 1s. 6d. per ton. Minimum quantity, 5 tons per truck.

## NELSON SECTION.

## NELSON STATION AND PORT.

Goods passing over the Railway Wharf, and paying wharfage, which are conveyed between Nelson Station and Port, will be charged at the rates for Port traffic, Part III., weight or measurement, according to bill of lading; other goods by weight or measurement, as the Department directs.

## CLASSES C AND D.—GOODS.

Goods of Classes C and D will be charged as B.

## CLASS K.—TIMBER.

Timber consigned from Wakefield, Wai-iti, Foxhill, and Belgrove to Nelson or the Port will be charged 3d. per 100 superficial feet less than the classified rates.

## CLASS P.

Goods of Class P will be charged as Class N.

## PICTON SECTION.

## SHIPS' GOODS.

Ships' goods, Classes A, B, C, D, from Picton, will be charged as Class B. Maximum charge, including wharfage, loading, and unloading, 7s. 6d. per ton, weight or measurement, according to ships' bill of lading. Dead meat, Koromiko to Picton, including all charges, 7s. 6d. per ton.

All goods, Classes A, B, C, D (except flax and ships' goods, Classes A, B, C, D, from Picton), will be charged as Class A.

Goods of Class E, consigned to Picton, the maximum charge will be 6s. 6d. per ton, including wharfage, loading, and unloading.

## CLASS C.—TALLOW.

Tallow consigned to Picton for export by ship will be charged maximum rate, 7s. 6d. per ton, to include wharfage, loading, and unloading.

Pelts (in casks) consigned to Picton for export by ship will be charged maximum rate, 7s. 6d. per ton, to include wharfage, loading, and unloading.

## CLASS H.—WOOL.

Wool from Blenheim to Picton will be charged 1s. 6d. per bale for undumped, and 2s. 6d. per bale for double-dumped, to include all charges for loading and unloading and wharfage.

Flax dressed and pressed will be charged as Class D. Maximum rate, 9s. 6d. per ton, including loading, unloading, and wharfage.

## CLASS K.—TIMBER.

Minimum rates for distances not exceeding four miles, 8d. per 100 superficial feet; over four miles, 9d. per 100 superficial feet.

## TIMBER, MOUNT PLEASANT, ETC., TO PARA.

Timber consigned from Mount Pleasant, Koromiko, or Tua Marina to Para will be charged 6d. per 100 superficial feet.

## CLASS P.

Goods of Class P will be charged as Class N.

## HURUNUI-BLUFF SECTION.

## RATES FOR SHIPS' GOODS, CLASSES, A, B, C, D, E.

Ships' goods of Classes A, B, C, D, will be charged as follows by weight or measurement, according to the ship's bill of lading, or at the option of the department; minimum quantity, ten tons:—

|  |               |
|--|---------------|
| Between Lyttelton and Timaru ... ..        | 15s. per ton. |
| "    Lyttelton and Oamaru ... ..           | 20s. "        |
| "    Lyttelton and Dunedin ... ..          | 28s. "        |
| "    Port Chalmers and Christchurch ... .. | 28s. "        |
| "    Port Chalmers and Timaru ... ..       | 18s. "        |
| "    Port Chalmers and Oamaru ... ..       | 12s. "        |
| From Timaru to Christchurch ... ..         | 15s. "        |
| "    Timaru to Dunedin ... ..              | 18s. "        |
| "    Oamaru to Christchurch ... ..         | 20s. "        |
| "    Oamaru to Dunedin ... ..              | 12s. "        |

Class E, from Timaru to Lyttelton, 12s. a ton. Minimum consignment, 100 tons.

These rates will not be used for computing the charges on small lots of goods.

## GOODS FOR CHRISTCHURCH, DUNEDIN, AND INVERCARGILL.

When goods of Classes A, B, C, D, and E are consigned to Christchurch, Dunedin, and Invercargill, the classified rates will be increased as follows:—

|                           | s. | d. |
|---------------------------|----|----|
| To Christchurch by ... .. | 1  | 2  |
| To Dunedin by ... ..      | 1  | 1  |
| To Invercargill by ... .. | 1  | 4  |

per ton.

But such increase will not be made when goods are consigned to private sidings at those stations.

## CLASS A.—SULPHURIC ACID.

Sulphuric acid packed (at owners' risk), dangerous goods, minimum quantity 5 tons, will be charged as Class A; any less quantity will be charged double rates, Class A.

## CLASS H.—WOOL.

Wool from railway stations lying between Ealing and Deborah inclusive, and from stations on the Albury, Waimate, Duntroon, and Ngapara Branches, will be charged classified rates up to seventy-one miles inclusive, and  $\frac{1}{4}$ d. per bale per mile for undumped, and  $\frac{1}{2}$ d. per bale per mile for double-dumped, for each additional mile.

## RANGIORA, KAIAPOI, AND CHRISTCHURCH.

Rates for the conveyance of goods between Christchurch and Rangiora, and Christchurch and Kaiapoi, including collection and delivery within the Boroughs of Rangiora and Kaiapoi, and delivery at Christchurch:—

|                                       |                          |
|---------------------------------------|--------------------------|
| Between Christchurch and Rangiora ... | 8s. A, B, C, D, per ton. |
| "    "    Kaiapoi ...                 | 6s. " "                  |

For the purpose of computing the charges for parcels conveyed between Rangiora and Christchurch, the distance will be deemed to be fifteen miles.

Shunting rate on all goods carried between private sidings at Riccarton and private sidings at Addington, 1s. 6d. per ton, or portion of a ton. Minimum charge, 7s. 6d.

## CHRISTCHURCH AND LYTTTELTON.

Goods of Classes A, B, C, D, from Christchurch to Lyttelton, s. d.  
will be charged ... .. 5 0 per ton.

Goods of Classes A, B, C, D, from Lyttelton to Christchurch, not to private sidings, will be charged ... .. 6 2 "

Goods of Classes A, B, C, D, from Lyttelton to Christchurch, to private sidings, will be charged ... .. 5 0 "

Goods of Classes A, B, C, D, from Lyttelton or Christchurch to other stations on the Lyttelton-Christchurch line, or *vice versa*, will be charged as Class B.

Ships' goods will be charged according to bill of lading, or by weight or measurement, at the option of the Department; other goods by weight or measurement, as the Department directs.

## LYTTTELTON TO STATIONS BEYOND CHRISTCHURCH.

Goods of Classes A, B, C, D, from Lyttelton to stations beyond Christchurch, will be charged 2s. 11d. per ton from Lyttelton to Christchurch, and at the rates specified in Part III. from Christchurch to destination.

From Lyttelton to Christchurch ships' goods will be charged according to bill of lading, or by weight or measurement, at option of the Department; other goods by weight or measurement as the Department directs; and from Christchurch to destination such ships' or other goods will be charged by weight.

Small lots as specified in Part III.

## CHRISTCHURCH TO BALCAIRN.

Sheepskins, green, will be charged as Class D.

## OXFORD, KAIAPOI, AND RANGIORA.

Timber from View Hill, East and West Oxford to Rangiora and Kaiapoi Stations, and intermediate stations on the Oxford and Eyreton Branch lines, will be charged 6d. per 100 superficial feet less than the classified rates. Minimum rate per 100 feet, 8d.

## KAIAPOI, CHRISTCHURCH, ETC.

Sand and shingle from Kaiapoi to stations between Christchurch and Papanui inclusive will be charged 1s. 9d. per ton. Minimum quantity, 5 tons per truck.

HORNBY, CHRISTCHURCH, ETC.

Sand and shingle from Hornby to stations between Christchurch and Papanui inclusive will be charged 1s. 6d. per ton. Minimum quantity, 5 tons per truck.

SOUTHBRIDGE BRANCH.

Scale for small lots between Christchurch and all stations on Southbridge Branch:—

| Where the rate per ton exceeds | ..        | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
|--------------------------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                | ..        | 8 0   | 10 0  | 12 0  | 14 0  | 16 0  | 18 0  | 20 0  | 22 0  |
| But does not exceed            | ..        | 8 0   | 10 0  | 12 0  | 14 0  | 16 0  | 18 0  | 20 0  | 22 0  |
| Not exceeding                  | .. 1 cwt. | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 1   |
| Above 1 cwt. and not exceeding | 1½ "      | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 0   | 1 5   |
| "                              | 1¼ "      | 1 0   | 1 0   | 1 0   | 1 1   | 1 3   | 1 5   | 1 6   | 1 8   |
| "                              | 1½ "      | 1 0   | 1 0   | 1 1   | 1 3   | 1 5   | 1 7   | 1 9   | 1 11  |
| "                              | 1¾ "      | 1 0   | 1 0   | 1 3   | 1 5   | 1 7   | 1 10  | 2 0   | 2 2   |
| "                              | 2 "       | 1 0   | 1 2   | 1 5   | 1 7   | 1 10  | 2 1   | 2 3   | 2 6   |
| "                              | 2¼ "      | 1 0   | 1 3   | 1 6   | 1 9   | 2 0   | 2 3   | 2 6   | 2 9   |
| "                              | 2½ "      | 1 2   | 1 5   | 1 8   | 2 0   | 2 2   | 2 6   | 2 9   | 3 0   |
| "                              | 2¾ "      | 1 3   | 1 6   | 1 10  | 2 2   | 2 5   | 2 9   | 3 0   | 3 4   |
| "                              | 3 "       | 1 4   | 1 8   | 2 0   | 2 4   | 2 7   | 3 0   | 3 3   | 3 7   |
| "                              | 3½ "      | 1 5   | 1 9   | 2 2   | 2 6   | 2 10  | 3 2   | 3 6   | 3 10  |
| "                              | 3¾ "      | 1 6   | 1 11  | 2 3   | 2 8   | 3 0   | 3 5   | 3 9   | 4 2   |
| "                              | 4 "       | 1 7   | 2 0   | 2 5   | 2 10  | 3 2   | 3 7   | 4 0   | 4 5   |

For the purpose of computing the charges for parcels conveyed between Christchurch and Springston and other stations on Southbridge Branch, up to and including Southbridge, the distance will be deemed to be 15 miles.

LYTTELTON STATION.

|   |         |       |
|---|---------|-------|
| For all goods of Classes A, B, C, and D not taken delivery of by consignees within 5 working hours after arrival, the storage charges will be, for each week or fraction of a week, at per ton  | £ s. d. | 0 2 0 |
| Minimum charge  | £ s. d. | 0 1 0 |
| For all goods of Class H not taken delivery of by consignees within 5 working hours after arrival, the storage charges will be, for each week or fraction of a week, for each bale, including handling  | £ s. d. | 0 1 0 |
| When delivered to ship's side an additional charge for haulage will be made, at the rate of, per ton  | £ s. d. | 0 1 6 |
| For all goods of Class E not taken delivery of by the consignees within 5 working hours after arrival, and kept in the railway wagons or stored at the risk of the owner, and, at the option of the Department, for receiving and delivering to the ship and storage thereon, for the first week or fraction of a week, at per ton or fraction of a ton | £ s. d. | 0 2 6 |
| For each additional week or fraction of a week up to the seventh week inclusive, for each ton or fraction of a ton  | £ s. d. | 0 0 2 |
| For each additional week or fraction of a week, for each ton or fraction of a ton   | £ s. d. | 0 0 1 |
| On goods consigned to the station for delivery on shore and delivered instead to vessels, a charge for haulage will be made at the rate of, per ton   | £ s. d. | 0 0 6 |
| On goods consigned to private sidings but not placed there, being delivered instead to vessels, a charge for haulage will be made at the rate of, per ton   | £ s. d. | 0 0 6 |
| On goods of Classes A, B, C, D, landed ex ship for Customs examination, including handling at ship's side, a charge will be made at the rate of, per ton  | £ s. d. | 0 1 0 |

LYTTELTON AND PORT CHALMERS.

GOODS FOR TRANSHIPMENT.

When goods are landed ex ship, and taken into shed and redelivered to other ships, they will be charged 3s. per ton, according to ship's manifest, or by weight or measurement, at the option of the Department, including one week's storage, after which storage will be charged for.

OAMARU AND BREAKWATER.

|   | To or from Station Yard or Goods Shed. | To or from Harbour Board Sidings. |
|---|--|-----------------------------------|
|   | £ s. d.                                | £ s. d.                           |
| General merchandise, per ton  | 0 2 0                                  | 0 1 6                             |
| Coal and other minerals, including loading, unloading being done by consignees, per ton | 0 1 0                                  | 0 1 0                             |
| Grain, flour, and other produce, per ton  | 0 1 6                                  | 0 1 0                             |
| Wool, screw-pressed, per bale   | 0 0 9                                  | 0 0 6                             |
| Timber, per 100 superficial feet, including loading, unloading being done by consignees | 0 0 3½                                 | 0 0 3½                            |
| Rails and posts, per truck  | 0 6 6                                  | 0 6 6                             |
| Live stock, per truck   | 0 5 0                                  | 0 5 0                             |
| Returned empties, each  | 0 0 6                                  | 0 0 6                             |

Goods to or from Government sheds will be loaded by the Department, and those to or from Harbour Board sidings by Harbour Board tenants. Demurrage at the rate of 10s. per truck per day or part of a day will be charged on trucks not loaded or unloaded within four working hours after arrival.

Ships' goods will be charged according to bill of lading, or by weight or measurement, at option of the Department; other goods by weight or measurement, as the Department directs.

All through goods will be charged at ordinary rates; one mile for the Breakwater Branch line will be added to the mileage to or from Oamaru.

DUNEDIN AND PORT CHALMERS.

Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin, not to private sidings ... s. d. 5 7 per ton.  
 Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin, to private sidings ... 4 6 "  
 Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers ... 4 6 "  
 Ships' goods will be charged according to bill of lading, or by weight or measurement, at option of the Department; other goods by weight or measurement, as the Department directs.

DUNEDIN AND PORT CHALMERS TO INVERCARGILL.

Goods of Classes A, B, C, and D, from Dunedin or Port Chalmers to Invercargill, will be charged, A and B, £1 5s. 6d. per ton, C and D, 17s. 6d. per ton. Minimum quantity 5 cwt.; any less quantity will be carried as such minimum, or at the scale for small lots, Part III., computed on the classified rates.

MILEAGE.

The distance between Dunedin and the following stations for the purpose of computing the charges will be deemed to be as follows:—

| Miles.              |   | Miles.                      |   |
|---------------------|---|-----------------------------|---|
| Caversham ... ..    | 2 | Abbotsford ... ..           | 5 |
| Ravensbourne ... .. | 2 | Sawyer's Bay ... ..         | 7 |
| Burnside ... ..     | 4 | Port Chalmers Lower Station | 8 |

And between Pelichet Bay and Port Chalmers Upper Station 8 miles.

PORT CHALMERS.

CLASSES N AND O.

Goods of Classes N and O, from Port Chalmers Quarry to Port Chalmers Station or Wharf, will be charged 1s. 6d. per ton. Minimum quantity, 5 tons per truck.  
 Goods of Classes N and O, from Port Chalmers Quarry to stations on the main line, Hurunui-Bluff, will be charged 2d. per ton in addition to the classified rates.

STIRLING TO MILLBURN.

CLASS N.

Coal refuse from Stirling to Millburn will be charged 1s 6d. per ton less than the classified rates for Class N.

CLARKSVILLE AND LAWRENCE, DUNTROON, NGAPARA, AND MOUNT SOMERS BRANCHES.

CLASSES K, N, AND P.

In addition to the rates specified in Part III., a charge of ½d. per ton per mile will be made on all goods of Classes N and P (except on Mount Somers Branch, where the charge of ½d. per ton will be made on Class P only, no increased charge being made on Class N), and of 1d. per 500 superficial feet or fraction thereof per mile on all timber carried on these branches, such addition to be made only for the distance such goods are carried on the branches.

BLUFF TO INVERCARGILL.

Goods of Classes A, B, C, and D, from Bluff to Invercargill, not to private sidings ... s. d. 7 10 per ton.  
 Goods of Classes A, B, C, and D, from Bluff to Invercargill, to private sidings ... 6 6 "  
 Goods of Classes A, B, C, and D, from Invercargill to Bluff ... 6 6 "  
 Ships' goods will be charged according to bill of lading, or by weight or measurement, at option of Department. Other goods by weight or measurement, as the Department directs.

INVERCARGILL JETTY AND RAILWAY STATION.

|   | To or from Station Yard or Goods Shed. |
|---|--|
|   | £ s. d.                                |
| General merchandise, per ton ... ..   | 0 2 6                                  |
| Coal and other minerals, loading and discharging being done by consignees, per ton ... .. | 0 1 0                                  |
| Grain, flour, and other produce, per ton ... ..   | 0 1 6                                  |
| Wool, screw-pressed, per bale ... ..  | 0 0 9                                  |
| Timber, per 100 superficial feet, loading and discharging being done by consignees ... .. | 0 0 3½                                 |
| Rails and posts, per truck ... ..   | 0 6 6                                  |
| Live stock, per truck ... ..  | 0 5 0                                  |
| Returned empties, each ... ..   | 0 0 6                                  |

Demurrage at the rate of 10s. per truck per day or part of a day will be charged on trucks not loaded or unloaded within four working hours after arrival.

All through goods will be booked at ordinary rates; one mile for the Branch line between Invercargill Station and Jetty will be added to the mileage to or from Invercargill.

CLASS K.—BLUFF AND INVERCARGILL JETTY.

White-pine timber consigned to the Bluff or Invercargill jetty for shipment direct to ports outside New Zealand will be charged as on Wellington Section.

Consignments for ports outside New Zealand not made direct to the export ship will be charged the same rate, upon a statutory declaration to that effect being furnished, such declaration being made under "The Justices of the Peace Act, 1882," sections 233 and 234, in the form prescribed.

BLUFF STATION.

For storage on all goods of Class E not taken delivery of by consignees within five working hours after arrival, and kept in the railway wagons or stored at the risk of the owner, at the option of the Department, and for delivering to the ship, the charges will be,—

|   |       |
|---|-------|
|   | s. d. |
| For the first week or fraction of a week, at per ton or fraction of a ton   | 2 0   |
| All labour in store for loading, unloading, and stacking must be provided by consignors; and, if trucks are standing for unloading after the time specified, demurrage will be charged. |       |
| For the second week or fraction thereof, per ton or fraction of a ton   | 0 6   |
| For each additional week or fraction of a week, for each ton or fraction of a ton   | 0 2   |

GREENHILLS, BLUFF, AND INVERCARGILL.

Road metal, ships' ballast, and gravel from Greenhills to Bluff or Invercargill will be charged 1s. 6d. per ton. Minimum quantity, 5 tons per truck.

WAIMATĒ AND DUNTRON AND HAKATERAMEA RAILWAY COMPANIES' LINES.

The following rates will be charged per mile upon the Duntrou and Hakateramea Company's line, and upon the Waimate Railway Company's line:—

|                                  |                 |
|----------------------------------|-----------------|
|                                  | s. d.           |
| Classes A, B, C, D, per ton      | 0 9             |
| Class E, per ton                 | 0 4             |
| Classes N, P, per ton            | 0 3             |
| Wool (undumped), per bale        | 0 1½            |
| Timber, per 100 superficial feet | 0 1             |
| Classes F, M, per truck          | 0 9             |
| Double-floor trucks              | Rate and a half |
| Class L, per truck               | 1 0             |

RAKAIA-ASHBURTON FORKS RAILWAY COMPANY'S LINE.

The following rates will be charged per mile upon the Rakaia-Ashburton Forks Railway Company's line:—

|                                  |                 |
|----------------------------------|-----------------|
|                                  | s. d.           |
| Classes A, B, C, D, per ton      | 0 9             |
| Class E, per ton                 | 0 4             |
| Classes N, P, per ton            | 0 4             |
| Wool (undumped), per bale        | 0 1½            |
| Timber, per 100 superficial feet | 0 1             |
| Classes F, M, per truck          | 0 9             |
| Double-floor trucks              | Rate and a half |
| Class L, per truck               | 1 0             |

For local traffic on the Companies' lines, and between the terminal Government station and the Companies' stations, the minimum charges will be not less than the classified rates.

NATIVE BROWN COALS, DROSS, KEROSENE SHALE, FIRECLAY, AND BRICKS.

| From  | To   | Rate per Ton.            |      |
|---|--|--------------------------|------|
| Springfield ..  | Rangiora, Riccarton, and intermediate stations | s. d.<br>5 7             |      |
| " ..  | Christchurch, Hornby, and ditto ..             | 5 6                      |      |
| " ..  | Selwyn, Rakaia, and ditto ..                   | 6 2                      |      |
| " ..  | Chertsey, Ashburton, and ditto ..              | 7 7                      |      |
| Sheffield ..  | Rangiora, Riccarton, and ditto ..              | 5 5                      |      |
| " ..  | Christchurch, Hornby, and ditto ..             | 5 0                      |      |
| " ..  | Dunsandle, Rakaia, and ditto ..                | 5 7                      |      |
| " ..  | Chertsey, Ashburton, and ditto ..              | 7 0                      |      |
| Whitecliffs ..  | Rangiora, Riccarton, and ditto ..              | 6 5                      |      |
| " ..  | Christchurch, Hornby, and ditto ..             | 5 3                      |      |
| " ..  | Selwyn, Rakaia, and ditto ..                   | 5 10                     |      |
| " ..  | Chertsey, Ashburton, and ditto ..              | 7 3                      |      |
| South Malvern ..  | Rangiora, Riccarton, and ditto ..              | 6 5                      |      |
| " ..  | Christchurch, Hornby, and ditto ..             | 5 3                      |      |
| " ..  | Dunsandle, Rakaia, and ditto ..                | 5 10                     |      |
| " ..  | Chertsey, Ashburton, and ditto ..              | 7 3                      |      |
| Glentunnel ..   | Rangiora, Riccarton, and ditto ..              | 6 1                      |      |
| " ..  | Christchurch, Hornby, and ditto ..             | 5 0                      |      |
| " ..  | Dunsandle, Rakaia, and ditto ..                | 5 7                      |      |
| " ..  | Chertsey, Ashburton, and ditto ..              | 7 0                      |      |
| Shag Point ..   | Oamaru ..                                      | 4 7                      |      |
| " ..  | Pelichet Bay, Dunedin ..                       | 5 10                     |      |
| Fernhill<br>Walton Park<br>Abbotsford<br>Green Island<br>Nelson's | Dunedin, Pelichet Bay ..                       | 2 0                      |      |
| " ..  |  | Invercargill ..          | 5 9  |
| " ..  |  | Invercargill ..          | 9 5  |
| Stirling ..   |  | Dunedin, Pelichet Bay .. | 5 11 |
| " ..  |  | Invercargill ..          | 9 2  |
| Nightcaps ..  | " ..   | 5 5                      |      |
| " ..  | Bluff ..                                       | 6 10                     |      |
| Orepuki ..  | Invercargill ..                                | 5 6                      |      |
| " ..  | Bluff ..                                       | 6 11                     |      |



PAPER FROM LOCAL PAPER-MILLS.

Paper consigned from local paper-mills will be charged Class B, half rate. Minimum quantity, 10 cwt. Any less quantity will be charged as such minimum, at or the classified rates for Class D.

LIME FROM LOCAL LIME-KILNS.

Lime from local kilns consigned to country stations for agricultural purposes, or consigned to ship for export, will be charged as Class O for distances not exceeding fifty miles.

BRANCH LINES.

GOODS OF CLASSES A, B, C, D.

One penny per ton per mile will be charged in addition to the classified rates on goods of Classes A, B, C, D, on the following branch lines:—Rangiora to Sheffield, Eyreton, Springfield, Whitecliffs, Mount Somers, Lincoln to Little River, Waimate, Duntroon, Ngapara, Tapanui, Wyndham, Invercargill to Kingston, Riverton and Otatau; but such addition to be made only for the distance goods are carried on the branch.

SHIPS' GOODS.

The following ships' goods will be carried by measurement at half rates on the lines stated below, viz.:—Combines, omnibuses, trams, tanks (iron, empty), wire netting.

|                    |                         |
|--------------------|-------------------------|
| LINES:—            | Lyttelton—Christchurch. |
| Onehunga—Auckland. | Port Chalmers—Dunedin.  |
| Picton—Blenheim.   | Bluff—Invercargill.     |

GOODS CONSIGNED FOR EXHIBIT AT INDUSTRIAL EXHIBITION, WELLINGTON, 1885.

Goods consigned for exhibit at the Industrial Exhibition, to be held at Wellington during August, 1885, will be carried free on the New Zealand Railways, provided that they shall be so carried at the sole risk of the consignors, and that each package shall be consigned to the Secretary of the Exhibition, and marked legibly "For exhibit at Wellington Industrial Exhibition," and that the loading and unloading shall be done at the expense of the consignors, and that in the event of such exhibits being sold the full railway charges shall be paid.

Exhibits returning may be conveyed free, provided no sale or exchange has been effected. A certificate to this effect must be produced, signed by the Secretary of the Exhibition, before the goods can be received for transit free of charge.

PART V.—CLASSIFICATION OF GOODS.

All goods carried on the railways will be charged under the class specified in this classification.

If any goods are required to be carried which are not mentioned in this classification they shall be carried as Class A until the Department shall determine in what class they shall be charged.

If any package contains any of the goods specified in this list as "dangerous," the word "dangerous" must be marked on the package, and full particulars of the contents thereof must be specified on the consignment-note. The Railway Department is not bound to carry any such goods.

Where goods are described as "packed," it is intended that they will only be carried if properly packed in cases, casks, bags, crates, or otherwise, in the manner in which such goods are usually packed in the trade, and that they will not be carried loose or in bulk.

Except in the case of goods carried by measurement, the words "rate and a quarter," "rate and a half," or "double rate," means that the classified or local rate for the conveyance of any article in the following classification to which any such words apply shall be increased by "one-fourth," or by "one-half," or "doubled," as the case may be. When any such goods (except dangerous goods) are carried by measurement, such increase of the classified or local rate shall not apply. The increased rate shall apply to dangerous goods in all cases. The words "half rate," means that only half the classified or local rate is to be charged whether the goods are carried by weight or measurement.

|  | CLASS.                   |
|--|--------------------------|
| Acids, packed. Double rate. Owners' risk. <i>Dangerous</i>                 | A                        |
| Acid, tartaric, packed   | A                        |
| Ale  | As beer                  |
| Almonds, packed  | A                        |
| Alum, packed   | C                        |
| American Woodenware, buckets, tubs, &c.                                    | A                        |
| Ammunition. Double rate. Owners' risk. <i>Dangerous</i>                    | A                        |
| Anchors and Chain Cables   | D                        |
| Animals, living, not otherwise specified. In crates or cases. Owners' risk | A                        |
| Animals and Birds stuffed, in cases. Rate and a quarter                    | As parcels, see Part II. |
| Antimony, smelted  | C                        |
| Antimony ore. Owners' risk   | N                        |
| Anvils   | D                        |
| Apparatus, distillery. Double rate. Owners' risk                           | A                        |
| Arrowroot, packed  | A                        |
| Arsenic, packed  | A                        |
| Asphalt  | D                        |
| Axles  | C                        |
| Bacon, loose. Owners' risk   | B                        |
| Bacon, packed  | C                        |

|  | CLASS.                   |
|--|--------------------------|
| Ballast, ships'. Owners' risk  | O                        |
| Bags, paper  | A                        |
| Bank Notes. <i>Special goods</i> . Double rate   | As parcels, see Part II. |
| Banners, packed. If loose, owners' risk  | A                        |
| Bark, packed, in bags or bundles. Owners' risk   | D                        |
| Bark, loose. Owners' risk  | C                        |
| Bark, native, packed in bags or bundles. Owners' risk  | N                        |
| Bark, native, loose  | D                        |
| Barley, grain, in bags. Owners' risk   | E                        |
| Barley, pearl, packed  | C                        |
| Basils, in bales   | B                        |
| Baskets and Basketware. Rate and a half  | A                        |
| Baths, plunge or shower. If loose, owners' risk. Rate and a half   | A                        |
| Baths, wood, lined with zinc or tin. Rate and a half   | A                        |
| Bath Chairs. Rate and a quarter  | As parcels, see Part II. |
| Beans, imported, packed  | B                        |
| Beans, colonial produce, whole or crushed  | E                        |
| Beds and Bedding, packed. If loose, rate and a half, owners' risk. <i>Special goods</i>                                    | A                        |
| Bedsteads, packed, in cases  | A                        |
| Bedsteads (loose), in sacking, matting, straw bands, partially or wholly exposed. Rate and a quarter. <i>Special goods</i> | A                        |
| Beef, salt, packed   | C                        |
| Beehives. Owners' risk   | A                        |
| Beer, bottled, packed. Owners' risk  | B                        |
| Beer, in bulk  | C                        |
| Beeswax  | A                        |
| Beetroot. Owners' risk   | F                        |
| Bellows. Owners' risk  | B                        |
| Bells of all kinds. Owners' risk   | A                        |
| Belting, leather or rubber. Owners' risk   | B                        |
| Benzole, packed. Double rate. Owners' risk. <i>Dangerous</i>   | A                        |
| Berries, Juniper, packed   | A                        |
| Bicycles, packed. Owners' risk   | A                        |
| Bicycles, loose. Owners' risk  | As parcels, see Part II. |
| Bills of Exchange and other Securities. <i>Special goods</i> . }<br>Double rate  | " "                      |
| Birds in cages. Rate and a quarter. Owners' risk.  | " "                      |
| Birds and Animals stuffed, in cases. Rate and a quarter  | " "                      |
| Biscuits, in tins and cases. Owners' risk  | A                        |
| Biscuits, in bags and casks  | C                        |
| Bitters, packed. Owners' risk  | A                        |
| Blacking, packed   | B                        |
| Blacklead, packed  | B                        |
| Blades, scythe, in bundles   | A                        |
| Blinds, Venetian, packed. If in bundles, owners' risk  | A                        |
| Blocks, concrete. Owners' risk   | N                        |
| Bluestone, packed  | B                        |
| Blue, washing, packed  | A                        |
| Boats. Minimum charge as for 1 ton. Owners' risk   | B                        |
| Boilers and Shell Flues, copper or iron, kitchen, washing, or other open, not otherwise specified. Owners' risk.           | A                        |
| Boilers, Steam-engine. Owners' risk  | C                        |
| Bodies, Shafts, and Wheels, dray. Minimum charge as for 1 ton each consignment   | C                        |
| Bolts and Nuts, packed   | C                        |
| Bone-dust, packed. Owners' risk  | N                        |
| Bones. Owners' risk  | P                        |
| Books, packed. Owners' risk  | A                        |
| Boots, packed  | B                        |
| Bottles, druggists', packed. Owners' risk  | A                        |
| Bottles, empty, "returned empties"   | See Part III.            |
| Bottles, empty, packed. Owners' risk   | C                        |
| Boulders. Owners' risk   | O                        |
| Boxes, paper, bonnet and hat. Rate and a quarter   | As parcels, see Part II. |
| Boxes, pasteboard, containing millinery, feathers, &c. Rate and a quarter  | As parcels, see Part II. |
| Boxes empty, not "returned empties." Rate and a half   | A                        |
| Brads, packed  | B                        |
| Bran, packed. Owners' risk   | E                        |
| Brass, rod, sheet, wire, nails   | B                        |
| Bread, packed. Owners' risk  | C                        |
| Bread, unpacked  | As parcels, see Part II. |
| Bricks, Bath   | C                        |
| Bricks, imported. Owners' risk   | N                        |
| Bricks, native produce. Owners' risk   | P                        |
| Britannia Metal Goods, packed  | A                        |
| Brooms, packed   | A                        |
| Brushware  | A                        |
| Buckets, tin or other metal, in nests. Owners' risk  | A                        |
| Buckets, wood. Rate and a half   | A                        |
| Buckets, mining, iron  | B                        |
| Butter, packed   | C                        |
| Butter Tins, Casks, and Tubs, empty, not "returned empties," half rate   | A                        |
| Cables, chain  | D                        |
| Cages, bird. Double rate. Owners' risk   | A                        |
| Calfskins  | B                        |
| Calves. <i>Special goods</i> . Owners' risk  | M                        |

|   | CLASS.                   |
|---|--------------------------|
| Candied Peel, packed  | A                        |
| Candles, packed   | A                        |
| Canoes. Minimum as for 5 cwt. Owners' risk  | A                        |
| Canvas, in bolts or bales   | B                        |
| Carpeting, packed   | A                        |
| Carpeting, unpacked. Rate and a half  | A                        |
| Carriages. <i>Special goods.</i> Owners' risk   | See Part II.             |
| Carriage and Gig Bodies. Minimum charge as for 1 ton. Owners' risk  | A                        |
| Carriage Shafts and Wheels. Owners' risk  | A                        |
| Carrots   | F                        |
| Cars, Tram  | A                        |
| Carts   | See Part III.            |
| Carts, hand. Rate and a quarter   | As parcels, see Part II. |
| Cartridges, packed. Double rate. Owners' risk. <i>Dangerous</i>   | A                        |
| Cases, empty, not "returned empties." Rate and a half   | A                        |
| Cash. Double rate   | As parcels, see Part II. |
| Casks, empty, not "returned empties." Rate and a half   | A                        |
| Casks, tallow and butter, empty, not "returned empties," half rate  | A                        |
| Castings. Owners' risk. <i>Special goods</i>  | C                        |
| Castings, iron, turned and polished, light and fragile. Owners' risk.   | A                        |
| <i>Special goods</i>  | A                        |
| Castings, iron, rough. Owners' risk. <i>Special goods</i>   | D                        |
| Cement. Owners' risk  | D                        |
| Cattle. <i>Special goods.</i> Owners' risk  | M                        |
| Chaff. If pressed, rate and a half. Owners' risk  | F                        |
| Chaff-cutters. Owners' risk. <i>Special goods</i>   | C                        |
| Chain (not cable)   | C                        |
| Chairs, Bath. Rate and a quarter  | As parcels, see Part II. |
| Chalk   | C                        |
| Chalk, native. Owners' risk   | N                        |
| Chandeliers, packed. Owners' risk. <i>Special goods</i>   | A                        |
| Charcoal  | D                        |
| Cheese, packed  | C                        |
| Cheese, loose. Owners' risk   | B                        |
| Cheese, packed, consigned directly from cheese factories for foreign export, in consignments of not less than one ton | D                        |
| Chicory, packed   | A                        |
| Chicory roots   | E                        |
| Chimney-pots. Owners' risk  | B                        |
| Chimney-pieces. Owners' risk. If marble or slate, <i>Special goods</i>  | A                        |
| China, parcels containing. Rate and a quarter   | As parcels, see Part II. |
| China, packed. Owners' risk. <i>Special goods</i>   | A                        |
| Chinese Goods, packed. Owners' risk   | A                        |
| Chocolate, packed   | A                        |
| Churns. Owners' risk  | A                        |
| Chutney, packed   | A                        |
| Cider, bottled, packed. Owners' risk  | B                        |
| Cider, in bulk  | C                        |
| Cigars and Cigarettes, packed. Owners' risk. Double rate  | A                        |
| Clay, imported  | N                        |
| Clay, native produce. Owners' risk  | P                        |
| Clocks, packed. Owners' risk. <i>Special goods</i>  | A                        |
| Closets, earth  | A                        |
| Cloth, wire. Owners' risk   | A                        |
| Cocoa, packed   | A                        |
| Coffee, ground or roasted, packed   | A                        |
| Coffee, raw, packed   | B                        |
| Coffins, empty. Double rate   | A                        |
| Colours, packed. Owners' risk   | A                        |
| Coal, imported. Owners' risk  | N                        |
| Coal Dress. Owners' risk  | P                        |
| Coal, native. Owners' risk  | P                        |
| Coin. Double rate   | As parcels, see Part II. |
| Combines. Owners' risk. <i>Special goods</i>  | B                        |
| Concrete Blocks. Owners' risk   | N                        |
| Coke. Rate and a half. Owners' risk   | P                        |
| Coke, in small lots   | D                        |
| Confectionery, packed   | A                        |
| Contractors' plant, over 2 tons. Owners to load and unload  | D                        |
| Contractors' plant, under 2 tons  | B                        |
| Copper, rod, sheet, nails, wire, and rivets   | B                        |
| Copper, ingot and bar   | C                        |
| Copper Ore. Owners' risk  | N                        |
| Copper, scrap   | N                        |
| Copper, sulphate of, packed   | B                        |
| Copperas  | B                        |
| Cordage   | B                        |
| Cordials, packed. Owners' risk  | A                        |
| Cordials, in bulk   | B                        |
| Corks. Rate and a half  | A                        |
| Cornices, in bundles, 40 cubic feet to the ton. Owners' risk  | A                        |
| Corn-flour, packed  | A                        |
| Corpses   | See Part II.             |
| Cotton Gunpowder, packed. Double rate. Owners' risk. <i>Dangerous</i>   | A                        |
| Cotton Waste  | B                        |
| Counters, Shop  | A                        |
| Covers, Horse   | B                        |
| Crabs and crab-winches  | C                        |
| Cream of Tartar, packed   | A                        |
| Creosote  | D                        |

|   | CLASS.                   |
|---|--------------------------|
| Crowbars  | D                        |
| Crucibles   | B                        |
| Currants, packed  | A                        |
| Curry Powder, packed  | A                        |
| Outlery, packed   | A                        |
| Dairy Produce, not otherwise specified  | B                        |
| Dates, packed   | A                        |
| Demijohns, glass, in wickerwork. Owners' risk   | B                        |
| Demijohns, glass, without wickerwork. Rate and a half. Owners' risk                       | B                        |
| Demijohns, earthenware. Owners' risk  | D                        |
| Dholl, packed   | E                        |
| Disinfectants, packed   | B                        |
| Documents, valuable. Double rate. Owners' risk. <i>Special goods</i>                      | As parcels, see Part II. |
| Dogs. <i>Special goods</i> . Owners' risk.  | See Part II.             |
| Door Fittings. Owners' risk   | B                        |
| Doors, wooden. Owners' risk   | C                        |
| Doors, glass. Owners' risk  | A                        |
| Drain Pipes. Owners' risk   | N                        |
| Drapery, packed. Owners' risk   | A                        |
| Drays   | See Part III.            |
| Dray Shafts and Wheels  | B                        |
| Dray Bodies, Shafts, and Wheels. Minimum charge as for 1 ton each consignment             | C                        |
| Driers, packed  | A                        |
| Drugs, packed. Owners' risk   | A                        |
| Duck, in bolts or bales   | B                        |
| Dyes, packed  | A                        |
| Dyewoods, not otherwise specified   | C                        |
| Dynamite. Double rate. Owners' risk. <i>Dangerous</i>                                     | A                        |
| Earth-closets.  | A                        |
| Earthenware, packed. Owners' risk   | C                        |
| Eggs, only when safely packed. Owners' risk   | B                        |
| Empties, returned   | See Part III.            |
| Empties, not "returned empties." Rate and a half  | A                        |
| Encaustic Tiles   | C                        |
| Engines, Portable and Traction. Owners' risk. <i>Special goods</i>                        | B                        |
| Engravings, loose. Double rate. Owners' risk. <i>Special goods</i>                        | A                        |
| Engravings, in cases. Rate and a quarter. Owners' risk. <i>Special goods</i>              | A                        |
| Explosive Materials, not otherwise specified. Double rate. Owners' risk. <i>Dangerous</i> | A                        |
| Express Bodies, Shafts, and Wheels. Minimum charge as for 1 ton each consignment          | C                        |
| Fancy Goods, packed. Rate and a quarter. Owners' risk                                     | A                        |
| Fascinés. Owners' risk  | F                        |
| Fat   | C                        |
| Feathers, packed. Double rate. Owners' risk   | A                        |
| Felt  | B                        |
| Felloes, manufactured   | C                        |
| Felloes, unmanufactured   | D                        |
| Fenders. Owners' risk   | A                        |
| Fibre, coccoanut  | B                        |
| Field Rollers. Owners' risk. <i>Special goods</i>   | C                        |
| Figs, packed  | A                        |
| Firearms, packed  | A                        |
| Firearms, unpacked  | As parcels, see Part II. |
| Fire Bars and Bearers, Dumb Plates, and Furnace Doors                                     | D                        |
| Fireirons   | A                        |
| Firewood. Owners' risk  | L                        |
| Fish, dried   | B                        |
| Fish, in brine  | C                        |
| Fish, in tins   | A                        |
| Fish, fresh. Owners' risk   | D                        |
| Fireworks, packed. Double rate. Owners' risk. <i>Dangerous</i>                            | A                        |
| Fittings, gas, packed   | B                        |
| Fittings, shop  | A                        |
| Flagging. Owners' risk  | N                        |
| Flags, packed. If loose, owners' risk   | A                        |
| Flax, dressed, pressed. If unpressed, rate and a half                                     | D                        |
| Flax, native, dressed, pressed. If unpressed, rate and a half                             | E                        |
| Flax, green. Owners' risk   | F                        |
| Flax Straw. If pressed, double rate. Owners' risk   | F                        |
| Flax Matting  | B                        |
| Floorcloth. Owners' risk  | B                        |
| Flour, packed   | E                        |
| Flower-pots, packed   | B                        |
| Flower-pots, loose. Owners to load and unload   | B                        |
| Flock, in bales   | A                        |
| Flowers, artificial. Rate and a quarter   | As parcels, see Part II. |
| Flues, shell. See Boilers   | B                        |
| Fluid, boiler. Owners' risk   | A                        |
| Fog-signals. Double rate. Owners' risk. <i>Dangerous</i>                                  | D                        |
| Foot-rot Preparation, in casks  | D                        |
| Forks, hay or other agricultural  | A                        |
| Frames, picture. Double rate. Owners' risk  | A                        |
| Fruit, fresh, packed. Owners' risk  | C                        |
| Fruit, dried  | A                        |
| Fruit cases, empty, not "returned empties," half rate                                     | A                        |

|   | CLASS.                   |
|---|--------------------------|
| Fungus, in bales or bags  | B                        |
| Furniture, in packing cases or crates. Owners' risk. <i>Special goods</i>   | A                        |
| Furniture, loose, in sacking, matting, straw bands, partially or wholly exposed. Rate and a quarter. <i>Special goods</i> | A                        |
| Furniture, marble tops. Double rate. <i>Special goods</i>   | A                        |
| Furs, packed. Double rate. <i>Special goods</i>   | A                        |
| Fuze, packed. Owners' risk. <i>Dangerous</i>  | A                        |
| Game, dead. Owners' risk  | A                        |
| Garden Roots  | B                        |
| Garden seats. Owners' risk  | B                        |
| Gasaliers. Owners' risk   | A                        |
| Gasoline and Gazogen. Double rate. <i>Dangerous</i>   | A                        |
| Gas-water, in tanks   | C                        |
| Gates, house and garden. Owners' risk   | B                        |
| Gates, field  | D                        |
| Gig Bodies. Minimum charge as for 1 ton. Owners' risk   | A                        |
| Gig Shafts and Wheels. Owners' risk   | A                        |
| Ginger, packed  | A                        |
| Girders, iron   | B                        |
| Glass, parcels containing. Rate and a quarter   | As parcels, see Part II. |
| Glass, broken, packed   | D                        |
| Glass, window, packed Owners' risk. <i>Special goods</i>  | A                        |
| Glasses, looking-, packed. Owners' risk. <i>Special goods</i>   | A                        |
| Glasses, looking-, not packed. Double rate. Owners' risk. <i>Special goods</i>  | A                        |
| Glass, plate, packed. Owners' risk. <i>Special goods</i>  | A                        |
| Glassware, packed. Owners' risk. <i>Special goods</i>   | A                        |
| Glucose, packed   | B                        |
| Glue and Glue Pieces, packed  | C                        |
| Goats. Owners' risk. <i>Special goods</i>   | M                        |
| Gold Coin. Owners' risk. <i>Special goods</i> . Double rates  | As parcels, see Part II. |
| Gold, manufactured or unmanufactured. Owners' risk. <i>Special goods</i> . Double rates                                   | As parcels, see Part II. |
| Grain, in bags, not specified   | E                        |
| Grain, phosphorized. Double rate. <i>Dangerous</i>  | A                        |
| Gram, in bags   | E                        |
| Granite, dressed or polished. Owners' risk  | D                        |
| Granite, rough. Owners' risk  | N                        |
| Grass, tussock. Owners' risk  | F                        |
| Grates. If loose, owners' risk. <i>Special goods</i>  | A                        |
| Gravel. Owners' risk  | O                        |
| Gravestones, finished. Owners' risk   | A                        |
| Gravestones, rough. Owners' risk  | C                        |
| Grease, lubricating   | D                        |
| Grindery, not otherwise specified   | A                        |
| Grindstones. Owners' risk   | C                        |
| Groats, packed  | B                        |
| Gum, kauri  | C                        |
| Gum, shellac, packed  | B                        |
| Gunpowder. Double rate. Owners' risk. <i>Dangerous</i>  | A                        |
| Guano, packed   | N                        |
| Guttering, zinc, tin, copper, brass, or iron  | A                        |
| Haberdashery, packed. Owners' risk  | A                        |
| Hats, packed. Double rate   | A                        |
| Hat Boxes. Double rate  | A                        |
| Hair, upholsterers'   | A                        |
| Hair, plasterers'   | C                        |
| Hammers   | B                        |
| Hams, loose. Owners' risk   | B                        |
| Hams, packed  | C                        |
| Handles, wooden, packed   | B                        |
| Hand-trucks   | C                        |
| Hardware, not otherwise specified. Owners' risk   | A                        |
| Harmoniums, packed. Owners' risk. <i>Special goods</i>  | A                        |
| Harmoniums, unpacked. Rate and a half. <i>Special goods</i>   | A                        |
| Harness, packed   | B                        |
| Harness, loose. Owners' risk  | A                        |
| Harrows. Owners' risk. <i>Special goods</i>   | C                        |
| Hay. If pressed, rate and a quarter. Owners' risk   | F                        |
| Hearthstones. Owners' risk  | C                        |
| Hessian, packed Owners' risk  | A                        |
| Hides, green or salted. To be taken at 40 to the ton  | B                        |
| Hides, dried  | B                        |
| Hobby Horses. Owners' risk  | A                        |
| Honey, in bottles, tins, or jars. Owners' risk  | A                        |
| Honey, in kegs or casks. Owners' risk   | B                        |
| Holloware. Owners' risk   | A                        |
| Hoofs and Horns   | D                        |
| Hops, packed. Owners' risk  | C                        |
| Horsecovers   | B                        |
| Horsefeed, mixed. Pressed. Unpressed, double rate. Owners' risk   | E                        |
| Horsefeed, green. Owners' risk  | E                        |
| Horse-powers. Owners' risk. <i>Special goods</i>  | C                        |
| Horses. <i>Special goods</i> . Owners' risk   | See Part II.             |
| Horseshoes  | C                        |
| Hose, indiarubber. Owners' risk   | A                        |
| Hosiery, packed. Owners' risk   | A                        |
| Houses, wooden, packed  | C                        |
| House-blocks, split. Owners' risk   | L                        |

|  | CLASS.                   |
|--|--------------------------|
| Hurdles, iron and wood   | D                        |
| Husks, grain   | F                        |
| Ice, packed. Owners' risk  | C                        |
| Implements, agricultural, not otherwise specified. Owners' risk  | B                        |
| Indiarubber Goods or Hose. Owners' risk  | A                        |
| Ink, printers'   | B                        |
| Ink, writing. Owners' risk   | A                        |
| Instruments, musical, packed. Owners' risk. <i>Special goods</i>   | A                        |
| Instruments, musical, unpacked. Rate and a half. <i>Special goods</i>  | A                        |
| Instruments, scientific. Owners' risk  | A                        |
| Iron, corrugated, loose. Owners' risk  | C                        |
| Iron, corrugated, packed. Owners' risk   | D                        |
| Iron, galvanized, loose  | C                        |
| Iron, galvanized, packed   | D                        |
| Iron, bar, rod, hoop, sheet, and plate   | D                        |
| Iron, pig and railway  | D                        |
| Iron, scrap  | N                        |
| Japanned Ware. Owners' risk  | A                        |
| Jewellery. Double rate. <i>Special goods</i>   | As parcels, see Part II. |
| Joinery. Owners' risk  | A                        |
| Kauri Gum  | C                        |
| Kerosene. Owners' risk   | A                        |
| Lace, packed. Owners' risk. <i>Special goods</i> . Double rate   | A                        |
| Ladders, 16 feet long and under to be taken at 60 feet run to the ton; over 16 feet long, at 40 feet run to the ton  | A                        |
| Lamps, hall and street, loose. Double rate   | A                        |
| Lamps and Lampware, packed. Owners' risk   | A                        |
| Lampblack  | B                        |
| Lamp-posts, iron. Owners' risk   | B                        |
| Lard   | C                        |
| Lasts, packed  | B                        |
| Laths, in bundles  | C                        |
| Lead, pig, sheet, and pipe. Owners' risk   | D                        |
| Lead, red and white  | D                        |
| Leather, bookbinders' or fancy   | A                        |
| Leather, in bales  | B                        |
| Lime gas refuse  | O                        |
| Lime. Owners' risk   | N                        |
| Limejuice, in cases. Owners' risk  | A                        |
| Limejuice, in casks  | C                        |
| Limestone. Owners' risk  | O                        |
| Linseed. Owners' risk  | E                        |
| Linseed Meal   | B                        |
| Liquors, in glass, not otherwise specified. Owners' risk   | A                        |
| Liquors, in bulk, not otherwise specified  | B                        |
| Liquorice  | A                        |
| Logs, squared. Owners' risk  | K                        |
| Looking Glasses, packed. Owners' risk. <i>Special goods</i>  | A                        |
| Looking Glasses, not packed. Double rate. Owners' risk. <i>Special goods</i>   | A                        |
| Luggage  | B                        |
| Luggage, theatrical companies', by goods trains. Half-rate   | B                        |
| Machines. — Winnowing, leather-cutting, stripping, printing, threshing, reaping, soda-water, clod-crushing, smut, weighing, flour-dressing; engines — fire, beer, and garden; hay-rakes and elevators, horse-works; garden rollers, lawn-mowers; cheese, wool, hay, and wine presses; steam-ploughs, mangles, and all machines not otherwise specified. Owners' risk. <i>Special goods</i> | B                        |
| Machines.—Reapers and binders, packed; chaff-cutters, field-rollers, horse-powers. Owners' risk. <i>Special goods</i>  | C                        |
| Machines, sewing, loose. Owners' risk. <i>Special goods</i> . As parcels, see Part II.   | As parcels, see Part II. |
| Machines, sewing, packed. <i>Special goods</i>   | A                        |
| Machinery, light and fragile. Owners' risk. <i>Special goods</i>   | A                        |
| Machinery, not otherwise specified, including cylinders, sole-plates, and fly-wheels. Owners' risk. <i>Special goods</i>   | B                        |
| Maize. Owners' risk  | E                        |
| Malt. Owners' risk   | E                        |
| Manganese Ore  | N                        |
| Mangolds. Owners' risk   | F                        |
| Manilla Fibre. Owners' risk  | B                        |
| Manures, animal. Owners' risk  | N                        |
| Manures, artificial (guano, &c.). Owners' risk   | N                        |
| Maps, packed. Owners' risk. <i>Special goods</i> . As parcels, see Part II.  | As parcels, see Part II. |
| Marble, loose and polished. Owners' risk. <i>Special goods</i>   | A                        |
| Marble, manufactured, packed. Owners' risk. <i>Special goods</i>   | B                        |
| Marble, rough blocks. Owners' risk   | N                        |
| Marble Slabs, rough. Owners' risk. <i>Special goods</i>  | B                        |
| Marble Tiles, packed. Owners' risk. <i>Special goods</i>   | B                        |
| Marble Tops (furniture). Double rate. <i>Special goods</i>   | A                        |
| Matches, packed. Owners' risk. <i>Dangerous</i>  | A                        |
| Mats, coir   | A                        |
| Mats, woollen, packed. Owners' risk  | A                        |
| Matting. Unspecified   | A                        |
| Matting, flax  | B                        |
| Mattresses, packed   | A                        |
| Mattresses, unpacked. Rate and a half  | A                        |

|  | CLASS.                   |
|--|--------------------------|
| Meal, oat, packed  | E                        |
| Meal, linseed  | B                        |
| Meat, preserved  | D                        |
| Meat, fresh. Owners' risk  | C                        |
| Metal, road  | O                        |
| Metal, scrap   | N                        |
| Meters, gas or water. Owners' risk                                     | B                        |
| Milk. Owners' risk   | See Part II.             |
| Milk, preserved, packed  | A                        |
| Millinery, packed. Double rate   | A                        |
| Millstones. Owners' risk   | C                        |
| Mining—Iron Trucks and Buckets   | B                        |
| Molasses, in casks   | C                        |
| Money. Double rate   | As parcels, see Part II. |
| Monkeys, pile-driving  | D                        |
| Mouldings, in bundles. Owners' risk                                    | K                        |
| Mouldings, in bundles, gilt and fancy                                  | A                        |
| Mustard, packed  | A                        |
|  |                          |
| Nails, iron, packed  | C                        |
| Naphtha and Naphthaline. Rate and a half. <i>Dangerous</i>             | A                        |
| Naves, manufactured  | C                        |
| Naves, unmanufactured  | D                        |
| Netting, wire  | A                        |
| Netting, rope, packed  | B                        |
| Nuts, edible, of all kinds   | A                        |
| Nuts, iron, packed   | C                        |
|  |                          |
| Oats. Owners' risk   | E                        |
| Oats, crushed. Owners' risk  | E                        |
| Oatmeal, packed. Owners' risk  | E                        |
| Oars   | A                        |
| Ochre  | B                        |
| Offal. Owners' risk  | N                        |
| Oil, packed. Owners' risk  | B                        |
| Oil, Chinese. Owners' risk   | B                        |
| Oilcake  | D                        |
| Oilcloth   | A                        |
| Oily Canvas, Paper, Rags, or Waste. Owners' risk. <i>Dangerous</i>     | A                        |
| Omnibuses  | A                        |
| Onions, packed   | D                        |
| Opium. Double rate   | A                        |
| Ore, copper, iron, and other. Owners' risk                             | N                        |
| Ova, trout and salmon, for Acclimatization Societies. Free of charge.  |                          |
| Ovens, camp and colonial. Owners' risk. <i>Special goods</i>           | B                        |
| Oysters and other Shell Fish. Owners' risk                             | D                        |
|  |                          |
| Palings  | K                        |
| Paintings, packed. Rate and a half. Owners' risk. <i>Special goods</i> | A                        |
| Paintings, loose. Double rate. <i>Special goods</i>                    | A                        |
| Paints, packed. Owners' risk   | B                        |
| Paper, waste   | D                        |
| Paper Bags   | A                        |
| Paper Bags, colonial manufacture                                       | D                        |
| Paper, in reams or bales   | B                        |
| Paper, in reams or bales, colonial manufacture                         | D                        |
| Paperhangings  | A                        |
| Papier Maché Goods. Owners' risk                                       | A                        |
| Parcels, unspecified. Owners' risk. <i>Special goods</i>               | See Part II.             |
| Peas, colonial produce, whole or crushed                               | E                        |
| Peas, imported   | B                        |
| Peas, split, packed  | B                        |
| Pelts, green or limed, in bags   | D                        |
| Pepper, packed   | A                        |
| Perambulators, packed. Rate and a half                                 | A                        |
| Perambulators, loose. Rate and a quarter. Owners' risk                 | As parcels, see Part II. |
| Perfumery. Owners' risk  | A                        |
| Perry, in bottle. Owners' risk   | A                        |
| Perry, in bulk   | C                        |
| Petroleum. Owners' risk. <i>Dangerous</i>                              | A                        |
| Phosphorus. Double rate. <i>Dangerous</i>                              | A                        |
| Phosphorized Grain. Double rate. <i>Dangerous</i>                      | A                        |
| Pianos, packed. Owners' risk. <i>Special goods</i>                     | A                        |
| Pianos, unpacked. <i>Special goods</i> . Rate and a half               | A                        |
| Pickles, packed. Owners' risk  | B                        |
| Picks  | B                        |
| Pictures. <i>Special goods</i> . Double rate. Owners' risk             | A                        |
| Picture Frames. Double rate. Owners' risk                              | A                        |
| Pigs. Owners' risk. <i>Special goods</i>                               | M                        |
| Piles or Heavy Timber. Owners' risk                                    | K                        |
| Piles, stone, rough. Owners' risk                                      | N                        |
| Piles, iron, cast. <i>Special goods</i>                                | D                        |
| Piles, iron, wrought   | D                        |
| Pile Shoes   | D                        |
| Pipes, smoking. Owners' risk   | A                        |
| Pipes, cast-iron, water or gas. Owners' risk. <i>Special goods</i>     | D                        |
| Pipes, drain. Owners' risk   | N                        |
| Pipes, stoneware, drain. Owners' risk                                  | N                        |
| Pipes, copper, brass, and wrought iron                                 | B                        |
| Pitch  | D                        |

|   | CLASS.                   |
|---|--------------------------|
| Plants, packed. Owners' risk  | B                        |
| Plaster of Paris, packed  | C                        |
| Plaster of Paris Ornaments, loose. Double rate  | A                        |
| Plaster of Paris Ornaments, packed. Rate and a half. Owners' risk   | A                        |
| Plate, Gold and Silver. Owners' risk. <i>Special goods.</i> Double rate                                       | A                        |
|   | As parcels, see Part II. |
| Plated Goods. Rate and a half. Owners' risk. <i>Special goods</i>   | A                        |
| Plate-glass, packed. <i>Special goods.</i> Owners' risk   | A                        |
| Ploughs   | B                        |
| Ploughshares. Owners' risk. <i>Special goods</i>  | B                        |
| Poles, hop  | L                        |
| Pollard, packed   | E                        |
| Pork, salt, packed  | C                        |
| Porter  | As beer                  |
| Posts, lamp, iron, loose. Owners' risk  | B                        |
| Posts and Rails   | L                        |
| Posts, verandah, iron, loose. Owners' risk. <i>Special goods</i>  | B                        |
| Potash  | B                        |
| Pots, iron. (See castings.) Owners' risk. <i>Special goods</i>  | E                        |
| Potatoes  | E                        |
| Pottery, not otherwise specified. Owners' risk  | B                        |
| Poultry, living, in crates or cases. Owners' risk   | See Part II.             |
| Poultry, dead. Owners' risk   | B                        |
| Powder, baking  | A                        |
| Powder, bleaching   | B                        |
| Powder, blasting. Double rate. <i>Dangerous</i>   | A                        |
| Precious Stones. (See Jewellery.) <i>Special goods.</i> Owners' risk. Double rate                             | A                        |
| Preserves, in bottles. Owners' risk   | A                        |
| Preserves, in cases, not otherwise described  | A                        |
| Presses, copying. If loose, owners' risk  | A                        |
| Printing Materials and Type. Owners' risk   | B                        |
| Provisions, preserved   | B                        |
| Pumice Stone  | A                        |
| Pumps. Owners' risk   | B                        |
| Putty, packed   | B                        |
| Pyrites. Owners' risk   | N                        |
| Quartz and Quartz Tailings. Owners' risk  | N                        |
| Quicksilver   | A                        |
| Rabbit-skins, in bales. Owners' risk  | H                        |
| Rabbit-skins, in bags or fadges   | A                        |
| Rabbits, dead. Owners' risk   | C                        |
| Rabbits, living, in crates or cases. Owners' risk   | See Part II.             |
| Racecourse Stalls. Rate and a quarter   | As parcels, see Part II. |
| Rags, in bales  | D                        |
| Rags, in bales, not for export. Half rates  | C                        |
| Railings, iron. Owners' risk. If cast, <i>Special goods.</i> Owners' risk                                     | B                        |
| Raisins, packed   | A                        |
| Rape seed   | E                        |
| Rattans   | C                        |
| Reapers and Binders, packed. Owners' risk. <i>Special goods</i>   | C                        |
| Refuse from Gold-smelting   | B                        |
| Resin   | D                        |
| Retorts, clay. Owners' risk   | B                        |
| Retorts, iron. Owners' risk   | C                        |
| Rice  | C                        |
| Ridging, zinc or tin. If loose, owners' risk  | A                        |
| Rims for wheels, manufactured   | C                        |
| Rims for wheels, unmanufactured   | D                        |
| Rivets, iron, packed  | C                        |
| Road Metal. Owners' risk  | O                        |
| Rock Salt   | D                        |
| Roots—turnips, mangolds, beet   | F                        |
| Root, chicory   | E                        |
| Roots, garden   | B                        |
| Roots, not otherwise specified  | E                        |
| Rope, hemp or wire  | C                        |
| Rope, old, for making paper   | D                        |
| Ruddle, packed  | B                        |
| Rugs, woollen, packed. Owners' risk   | A                        |
| Rye   | E                        |
| Sacking, Cotton Waste, and other fibrous material for paper-making, con-<br>signed to a paper-mill. Half rate | C                        |
| Sacks, loose  | A                        |
| Sacks, in bags and bales  | D                        |
| Saddlery, packed  | B                        |
| Saddlery, loose. Owners' risk   | A                        |
| Safes, bread, meat, and milk. Owners' risk  | A                        |
| Safes, iron   | B                        |
| Sago  | A                        |
| Salmon Ova, for Acclimatization Societies. Free of charge.  | D                        |
| Salt, in bags   | D                        |
| Salt, rock  | D                        |
| Salt, manure  | N                        |
| Saltpetre, packed   | C                        |
| Sand. Owners' risk  | N                        |



|  | CLASS.                   |
|--|--------------------------|
| Sardines, packed   | A                        |
| Sashes, window, glazed Owners' risk. <i>Special goods</i>  | A                        |
| Sashweights, loose. Owners' risk   | A                        |
| Sashweights, packed  | C                        |
| Sausage Skins, packed  | A                        |
| Sawdust, in bags   | N                        |
| Saws, loose  | As parcels, see Part II. |
| Saws, packed   | A                        |
| Scab Specific, packed  | B                        |
| Scale and Scale Beams. Owners' risk  | A                        |
| Scenery, theatrical. Owners' risk  | A                        |
| Scoria. Owners' risk   | O                        |
| Screwjacks   | B                        |
| Screws, packed   | B                        |
| Scrim, packed  | A                        |
| Scythes, packed  | A                        |
| Seats, garden. Owners' risk. If cast, <i>Special goods</i>   | B                        |
| Seaweed, in bulk   | F                        |
| Seeds, garden, and agricultural seeds not specified  | B                        |
| Seeds, flax, turnip, clover, and grass   | D                        |
| Shafts and Wheels, dray  | B                        |
| Shafts and Wheels, carriage and gig. Owners' risk  | A                        |
| Shale, bituminous  | P                        |
| Sharps, packed   | E                        |
| Shavings, packed   | C                        |
| Sheep. Owners' risk. <i>Special goods</i>  | M                        |
| Sheep Dip, packed  | B                        |
| Sheepskins, green, in bundles, not exceeding 1 cwt. If loose, or in bundles exceeding 1 cwt., rate and a quarter | B                        |
| Sheepskins, dried, in bales  | H                        |
| Sheepskins, dried, in bundles  | B                        |
| Shellac, packed  | B                        |
| Sherbet, in bottles. Owners' risk  | A                        |
| Shingle. Owners' risk  | O                        |
| Shingle, tarred. Owners' risk  | N                        |
| Shingles, roofing  | K                        |
| Shooks   | D                        |
| Shop Fittings or Counters, packed. Loose, owners' risk   | A                        |
| Shot, packed   | B                        |
| Shovels  | B                        |
| Shrubs, in packages. Owners' risk  | B                        |
| Sieves. Owners' risk   | A                        |
| Sign-boards  | A                        |
| Silk Goods. Owners' risk. <i>Special goods</i> Rate and a half   | A                        |
| Silver Coin. Owners' risk. <i>Special goods</i> . Double rate  | As parcels, see Part II. |
| Silver, manufactured or unmanufactured. Owners' risk. <i>Special goods</i> . Double rate                         | As parcels, see Part II. |
| Slate Slabs, for furniture and house-fitting. Owners' risk. <i>Special goods</i>                                 | A                        |
| Slate Slabs, for tanks. Owners' risk   | B                        |
| Slates, roofing. Owners' risk  | N                        |
| Slates, school, packed. Owners' risk   | A                        |
| Slops, in cases. If in bales, owners' risk   | A                        |
| Snuff  | A                        |
| Soap, fancy  | A                        |
| Soap, in cases   | C                        |
| Soda, packed   | C                        |
| Soda, bicarbonate of, packed   | A                        |
| Soda, caustic, packed. Owners' risk  | C                        |
| Soda Crystals, packed  | D                        |
| Spades   | B                        |
| Spices, packed   | A                        |
| Spirits, in cases or jars. Owners' risk  | A                        |
| Spirits, in bulk   | A                        |
| Sponge, packed. Double rate  | A                        |
| Spokes, manufactured   | C                        |
| Spokes, unmanufactured   | D                        |
| Spouting, iron. Owners' risk. If cast, <i>Special goods</i>  | A                        |
| Spouting, zinc or tin. Owners' risk  | A                        |
| Springs  | B                        |
| Stalls, racecourse. Rate and a quarter   | As parcels, see Part II. |
| Stamps. Owners' risk. <i>Special goods</i> . Double rate   | As parcels, see Part II. |
| Standards (iron) for fencing, in bundles   | D                        |
| Standards (iron) for fencing, loose  | C                        |
| Staples, packed  | C                        |
| Stationery. Owners' risk   | A                        |
| Starch   | A                        |
| Staves   | D                        |
| Steel  | C                        |
| Stone, carved, for building purposes. Owners' risk   | C                        |
| Stone, kerb or dressed. Owners' risk   | N                        |
| Stone, rough. (See regulation.) Owners' risk   | O                        |
| Stoneware, packed. Owners' risk  | B                        |
| Stones, scythe, packed   | B                        |
| Stoves and Stovepipes. Owners' risk  | A                        |
| Stout, as Beer.  | A                        |
| Straw. If pressed, rate and a quarter. Owners' risk  | F                        |
| Straw-flax. If pressed, double rate. Owners' risk  | F                        |
| Sugar, loaf, loose. Owners' risk   | A                        |
| Sugar, packed  | B                        |
| Sulphur, packed. Owners' risk  | C                        |
| Sulphur, loose. Owners' risk   | D                        |

|   | CLASS.                   |
|---|--------------------------|
| Sumach  | C                        |
| Sundries, contents not specified, packed. Owners' risk                                  | A                        |
| Tables, billiard or bagatelle, packed. Owners' risk. <i>Special goods</i>               | A                        |
| Tables, billiard or bagatelle, loose. Double rate. Owners' risk. <i>Special goods</i>   | A                        |
| Tacks, packed   | B                        |
| Tailings, quartz  | N                        |
| Tallow  | C                        |
| Tallow casks, empty, not "returned empties." Half rate                                  | A                        |
| Tan-pit refuse. Owners' risk  | O                        |
| Tanks, corrugated iron, empty. Double rate  | A                        |
| Tanks, iron, empty, up to 400 gallons. Owners' risk                                     | A                        |
| Tanks, iron, empty, over 400 gallons. Rate and a half                                   | A                        |
| Tanks, filled with water  | C                        |
| Tanks, filled with gas-water  | C                        |
| Tapioca   | A                        |
| Tar   | D                        |
| Tarred Shingle. Owners' risk  | N                        |
| Tar, spirits of. Owners' risk   | A                        |
| Tares   | E                        |
| Tarpaulins  | B                        |
| Tea. Owners' risk   | A                        |
| Tents, in bundles   | B                        |
| Tiles, encaustic  | C                        |
| Tiles, earthenware, imported. Owners' risk  | N                        |
| Tiles, earthenware, native. Owners' risk  | P                        |
| Timber, sawn or baulk. Owners' risk   | K                        |
| Tin, ingot and bar  | C                        |
| Tin Plates and Gold Grating   | B                        |
| Tinware, packed. If loose, owners' risk   | A                        |
| Title Deeds. Owners' risk. <i>Special goods</i> . Double rate. As parcels, see Part II. | A                        |
| Tobacco, smoking  | A                        |
| Tobacco, sheepwash, packed  | B                        |
| Tools, loose  | A                        |
| Tools, packed   | B                        |
| Tow, dressed, pressed. If unpressed, rate and a half                                    | D                        |
| Tow, native, dressed, pressed. If unpressed, rate and a half                            | E                        |
| Toys, packed. <i>Special goods</i> . Owners' risk. Rate and a quarter                   | A                        |
| Tramcars  | A                        |
| Treacle, in bottles. Owners' risk   | A                        |
| Treacle, in casks   | C                        |
| Trees, in packages. Owners' risk  | B                        |
| Tricycles, packed. Owners' risk   | A                        |
| Tricycles, unpacked   | As parcels, see Part II. |
| Trimnings, upholsterers'  | A                        |
| Trimnings, coach  | A                        |
| Trinkets. Owners' risk. <i>Special goods</i> . Double rate                              | As parcels, see Part II. |
| Troughing, zinc and tin. Owners' risk   | A                        |
| Trout Ova, for Acclimatization Societies. Free of charge.                               | A                        |
| Trucks, mining, iron  | B                        |
| Trunks, empty, not "returned empties"   | A                        |
| Tubing, copper, brass, and iron   | B                        |
| Tubs, tin or other metal. Owners' risk  | A                        |
| Tubs, wooden. Rate and a half   | A                        |
| Tubs, butter, empty, not "returned empties." Half rate                                  | A                        |
| Turnery, loose. Owners' risk  | A                        |
| Turnery, packed   | B                        |
| Turnips. Owners' risk   | F                        |
| Turpentine. Owners' risk  | B                        |
| Turpentine, spirits of. Owners' risk  | A                        |
| Tussock grass. Owners' risk   | F                        |
| Twine   | B                        |
| Type. Owners' risk  | B                        |
| Umbrellas, in cases. If in bundles, owners' risk  | A                        |
| Varnish. Owners' risk   | A                        |
| Vats. Double rate   | A                        |
| Vegetables, not otherwise specified, packed   | D                        |
| Velocipedes, packed. Rate and a half. Owners' risk                                      | A                        |
| Velocipedes, unpacked. Rate and a quarter. Owners' risk                                 | As parcels, see Part II. |
| Ventilators, all kinds  | A                        |
| Vestas, packed. Owners' risk. <i>Dangerous</i>  | A                        |
| Vices   | B                        |
| Vinegar, in casks   | C                        |
| Vinegar, in cases and jars. Owners' risk  | A                        |
| Wagons. <i>Special goods</i>  | See Part III.            |
| Wagons, empty, railway  | See Part III.            |
| Wagons, Express   | See Part III.            |
| Washers, iron and lead  | C                        |
| Waste, cotton   | B                        |
| Watches, packed. Owners' risk. <i>Special goods</i> . Double rate                       | As parcels, see Part II. |
| Waters, aerated, of all kinds   | B                        |
| Wheat. Owners' risk   | E                        |
| Wheels, iron, cast, or wrought. If cast, owners' risk. <i>Special goods</i>             | C                        |
| Wheelbarrows  | C                        |
| Wheels and Shafts, dray   | B                        |
| Whips   | A                        |
| Whiting   | C                        |
| Whiting, Native. Owners' risk   | N                        |

|   | CLASS.                   |
|---|--------------------------|
| Willows, in bundles   | D                        |
| Winches, crab   | C                        |
| Window Sashes, glazed. Owners' risk. <i>Special goods</i>   | A                        |
| Window Sashes, packed                                       | B                        |
| Wine, in cases or jars. Owners' risk                        | A                        |
| Wine, in bulk   | A                        |
| Wine Butts, Pipes, or Vats, empty. Double rate              | A                        |
| Wire, iron, fencing, in bundles                             | D                        |
| Wire, iron, barbed  | C                        |
| Wire, binding   | C                        |
| Wire Cloth. Owners' risk                                    | A                        |
| Wire Netting. Owners' risk                                  | A                        |
| Wood Patterns for Castings. Owners' risk                    | A                        |
| Woodenware, American buckets, tubs, &c.                     | A                        |
| Wool  | H                        |
| Wool in bags or fadges                                      | A                        |
| Woollen Goods, packed. Owners' risk                         | A                        |
| Woolpacks, in bales   | D                        |
| Writings. Owners' risk. <i>Special goods</i> . Double rate. | As parcels, see Part II. |
| Yeast, in casks. Owners' risk                               | A                        |
| Zinc, packed  | B                        |
| Zinc, perforated. Owners' risk                              | A                        |
| Zinc and Tin Spouting and Ridging. Owners' risk             | A                        |
| Zinc, scrap   | N                        |

**PART VI.—WHARVES.**

The following rates and charges will be made on goods for shipment or ex ship and for the other purposes specified, at the places named, in addition to the other rates and charges made under the preceding parts, where not otherwise provided in Parts III. and IV.

**KAWAKAWA SECTION.**

**OPUA WHARF STATION RATES.**

Goods conveyed to or from Opuia Wharf or Station to inland stations by rail—Free.

On goods loaded from or into ships, but not conveyed to or from the Opuia Wharf or Station to inland stations by railway, the following rates shall be paid by the owners, masters, or agents of ships or vessels:—

| On all goods not otherwise specified, by weight or measurement, as the | s.  | d.  |
|--|-----|-----|
| Department may direct, per ton   | ... | 3 0 |
| Cattle and horses, per head  | ... | 2 6 |
| Sheep, pigs, and goats   | ... | 0 6 |
| Wool, per bale   | ... | 0 6 |
| Timber, per 100 superficial feet                                       | ... | 0 3 |
| Classes L, N, and P, per ton   | ... | 0 6 |
| Minimum charge   | ... | 0 6 |

*Charge for use of Wharf.*

|  |     |      |
|--|-----|------|
| On every vessel lying within the limits of the railway, per day or part thereof, per ton gross register up to 150 tons | ... | 0 0½ |
| For vessels trading within the Bay of Islands using the wharf, per quarter   | 10  | 0    |
| For each ton above 150 tons, per day or part thereof   | ... | 0 0½ |
| Minimum charge per day   | ... | 2 6  |

**WHANGAREI SECTION.**

**WHANGAREI RAILWAY WHARF.**

*Rates.*

Goods conveyed to or from wharf by the railway ... Free.

On goods loaded from or into ships, but not conveyed to or from the wharf by railway, the following rates shall be paid by the owners, masters, or agents of ships or vessels:—

| On all goods not otherwise specified, at weight or measurement, as the | s.  | d.  |
|--|-----|-----|
| Department may direct, per ton   | ... | 2 6 |
| Cattle and horses, per head  | ... | 2 0 |
| Sheep, pigs, and goats, per head                                       | ... | 0 6 |
| Wool, per bale   | ... | 0 3 |
| Timber, per 100 superficial feet                                       | ... | 0 3 |
| Classes L, N, P, per ton   | ... | 0 6 |
| Minimum charge   | ... | 0 6 |

*Charges for use of Wharf.*

|  |     |      |
|--|-----|------|
| On every vessel lying at the wharf, per working day or part thereof, per ton gross register up to 150 tons | ... | 0 0½ |
| For each ton above 150 tons  | ... | 0 0½ |
| Minimum charge per day   | ... | 1 0  |

**AUCKLAND SECTION.**

**HELENSVILLE.**

*Rates.*

| On all goods not otherwise specified, per ton | s.  | d.  |
|---|-----|-----|
| Cattle and horses, per head                   | ... | 2 0 |

|                                  | s.  | d.    |
|----------------------------------|-----|-------|
| Sheep, pigs, and goats           | ... | 0 6   |
| Wool, per bale                   | ... | 0 3   |
| Timber, per 100 superficial feet | ... | 0 3   |
| Classes L, N, P, per ton         | ... | 0 6   |
| Minimum charge                   | ... | 0 6   |
| Class E, carried by rail         | ... | Free. |

The ordinary wharf rates will be charged to the owners, masters, or agents of ships or vessels on all goods loaded or unloaded from or into boats or other craft into or from boats or other craft lying at the wharf.

*Storage.*

|   |       |     |
|---|-------|-----|
| On goods not taken away within twelve working hours, at per ton, per week or fraction thereof   | s. d. | 1 0 |
| On timber not taken away within one week, at 100 superficial feet, per week or fraction thereof | ...   | 0 6 |

Working hours, 8 a.m. to 5 p.m. on week-days.

*Cranage.*

|   |     |     |
|---|-----|-----|
| On all timber, per 100 superficial feet | ... | 0 2 |
|---|-----|-----|

## RAILWAY WHARF, AUCKLAND.

|                                     |     |      |
|-------------------------------------|-----|------|
| Cranage (10-ton crane), at per hour | ... | 10 0 |
| " " " " ton                         | ... | 2 6  |
| Minimum charge                      | ... | 5 0  |

## ONEHUNGA WHARVES.

When consignees do not take delivery of ships' goods from the ships' slings at the Onehunga Wharf such goods will be received by the Railway Department, and will be subject to the charges provided under Part III. of the scale of fares, rates, and charges on the New Zealand Railways, for loading, unloading, haulage, and storage.

*Rates.*

|   | s.  | d.    |
|---|-----|-------|
| Goods, landed, not otherwise specified, weight or measurement, at the option of the department, per ton   | ... | 2 0   |
| Goods, shipped, not otherwise specified, for export beyond the Provincial District of Auckland, weight or measurement, at the option of the department, per ton | ... | 1 0   |
| Goods, shipped, not otherwise specified, for places within the Provincial District of Auckland  | ... | Free. |
| Goods of Classes A, B, C, D, E, carried by rail between Auckland and Onehunga Wharf   | ... | Free. |
| Bonedust, guano, and artificial manures, carried by rail (imported)   | ... | Free. |
| Goods, Class E, per ton   | ... | 1 0   |
| Kauri gum, shipped, per ton   | ... | 1 0   |
| Cattle and horses, per head   | ... | 0 6   |
| Sheep, pigs, and goats, per head  | ... | 0 1   |
| Timber, at per 100 superficial feet   | ... | 0 2   |
| Goods of Classes L, N, P, per ton   | ... | 0 3   |
| Native coal   | ... | Free. |
| Wool, sheepskins, and rabbitskins, in bales not over 4cwt., per bale  | ... | 0 3   |
| Flax, in bales not over 2cwt., per bale   | ... | 0 0½  |
| Four-wheel vehicles, each   | ... | 2 6   |
| Two-wheel vehicles, each  | ... | 1 3   |
| 400-gallon iron tanks, each   | ... | 1 0   |
| Minimum charge in all cases   | ... | 0 3   |

Goods transhipped from or into lighters or vessels into or from vessels lying alongside the wharves will be charged half rates.

*Charges for use of Wharf.*

|  | s.  | d.   |
|--|-----|------|
| For every vessel under 20 tons, and every vessel trading within the Manukau Heads, lying at the wharves, per quarter, payable in advance | ... | 10 0 |
| For every other vessel lying at the wharves, per working day or part thereof, per ton gross register                                     | ... | 0 0½ |
| Minimum charge per working day or part thereof   | ... | 1 0  |
| For every wagon using the wharf, drawn by one horse, each time   | ... | 1 0  |
| For each additional horse  | ... | 0 6  |
| For each express, cart, or other vehicle, drawn by one horse   | ... | 0 6  |
| For every barrow or hand-truck, each time  | ... | 0 2  |

*Cranage.*

|                                    |     |     |
|------------------------------------|-----|-----|
| For use of crane on wharf, per ton | ... | 0 6 |
|------------------------------------|-----|-----|

Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise by special arrangement. The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

The working hours are from 8 a.m. to 5 p.m. on week-days.

## MERCER.

|  | s.  | d.    |
|--|-----|-------|
| Cattle and horses, per head                            | ... | 0 6   |
| Sheep, pigs, goats, per head                           | ... | 0 1   |
| Grain and flour, per ton                               | ... | 1 0   |
| Timber, per 100 superficial feet                       | ... | 0 3   |
| Posts and rails, per 100                               | ... | 1 0   |
| Shingles, per 1000                                     | ... | 0 3   |
| Palings, per 100                                       | ... | 0 2   |
| Firewood, per cord                                     | ... | 1 0   |
| Bricks, per 100  | ... | 0 3   |
| Slates, per 100  | ... | 0 6   |
| Coal (native), per ton                                 | ... | Free. |
| Lime, limestone, sand, per ton                         | ... | 0 6   |
| Shells, undressed building stones, or shingle, per ton | ... | 0 6   |
| Drain-pipes, per ton (ship measurement)                | ... | 1 0   |
| 400-gallon tanks (empty), each                         | ... | 1 0   |

|   | s.  | d.    |
|---|-----|-------|
| Manure of any kind or bones, per ton  | ... | 1 0   |
| Wool, per bale, not exceeding 4 cwt.  | ... | 0 3   |
| Flax and tow  | ... | Free. |
| Tallow, per ton   | ... | 1 3   |
| Hides, each   | ... | 0 0½  |
| Sheepskins and rabbitskins, per bale, not exceeding 2 cwt.  | ... | 0 2   |
| For every vehicle of four wheels  | ... | 5 0   |
| "    "    two wheels  | ... | 2 6   |
| Agricultural produce, not otherwise specified, per ton  | ... | 1 0   |
| Fencing wire and materials, per ton   | ... | 0 6   |
| Other goods not enumerated above, per ton, weight or measurement, at the option of the Wharfinger | ... | 2 0   |
| Minimum charge in all cases   | ... | 0 6   |
| Returned empties, half rates.   |     |       |

*Labour.*

|   |     |     |
|---|-----|-----|
| Receiving and delivering, for all kinds of goods, at per ton  | ... | 1 0 |
| Packages exceeding half a ton weight, by arrangement.   |     |     |
| Timber—For each handling by the railway, 3d. per 100 feet will be charged. (Handling not compulsory.) |     |     |

WANGANUI SECTION.

FOXTON AND EAST TOWN WHARVES.

These wharves shall be open for receipt and delivery of goods on all days (Sundays and holidays observed at H.M. Customs excepted) from 8 a.m. to 5 p.m., but on Saturdays they may be closed at 2 p.m. Vessels may load or discharge from 8 a.m. to 4 p.m., but on Saturdays until 1 p.m. only.

Masters of vessels discharging or loading cargo outside of regular wharf hours shall pay 10s. per hour for vessels discharged or loaded by steam-power, and 5s. per hour for vessels worked by hand-power; but this shall not apply to vessels loading or discharging ballast, coal, or timber where wharfingers' labour is not required.

*Rates.*

|   | s.  | d.   |
|---|-----|------|
| Cattle and horses, per head   | ... | 0 6  |
| Sheep, pigs, goats, per head  | ... | 0 1  |
| Grain and flour, per ton  | ... | 1 6  |
| Timber, per 100 superficial feet  | ... | 0 2  |
| White pine, per 100 feet superficial  | ... | 0 1  |
| Posts and rails, per 100  | ... | 1 0  |
| Shingles, per 1,000   | ... | 0 3  |
| Palings, per 100  | ... | 0 2  |
| Firewood, per cord  | ... | 1 0  |
| Bricks, per 100   | ... | 0 3  |
| Slates, per 100   | ... | 0 6  |
| Coal (imported), per ton  | ... | 1 0  |
| Coal (native), per ton  | ... | 0 6  |
| Lime, limestone, sand, per ton  | ... | 1 0  |
| Shells, undressed building stones, and shingle, per ton                                   | ... | 0 6  |
| Drain-pipes, per ton (ships' measurement)   | ... | 1 0  |
| 400-gallon tanks (empty), each  | ... | 1 0  |
| Manure of any kind or bones, per ton  | ... | 1 0  |
| Wool, per bale, not exceeding 4 cwt.  | ... | 0 3  |
| Flax and tow, per bale  | ... | 0 3  |
| Tallow, per ton   | ... | 1 3  |
| Hides, each   | ... | 0 0½ |
| Sheepskins and rabbitskins, per bale (not exceeding 2 cwt.)                               | ... | 0 3  |
| For every vehicle, four-wheel   | ... | 5 2  |
| "    "    two-wheel   | ... | 2 6  |
| Agricultural produce not otherwise specified, per ton                                     | ... | 1 6  |
| Fencing wire and fencing materials, per ton   | ... | 0 6  |
| Poultry of all kinds, each  | ... | 0 1  |
| Other goods not enumerated above, per ton, weight or measurement, at option of wharfinger | ... | 2 0  |
| Minimum charge in all cases   | ... | 0 6  |
| Returned empties, half-rates.   |     |      |

Half wharfage rates will be charged on all goods loaded or unloaded from or into lighters into or from ships lying at Foxton and East Town Wharves.

*Labour.*

|  |     |     |
|--|-----|-----|
| Receiving and delivering for all kinds of goods, at per ton  | ... | 1 0 |
| Packages exceeding half a ton weight, by arrangement.  |     |     |
| Timber, for each handling by the railway, 3d. per 100 feet will be charged. (Handling not compulsory.) |     |     |

*Storage.*

|   |     |     |
|---|-----|-----|
| Storage will be charged on all import goods or merchandise not taken away within 12 working hours at the rate of 1s. per ton per day or fraction thereof          | ... | 1 0 |
| On all export goods or merchandise, if not shipped per first steamer for which they are consigned, storage at the rate of 6d. per ton per day or fraction thereof | ... | 0 6 |
| On wool, flax, tow, sheepskins and rabbitskins, per bale, per day or fraction thereof   | ... | 0 3 |
| On tallow, per cask, per day or fraction thereof  | ... | 0 3 |
| On timber remaining over sixty-four working hours, per 100 feet superficial, per week   | ... | 0 2 |

The working hours are from 8 a.m. to 5 p.m. on week-days.

The above storage charges do not include handling.

## GREYMOUTH SECTION.

## GREYMOUTH.

*Charges for use of Wharf.*

|  |       |     |
|--|-------|-----|
| On all sailing vessels, foreign, intercolonial, or coastwise, from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip | s. d. | 1 0 |
| On all sailing vessels from ports within the above limits, per ton register, per trip  | ...   | 0 9 |
| On all coasting steamers from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip                                      | ...   | 0 9 |
| On all coasting steamers trading only within the above limits, per ton register, per trip  | ...   | 0 6 |
| On all intercolonial steamers when coming to the wharf, per ton register, per trip   | ...   | 0 6 |
| On all vessels or steamers tendering ships or steamers (not entering the river) in the roadstead, per ton register, per trip   | ...   | 0 1 |
| On all vessels coming for coal (in ballast)  | ...   | 0 1 |
| The maximum charge on any steamer to be £5 10s. per trip.  |       |     |
| The minimum charge on any vessel coming for coal or timber in ballast to be 5s.  |       |     |
| On vessels, sailing or steam, with one-fourth cargo (or less), one-fourth rates to be charged.   |       |     |
| If with more than one-fourth but less than one-half cargo, half rates to be charged.   |       |     |
| If with more than one-half cargo, full rates to be charged.  |       |     |
| Tug-steamers to pay 2s. 6d. for each vessel or steamer brought into the river.   |       |     |
| All charges are to be paid within twelve hours after arrival.  |       |     |

*Rates.*

|   |     |     |
|---|-----|-----|
| On all goods and luggage not otherwise specified, per ton weight or measurement   | ... | 2 0 |
| Minimum charge  | ... | 0 3 |
| Timber, per 100 superficial feet  | ... | 0 2 |
| Half dues for wharfage to be charged on all goods transhipped into lighters, &c., from vessels lying alongside Government wharves, or at any of the Government moorings | ... | 1 0 |
| Cattle and horses, per head   | ... | 2 0 |
| Sheep, pigs, goats, &c., per head   | ... | 0 3 |
| Poultry, each   | ... | 0 1 |
| Vehicles, four-wheel  | ... | 5 0 |
| "    two-wheel  | ... | 2 6 |
| Parcels, each   | ... | 0 3 |

*Goods for Transhipment.*

When goods are landed on wharf ex ship, and redelivered to other ships, they will be charged 2s. 6d. per ton, according to ship's manifest, or by weight or measurement, at the option of the department, including wharfage, handling, and one week's storage, after which storage will be charged for.

|  |       |     |
|--|-------|-----|
| Goods transhipped into lighters or vessels from vessels lying alongside the wharves, per ton | s. d. | 1 0 |
|--|-------|-----|

*Cranage.*

|   |     |      |
|---|-----|------|
| For use of crane on wharf or yard, per ton (minimum charge, 15s.)   | ... | 0 6  |
| Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise by special agreement.                  | ... | ...  |
| The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom. |     |      |
| Minimum charge for use of 12-ton steam-crane  | ... | 40 0 |

*Storage.*

|  |     |     |
|--|-----|-----|
| On goods not removed within 12 working hours, per day, per ton           | ... | 1 0 |
| On timber not removed within one week, per 100 feet superficial, per day | ... | 0 2 |

The working hours are from 8 a.m. to 5 p.m. on week-days.

No ship shall discharge or take in cargo at other times without written notice being given by the ship's officer to the Wharfinger, under a penalty of £5 for each offence. The time allowed for receiving coals from the trucks into ships is at the rate of 30 tons per hour. Demurrage will be charged on such trucks as are detained beyond the time calculated at such rate, at 5s. per truck per hour or fraction thereof.

Ships discharging or taking in cargo at other than the appointed working hours will be charged at the rate of 2s. 6d. per hour or fraction thereof.

The captain or agent of each vessel is to supply the Wharfinger with a correct copy of the vessel's manifest prior to discharging any cargo, under a penalty of £5 for each offence.

## WESTPORT SECTION.

## WESTPORT.

*Charges for use of Wharf.*

|   |         |       |
|---|---------|-------|
| For every vessel lying at a wharf, per day, per ton register  | £ s. d. | 0 0 2 |
| Minimum charge  | ...     | 1 0 0 |
| For every vessel coming for coal in ballast lying at a wharf, per day, per ton net register                 | ...     | 0 0 1 |
| On every vessel tendering vessels (not entering the river) in the roadstead, per ton net register, per trip | ...     | 0 0 1 |

*Rates.*

|   |     |       |
|---|-----|-------|
| On all goods and luggage not otherwise specified, per ton (minimum charge, 3d.) | ... | 0 2 0 |
| Wool, per bale  | ... | 0 0 6 |

|                                   | £   | s.  | d.    |
|-----------------------------------|-----|-----|-------|
| Timber, per 100 feet superficial  | ... | ... | 0 0 2 |
| Firewood, per cord                | ... | ... | 0 1 0 |
| Cattle and horses, per head       | ... | ... | 0 2 0 |
| Sheep, pigs, goats, &c., per head | ... | ... | 0 0 3 |
| Hides, each                       | ... | ... | 0 0 1 |
| Palings, per 100                  | ... | ... | 0 0 6 |
| Poultry, each                     | ... | ... | 0 0 1 |
| Shingles, per 1,000               | ... | ... | 0 0 6 |
| Minerals, per ton                 | ... | ... | 0 0 6 |
| Drays, four-wheel                 | ... | ... | 0 5 0 |
| Drays, two-wheel                  | ... | ... | 0 2 6 |

*Goods for Transhipment.*

When goods are landed on wharf ex ship, and redelivered to other ships, they will be charged 2s. 6d. per ton, according to ship's manifest, or by weight or measurement, at the option of the department, including wharfage, handling, and one week's storage, after which storage will be charged for.

|  | s.  | d.  |
|--|-----|-----|
| Goods transhipped into lighters or vessels from vessels lying alongside the wharves, per ton | ... | 1 0 |

NELSON SECTION.

NELSON WHARF.

*Rates, including Labour.*

|  | s.  | d.  |
|--|-----|-----|
| Wharfage on all goods and luggage not otherwise specified, per ton weight or measurement | ... | 2 0 |
| Hops, per bale   | ... | 1 3 |
| Wool, per bale   | ... | 1 0 |
| Flax and tow, per bale   | ... | 0 6 |
| Sheepskins and rabbitskins per bale, not exceeding 2 cwt.                                | ... | 0 3 |
| Sheepskins, loose, per 100   | ... | 2 6 |
| Hides, each  | ... | 0 1 |
| Poultry, each  | ... | 0 1 |
| Carts and carriages, each  | ... | 5 0 |
| Hand-carts or trucks, each   | ... | 1 0 |
| Minimum charge   | ... | 0 6 |
| Grain and flour  | ... | 1 6 |

*Rates, excluding Labour.*

|   |     |     |
|---|-----|-----|
| Posts and rails, at per 100, and firewood, at per cord          | ... | 0 6 |
| Sawn timber, at per 100 feet                                    | ... | 0 1 |
| Horses, bullocks, and other great cattle, each                  | ... | 2 6 |
| Sheep, pigs, and other small cattle, each                       | ... | 0 3 |
| Bricks, per 1,000   | ... | 3 0 |
| Slates, per 1,000   | ... | 3 0 |
| Shingles, per 1,000   | ... | 0 6 |
| Coals, coke, ballast, ore, limestone, sand, and manure, per ton | ... | 1 0 |

Half dues for wharfage to be charged on all goods transhipped into lighters, &c., from vessels lying alongside the wharf.

Vessels lying alongside the wharf without landing or receiving cargo shall pay ¼d. per ton net register per day. Minimum charge, £1.

Masters or agents to supply Wharfinger with a list of cargo to be shipped or landed, together with the particulars of weight or measurement on which freight is calculated, and wharfage to be paid accordingly, unless the measurement or weight be found incorrect, in which case the same is to be paid on the correct measurement or weight.

Goods reshipped without being removed from the wharf, and upon which inward wharfage has been paid, to be free of outward wharfage.

*Storage.*

|   | s.  | d.  |
|---|-----|-----|
| Any coal or other goods remaining on the platform more than forty-eight hours after landing to pay at the rate of 1s. per ton for every week or part of a week. Rent on all goods sent to the sheds and stored for vessels which are not then in harbour or not ready to receive, and goods delivered from ship and not taken away within eight working hours, at per ton, per week or part of a week | ... | 1 6 |
| Receiving and delivering, per ton   | ... | 1 0 |
| Wool, flax, and tow at per bale, and tallow at per cask   | ... | 0 6 |
| Receiving and delivering  | ... | 0 6 |

*Cranage.*

|  |     |     |
|--|-----|-----|
| For use of crane on wharf, per ton   | ... | 0 6 |
| Exceptional cargoes (as may be determined by the Railway Department) by special agreement. | ... | ... |

The working hours are from 8 a.m. to 5 p.m. on week-days.

No ship shall discharge or take in cargo at other times without written notice being given by the ship's officer to the Wharfinger, under a penalty of £5 for each offence.

Ships discharging or taking in cargo at other than the appointed working hours will be charged at the rate of 2s. 6d. per hour or fraction thereof.

The time allowed vessels to occupy berths at the wharf for the purpose of discharging cargo shall be (exclusive of Sundays and holidays and the day of removal)—

|                                  |     |             |
|----------------------------------|-----|-------------|
| For vessels under 50 tons        | ... | Two days.   |
| For vessels from 50 to 100 tons  | ... | Three days. |
| For vessels from 100 to 150 tons | ... | Five days.  |
| For vessels from 150 to 200 tons | ... | Seven days. |
| For vessels from 200 to 250 tons | ... | Nine days.  |
| For vessels from 250 to 300 tons | ... | Ten days.   |

And an additional three days for every additional 100 tons register.

Vessels occupying berths at the wharf longer than the times above specified will be charged with rent for every day or part of a day beyond the times above specified, at the following rates, which shall be paid to the Wharfinger before the vessel shall be removed, viz. :—

|                                  | £   | s. | d.   |
|----------------------------------|-----|----|------|
| For vessels under 50 tons        | ... | 0  | 10 0 |
| For vessels from 50 to 100 tons  | ... | 0  | 15 0 |
| For vessels from 100 to 150 tons | ... | 1  | 0 0  |
| For vessels from 150 to 200 tons | ... | 1  | 10 0 |
| For vessels from 200 to 250 tons | ... | 2  | 0 0  |
| For vessels from 250 to 400 tons | ... | 2  | 10 0 |
| For vessels above 400 tons       | ... | 3  | 0 0  |

### PICTON SECTION.

#### PICTON WHARF.

|  |     | s. | d. |
|--|-----|----|----|
| Grain or flour, per ton  | ... | 1  | 6  |
| Grain or flour, not exceeding 200 lb., per bag   | ... | 0  | 3½ |
| Posts and rails at per 100, and firewood at per cord   | ... | 0  | 6  |
| Sawn timber, at per 100 feet, from or upon New Wharf   | ... | 0  | 3  |
| Sawn timber, at per 100 feet, from or upon Old Wharf   | ... | 0  | 2½ |
| Single bag or parcel   | ... | 0  | 3  |
| Horses or cattle, if not more than one   | ... | 2  | 6  |
| Horses or cattle, after the first, each  | ... | 1  | 6  |
| Sheep or pigs, not exceeding 50, each  | ... | 0  | 2  |
| Sheep or pigs, all over 50, each   | ... | 0  | 1  |
| Bricks, per 1,000  | ... | 2  | 6  |
| Coals, per ton   | ... | 1  | 0  |
| Wool, per bale   | ... | 0  | 3  |
| Flax and tow, per bale   | ... | 0  | 2  |
| Hides, 40 to the ton   | ... | 2  | 0  |
| Sheepskins, per bale   | ... | 0  | 3  |
| Tallow, per cask   | ... | 0  | 3  |
| All other goods not enumerated, per ton, either weight or measurement, at the option of the Wharfinger | ... | 2  | 0  |
| Wagons   | ... | 5  | 0  |
| Carts, drags, and carriages  | ... | 3  | 0  |
| Hand-carts or trucks   | ... | 0  | 6  |

All goods, &c., landed on the Government lands adjacent to the wharves shall be subject to the same dues as if landed on wharf.

#### Exemptions.

Such passengers' luggage or ships' stores as are carried in hand.

All goods, produce, or stock coming from or going to settlers residing in Queen Charlotte Sound.

#### Carts.

Twopence per 100 superficial Feet will be charged for timber trucked from carts on to the Railway Wharf or passed over the wharf for shipment.

#### Storage.

|   | s.  | d.  |
|---|-----|-----|
| Wool, flax, and tow to be charged at per bale, and tallow at per cask, including storage, labour, and shipping                                    | ... | 0 7 |
| Wool or flax, tow, and tallow to be removed within four weeks, or a charge per week will be made for every week after that time, per bale or cask | ... | 0 3 |

#### Labour.

|   |     |     |
|---|-----|-----|
| On all goods, with the exception of timber and live stock, and except on packages exceeding one-half ton weight (when the Wharfinger shall be at liberty to make an additional charge for extra labour, if required), per ton | ... | 1 0 |
| Labour loading carts, not compulsory, per ton   | ... | 0 6 |

### DUNEDIN SECTION.

#### PORT CHALMERS WHARVES.

#### Rates.

A rate of 1s. per ton will be charged to the owners, masters, or agents of ships or vessels on all goods loaded or unloaded from or into lighters into or from ships lying at Port Chalmers Railway Wharf.

All goods not carried by rail loaded on to or discharged from the railway wharves will be charged 1s. per ton.

For live stock landed at or shipped from the railway wharves at Port Chalmers the following charges will be made :—

|                             | s.  | d.  |
|-----------------------------|-----|-----|
| Cattle and horses, per head | ... | 2 0 |
| Sheep, pigs, goats          | ... | 0 2 |