



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF
FRIDAY, JANUARY 27, 1888.

Published by Authority.

WELLINGTON, MONDAY, JANUARY 30, 1888.

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

I, EDWIN MITCHELSON, 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 sixth day of February, one thousand eight hundred and eighty-eight, from which date all previous scales are declared to be hereby revoked.

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

EDWIN MITCHELSON,
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 except otherwise provided for hereafter:—

Schedule of Fares.

Schedule of Fares—continued.

No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single Ordinary.		Return for Saturday and Sunday.			Single Ordinary.		Return for Saturday and Sunday.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
1	£ s. d.	£ s. d.	£ s. d.	£ s. d.	22	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	0 0 6	0 0 4	0 0 6	0 0 6	23	0 4 7	0 3 1	0 6 0	0 4 0
3	0 0 6	0 0 4	0 0 9	0 0 6	24	0 4 10	0 3 3	0 6 2	0 4 2
4	0 1 0	0 0 8	0 1 0	0 0 9	25	0 5 0	0 3 4	0 6 6	0 4 4
5	0 1 0	0 0 8	0 1 3	0 0 10	26	0 5 3	0 3 6	0 6 10	0 4 7
6	0 1 2	0 0 9	0 1 6	0 1 0	27	0 5 5	0 3 8	0 7 1	0 4 9
7	0 1 4	0 0 10	0 1 9	0 1 2	28	0 5 8	0 3 9	0 7 4	0 4 11
8	0 1 6	0 1 0	0 2 0	0 1 4	29	0 5 10	0 3 11	0 7 7	0 5 1
9	0 1 8	0 1 1	0 2 2	0 1 6	30	0 6 1	0 4 1	0 7 11	0 5 3
10	0 1 10	0 1 3	0 2 6	0 1 8	31	0 6 3	0 4 2	0 8 2	0 5 5
11	0 2 1	0 1 5	0 2 9	0 1 10	32	0 6 6	0 4 4	0 8 5	0 5 8
12	0 2 4	0 1 7	0 3 0	0 2 0	33	0 6 8	0 4 6	0 8 8	0 5 10
13	0 2 6	0 1 8	0 3 3	0 2 2	34	0 6 11	0 4 7	0 9 0	0 6 0
14	0 2 9	0 1 10	0 3 7	0 2 5	35	0 7 1	0 4 9	0 9 3	0 6 2
15	0 2 11	0 2 0	0 3 10	0 2 7	36	0 7 4	0 4 11	0 9 6	0 6 4
16	0 3 2	0 2 1	0 4 1	0 2 9	37	0 7 6	0 5 0	0 9 9	0 6 6
17	0 3 4	0 2 3	0 4 4	0 2 11	38	0 7 9	0 5 2	0 10 1	0 6 9
18	0 3 7	0 2 5	0 4 8	0 3 1	39	0 7 11	0 5 4	0 10 4	0 6 11
19	0 3 9	0 2 6	0 4 11	0 3 3	40	0 8 2	0 5 5	0 10 7	0 7 1
20	0 4 0	0 2 8	0 5 2	0 3 6	41	0 8 4	0 5 7	0 10 10	0 7 3
21	0 4 2	0 2 10	0 5 5	0 3 8	42	0 8 7	0 5 9	0 11 2	0 7 5
	0 4 5	0 2 11	0 5 9	0 3 10		0 8 9	0 5 10	0 11 5	0 7 7

Schedule of Fares—continued.

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

Schedule of Fares—continued.

No. of Miles.	Fares.			
	Single Ordinary.		Return for Saturday and Sunday.	
	First.	Second.	First.	Second.
122	£ 1 5 5	£ 0 17 0	£ 1 13 1	£ 1 2 1
123	1 5 8	0 17 1	1 13 4	1 2 3
124	1 5 10	0 17 3	1 13 7	1 2 5
125	1 6 1	0 17 5	1 13 11	1 2 7
126	1 6 3	0 17 6	1 14 2	1 2 9
127	1 6 6	0 17 8	1 14 5	1 3 0
128	1 6 8	0 17 10	1 14 8	1 3 2
129	1 6 11	0 17 11	1 15 0	1 3 4
130	1 7 1	0 18 1	1 15 3	1 3 6
131	1 7 4	0 18 3	1 15 6	1 3 8
132	1 7 6	0 18 4	1 15 9	1 3 10
133	1 7 9	0 18 6	1 16 1	1 4 1
134	1 7 11	0 18 8	1 16 4	1 4 3
135	1 8 2	0 18 9	1 16 7	1 4 5
136	1 8 4	0 18 11	1 16 10	1 4 7
137	1 8 7	0 19 1	1 17 2	1 4 9
138	1 8 9	0 19 2	1 17 5	1 4 11
139	1 9 0	0 19 4	1 17 8	1 5 2
140	1 9 2	0 19 6	1 17 11	1 5 4
141	1 9 5	0 19 7	1 18 3	1 5 6
142	1 9 7	0 19 9	1 18 6	1 5 8
143	1 9 10	0 19 11	1 18 9	1 5 10
144	1 10 0	1 0 0	1 19 0	1 6 0
145	1 10 3	1 0 2	1 19 4	1 6 3
146	1 10 5	1 0 4	1 19 7	1 6 5
147	1 10 8	1 0 5	1 19 10	1 6 7
148	1 10 10	1 0 7	2 0 1	1 6 9
149	1 11 1	1 0 9	2 0 5	1 6 11
150	1 11 3	1 0 10	2 0 8	1 7 1
151	1 11 6	1 1 0	2 0 11	1 7 4
152	1 11 8	1 1 2	2 1 2	1 7 6
153	1 11 11	1 1 3	2 1 6	1 7 8
154	1 12 1	1 1 5	2 1 9	1 7 10
155	1 12 4	1 1 7	2 2 0	1 8 0
156	1 12 6	1 1 8	2 2 3	1 8 2
157	1 12 9	1 1 10	2 2 7	1 8 5
158	1 12 11	1 2 0	2 2 10	1 8 7
159	1 13 2	1 2 1	2 3 1	1 8 9
160	1 13 4	1 2 3	2 3 4	1 8 11
161	1 13 7	1 2 5	2 3 8	1 9 1
162	1 13 9	1 2 6	2 3 11	1 9 3
163	1 14 0	1 2 8	2 4 2	1 9 6
164	1 14 2	1 2 10	2 4 5	1 9 8
165	1 14 5	1 2 11	2 4 9	1 9 10
166	1 14 7	1 3 1	2 5 0	1 10 0
167	1 14 10	1 3 3	2 5 3	1 10 2
168	1 15 0	1 3 4	2 5 6	1 10 4
169	1 15 3	1 3 6	2 5 10	1 10 7
170	1 15 5	1 3 8	2 6 1	1 10 9
171	1 15 8	1 3 9	2 6 4	1 10 11
172	1 15 10	1 3 11	2 6 7	1 11 1
173	1 16 1	1 4 1	2 6 11	1 11 3
174	1 16 3	1 4 2	2 7 2	1 11 5
175	1 16 6	1 4 4	2 7 5	1 11 8
176	1 16 8	1 4 6	2 7 8	1 11 10
177	1 16 11	1 4 7	2 8 0	1 12 0
178	1 17 1	1 4 9	2 8 3	1 12 2
179	1 17 4	1 4 11	2 8 6	1 12 4
180	1 17 6	1 5 0	2 8 9	1 12 6
181	1 17 9	1 5 2	2 9 1	1 12 9
182	1 17 11	1 5 4	2 9 4	1 12 11
183	1 18 2	1 5 5	2 9 7	1 13 1
184	1 18 4	1 5 7	2 9 10	1 13 3
185	1 18 7	1 5 9	2 10 2	1 13 5
186	1 18 9	1 5 10	2 10 5	1 13 7
187	1 19 0	1 6 0	2 10 8	1 13 10
188	1 19 2	1 6 2	2 10 11	1 14 0
189	1 19 5	1 6 3	2 11 3	1 14 2
190	1 19 7	1 6 5	2 11 6	1 14 4
191	1 19 10	1 6 7	2 11 9	1 14 6
192	2 0 0	1 6 8	2 12 0	1 14 8
193	2 0 3	1 6 10	2 12 4	1 14 11
194	2 0 5	1 7 0	2 12 7	1 15 1
195	2 0 8	1 7 1	2 12 10	1 15 3
196	2 0 10	1 7 3	2 13 1	1 15 5
197	2 1 1	1 7 5	2 13 5	1 15 7
198	2 1 3	1 7 6	2 13 8	1 15 9
199	2 1 6	1 7 8	2 13 11	1 16 0
200	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.
201	£ s. d.	£ s. d.	£ s. d.	£ s. d.
202	2 1 11	1 7 11	2 14 6	1 16 4
203	2 2 1	1 8 1	2 14 9	1 16 6
204	2 2 4	1 8 3	2 15 0	1 16 8
205	2 2 6	1 8 4	2 15 3	1 16 10
206	2 2 9	1 8 6	2 15 7	1 17 1
207	2 2 11	1 8 8	2 15 10	1 17 3
208	2 3 2	1 8 9	2 16 1	1 17 5
209	2 3 4	1 8 11	2 16 4	1 17 7
210	2 3 7	1 9 1	2 16 8	1 17 9
211	2 3 9	1 9 2	2 16 11	1 17 11
212	2 4 0	1 9 4	2 17 2	1 18 2
213	2 4 2	1 9 6	2 17 5	1 18 4
214	2 4 5	1 9 7	2 17 9	1 18 6
215	2 4 7	1 9 9	2 18 0	1 18 8
216	2 4 10	1 9 11	2 18 3	1 18 10
217	2 5 0	1 10 0	2 18 6	1 19 0
218	2 5 3	1 10 2	2 18 10	1 19 3
219	2 5 5	1 10 4	2 19 1	1 19 5
220	2 5 8	1 10 5	2 19 4	1 19 7
221	2 5 10	1 10 7	2 19 7	1 19 9
222	2 6 1	1 10 9	2 19 11	1 19 11
223	2 6 3	1 10 10	3 0 2	2 0 1
224	2 6 6	1 11 0	3 0 5	2 0 4
225	2 6 8	1 11 2	3 0 8	2 0 6
226	2 6 11	1 11 3	3 1 0	2 0 8
227	2 7 1	1 11 5	3 1 3	2 0 10
228	2 7 4	1 11 7	3 1 6	2 1 0
229	2 7 6	1 11 8	3 1 9	2 1 2
230	2 7 9	1 11 10	3 2 1	2 1 5
231	2 7 11	1 12 0	3 2 4	2 1 7
232	2 8 2	1 12 1	3 2 7	2 1 9
233	2 8 4	1 12 3	3 2 10	2 1 11
234	2 8 7	1 12 5	3 3 2	2 2 1
235	2 8 9	1 12 6	3 3 5	2 2 3
236	2 8 11	1 12 8	3 3 8	2 2 6
237	2 9 0	1 12 10	3 3 11	2 2 8
238	2 9 2	1 12 11	3 4 3	2 2 10
239	2 9 5	1 13 1	3 4 6	2 3 0
240	2 9 7	1 13 3	3 4 9	2 3 2
241	2 9 10	1 13 4	3 5 0	2 3 4
242	2 10 0	1 13 6	3 5 4	2 3 7
243	2 10 3	1 13 8	3 5 7	2 3 9
244	2 10 5	1 13 9	3 5 10	2 3 11
245	2 10 8	1 13 11	3 6 1	2 4 1
246	2 11 1	1 14 1	3 6 5	2 4 3
247	2 11 3	1 14 2	3 6 8	2 4 5
248	2 11 6	1 14 4	3 6 11	2 4 8
249	2 11 8	1 14 6	3 7 2	2 4 10
250	2 11 11	1 14 7	3 7 6	2 5 0
251	2 12 1	1 14 9	3 7 9	2 5 2
252	2 12 4	1 14 11	3 8 0	2 5 4
253	2 12 6	1 15 0	3 8 3	2 5 6
254	2 12 9	1 15 2	3 8 7	2 5 9
255	2 12 11	1 15 4	3 8 10	2 5 11
256	2 13 2	1 15 5	3 9 1	2 6 1
257	2 13 4	1 15 7	3 9 4	2 6 3
258	2 13 7	1 15 9	3 9 8	2 6 5
259	2 13 9	1 15 10	3 9 11	2 6 7
260	2 14 0	1 16 0	3 10 2	2 6 10
261	2 14 2	1 16 2	3 10 5	2 7 0
262	2 14 5	1 16 3	3 10 9	2 7 2
263	2 14 7	1 16 5	3 11 0	2 7 4
264	2 14 10	1 16 7	3 11 3	2 7 6
265	2 15 0	1 16 8	3 11 6	2 7 8
266	2 15 3	1 16 10	3 11 10	2 7 11
267	2 15 5	1 17 0	3 12 1	2 8 1
268	2 15 8	1 17 1	3 12 4	2 8 3
269	2 15 10	1 17 3	3 12 7	2 8 5
270	2 16 1	1 17 5	3 12 11	2 8 7
271	2 16 3	1 17 6	3 13 2	2 8 9
272	2 16 6	1 17 8	3 13 5	2 9 0
273	2 16 8	1 17 10	3 13 8	2 9 2
274	2 16 11	1 17 11	3 14 0	2 9 4
275	2 17 1	1 18 1	3 14 3	2 9 6
276	2 17 4	1 18 3	3 14 6	2 9 8
277	2 17 6	1 18 4	3 14 9	2 9 10
278	2 17 9	1 18 6	3 15 1	2 10 1
279	2 17 11	1 18 8	3 15 4	2 10 3
280	2 18 2	1 18 9	3 15 7	2 10 5
281	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.
281	£ s. d.	£ s. d.	£ s. d.	£ s. d.
282	2 18 7	1 19 1	3 16 2	2 10 9
283	2 18 9	1 19 2	3 16 5	2 10 11
284	2 19 0	1 19 4	3 16 8	2 11 2
285	2 19 2	1 19 6	3 16 11	2 11 4
286	2 19 5	1 19 7	3 17 3	2 11 6
287	2 19 7	1 19 9	3 17 6	2 11 8
288	2 19 10	1 19 11	3 17 9	2 11 10
289	3 0 0	2 0 0	3 18 0	2 12 0
290	3 0 3	2 0 2	3 18 4	2 12 3
291	3 0 5	2 0 4	3 18 7	2 12 5
292	3 0 8	2 0 5	3 18 10	2 12 7
293	3 0 10	2 0 7	3 19 1	2 12 9
294	3 1 1	2 0 9	3 19 5	2 12 11
295	3 1 3	2 0 10	3 19 8	2 13 1
296	3 1 6	2 1 0	3 19 11	2 13 4
297	3 1 8	2 1 2	4 0 2	2 13 6
298	3 1 11	2 1 3	4 0 6	2 13 8
299	3 2 1	2 1 5	4 0 9	2 13 10
300	3 2 4	2 1 7	4 1 0	2 14 0
301	3 2 6	2 1 8	4 1 3	2 14 2
302	3 2 9	2 1 10	4 1 7	2 14 5
303	3 2 11	2 2 0	4 1 10	2 14 7
304	3 3 2	2 2 1	4 2 1	2 14 9
305	3 3 4	2 2 3	4 2 4	2 14 11
306	3 3 7	2 2 5	4 2 8	2 15 1
307	3 3 9	2 2 6	4 2 11	2 15 3
308	3 4 0	2 2 8	4 3 2	2 15 6
309	3 4 2	2 2 10	4 3 6	2 15 8
310	3 4 5	2 2 11	4 3 9	2 15 10
311	3 4 7	2 3 1	4 4 0	2 16 0
312	3 4 10	2 3 3	4 4 3	2 16 2
313	3 5 0	2 3 4	4 4 6	2 16 4
314	3 5 3	2 3 6	4 4 10	2 16 7
315	3 5 5	2 3 8	4 5 1	2 16 9
316	3 5 8	2 3 9	4 5 4	2 16 11
317	3 5 10	2 3 11	4 5 7	2 17 1
318	3 6 1	2 4 1	4 5 11	2 17 3
319	3 6 3	2 4 2	4 6 2	2 17 5
320	3 6 6	2 4 4	4 6 5	2 17 8
321	3 6 8	2 4 6	4 6 8	2 17 10
322	3 6 11	2 4 7	4 7 0	2 18 0
323	3 7 1	2 4 9	4 7 3	2 18 2
324	3 7 4	2 4 11	4 7 6	2 18 4
325	3 7 6	2 5 0	4 7 9	2 18 6
326	3 7 9	2 5 2	4 8 1	2 18 9
327	3 7 11	2 5 4	4 8 4	2 18 11
328	3 8 2	2 5 5	4 8 7	2 19 1
329	3 8 4	2 5 7	4 8 10	2 19 3
330	3 8 7	2 5 9	4 9 2	2 19 5
331	3 8 9	2 5 10	4 9 5	2 19 7
332	3 9 0	2 6 0	4 9 8	2 19 10
333	3 9 2	2 6 2	4 9 11	3 0 0
334	3 9 5	2 6 3	4 10 3	3 0 2
335	3 9 7	2 6 5	4 10 6	3 0 4
336	3 9 10	2 6 7	4 10 9	3 0 6
337	3 10 0	2 6 8	4 11 0	3 0 8
338	3 10 3	2 6 10	4 11 4	3 0 11
339	3 10 5	2 7 0	4 11 7	3 1 1
340	3 10 8	2 7 1	4 11 10	3 1 3
341	3 10 10	2 7 3	4 12 1	3 1 5
342	3 11 1	2 7 5	4 12 5	3 1 7
343	3 11 3	2 7 6	4 12 8	3 1 9
344	3 11 6	2 7 8	4 12 11	3 2 0
345	3 11 8	2 7 10	4 13 2	3 2 2
346	3 11 11	2 7 11	4 13 6	3 2 4
347	3 12 1	2 8 1	4 13 9	3 2 6
348	3 12 4	2 8 3	4 14 0	3 2 8
349	3 12 6	2 8 4	4 14 3	3 2 10
350	3 12 9	2 8 6	4 14 7	3 3 1
351	3 12 11	2 8 8	4 14 10	3 3 3
352	3 13 2	2 8 9	4 15 1	3 3 5
353	3 13 4	2 8 11	4 15 4	3 3 7
354	3 13 7	2 9 1	4 15 8	3 3 9
355	3 13 9	2 9 2	4 15 11	3 3 11
356	3 14 0	2 9 4	4 16 2	3 4 2
357	3 14 2	2 9 6	4 16 5	3 4 4
358	3 14 5	2 9 7	4 16 9	3 4 6
359	3 14 7	2 9 9	4 17 0	3 4 8
360	3 14 10	2 9 11	4 17 3	3 4 10
	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 Employees' Tickets.

7. Privilege Ordinary Tickets, at one-fourth the ordinary rates, may be issued to railway employes and to their wives. Privilege Season Tickets, at one-fourth the ordinary rates, may be issued to railway employes. The minimum charge for privilege ordinary tickets to be 6d. first-class, 4d. second-class, single or return, and for season tickets the minimum charge to be 5s.

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.
FIRST CLASS.					SECOND CLASS.				
	£ 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 0
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

SEASON TICKETS—continued.
FOR EVERY MILE ABOVE 20 MILES.

1 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. 0 10 0	£ s. d. 0 8 0	£ s. d. 0 4 0	£ s. d. 0 2 0	£ s. d. 0 8 0	£ s. d. 0 6 0	£ s. d. 0 3 0	£ s. d. 0 2 0

12. Annual Tickets, available over the whole of the 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 certificates in the following form 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:—

"I hereby certify that A.B. is a *bonâ fide* apprentice [or pupil teacher] employed in _____, and that present age is _____ years _____ months."

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 in the following form must be produced from the professor or school-master 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:—

"I hereby certify that A.B. is a *bonâ fide* scholar in attendance at _____ school at _____, and that present age is _____ years _____ months."

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 school-master, 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; upon payment of an additional charge of 10s. per term or part of a term, the ticket will be available for travelling to the training school on Friday and returning on Saturday; 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 *bond 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.

Football, Cricket, Tennis, and Bowling Teams.

25. Second-class Saturday return tickets, available for first-class carriages, will be issued to football, cricket, tennis, and bowling teams of not less than twelve members. These tickets will be available for return for a week from date of issue. Where a single journey only is to be made, second-class single tickets will be issued available for first-class carriages.

Teams will be required to give three days' notice to the District Manager before travelling.

Free Passes, &c.

26. 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.

27. 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.

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 notification thereof.

Miscellaneous.

29. 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.

LOCAL FARES AND REGULATIONS.

30. 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.
1	0 0 6	0 0 4	0 0 6	0 0 4
2	0 0 6	0 0 4	0 0 6	0 0 4
3	0 0 7	0 0 5	0 0 9	0 0 6
4	0 0 9	0 0 6	0 1 0	0 0 8
5	0 1 0	0 0 8	0 1 3	0 0 10
6	0 1 2	0 0 9	0 1 6	0 1 0
7	0 1 4	0 0 11	0 1 9	0 1 2
8	0 1 6	0 1 0	0 2 0	0 1 4
9	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.

The following uniform fares will be charged between any station and any station :—

Single: First-class, 9d.; second-class, 6d.

Return tickets will not be issued.

AUCKLAND SECTION.

SUBURBAN TRAFFIC.

For the purpose of charging fares between Auckland and the stations hereunder the distances will be counted as follow :—

From Auckland to Newmarket, 2 miles.

From Auckland to Remuera, 3 miles.

	Single.		Return.	
	First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.
Auckland to or from Newmarket...	0 6	0 3	0 9	0 6
Auckland to or from Mount Eden	0 6	0 3	0 9	0 6
Auckland to or from Kingsland	1 0	0 9	1 6	1 0
Auckland to or from Morningside	1 0	0 9	1 6	1 0
Auckland to or from Mount Albert	1 0	0 9	1 6	1 2
Auckland to or from Avondale	1 0	0 9	1 6	1 2
Auckland to or from Remuera	0 7	0 5	1 0	0 8
Auckland to or from Green Lane	1 0	0 6	1 6	1 0
Auckland to or from Ellerslie	1 0	0 9	1 6	1 2
Auckland to or from Penrose	1 0	0 9	1 6	1 2
Auckland to or from Te Papapa	1 0	0 9	1 6	1 2
Auckland to or from Onehunga	1 0	0 9	1 6	1 2
Auckland to or from Otahuhu	1 6	1 0	2 0	1 6
Auckland to or from Papatoitoi	2 0	1 6	3 0	2 0
Newmarket to or from Mount Eden	0 6	0 3	0 9	0 6
Newmarket to or from Kingsland	0 9	0 6	1 3	1 0
Newmarket to or from Morningside	0 9	0 6	1 3	1 0
Newmarket to or from Mount Albert	1 0	0 9	1 6	1 2
Newmarket to or from Avondale	1 0	0 9	1 6	1 2
Newmarket to or from Remuera	0 6	0 3	0 9	0 6
Newmarket to or from Green Lane	0 6	0 3	0 9	0 6
Newmarket to or from Ellerslie	0 9	0 6	1 0	0 9
Newmarket to or from Penrose	1 0	0 8	1 3	1 0
Newmarket to or from Te Papapa	1 0	0 9	1 6	1 2
Newmarket to or from Onehunga	1 0	0 9	1 6	1 2
Newmarket to or from Otahuhu	1 6	1 0	2 0	1 6
Newmarket to or from Papatoitoi	1 9	1 3	2 6	1 9
Remuera to or from Onehunga	1 0	0 9	1 6	1 2
Remuera to or from Otahuhu	1 6	1 0	2 0	1 6

NAPIER SECTION.

Return tickets will be issued daily between Spit, Napier, or Hastings and intermediate stations at Saturday return fares.

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.

WANGANUI SECTION.

NEW PLYMOUTH BREAKWATER LINE.

	Single.		Return.	
	First.	Second.	First.	Second.
New Plymouth or Goods Depot to or from	s. d.	s. d.	s. d.	s. d.
Moturoa and Breakwater ...	0 9	0 6	1 0	0 8
Moturoa to or from Breakwater ...	0 6	0 4	...	...

GREYMOUTH SECTION.

Stations.		Single.		Return.	
From	To	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.
Greymouth	Kaiata	1 0	0 9	1 6	1 0
"	Dobson	1 6	1 3	2 6	1 6
"	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
"	Dobson	1 0	0 9	2 0	1 0
"	Wallsend	1 6	1 0	2 6	1 6
"	Brunner	2 0	1 6	3 0	2 0
Dobson	Greymouth	1 6	1 3	2 6	1 6
"	Kaiata	1 0	0 9	2 0	1 0
"	Wallsend	0 9	0 6	1 0	0 9
"	Brunner	0 9	0 6	1 0	0 9
Wallsend	Greymouth	2 0	1 6	3 0	2 0
"	Kaiata	1 6	1 0	2 6	1 6
"	Dobson	0 9	0 6	1 0	0 9
"	Brunner	0 9	0 6	1 0	0 9
Brunner	Greymouth	2 0	1 6	3 0	2 0
"	Kaiata	2 0	1 6	3 0	2 0
"	Wallsend	0 9	0 6	1 0	0 9
"	Dobson	0 9	0 6	1 0	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.
Picton	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.
Elevation	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
Mount Pleasant... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Koromiko ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

	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.	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.
Elevation	3 6	2 6	5 3	3 6	4 0	3 0	6 0	4 0	4 6	3 6	6 9	4 6	5 0	4 0	7 6	5 0
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	2 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 ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spring Creek ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grove Town ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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

HURUNUI-BLUFF SECTION.

OAMARU TO BREAKWATER.

A uniform fare 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.
- " Sawyer's 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.	s. d.	s. d.	s. d.
Burke's	6	0 4	0 6	0 4
St. Leonards	1 0	0 8	1 3	0 10
Sawyer's Bay	1 0	0 8	1 3	0 10
Port Chalmers	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 DISTRICT RAILWAY (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 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.

Luggage left in a train will be charged for booking as lost luggage, at 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 or part of a day after 24 hours, per parcel	...	...	...	...	0 1

In computing the charges, Sunday is considered a *dies non*, unless it be the day on which the articles are deposited or taken out, in which case it must be reckoned.

Any luggage not claimed within a month will be sold.

The department reserves the right to refuse any package which may be deemed offensive or objectionable by the department.

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 application. A further charge of 1d. per day will be made after the day on which it is left. Any parcel not claimed within a month will be sold.

Parcel Rates.

Not exceeding Miles.	Not exceeding						
	3lb.	7lb.	14lb.	28lb.	56lb.	84lb.	112lb.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 6	0 6	0 6	0 9	0 9	1 0	1 3
20	0 6	0 6	0 6	0 9	1 3	1 9	2 0
30	0 6	0 6	0 9	1 0	1 6	2 0	2 6
40	0 6	0 6	1 0	1 3	1 9	2 3	2 9
60	0 6	0 6	1 0	1 6	2 0	2 9	3 3
80	0 6	0 9	1 3	1 9	2 3	3 0	3 6
100	0 6	1 0	1 6	2 0	2 6	3 3	4 0
125	0 6	1 0	1 9	2 6	3 0	3 9	4 9
150	0 6	1 0	1 9	3 0	4 0	4 9	5 6
200	0 6	1 0	2 0	3 6	5 0	6 3	7 6
250	0 6	1 0	2 0	4 0	6 0	7 9	9 6
300	0 6	1 0	2 0	4 0	7 0	9 9	11 6
400	0 6	1 0	2 0	4 0	8 0	12 0	15 6
500	0 6	1 0	2 0	4 0	8 0	12 0	15 6

In addition to the above rates a charge of 3d. for each cwt. or part of a cwt. will be made upon all parcels consigned to Auckland, Dunedin, or Invercargill.

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, hares, 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—

- Cartridges,
- Cash,
- Bank notes,
- Jewellery,
- Valuable documents,

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

will be charged double rates.

Parcels for Distribution at Destination.

When more parcels or articles than one are packed in hampers, crates, bags, cases, or other packing, or fastening, and are consigned from one consignor to one consignee for express companies or forwarding agents, and are for distribution at destination, the whole weight will be charged at rate and a half.

The onus of proving that parcels are not packed rests with consignors.

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. Horses of members of Hunt Clubs travelling to meets and returning the same day, will be carried the return journey for the single charge.

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.

Calves, Sheep, Goats, Pigs, Rabbits, and other small Animals, and Poultry,

Properly secured in crates, baskets, or sacks, so as to prevent injury to other goods will be carried at parcel rates.

Perambulators.

Perambulators will be charged at the following rates when conveyed as passengers' luggage:—

	s. d.
Not exceeding 10 miles	0 6
Above 10 miles and not exceeding 50 miles	1 0
Each additional 50 miles or portion thereof	1 0

Milk.

For distances of not more than 10 miles ½d. per gallon.
For every additional 10 miles or fraction thereof up to 30 miles ... ½d. „
For each additional 25 miles or fraction thereof ½d. „

Milk consigned to cheese and butter factories, and to and from creameries, will be charged ½d. per gallon for distances of 15 miles and under, and ¼d. a gallon for the next 15 miles, and ¼d. per gallon for each additional 25 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.
A Merchandise	... per ton		4 6	4 6	4 6	4 6	5 0	5 6	6 0	6 6	7 0	7 6
B "	... "		4 0	4 0	4 0	4 0	4 6	5 0	5 6	6 0	6 6	7 0
C "	... "		4 0	4 0	4 0	4 0	4 4	4 9	5 2	5 7	6 0	6 5
D "	... "		4 0	4 0	4 0	4 0	4 2	4 6	4 10	5 2	5 6	5 10
E Grain, &c.	... "		2 3	2 6	2 9	2 11	3 0	3 1	3 2	3 3	3 4	3 5
F 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
H 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
H Ditto, double-dumped	... "		1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9
K 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
L Firewood	... per truck		7 0	7 0	7 0	7 0	7 6	8 0	8 6	9 0	9 6	10 0
M 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
M Cattle & Sheep, single-floor	... "		15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0
N Minerals	... per ton		2 6	2 6	2 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6
P Native Coal	... "		2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6

		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.
A Merchandise	... per ton		8 0	8 6	9 0	9 6	10 0	10 8	11 4	12 0	12 8	13 4
B "	... "		7 6	8 0	8 6	9 0	9 6	10 0	10 6	11 0	11 6	12 0
C "	... "		6 10	7 3	7 8	8 1	8 6	8 11	9 4	9 9	10 2	10 7
D "	... "		6 2	6 6	6 10	7 2	7 6	7 10	8 2	8 6	8 10	9 2
E Grain, &c.	... "		3 6	3 7	3 8	3 9	3 10	3 11	4 0	4 2	4 4	4 6
F 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
H 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
H Ditto, double-dumped	... "		1 11	2 1	2 2	2 6	2 8	2 9	2 11	3 1	3 3	3 4
K 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
L Firewood	... per truck		10 2	11 0	11 10	12 8	13 6	14 4	15 2	16 0	16 10	17 8
M 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
M Cattle & Sheep, single-floor	... "		15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0
N Minerals	... per ton		3 6	3 6	3 8	3 10	4 0	4 2	4 4	4 6	4 8	4 10
P Native Coal	... "		2 6	2 6	2 8	2 10	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.
A Merchandise	... per ton		14 0	14 8	15 4	16 0	16 8	17 4	18 0	18 8	19 4	20 0
B "	... "		12 6	13 0	13 6	14 0	14 6	15 0	15 6	16 0	16 6	17 0
C "	... "		11 0	11 5	11 10	12 3	12 8	13 0	13 5	13 9	14 2	14 6
D "	... "		9 6	9 10	10 2	10 6	10 10	11 2	11 6	11 10	12 2	12 5
E Grain, &c.	... "		4 8	4 10	5 0	5 2	5 4	5 6	5 8	5 10	6 0	6 2
F 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
H 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
H Ditto, double-dumped	... "		3 6	3 10	3 11	4 1	4 3	4 5	4 6	4 8	4 10	5 1
K 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
L Firewood	... per truck		18 6	19 4	20 2	21 0	21 10	22 4	22 10	23 4	23 10	24 4
M 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
M Cattle & Sheep, single-floor	... "		15 6	16 0	16 6	17 0	17 6	18 0	18 6	19 0	19 6	20 0
N Minerals	... per ton		5 0	5 2	5 4	5 6	5 8	5 10	6 0	6 2	6 4	6 6
P 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.	s. d.
A Merchandise	... per ton	20 8	21 4	22 0	22 8	23 4	24 0	24 8	25 4	26 0	26 6	26 6
B "	... "	17 6	18 0	18 6	19 0	19 6	20 0	20 6	21 0	21 6	22 0	22 0
C "	... "	14 11	15 3	15 8	16 1	16 6	16 11	17 4	17 9	18 2	18 7	18 7
D "	... "	12 8	12 11	13 2	13 5	13 8	13 11	14 2	14 5	14 8	14 11	14 11
E Grain, &c.	... "	6 4	6 6	6 8	6 10	7 0	7 2	7 4	7 6	7 8	7 10	7 10
F 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	23 6
H 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	3 10
H Ditto, double-dumped	... "	5 3	5 5	5 7	5 8	5 10	6 0	6 2	6 5	6 7	6 9	6 9
K 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	1 11
L Firewood	... per truck	24 10	25 4	25 10	26 4	26 10	27 4	27 10	28 4	28 10	29 4	29 4
M 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	33 9
M Cattle & Sheep, single-floor	... "	20 6	21 0	21 6	22 0	22 6	23 0	23 6	24 0	24 6	25 0	25 0
N Minerals	... per ton	6 8	6 10	7 0	7 2	7 4	7 6	7 8	7 10	8 0	8 2	8 2
P Native Coal	... "	5 2	5 3	5 5	5 6	5 8	5 10	5 11	6 1	6 2	6 4	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.	s. d.
A Merchandise	... per ton	27 0	27 6	28 0	28 6	29 0	29 6	30 0	30 6	31 0	31 6	31 6
B "	... "	22 6	23 0	23 6	24 0	24 6	25 0	25 6	26 0	26 5	26 10	26 10
C "	... "	19 0	19 5	19 10	20 5	20 10	21 3	21 8	22 1	22 6	22 11	22 11
D "	... "	15 2	15 5	15 8	15 11	16 2	16 5	16 8	16 11	17 2	17 5	17 5
E Grain, &c.	... "	7 11	8 0	8 1	8 2	8 3	8 4	8 5	8 6	8 7	8 8	8 8
F 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	26 10
H 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	4 8
H Ditto, double-dumped	... "	6 10	7 0	7 2	7 4	7 5	7 7	7 9	7 11	8 0	8 2	8 2
K 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	2 2
L Firewood	... per truck	29 10	30 4	30 10	31 4	31 10	32 4	32 10	33 4	33 10	34 4	34 4
M 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	38 9
M Cattle & Sheep, single-floor	... "	25 6	26 0	26 6	27 0	27 6	28 0	28 6	29 0	29 6	30 0	30 0
N Minerals	... per ton	8 4	8 6	8 8	8 10	9 0	9 2	9 4	9 6	9 8	9 10	9 10
P Native Coal	... "	6 6	6 7	6 9	6 10	7 0	7 2	7 3	7 5	7 6	7 8	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.	s. d.
A Merchandise	... per ton	32 0	32 6	33 0	33 6	34 0	34 6	34 11	35 4	35 9	36 2	36 2
B "	... "	27 3	27 8	28 1	28 6	28 11	29 4	29 8	30 0	30 4	30 8	30 8
C "	... "	23 4	23 9	24 2	24 6	24 10	25 2	25 5	25 8	25 11	26 2	26 2
D "	... "	17 8	17 11	18 2	18 5	18 8	18 11	19 2	19 5	19 8	19 11	19 11
E Grain, &c.	... "	8 9	8 10	8 11	9 0	9 1	9 2	9 3	9 4	9 5	9 6	9 6
F 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	30 2
H 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	5 4
H Ditto, double-dumped	... "	8 4	8 6	8 6	8 7	8 9	8 11	8 11	9 1	9 2	9 4	9 4
K 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	2 6
L Firewood	... per truck	34 10	35 4	35 10	36 4	36 10	37 4	37 10	38 4	38 10	39 4	39 4
M 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	43 9
M Cattle & Sheep, single-floor	... "	30 6	31 0	31 6	32 0	32 6	33 0	33 6	34 0	34 6	35 0	35 0
N Minerals	... per ton	9 11	10 0	10 1	10 2	10 3	10 4	10 5	10 6	10 7	10 8	10 8
P Native Coal	... "	7 9	7 10	7 10	7 11	8 0	8 1	8 2	8 2	8 3	8 4	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.
A Merchandise	... per ton	36 7	37 0	37 5	37 10	38 3	38 8	39 1	39 6	39 11	40 2
B "	... "	31 0	31 4	31 8	32 0	32 4	32 8	33 0	33 4	33 7	33 10
C "	... "	26 5	26 8	26 11	27 2	27 5	27 8	27 11	28 2	28 5	28 8
D "	... "	20 2	20 5	20 8	20 11	21 2	21 5	21 8	21 11	22 2	22 4
E Grain, &c.	... "	9 7	9 8	9 9	9 10	9 11	10 0	10 1	10 2	10 3	10 4
F 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
H 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
H Ditto, double-dumped	... "	9 4	9 6	9 8	9 9	9 9	9 11	10 1	10 3	10 3	10 4
K Timber	per 100 feet	2 6	2 6	2 6	2 7	2 7	2 8	2 8	2 8	2 9	2 9
L Firewood	... per truck	39 10	40 4	40 10	41 4	41 10	42 4	42 10	43 4	43 10	44 4
M 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
M Cattle & Sheep, single-floor	... "	35 6	36 0	36 6	37 0	37 6	38 0	38 6	39 0	39 6	40 0
N Minerals	... per ton	10 9	10 10	10 11	11 0	11 1	11 2	11 3	11 4	11 5	11 6
P 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.
A Merchandise	... per ton	40 6	40 10	41 2	41 6	41 10	42 2	42 6	42 10	43 2	43 6
B "	... "	34 1	34 4	34 7	34 10	35 1	35 4	35 7	35 10	36 1	36 4
C "	... "	28 11	29 2	29 4	29 6	29 8	29 10	30 0	30 2	30 4	30 6
D "	... "	22 6	22 8	22 10	23 0	23 2	23 4	23 6	23 8	23 10	24 0
E Grain, &c.	... "	10 5	10 6	10 7	10 8	10 9	10 10	10 11	11 0	11 1	11 2
F 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
H 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
H Ditto, double-dumped	... "	10 6	10 8	10 8	10 10	10 11	11 1	11 1	11 3	11 5	11 6
K 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
L Firewood	... per truck	44 10	45 4	45 10	46 4	46 10	47 4	47 10	48 4	48 10	49 4
M 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
M Cattle & Sheep, single-floor	... "	40 4	40 8	41 0	41 4	41 8	42 0	42 4	42 8	43 0	43 4
N Minerals	... per ton	11 7	11 8	11 9	11 10	11 11	12 0	12 0	12 1	12 1	12 2
P 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.
A Merchandise	... per ton	43 10	44 2	44 6	44 10	45 2	45 6	45 10	46 2	46 6	46 10
B "	... "	36 7	36 10	37 1	37 4	37 7	37 10	38 1	38 4	38 7	38 10
C "	... "	30 8	30 10	31 0	31 2	31 4	31 6	31 8	31 10	32 0	32 2
D "	... "	24 1	24 3	24 4	24 6	24 7	24 9	24 10	25 0	25 1	25 3
E Grain, &c.	... "	11 3	11 4	11 5	11 6	11 7	11 8	11 9	11 10	11 11	12 0
F 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
H 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
H Ditto, double-dumped	... "	11 6	11 8	11 10	12 0	12 0	12 1	12 3	12 5	12 5	12 7
K 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
L Firewood	... per truck	49 10	50 4	50 10	51 4	51 10	52 4	52 10	53 4	53 10	54 4
M 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
M Cattle & Sheep, single-floor	... "	43 8	44 0	44 4	44 8	45 0	45 4	45 8	46 0	46 4	46 8
N Minerals	... per ton	12 3	12 3	12 3	12 4	12 4	12 5	12 5	12 6	12 6	12 7
P 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.
A	Merchandise ... per ton		47 1	47 4	47 7	47 10	48 1	48 4	48 7	48 10	49 1	49 4
B	" ... "		40 0	40 2	40 4	40 6	40 8	40 10	41 0	41 2	41 4	41 6
C	" ... "		32 5	32 7	32 9	32 10	33 0	33 1	33 3	33 4	33 6	33 7
D	" ... "		25 4	25 6	25 7	25 9	25 10	26 0	26 1	26 3	26 4	26 6
E	Grain, &c. ... "		12 1	12 2	12 3	12 4	12 5	12 6	12 7	12 8	12 9	12 10
F	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
H	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
H	Ditto, double-dumped ... "		12 8	12 8	12 8	12 8	12 10	12 10	12 10	12 10	13 0	13 0
K	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
L	Firewood ... per truck		54 6	54 9	54 11	55 1	55 3	55 6	55 8	55 10	56 0	56 3
M	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
M	Cattle & Sheep, single-floor " "		47 0	47 4	47 8	48 0	48 4	48 8	49 0	49 4	49 8	50 0
N	Minerals ... per ton		12 7	12 8	12 8	12 9	12 9	12 10	12 10	12 11	12 11	13 0
P	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.
A	Merchandise ... per ton		49 7	49 10	50 1	50 4	50 7	50 10	51 1	51 4	51 7	51 10
B	" ... "		41 8	41 10	42 0	42 2	42 4	42 6	42 8	42 10	43 0	43 2
C	" ... "		33 9	33 10	34 0	34 1	34 3	34 4	34 6	34 7	34 9	34 10
D	" ... "		26 8	26 9	26 11	27 0	27 2	27 3	27 5	27 6	27 8	27 9
E	Grain, &c. ... "		12 11	13 0	13 1	13 2	13 3	13 4	13 5	13 6	13 7	13 8
F	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
H	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
H	Ditto, double-dumped ... "		13 0	13 0	13 2	13 2	13 2	13 3	13 3	13 3	13 3	13 3
K	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
L	Firewood ... per truck		56 5	56 7	56 9	57 0	57 2	57 4	57 6	57 9	57 11	58 1
M	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
M	Cattle & Sheep, single-floor " "		50 3	50 6	50 9	51 0	51 3	51 6	51 9	52 0	52 3	52 6
N	Minerals ... per ton		13 0	13 1	13 1	13 2	13 2	13 3	13 3	13 4	13 4	13 5
P	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.
A	Merchandise ... per ton		52 1	52 4	52 7	52 10	53 1	53 4	53 7	53 10	54 1	54 4
B	" ... "		43 4	43 6	43 8	43 10	44 0	44 2	44 4	44 6	44 8	44 10
C	" ... "		35 0	35 1	35 3	35 4	35 6	35 7	35 9	35 10	36 0	36 1
D	" ... "		27 11	28 0	28 2	28 3	28 5	28 6	28 8	28 9	28 11	29 0
E	Grain, &c. ... "		13 9	13 10	13 11	14 0	14 1	14 2	14 3	14 4	14 5	14 6
F	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
H	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
H	Ditto, double-dumped ... "		13 5	13 5	13 5	13 5	13 7	13 7	13 7	13 7	13 9	13 9
K	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
L	Firewood ... per truck		58 3	58 6	58 8	58 10	59 0	59 3	59 5	59 7	59 9	60 0
M	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
M	Cattle & Sheep, single-floor " "		52 9	53 0	53 3	53 6	53 9	54 0	54 3	54 6	54 9	55 0
N	Minerals ... per ton		13 5	13 6	13 6	13 7	13 7	13 8	13 8	13 9	13 9	13 10
P	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.
A Merchandise	... per ton	54 7	54 10	55 1	55 4	55 7	55 10	56 1	56 4	56 7	56 10
B "	... "	45 0	45 2	45 4	45 6	45 8	45 10	46 0	46 2	46 4	46 6
C "	... "	36 3	36 4	36 6	36 7	36 9	36 10	37 0	37 1	37 3	37 4
D "	... "	29 2	29 3	29 5	29 6	29 8	29 9	29 11	30 0	30 2	30 3
E Grain, &c.	... "	14 7	14 8	14 9	14 10	14 11	15 0	15 1	15 2	15 3	15 4
F 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
H 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
H Ditto, double-dumped	... "	13 9	13 9	13 10	13 10	13 10	13 10	14 0	14 0	14 0	14 0
K 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
L Firewood	... per truck	60 2	60 4	60 6	60 9	60 11	61 1	61 3	61 6	61 8	61 10
M 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
M Cattle & Sheep, single-floor	... "	55 3	55 6	55 9	56 0	56 3	56 6	56 9	57 0	57 3	57 6
N Minerals	... per ton	13 10	13 11	13 11	14 0	14 0	14 1	14 1	14 2	14 2	14 3
P 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.
A Merchandise	... per ton	57 1	57 4	57 7	57 10	58 1	58 4	58 7	58 10	59 1	59 4
B "	... "	46 8	46 10	47 0	47 2	47 4	47 6	47 8	47 10	48 0	48 2
C "	... "	37 7	37 9	37 10	38 0	38 1	38 3	38 4	38 6	38 7	38 9
D "	... "	30 4	30 6	30 7	30 9	30 10	31 0	31 1	31 3	31 4	31 6
E Grain, &c.	... "	15 5	15 6	15 7	15 8	15 9	15 10	15 11	16 0	16 1	16 2
F 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
H 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
H Ditto, double-dumped	... "	14 2	14 2	14 2	14 2	14 4	14 4	14 4	14 4	14 5	14 5
K 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
L Firewood	... per truck	62 0	62 3	62 5	62 7	62 9	63 0	63 2	63 4	63 6	63 9
M 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
M Cattle & Sheep, single-floor	... "	57 9	58 0	58 3	58 6	58 9	59 0	59 3	59 6	59 9	60 0
N Minerals	... per ton	14 3	14 4	14 4	14 5	14 5	14 6	14 6	14 7	14 7	14 8
P 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.
A Merchandise	... per ton	59 7	59 10	60 1	60 4	60 7	60 10	61 1	61 4	61 7	61 10
B "	... "	48 4	48 6	48 8	48 10	49 0	49 2	49 4	49 6	49 8	49 10
C "	... "	38 10	39 0	39 1	39 3	39 4	39 6	39 7	39 10	40 0	40 1
D "	... "	31 7	31 9	31 10	32 0	32 1	32 3	32 4	32 6	32 7	32 9
E Grain, &c.	... "	16 3	16 4	16 5	16 6	16 7	16 8	16 9	16 10	16 11	17 0
F 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
H 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
H Ditto, double-dumped	... "	14 5	14 5	14 7	14 7	14 7	14 7	14 9	14 9	14 9	14 9
K 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
L Firewood	... per truck	63 11	64 1	64 3	64 6	64 8	64 10	65 0	65 3	65 5	65 7
M 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
M Cattle & Sheep, single-floor	... "	60 3	60 6	60 9	61 0	61 3	61 6	61 9	62 0	62 3	62 6
N Minerals	... per ton	14 8	14 9	14 9	14 10	14 10	14 11	14 11	15 0	15 0	15 1
P 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.
A	Merchandise ... per ton		62 0	62 2	62 4	62 6	62 8	62 10	63 0	63 2	63 4	63 6
B	" ... "		50 0	50 1	50 3	50 4	50 6	50 7	50 9	50 10	51 0	51 1
C	" ... "		40 2	40 3	40 4	40 5	40 6	40 7	40 8	40 9	40 10	40 11
D	" ... "		32 10	32 11	33 0	33 1	33 2	33 3	33 4	33 5	33 6	33 7
K	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
M	Sheep, &c., double-floor trucks, \mathcal{P} truck		71 6	71 9	72 0	72 3	72 6	72 9	73 0	73 3	73 6	73 9
M	Cattle & Sheep, single-floor " "		62 9	63 0	63 3	63 6	63 9	64 0	64 3	64 6	64 9	65 0
E	Grain, &c. ... per ton		17 1	17 2	For every additional mile 1d. per ton will be added up to 250 miles, and for each additional mile $\frac{1}{2}$ d. per ton.							
F	Hay, Straw, &c. ... per truck		56 3	56 6								
H	Wool, &c., undumped ... per bale		8 6	8 6								
H	Ditto, double-dumped ... "		14 11	14 11								
L	Firewood ... per truck		65 9	66 0								
N	Minerals ... per ton		15 1	15 2								
P	Native Coal ... "		11 10									

		Miles	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.
A	Merchandise ... per ton		63 8	63 10	64 0	64 2	64 4	64 6	64 8	64 10	65 0	65 2
B	" ... "		51 3	51 4	51 6	51 7	51 9	51 10	52 0	52 1	52 3	52 4
C	" ... "		41 0	41 1	41 2	41 3	41 4	41 5	41 6	41 7	41 8	41 9
D	" ... "		33 8	33 9	33 10	33 11	34 0	34 1	34 2	34 3	34 4	34 5
K	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
M	Sheep, &c., double-floor trucks, \mathcal{P} truck		74 0	74 3	74 6	74 9	75 0	75 3	75 6	75 9	76 0	76 3
M	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.
A	Merchandise ... per ton		65 4	65 6	65 8	65 10	66 0	66 2	66 4	66 6	66 8	66 10
B	" ... "		52 6	52 7	52 9	52 10	53 0	53 1	53 3	53 4	53 6	53 7
C	" ... "		41 10	41 11	42 0	42 1	42 2	42 3	42 4	42 5	42 6	42 7
D	" ... "		34 6	34 7	34 8	34 9	34 10	34 11	35 0	35 1	35 2	35 3
K	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
M	Sheep, &c., double-floor trucks, \mathcal{P} truck		76 6	76 9	77 0	77 3	77 6	77 9	78 0	78 3	78 6	78 9
M	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.
A	Merchandise ... per ton		67 0	67 2	67 4	67 6	67 8	67 10	68 0	68 2	68 4	68 6
B	" ... "		53 9	53 10	54 0	54 1	54 3	54 4	54 6	54 7	54 9	54 10
C	" ... "		42 8	42 9	42 10	42 11	43 0	43 1	43 2	43 3	43 4	43 5
D	" ... "		35 4	35 5	35 6	35 7	35 8	35 9	35 10	35 11	36 0	36 1
K	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
M	Sheep, &c., double-floor trucks, \mathcal{P} truck		79 0	79 3	79 6	79 9	80 0	80 3	80 6	80 9	81 0	81 3
M	Cattle & Sheep, single-floor " "		70 3	70 6	70 9	71 0	71 3	71 6	71 9	72 0	72 3	72

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.
A Merchandise ... per ton	68 8	68 10	69 0	69 2	69 4	69 6	69 8	69 10	70 0	70 2
B " " " "	55 0	55 1	55 3	55 4	55 6	55 7	55 9	55 10	56 0	56 1
C " " " "	43 6	43 7	43 8	43 9	43 10	43 11	44 0	44 1	44 2	44 3
D " " " "	36 2	36 3	36 4	36 5	36 6	36 7	36 8	36 9	36 10	36 11
K 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
M Sheep, &c., double-floor trucks, Ψ truck	81 6	81 9	82 0	82 3	82 6	82 9	83 0	83 3	83 6	83 9
M 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.
A Merchandise ... per ton	70 4	70 6	70 8	70 10	71 0	71 2	71 4	71 6	71 8	71 10
B " " " "	56 3	56 4	56 6	56 7	56 9	56 10	57 0	57 1	57 3	57 4
C " " " "	44 4	44 5	44 6	44 7	44 8	44 9	44 10	44 11	45 0	45 1
D " " " "	37 0	37 1	37 2	37 3	37 4	37 5	37 6	37 7	37 8	37 9
K 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
M Sheep, &c., double-floor trucks, Ψ truck	84 0	84 3	84 6	84 9	85 0	85 3	85 6	85 9	86 0	86 3
M 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.
A Merchandise ... per ton	72 0	72 2	72 4	72 6	72 8	72 10	73 0	73 2	73 4	73 6
B " " " "	57 6	57 7	57 9	57 10	58 0	58 1	58 3	58 4	58 6	58 7
C " " " "	45 2	45 3	45 4	45 5	45 6	45 7	45 8	45 9	45 10	45 11
D " " " "	37 10	37 11	38 0	38 1	38 2	38 3	38 4	38 5	38 6	38 7
K 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
M Sheep, &c., double-floor trucks, Ψ truck	86 6	86 9	87 0	87 3	87 6	87 9	88 0	88 3	88 6	88 9
M 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.
A Merchandise ... per ton	73 8	73 10	74 0	74 2	74 4	74 6	74 8	74 10	75 0	75 2
B " " " "	58 9	58 10	59 0	59 1	59 3	59 4	59 6	59 7	59 9	59 10
C " " " "	46 0	46 1	46 2	46 3	46 4	46 5	46 6	46 7	46 8	46 9
D " " " "	38 8	38 9	38 10	38 11	39 0	39 1	39 2	39 3	39 4	39 5
K 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
M Sheep, &c., double-floor trucks, Ψ truck	89 0	89 3	89 6	89 9	90 0	90 3	90 6	90 9	91 0	91 3
M 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.
A	Merchandise ... per ton	75 4	75 6	75 8	75 10	76 0	76 2	76 4	76 6	76 8	76 10
B	" ... "	60 0	60 1	60 3	60 4	60 6	60 7	60 9	60 10	61 0	61 1
C	" ... "	46 10	46 11	47 0	47 1	47 2	47 3	47 4	47 5	47 6	47 7
D	" ... "	39 6	39 7	39 8	39 9	39 10	39 11	40 0	40 1	40 2	40 3
K	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
M	Sheep, &c., double-floor trucks, Ψ truck	91 6	91 9	92 0	92 3	92 6	92 9	93 0	93 3	93 6	93 9
M	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.
A	Merchandise ... per ton	77 0	77 2	77 4	77 6	77 8	77 10	78 0	78 2	78 4	78 6
B	" ... "	61 3	61 4	61 6	61 7	61 9	61 10	62 0	62 1	62 3	62 4
C	" ... "	47 8	47 9	47 10	47 11	48 0	48 1	48 2	48 3	48 4	48 5
D	" ... "	40 4	40 5	40 6	40 7	40 8	40 9	40 10	40 11	41 0	41 1
K	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
M	Sheep, &c., double-floor trucks, Ψ truck	94 0	94 3	94 6	94 9	95 0	95 3	95 6	95 9	96 0	96 3
M	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.		
A	Merchandise ... per ton	78 8	78 10	For every additional mile 2d. per ton will be added.	
B	" ... "	62 6	62 8	"	" 1d. " "
C	" ... "	48 6	48 7	"	" 1d. " "
D	" ... "	41 2	41 3	"	" 1d. " "
K	Timber per 100 superficial feet	5 1	5 1	"	" 1d. per 100 superficial feet will be added.
M	Sheep, &c., double-floor trucks, Ψ truck	96 6	96 9	"	" 3d. per truck "
M	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.								
...		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		
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	1 1/4 "	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 1 1/4 "	1 1/2 "	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
"	1 3/4 "	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
"	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 1/4 "	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
"	2 1/2 "	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
"	2 3/4 "	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
"	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 1/4 "	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
"	3 1/2 "	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
"	3 3/4 "	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
"	3 1/2 "	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	5	6	6	4	6	4	7	1	7	10	7	10	8	8	8	8	9	6	10	3
Above 1 cwt. and not exceeding	1 1/4 "	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
"	1 1/2 "	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
"	1 3/4 "	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
"	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 1/4 "	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
"	2 1/2 "	8	0	8	7	9	2	9	8	10	4	10	10	11	5	12	0	12	7	13	6	13	8	14	4	14	10	15	6
"	2 3/4 "	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
"	3 "	9	5	10	1	10	10	11	5	12	2	12	9	13	6	14	2	14	10	15	6	16	3	17	6	17	7	18	3
"	3 1/4 "	10	2	10	11	11	8	12	4	13	1	13	10	14	7	15	3	16	6	16	8	17	6	18	3	19	0	19	8
"	3 1/2 "	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
"	3 3/4 "	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
"	3 1/2 "	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.	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	15 2	15 0	15 9	15 9	...	...	...
Above 1 cwt. and not exceeding	1¼ "	10 11	11 8	12 4	12 6	13 3	13 11	14 0	14 8	15 9	15 0	16 8	16 5	...	...	...	...
"	1½ "	11 10	12 3	13 0	13 0	13 9	14 4	15 5	15 5	16 5	16 5	17 6	17 2	...	...	...	...
"	1¾ "	12 3	13 10	14 5	14 5	15 4	16 9	17 0	17 8	18 9	18 0	19 8	19 5	...	...	...	...
"	2 "	12 11	13 5	14 14	14 14	15 15	16 16	17 7	18 7	19 8	20 8	21 9	22 6	...	...	...	...
"	2½ "	14 5	15 0	15 7	16 6	17 7	18 7	19 8	20 8	21 9	22 9	24 0	24 8	...	...	...	...
"	2¾ "	16 0	16 7	17 2	18 1	19 2	20 2	21 3	22 3	23 4	24 4	25 5	26 5	...	...	...	...
"	3 "	17 6	18 1	18 8	19 7	20 8	21 8	22 9	24 0	25 0	26 1	27 2	28 2	...	...	...	...
"	3¼ "	19 0	19 7	20 2	21 1	22 2	23 2	24 3	25 3	26 4	27 4	28 5	29 5	...	...	...	...
"	3½ "	20 6	21 1	21 8	22 7	23 8	24 8	25 9	27 0	28 0	29 1	30 2	31 2	...	...	...	...
"	3¾ "	21 10	22 7	23 2	24 1	25 2	26 2	27 3	28 3	29 4	30 4	31 5	32 5	...	...	...	...
"	4 "	23 3	24 0	24 5	25 4	26 5	27 5	28 6	29 6	30 7	31 7	32 8	33 8	...	...	...	...
"	4½ "	24 8	25 5	26 0	26 9	27 10	28 10	29 11	30 11	31 12	32 12	33 13	34 13	...	...	...	...

(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, New Plymouth Breakwater, Waitara, Greymouth, Westport, Nelson, 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.

The Railway Department may require all loading and unloading to be done by the owner. For each loading or unloading done by the department 5s. per truck will be charged.

Quantities of Class F 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.

Double-bogie trucks will be charged double the classified or local rates.

(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., ¼d. per bale per mile will be added to the classified rates.

Scoured wool, undumped, in bales not exceeding 2½ cwt. each, will be charged one-fifth less than the classified rates. Minimum charge, 1s. per bale. This will supersede the local rates specified in Part IV. where bales do not exceed 2½ cwt., unless otherwise specified under Part IV.

The Railway Department may require all loading and unloading to 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.

The minimum quantity for a double-bogie truck to be the same as for a pair of timber trucks.

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 50 feet or under in excess of any multiple of 100 are to be foregone; over 50 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.

Odd lengths of 6 inches and upwards are to be counted as a foot in measuring the length of timber; less than 6 inches are to be omitted.

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.

The Railway Department may require all loading and unloading to be done by the owner. For each loading or unloading done by the Railway Department 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. The Railway Department may require all loading and unloading to be done by the owner. 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.

Double-bogie wagons will be charged two and two-third ($2\frac{2}{3}$) times classified or local rates.

(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 by the same train.

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.

Double-bogie wagons will be charged double-rates, either single- or double-floored.

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. 7 0	d. 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, carried loose	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.

Calves, sheep, goats, and pigs properly secured in crates, baskets, or sacks, so as to prevent injury to other goods, may be sent as goods, Class A.

Store Sheep, in large Mobs, for 100 Miles and upwards.

For distances of 100 miles and over, sheep certified by the consignor to be *bond fide* store stock, not consigned for slaughter, will be charged for the first 100 miles 58s. 9d. per truck for the first thirteen trucks, and for each additional truck 30s. per truck. For each additional mile 3d. per truck per mile will be charged.

(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.

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.

Goods of Class O will be charged 9d. per ton less than the classified rates for Class P; but the minimum charge will be 1s. 9d. 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, &c.

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

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 crange 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, sand pits, ballast pits, or limekilns for 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.) Crange.

Crange 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 2d. 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.

When goods are weighed on the truck weighbridge, and the weights given are per truck-load, 1s. per truck-load will be charged.

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*, if returned within one month, 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.) Parcels for Distribution at Destination.

When more articles or parcels than one are sent packed or loose from one consignor to one consignee for express companies or forwarding agents, and are for distribution at destination, the minimum charge will be as for 2 cwt. at small lots rates.

Small parcels or articles must be properly packed, or they may be charged separately at parcels rates at the option of the department.

The onus of proving that parcels are not packed rests with consignors.

(23.) Miscellaneous.

Goods for 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.

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 crantage.

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 ¼ cwt. as	...	¼ cwt.
Over ¼ cwt., but not over ½ "	½ "	...	½ "
" ½ "	¾ "	...	¾ "
" ¾ "	1 "	...	1 "

In computing rates and charges any fraction less than ¼d. in the result will be omitted; ¼d. 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.

(24.) Centennial International Exhibition, Melbourne.

Goods consigned for exhibit at the Centennial International Exhibition, to be opened in Melbourne during August, 1888, 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 Executive Commissioner for New Zealand, C.I.E.M., and marked legibly "For Exhibit at the C.I.E.M., 1888;" 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 IV.—LOCAL RATES.

The following rates will be charged upon the lines herein specified, instead of the classified rates 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 Parts II. and 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. 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.	
				s.	d.
Goods, Class F	...	...	7 0 per truck	8	0 per truck.
„ H	...	...	1 0 „ bale	1	0 „ bale.
„ K	...	...	0 6 „ 100 ft.	0	6 „ 100ft.
„ P and ironstone	...	...	...	2	0 „ ton.

Goods of Classes A, B, C, D, E, between any station and any station, will be charged 3s. per ton by weight; minimum charge, 6d. The rate includes all charges, and will apply to parcels and small lots of goods, in lieu of parcels rates in Part II. and small lots rates in Part III. The charges for Classes F, H, K are exclusive of cost of loading or unloading. The charges for P and ironstone include weighing and delivery to ship by skip, but do not include loading.

Coal to Whangarei from mines will be charged 2s. a ton.

CLASS M.

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

AUCKLAND SECTION.

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. 4d. per ton, except otherwise specified; the minimum charge for small lots will be 1s. 4d.

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

Between Auckland or Newmarket and				Sawn Timber, per hund.	A, B, C, D, per ton.	E, 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.

Goods of Classes A, B, C, and D, ex ship at Onehunga, consigned to ship at Auckland, will be charged 4s. 8d. per ton from Onehunga to Auckland, inclusive of wharfage at Onehunga. Minimum quantity, 2 tons.

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.

Milk between Auckland and stations not exceeding 10 miles distance therefrom, will be charged 3d. per gallon.

The following rates will be charged at per ton on goods of Classes A, B, C, D carried between Auckland or Onehunga and Te Aroha: A, 42s.; B, 35s.; C, 30s.; D, 25s.

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.

Class H, undumped, from stations on the Te Aroha Branch, including Morrinsville, to Auckland, will be charged 6s. 6d. per bale.

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 Wharfage.				7lb.	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.	s. d.	s. d.	s. d.
Helensville (goods to or from ship only)	20 0	15 0	...	...	20 0	15 0
<i>Kaipara Waters.</i> South Head, North Head, Titianui, Tokatoka, Whakahara, Te Kopuru, Aratapu, Mangawhare, Dargaville						
<i>River Oruawhoro.</i> Otamatea, Kaiwaka, Point Curtis, Port Albert	20 0	15 0	12 6	10 0	32 6	25 0
<i>River Arapawa.</i> Pahi, Batley, Paparoa, Matakohē, Maungaturoto						

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

Fresh fruit, Helensville to Auckland, will be charged 16s. a ton, including delivery and all charges.

Preserved fish, tinned or dried, ex ship at Helensville, consigned to ship at Auckland, in 4-ton lots and upwards, will be charged 12s. 6d. per ton, including wharfage at Helensville; ships to place into trucks at Helensville Wharf.

Sugar of local manufacture, Auckland to Helensville, will be charged 10s. a ton. Minimum quantity, 5 tons.

CLASS K.

Timber to Auckland, Onehunga Wharf, and Mount Eden will be charged as follows, per 100 superficial feet :—

From	To Mount Eden.		To Auckland.		To Onehunga Wharf.	
	Sawn.	Log.	Sawn.	Log.	Sawn.	Log.
Helensville, Waitakerei, and intermediate stations ...	s. d. ...	s. d. ...	s. d. 1 4	s. d. 1 6	s. d. 1 6	s. d. 1 9
Helensville, Waimauku, and intermediate stations ...	1 6	1 9	...	...	...	...
Waitakerei ...	1 2	1 4	...	...	...	...
Onehunga Wharf ...	0 10	1 0	0 9	0 11	...	...

These rates are exclusive of loading and unloading charges. The rates from Helensville, and to and from Onehunga Wharf, are inclusive of wharfage.

Skidding kauri logs at Auckland, $\frac{1}{2}$ d. per 100 superficial feet.

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

Loading kauri logs at Helensville timber slip will be charged 2 $\frac{1}{2}$ d. per 100 superficial feet.

Timber from Mercer to Auckland will be charged 1s. 9d. per 100 superficial feet, including wharfage at Mercer, exclusive of loading or unloading.

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

From	To	Rate per Ton.
Huntly	Auckland, Onehunga, Fisher's Siding, and intermediate stations	s. d. 7 2
Taupiri	Ditto	7 6
Kimihia Siding	"	7 1
Miranda Siding	"	5 6
Mercer	"	5 2
Huntly	Mount Eden	8 6
Taupiri	"	8 6
Kimihia Siding	"	8 1
Miranda Siding	"	6 6
Mercer	"	6 2
Huntly	Cambridge	5 0
"	Te Aroha	6 0

Goods of Classes O and P from Kimihia Siding to stations other than above will be charged 1d. per ton in addition to the classified rates.

Coal between Onehunga and Auckland will be charged 2s. 6d. per ton.

Bar iron and iron castings, from Onehunga to Auckland, will be charged 4s. 4d. per ton, including all charges at Auckland. Minimum, 2 tons per truck. The loading must be done by the sender.

Coal from Auckland to Hunt's Siding will be charged 2s. 6d. per ton. Minimum quantity, 5 tons per truck.

Copra, candlenuts, peanuts, rape seed, linseed, sodas, and other raw material, from Auckland to Westfield, for the manufacture of oil, soap, and candles, will be charged 4s. per ton, including all charges; minimum charge, 8s.

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

Oil, soap, candles, and oilcake from Westfield to Auckland will be charged 4s. per ton; minimum charge, 8s.

Dead meat and tallow from Westfield to private sidings at Auckland will be charged 5s. 7d. per ton, including all charges.

Haulage upon all descriptions of merchandise, timber, minerals, or live stock, s. d. between the Railway Station and the Wharf, at per wagon, except for native coal, which is free 2 6

ROTORUA DISTRICT RAILWAY.

MORRINSVILLE TO LICHFIELD.

The following rates will be charged per mile upon the Rotorua District Railway :—

	s.	d.
Class H, per bale, undumped	0	0 $\frac{1}{2}$
Class K, per 100 superficial feet	0	0 $\frac{1}{2}$
Classes N, O, and P, per ton	0	2

For local traffic on the District Railway, and between the Junction Station and the District Railway Stations, the minimum charges will not be less than the classified rates.

Timber from Lichfield and Putaruru Junction to Auckland, in full truck-loads, will be charged 3s. 8d. per hundred superficial feet.

NAPIER SECTION.

SHIPS' GOODS, SPIT AND NAPIER.

Goods of Classes A, B, C, D, E, H between Spit and Napier will be charged 2s. per ton, by weight or measurement, according to ship's bill of lading, or at the option of the Department; and coal as Class O.

CLASS K.—TIMBER.

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

Red-pine timber from distances of 70 miles and over, consigned to Spit for shipment direct to ports outside New Zealand, will be charged 9d. per 100 superficial feet less than the classified rates. Distances under 70 miles to be charged as 70 miles, or in accordance with regulation above.

White-pine timber consigned to Spit for shipment direct to ports outside New Zealand will be charged at the same rates as white-pine, Wellington Section.

The rate for round logs consigned to Spit, Napier, and Waipukurau will be as fixed in *Gazette* No. 3, of the 8th January, 1885.

Consignments of white-pine 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 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, provided that the total charges shall not exceed the charges at the classified rates for Class D.

CLASS H.—WOOL.

Wool, undumped, from Farndon, Whakatu, Tomoana, or Hastings to Napier will be charged 10d., to Spit 11d., per bale. These rates will apply to scoured wool in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III.

CLASS L.—FIREWOOD.

Firewood to Napier and the Spit will be charged as follows, at per truck:—
From Tahoraite, 43s.; Danevirke, Mangatera, 42s. 6d.; Matamau, 39s. 6d.; Makotuku, 38s. 6d.; Ormondville, Papatua, Kopua, 38s.

CLASS M.

Sheep to Petone will be charged at the following through rates, which include haulage to Woodville, and from Mauriceville to Petone:—

		s.	d.	
From Hastings	...	88	0	per truck.
" Kaikora	...	80	6	"
" Waipukurau	...	77	3	"
" Takapau	...	72	0	"
" Tahoraite	...	60	6	"

CLASS P.

Goods of Class P will be charged as Class N.

GAS PIPES AND PLANT, AND PERMANENT-WAY MATERIAL.

Gas pipes and plant for local bodies, cast-iron water pipes, and permanent-way material, will be carried at the classified rates for Class D.

CEMENT, SPIT OR NAPIER TO WOODVILLE.

Cement from Spit or Napier to Woodville will be charged at the classified rates for Class D.

SOAP, AWATOTO TO NAPIER AND SPIT.

Soap, packed, from Awatoto to Napier or Spit, will be charged 3s. 6d. per ton. Minimum, 2 tons.

CHEESE FROM CHEESE FACTORIES.

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

BUTTER FOR EXPORT.

Butter packed, consigned to ship for export, in consignments of not less than 10 cwt., will be charged at the classified rates for Class D.

WELLINGTON SECTION.

CLASS K.—TIMBER.

Timber consigned from saw-mills to Wellington to vessels for shipment will be charged 3d. per 100 superficial feet less than the classified rates.

Red-pine timber from distances of 70 miles and over, consigned to Wellington for shipment direct to ports outside New Zealand, will be charged 9d. per 100 superficial feet less than the classified rates. Distances under 70 miles to be charged as 70 miles, or in accordance with regulation above.

White-pine timber consigned to Wellington for shipment direct to ports outside New Zealand will be charged as follows:—

8d. per 100 superficial feet for all distances from 1 to 20 miles inclusive, and at the following rates per 100 superficial feet for distances beyond:—

Miles ...	21	22	23	24	25	26	27	28	29	30
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	0 9	0 9	0 10	0 10	0 11	0 11	1 0	1 0	1 1	1 1
Miles ...	31	32	33	34	35	36	37	38	39	40
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	1 1	1 1	1 2	1 2	1 2	1 2	1 2	1 2	1 3	1 3
Miles ...	41	42	43	44	45	46	47	48	49	50
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	1 3	1 3	1 3	1 3	1 4	1 4	1 4	1 4	1 4	1 4
Miles ...	51	52	53	54	55	56	57	58	59	60
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	1 5	1 5	1 5	1 5	1 5	1 5	1 6	1 6	1 6	1 6
Miles ...	61	62	63	64	65	66	67	68	69	70
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	1 6	1 6	1 7	1 7	1 7	1 7	1 7	1 7	1 8	1 8
Miles ...	71	72	73	74	75	76	77	78	79	80
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	1 8	1 8	1 8	1 8	1 9	1 9	1 9	1 9	1 9	1 9

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 L.

Firewood from Lett's Siding or Kaitoke to Wellington will be charged 21s. per truck.

CLASS P.

Goods of Class P will be charged as Class N except otherwise specified.
Coal from Wellington to Petone will be charged 3s. 2d. per ton.

MILEAGE.

For the purpose of charging for the conveyance of 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	s.	d.
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, ships 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.		

GAS PIPES AND PLANT, AND PERMANENT-WAY MATERIAL.

Gas pipes and plant for local bodies, cast-iron water pipes, and permanent-way material, will be carried at the classified rates for Class D.

CHEESE FROM CHEESE FACTORIES.

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

BUTTER FOR EXPORT.

Butter, packed, consigned to ship for export, in consignments of not less than 10 cwt., will be charged at the classified rates for Class D.

WANGANUI SECTION.

Goods of Classes A, B, C, D, E, between Palmerston and Longburn, booked between Palmerston and stations on the Wellington-Manawatu Railway Company's line, will be charged 2s. 6d. per ton; and wool 6d. per bale undumped, 1s. per bale double-dumped.

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 New Plymouth, New Plymouth Breakwater, Waitara, Patea, Wanganui, and Foxton, and provided that the total charges shall not exceed the charges at the classified rates for Class D.

CLASS H.

Wool, undumped, from Carnarvon to Foxton will be charged 9d. per bale. This rate will also apply to scoured wool (undumped) in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III.

CLASS K.—TIMBER.

Timber consigned from saw-mills to New Plymouth, New Plymouth Breakwater, 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, New Plymouth Breakwater, 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.

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.

BRIDGE-IRONWORK AND CEMENT, FOXTON TO PALMERSTON AND TERRACE END.

Ironwork for bridges and cement, Foxton to Palmerston or Terrace End, will be charged 10s. per ton. Minimum, 2 tons per truck.

GAS PIPES AND PLANT, AND PERMANENT-WAY MATERIAL.

Gas pipes and plant for local bodies, cast-iron water pipes, and permanent-way material, will be carried at the classified rates for Class D.

CHEESE FROM CHEESE FACTORIES.

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

BUTTER FOR EXPORT.

Butter, packed, consigned to ship for export, in consignments of not less than 10 cwt., will be charged at the classified rates for Class D.

NEW PLYMOUTH BREAKWATER LINE.

Goods of Classes A, B, C, D will be charged according to ships' manifest, or by weight or measurement, at the option of the Railway Department, at the following rates:—

Between the Breakwater and Morley Street Goods Dépôt, 3s. per ton; between the Breakwater and New Plymouth Station, 4s. per ton; and for goods to be despatched inland by-rail, 1s. per ton for re-despatching, minimum charge, 6d.

Goods despatched inland will be charged at the classified rates from the Breakwater.

Goods for shipment requiring storage at the Goods Dépôt will be charged 1s. 6d. per ton for the first week or fraction of a week, and 2d. per ton per week for each additional week.

Goods consigned to the Breakwater for shipment, and not taken delivery of by the ship within six working hours, will be held thereafter at the risk of the consignor, and may be returned, unloaded, and stored at the Goods Dépôt, at the risk and expense of the consignor.

Cattle, sheep, horses, and pigs carried between the Moturoa Cattle Yards and the Breakwater will be charged 7s. 6d. per truck.

GREYMOOUTH SECTION.

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

Coals from the mines at Brunnerton and Wallsend consigned to port for shipment will be charged 2s. per ton, including weighing and delivering to the ship.

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.

Receiving and discharging ships' ballast will be charged 1s. per ton. Minimum charge, 10s.

Railway plant and material, in full truck-loads, Greymouth to Brunnerton, will be charged 3s. 6d. per ton; consignee to take delivery in the railway trucks and perform the unloading.

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 Class 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 O.

Road metal conveyed from Spring Grove to Stoke will be charged 1s. 9d. per ton.

CLASS P.

Goods of Class P will be charged as Class N.

PICTON SECTION.

Goods of Classes A, B, C, D booked through between Blenheim or other stations on the Blenheim-Picton Railway and the Ports of Wellington or Nelson, consigned by steamship companies making suitable arrangements with the Government for through booking, will be charged 15s. per ton, weight or measurement, according to ships' bill of lading.

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

Ships' goods of 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.

All other goods of Classes A, B, C, D will be charged as Class A.

Goods of Class E consigned direct to ships for shipment will be charged 4s. 6d. a ton, including all charges. At Tua Marina and Spring Creek Stations, on goods of Class E preceding, no storage will be charged for the first four weeks, after which 1d. per ton per week will be charged. The Department does not guarantee storage room.

CLASS F.—HAY, &c.

The maximum rate on goods of Class F consigned direct to ship at Picton for shipment will be 15s. per truck, including wharfage and unloading.

CLASS H.—WOOL.

Wool consigned from Blenheim to ship at Picton will be charged 1s. per bale for undumped, and 1s. 9d. per bale for double-dumped, including all charges. Double-dumped wool must be in truck-loads of not less than 13 double-dumped full-sized bales, or 14 double-dumped small-sized bales. If in lesser loads the classified rates will be charged.

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 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, except otherwise specified.

Native coals, ex ship, Picton to Blenheim, will be charged 4s. 6d. per ton, including all charges; owners to load and unload.

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, or Dunedin and Christchurch	...	...	...	28s. „
„ Port Chalmers, or Dunedin and Timaru	...	...	...	18s. „
„ Port Chalmers, or Dunedin and Oamaru	...	...	...	15s. „
„ Port Chalmers, or Dunedin and Bluff	...	...	...	25s. „
„ Timaru and Oamaru	...	...	...	11s. „
From Timaru to Christchurch	...	...	...	15s. „
„ Oamaru to Christchurch	...	...	...	20s. „

LYTTELTON 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.

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.

SHIPS' BALLAST.—HORNBY TO LYTTELTON.

Ships' ballast from Hornby to Lyttelton will be charged 2s. 6d. per ton, including delivery to ship.

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.
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	1 1/4 "	1 0	1 0	1 0	1 0	1 0	1 2	1 3	1 5
"	1 1/2 "	1 0	1 0	1 0	1 1	1 3	1 5	1 6	1 8
"	1 3/4 "	1 0	1 0	1 1	1 3	1 5	1 7	1 9	1 11
"	2 "	1 0	1 0	1 3	1 5	1 7	1 10	2 0	2 2
"	2 1/4 "	1 0	1 2	1 5	1 7	1 10	2 1	2 3	2 6
"	2 1/2 "	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9
"	2 3/4 "	1 2	1 5	1 8	2 0	2 2	2 6	2 9	3 0
"	3 "	1 3	1 6	1 10	2 2	2 5	2 9	3 0	3 4
"	3 1/4 "	1 4	1 8	2 0	2 4	2 7	3 0	3 3	3 7
"	3 1/2 "	1 5	1 9	2 2	2 6	2 10	3 2	3 6	3 10
"	3 3/4 "	1 6	1 11	2 3	2 8	3 0	3 5	3 9	4 2
"	3 3/4 "	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 Springton 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	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	0 1 0	
When delivered to ship's side an additional charge for haulage will be made, at the rate of, per ton	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	0 2 6	
For each additional week or fraction of a week up to the seventh week inclusive, for each ton	0 0 2	
For each additional week or fraction of a week, for each ton	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	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	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	0 1 0	

LYTTELTON.

GOODS FOR TRANSHIPMENT.

When goods are landed ex ship and taken into shed for redelivery, they will be charged 3s. per ton according to ships' manifest, or by weight or measurement, at the option of the department, including one week's storage. If examined by the Customs, 1s. per ton in addition will be charged where an extra removal of the goods from the examination shed is entailed. If left on the railway premises more than one week, storage will be charged at the following rates:—

For each additional week or fraction of a week up to the sixth week inclusive, for each ton or fraction of a ton	s. d.
.. .. .	0 6
For each additional week or fraction of a week, for each ton or fraction of a ton	0 3

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 6	0 1 6
Grain, flour, and other produce, per ton	0 1 6	0 1 6
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.

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.

FAT, FOR DUNEDIN.

Fat, packed, from Oamaru Refrigerating Siding to Dunedin will be charged £1 per ton, and from Wallacetown to Dunedin, £1 10s. per ton; minimum, 2 tons.

EMPTY CASKS, WOODEND TO DUNEDIN.

Empty casks, Woodend to Dunedin, will be charged 2s. each. Minimum, 30 casks per truck.

LIMED PELTS, MAHENO TO BURNSIDE.

Limed pelts, Maheno to Burnside, will be charged £1 per ton. Minimum quantity, 2 tons.

RUBBLE, LOGAN'S POINT TO DUNEDIN JETTY.

Rubble from Logan's Point Quarry to Dunedin Jetty will be charged 1s. 6d. per ton. Minimum quantity, 5 tons per truck.

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.

BARK, PORT CHALMERS TO SAWYER'S BAY.

Bark in bags from Port Chalmers to Sawyer's Bay will be charged 3s. per ton.

DUNEDIN AND PORT CHALMERS.

Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin, not to private sidings	s. d.
.. .. .	5 8 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.

CLASS N.

Nightsoil from Dunedin to Abbotsford will be charged 10s. per truck.

DUNEDIN, PORT CHALMERS, AND INVERCARGILL.

Goods of Classes A, B, C, and D, from Dunedin or Port Chalmers to Invercargill, and from Invercargill to Dunedin, will be charged, A and B, £1 5s. 6d. per ton, C and D, 17s. 6d. per ton. Minimum quantity 10 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.

CLASS O.—ROUGH STONE.

Rough stone from stations between Deborah and Totara inclusive to Port Chalmers consigned to ship for export will be charged 8s. per ton. Minimum quantity, 5 tons.

CEMENT, WALTON PARK TO DUNEDIN, ETC.

Cement manufactured from colonial products, from Walton to Dunedin or Pelichet Bay, will be charged 3s. per ton.

Cement manufactured from colonial products, from Walton Park to Oamaru Breakwater, will be charged 10s. per ton. Minimum quantity, 4 tons.

BURNSIDE TO DUNEDIN.

Oil, soap, and candles, also bar iron and iron castings, from Burnside to Dunedin, will be charged as follows:—

To private sidings	... 3s. per ton.
Not to private sidings	... 4s. 2d. per ton; minimum, 8s. 4d.

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

CLASSES K, N, AND P.

In addition to the rates specified in Part III., a charge of $\frac{1}{4}$ d. per ton per mile will be made on all goods of Classes N and P (except on Mount Somers Branch, where the charge of $\frac{1}{4}$ d. 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 9 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, provided that the charges shall not be computed on more than twice the actual weight of any package. 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 3 $\frac{1}{2}$
Rails and posts, per truck	0 6 6
Live stock, per truck	0 5 0
Returned empties, each	0 0 6

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.

CLASS K.—TIMBER.

Timber from saw-mills in Southland consigned to Dunedin or Oamaru will be charged 6d., and to Timaru or Temuka 9d., per 100 feet less than the classified rates.

CLASS P.—BRICKS, TILES, AND CLAY.

Bricks, earthenware tiles, and clay (native produce) will be charged as follows:—

	s.	d.
Buxton's to Invercargill	1	6
Minimum quantity, 5 tons per truck		

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.

RAKAIA-ASHBURTON FORKS DISTRICT RAILWAY.

The following rates will be charged per mile upon the Rakaia-Ashburton Forks District Railway:—

	s.	d.
Classes A, B, per ton	0	9
Classes C, D, per ton	0	6
Class E, per ton	0	2
Classes N, O, P, per ton	0	3
Class H (undumped), per bale	0	1
Class K, per 100 superficial feet	0	0½
Classes F, L, per truck	0	9

WAIMATE DISTRICT RAILWAY.

The following rates will be charged per mile upon the Waimate District Railway:—

	s.	d.
Classes A, B, C, D, per ton	0	9
Class E, per ton	0	4
Classes N, P, per ton	0	3
Class H (undumped), per bale	0	1
Class K, 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

DUNTROON AND HAKATERAMEA DISTRICT RAILWAY.

The following rates will be charged per mile upon the Duntroon and Hakateramea District Railway:—

	s.	d.
Classes A, B, per ton	0	9
Classes C, D, per ton	0	6
Class E, per ton	0	2
Classes N, O, P, per ton	0	3
Class H (undumped), per bale	0	1
Class K, per 100 superficial feet	0	0½
Classes F, M, per truck	0	9
Class L, per truck	1	0
Class M (double-floor), per truck	1	0

WAIMEA PLAINS DISTRICT RAILWAY.

Goods booked through between stations not situated on the District Railway will be charged:—

	s.	d.
Classes A, B, per ton	16	0
Classes C, D, per ton	10	0
Class E, per ton	6	2
Class H (undumped), per bale	2	0
Class H (double dumped), per bale	3	6
Class M, per truck	22	0

The following rates will be charged per mile upon the District Railway:—

	s.	d.
Classes A, B, per ton	0	9
Classes C, D, per ton	0	6
Class E, per ton	0	3
Classes N, O, P, per ton	0	3
Class H (undumped), per bale	0	1
Class K, per 100 superficial feet	0	1
Class F, per truck	0	9
Class L, per truck	1	0
Class M (single floor), per truck	0	9
Class M (double floor), per truck	1	0

Class H.—Wool, undumped, consigned from stations between Stoney Creek and Longridge, inclusive, to Invercargill or Bluff, will be charged the local rate upon the District Railway, and 6d. per bale less than the classified rates on the Government line.

For local traffic on the District Railway lines, and between the terminal stations and stations intermediate, 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, Kaiapoi, and intermediate stations	s. d. 5 7
" ..	Chaney's, Riccarton, and ditto ..	6 0
" ..	Christchurch, Hornby, and ditto ..	5 6
" ..	Selwyn, Rakaia, and ditto ..	6 2
" ..	Chertsey, Ashburton, and ditto ..	7 7
Sheffield ..	Rangiora, Kaiapoi, and ditto ..	5 5
" ..	Chaney's, Riccarton, and ditto ..	5 7
" ..	Christchurch, Hornby, and ditto ..	5 0
" ..	Dunsandle, Rakaia, and ditto ..	5 7
" ..	Chertsey, Ashburton, and ditto ..	7 0
Whitecliffs ..	Rangiora, Kaiapoi, and ditto ..	6 5
" ..	Chaney's, Riccarton, and ditto ..	5 10
" ..	Christchurch, Hornby, and ditto ..	5 3
" ..	Selwyn, Rakaia, and ditto ..	5 10
" ..	Chertsey, Ashburton, and ditto ..	7 3
South Malvern ..	Rangiora, Kaiapoi, and ditto ..	6 5
" ..	Chaney's, Riccarton, and ditto ..	5 10
" ..	Christchurch, Hornby, and ditto ..	5 3
" ..	Dunsandle, Rakaia, and ditto ..	5 10
" ..	Chertsey, Ashburton, and ditto ..	7 3
Glentunnel ..	Rangiora, Kaiapoi, and ditto ..	6
" ..	Chaney's, Riccarton, and ditto ..	5
" ..	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
" ..	Port Chalmers ..	5 4
Milton ..	Caversham, Dunedin, Pelichet Bay	4 9
Nelson's ..	" ..	5 9
" ..	Invercargill ..	9 5
Stirling ..	Caversham, Dunedin, Pelichet Bay	5 11
" ..	Port Chalmers ..	6 8
" ..	Invercargill ..	9 2
Nightcaps ..	" ..	5 5
" ..	Bluff ..	6 10
Orepuki ..	Invercargill ..	5 6
" ..	Bluff ..	6 11

Native brown coals from Fernhill, Walton Park, Abbotsford, and Green Island to Caversham, Dunedin, or Pelichet Bay will be charged 2s. per ton.

Native brown coals from Fernhill, Walton Park, and Green Island pits to Abbotsford, Burnside, and stations and sidings on the Walton Park Branch will be charged 2s. per ton.

The following rates will be charged for native brown coals consigned from the Mount Somers Colliery:—

	Rate per Ton.
	s. d.
To Tinwald station ..	4 0
Winslow and Hinds stations ..	5 0
Ealing, Rangitata, and intermediate stations ..	6 0
Orari, Winchester ..	6 6
Temuka, Timaru, and intermediate stations ..	7 6
Ashburton ..	4 0
Dromore, Chertsey ..	5 0
Rakaia, Selwyn, and intermediate stations ..	6 6
Norwood, Factory, and intermediate stations ..	8 0
Hornby, Christchurch, and intermediate stations..	8 6

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.

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, Livingston, Cstlin's River, Tapanui, Wyndham, Invercargill to Waimatua, Invercargill to Kingston, Lumsden-Mararoa, Riverton, and Riverton-Nightcaps; 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, wire netting.

LINES:—

Onehunga-Auckland.
Picton-Blenheim.

Lyttelton-Christchurch.
Port Chalmers-Dunedin.

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, sulphuric, packed, consigned direct from local factories in consignments of not less than 5 tons. Owners' risk. <i>Dangerous</i>	A
Acid, tartaric, packed	A
Ale	As beer
Almonds, packed	A
Alum, packed	C
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
Anvils	D
Apparatus, distillery. Double rate. Owners' risk	A
Apple blight-mixture, packed	B
Arrowroot, packed	A
Arsenic, packed	A
Asphalt	D
Axles	C
Bacon, loose. Owners' risk	B
Bacon, packed	C
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 (4 hhds. to the ton)	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> . } 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 tins and cases, beyond 140 miles (minimum rate as Class A for 140 miles). Owners' risk	B
Biscuits, in bags and casks	C
Bitters, packed. Owners' risk	A
Blacking, packed	B

	CLASS.
Blacklead, packed	B
Blades, scythe, in bundles	A
Blasting Gelatine. Double rate. Owners' risk. <i>Dangerous</i> ...	A
Bleach Soda Ash, packed, consigned to paper mills. Owner's risk	D
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, scouring, clay, native produce. Owner's risk	P
Bricks, native produce. Owners' risk	O
Britannia Metal Goods, packed	A
Brooms, packed	A
Brushware	A
Buckets, tin or other metal, in nests. Owners' risk	A
Buckets, tubs, &c., wood	A
Buckets, mining, iron	B
Butter, packed	C
Butter, packed, consigned to ship for export, in consignments of not less than 10 cwt.	D
Butter Tins, Casks, Cases, and Tubs, empty, not "returned empties," half rate	A
Butter Boxes in Pieces, packed in crates, not "returned empties," half rate	B
Cables, chain	D
Cages, bird. Double rate. Owners' risk	A
Calfskins	B
Calves. <i>Special goods</i> . Owners' risk	M
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, cement, tallow, honey, 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
Cement casks, empty, not "returned empties," half rate	A
Cement, manufactured from colonial products and consigned from local manufactories. Owners' risk. Rate and a half; but in no case are total charges to exceed Class D	N
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. Rate and a half. Owners' risk	N
Charcoal, crushed. Owners' risk	N
Cheese, packed	C
Cheese, loose. Owners' risk	B
Cheese, packed, consigned directly from makers' factories, in consignments of not less than one ton	D

	CLASS.
Cheese Cases, empty, not returned empties, half rate	A
Chicory, packed	A
Chicory roots	E
Chimney-pots. Owners' risk	C
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
Chocolate, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
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 scouring Bricks, native produce. Owners' risk...	P
Clay, native produce. Owners' risk	O
Clocks, packed. Owners' risk. <i>Special goods</i>	A
Closets, earth	A
Cloth, wire. Owners' risk	A
Coal, imported. Owners' risk	N
Coal Dross. Owners' risk	O
Coal Refuse. Owners' risk	O
Coal, native. Owners' risk	P
Coal, cinders. Owners' risk	P
Cocoa, packed	A
Cocoa, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
Cocoanuts, packed	C
Coffee, ground or roasted, packed	A
Coffee, raw, packed	B
Coffins, empty. Double rate	A
Coin. Double rate	As parcels, see Part II.
Coke. Rate and a half. Owners' risk	P
Coke, in small lots	D
Colours, packed. Owners' risk	A
Combines. Owners' risk. <i>Special goods</i>	B
Concrete Blocks. Owners' risk	N
Confectionery, packed	A
Confectionery, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
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	O
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-winchies	C
Cream of Tartar, packed	A
Creosote	D
Crowbars	D
Crucibles	B
Currants, packed	A
Curry Powder, packed	A
Cutlery, 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
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

	CLASS.
Earthenware, packed, not otherwise specified. Owners' risk ...	C
Earthenware, native, packed, consigned direct from local factories, in lots of not less than 30 cwt., half rate Class B. Any less quantity will be charged as such minimum or at the classified rates for Class D.	
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 (excepting lithofracteur, nitro-glycerine, dualine, glyoxiline, methylic nitrate, glonine oil, gun cotton, pyrolithe, which will not be carried). 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
Fascines. 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, cocoanut ...	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
Fireworks, packed. Double rate. Owners' risk. <i>Dangerous</i> ...	A
Fish, dried ...	B
Fish, in brine ...	C
Fish, in tins ...	A
Fish, fresh. Owners' risk ...	D
Fish-cans, empty, for carriage of ova for acclimatization purposes ...	Free
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
Flour-bags, in bags or bales ...	D
Flower-pots, packed ...	C
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. <i>See Boilers</i> ...	
Fluid, boiler. Owners' risk ...	B
Fog-signals. Double rate. Owners' risk. <i>Dangerous</i> ...	A
Foot-rot Preparation, in casks ...	D
Forks, hay or other agricultural ...	A
Frames, picture. Double rate. Owners' risk ...	A
Fruit, fresh, packed. Owners' risk ...	D
Fruit, New-Zealand-grown, fresh, packed, rate and a half (but in no case are total charges to exceed Class D) ...	E
Fruit, dried ...	A
Fruit cases, empty, not "returned empties," half rate ...	A
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

	CLASS.
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>	B
Glucose, packed	C
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> .	As parcels, see Part II.
Grain, in bags, not specified	E
Grain, poisoned	D
Grain, phosphorized. Double rate. <i>Dangerous</i>	D
Gram, in bags	E
Granite, dressed or polished. Owners' risk	D
Granite, rough. Owners' risk	N
Grass, tussock. Owners' risk	F
Grass, brushmakers'	D
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
Honey, extracted, packed, locally produced. Owner's risk	C
Honey, extracted, for export, in consignments of not less than 10cwt. Owner's risk	D
Honey tins, kegs, cases, and casks, empty, not "returned empties," half-rate	A
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
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

	CLASS.
Iron strainers for fencing	D
Iron, pig and railway	D
Iron, scrap	P
Jam, packed, consigned direct from local factories in consignments of not less than 10 cwt.	B
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
Lime from local kilns, consigned to country stations for agricultural purposes, or to ship for export	O
Lime from local kilns, for cement-making	O
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.	A
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.	A
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
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
Milk, preserved, packed, consigned direct from local factories in consignments of not less than 10 cwt.	B

	CLASS.
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 (except coconuts)	A
Nuts, cocoa, packed	C
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 (not to exceed Class D rate), rate and a half	E
Opium. Double rate	A
Ore, copper, iron, and other. Owners' risk	O
Ova, trout and salmon, for Acclimatization Societies. Free of charge.	B
Ovens, camp and colonial. Owners' risk. <i>Special goods</i>	D
Oysters and other Shell Fish, under 2 tons. Owners' risk	D
Oysters and other Shell Fish, 2 ton lots and over. Half rates. Owners' risk	C
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
Pelts, limed, in 2 ton lots, owners to load and unload	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
Pipe Clay, packed	D
Pipes, smoking. Owners' risk	A
Pipes, cast-iron, water or gas. Owners' risk. <i>Special goods</i>	D
Pipes, drain, earthenware. Owners' risk	N
Pipes, copper, brass, and wrought iron	B
Pitch	D
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	As parcels, see Part II.
Plated Goods. Rate and a half. Owners' risk. <i>Special goods</i>	A

	CLASS.
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. (<i>See castings.</i>) Owners' risk. <i>Special goods</i>	B
Potatoes	E
Poultry, living, in crates or cases. Owners' risk.	A
Poultry, dead. Owners' risk	B
Powder, baking	A
Powder, bleaching	B
Powder, blasting. Double rate. <i>Dangerous</i>	A
Precious Stones. (<i>See Jewellery.</i>) <i>Special goods.</i> Owners' risk. Double rate	
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	O
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
Roots—turnips, mangolds, beet	F
Root, chicory	E
Roots, garden	B
Roots, not otherwise specified	E
Rope, hemp or wire	C
Ruddle, packed	B
Rugs, woollen, packed. Owners' risk	A
Rye	E
Sacking, Cotton Waste, and other fibrous material for paper-making, consigned 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.	
Salt, in bags	D
Salt, manure	N
Saltpetre, packed	C
Sand. Owners' risk	O
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
Scheelite. Owners' risk	N
Scoria. Owners' risk	O

	CLASS.
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	D
Seeds, grass. Rate and a half; but in no case are total charges to exceed Class D	E
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
Sheep Dip, colonial manufacture, consigned from the factory	D
Sheep Racks. Owners' risk. <i>Special goods</i>	C
Sheepskins, green, in bundles, not exceeding 1 cwt. If loose, or in bundles exceeding 1 cwt., rate and a quarter	B
Sheepskins, green, loose or in bundles, between private sidings	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.	A
Silver, manufactured or unmanufactured. Owners' risk. <i>Special goods</i> . Double rate As parcels, see Part II.	A
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
Slats, 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, caustic, packed, consigned to paper mills. Owners' risk	D
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.	A
Stamps. Owners' risk. <i>Special goods</i> . Double rate As parcels, see Part II.	A
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, pumice. Owners' risk	D
Stone, rough. Owners' risk	O
Stones, scythe, packed	B
Stoves and Stovepipes. Owners' risk	A
Stout, as Beer.	A
Strainers, iron, for fencing	D
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
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

	CLASS.
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. Minimum charge 2s. 6d. each.	A
Owners' risk	A
Tanks, iron, empty, over 400 gallons. Minimum charge 2s. 6d. each.	A
Rate and a half	A
Tanks, containing water	C
Tanks, containing 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
Tea, packed beyond 140 miles (minimum rate as Class A for 140 miles).	A
Owner's risk	B
Tents, in bundles	B
Tiles, encaustic	C
Tiles, earthenware, imported. Owners' risk	N
Tiles, earthenware, native. Owners' risk	O
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, <i>see</i> Part II.	A
Tobacco, smoking	A
Tobacco-leaf, in bags. Owners' risk	E
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	C
Trees and shrubs consigned to Public Domain Boards for planting in public domains. Free of charge.	A
Tricycles, packed. Owners' risk	A
Tricycles, unpacked	As parcels, <i>see</i> Part II.
Trimmings, upholsterers'	A
Trimmings, coach	A
Trinkets. Owners' risk. <i>Special goods.</i> Double rate	As parcels, <i>see</i> 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.	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
Types. Owners' risk	B
Umbrellas, in cases. If in bundles, owners' risk	A
Umber, for paper-making purposes	D
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, <i>see</i> Part II.
Venetian Red, packed, consigned to paper mills. Owners' risk	D
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, <i>see</i> 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

	CLASS.
Wheels and Shafts, dray	B
Whips	A
Whiting	C
Whiting, Native. Owners' risk	N
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, 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 lying at the wharf, 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	2	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

Goods from or to ports beyond the colony, transhipped from or into ships lying at the wharf, will be charged half rates.

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 each ton above 150 tons, per day or part thereof	0	0¼
For vessels trading within the Bay of Islands using the wharf, per quarter	10	0
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	0¼
Minimum charge per day	1	0

AUCKLAND SECTION.

HELENSVILLE.

Rates.

	s.	d.
On all goods not otherwise specified, per ton	...	3 0
Cattle and horses, per head	...	0 6
Sheep, pigs, and goats	...	0 1
Wool, per bale	...	0 3
Timber, per 100 superficial feet	...	0 3
Classes L, N, P, per ton	...	0 6
Minimum charge	...	0 3
Class E, carried by rail	...	Free.
Returned empties	...	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
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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.
Returned empties	...	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
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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.

MECCER.

	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

	s.	d.
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
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	...	Free.
<i>Labour.</i>		
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 WHARF.

This wharf 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.

	s.	d.
<i>Rates.</i>		
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 0
" " 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.

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.

<i>Cranage.</i>		s. d.
For use of crane on wharf, per ton	...	0 6
Exceptional cargoes (as may be determined by the Railway Department) by special agreement.	...	0 6

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.

<i>Rates.</i>		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	...	0 3
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

Empties at per ton measurement, including labour, half rates.

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

Goods loaded or unloaded from or into lighters into or from ships lying alongside the wharf, half rates.

Minimum charge on any goods, 6d.

Class E for Shipment.

Goods of Class E for shipment from Picton which have been previously carried over the Picton-Blenheim line will be charged 1s. per ton.

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.

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),	s. d.
per ton	1 0
Labour loading carts, not compulsory, per ton	0 6

Charges for Use of Wharf.

On every vessel lying within the limits of the railway, for the first month,	s.	d.
at per working-day or part thereof, per ton register up to 150 tons ...	0	0½
For each additional working-day or part thereof after the first month ...	0	0½
For each additional ton above 150 tons, for the first month, at per working-		
day or part thereof ...	0	0½
For each additional working-day or part thereof after the first month ...	0	0½
Minimum charge per day or fraction thereof ...	2	6
Vessels occupying berths outside other vessels lying alongside the wharf		
will be charged half dues.		
For vessels trading within the Sounds, using the wharf, per quarter ...	10	0

DUNEDIN SECTION.

PORT CHALMERS WHARVES.

Rates.

A rate of 1s. per ton will be charged to the masters of ships 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

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