



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, JANUARY 28, 1892.

Published by Authority.

WELLINGTON, WEDNESDAY, FEBRUARY 3, 1892.

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

THE New Zealand Railway Commissioners, in pursuance of the powers conferred by "The Government Railways Act, 1887," do hereby fix the following regulations and scale of fares, rates, and charges for the New Zealand Government Railways, to come into force on the 29th day of February, one thousand eight hundred and ninety-two, from which date all previous scales are declared to be hereby revoked, save and except the sectional fares for Messrs. Cook and Son's tours, published in *Gazette* No. 46, of the 28th August, 1890, No. 16 of the 26th February, and No. 28 of the 23rd April, 1891, and the special scale of fares, rates, and charges on the New Zealand Midland Company's Railway.

The common seal of the New Zealand Railway Commissioners was hereunto affixed, this third day of February, one thousand eight hundred and ninety-two, in the presence of

JAMES McKERROW, } New Zealand Railway  
W. M. HANNAY, } Commissioners.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Ordinary Tickets.

Fares will be charged as specified in the "Schedule of Fares" following except otherwise provided for hereafter:—

*Schedule of Fares.*

No. of Miles.	Fares.			
	Single Ordinary.		Return.	
	First.	Second.	First.	Second.
1	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	0 0 6	0 0 4	0 0 6	0 0 6
3	0 0 6	0 0 4	0 0 9	0 0 6
4	0 0 9	0 0 6	0 1 0	0 0 9
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 10	0 1 9	0 1 2
8	0 1 6	0 1 0	0 2 0	0 1 4
9	0 1 8	0 1 1	0 2 3	0 1 5
10	0 1 10	0 1 3	0 2 5	0 1 8
11	0 2 1	0 1 5	0 2 9	0 1 11
12	0 2 4	0 1 7	0 3 1	0 2 1
13	0 2 6	0 1 8	0 3 4	0 2 3
14	0 2 9	0 1 10	0 3 8	0 2 5
15	0 2 11	0 2 0	0 3 11	0 2 8
16	0 3 2	0 2 1	0 4 3	0 2 9
17	0 3 4	0 2 3	0 4 5	0 3 0
18	0 3 7	0 2 5	0 4 9	0 3 3
19	0 3 9	0 2 6	0 5 0	0 3 4
20	0 4 0	0 2 8	0 5 4	0 3 7
21	0 4 2	0 2 10	0 5 7	0 3 9
22	0 4 5	0 2 11	0 5 11	0 3 11

*Schedule of Fares—continued.*

No. of Miles.	Fares.			
	Single Ordinary.		Return.	
	First.	Second.	First.	Second.
22	£ s. d.	£ s. d.	£ s. d.	£ s. d.
23	0 4 7	0 3 1	0 6 1	0 4 1
24	0 4 10	0 3 3	0 6 5	0 4 4
25	0 5 0	0 3 4	0 6 8	0 4 5
26	0 5 3	0 3 6	0 7 0	0 4 8
27	0 5 5	0 3 8	0 7 3	0 4 11
28	0 5 8	0 3 9	0 7 7	0 5 0
29	0 5 10	0 3 11	0 7 9	0 5 3
30	0 6 1	0 4 1	0 8 1	0 5 5
31	0 6 3	0 4 2	0 8 4	0 5 7
32	0 6 6	0 4 4	0 8 8	0 5 9
33	0 6 8	0 4 6	0 8 11	0 6 0
34	0 6 11	0 4 7	0 9 3	0 6 1
35	0 7 1	0 4 9	0 9 5	0 6 4
36	0 7 4	0 4 11	0 9 9	0 6 7
37	0 7 6	0 5 0	0 10 0	0 6 8
38	0 7 9	0 5 2	0 10 4	0 6 11
39	0 7 11	0 5 4	0 10 7	0 7 1
40	0 8 2	0 5 5	0 10 11	0 7 3
41	0 8 4	0 5 7	0 11 1	0 7 5
42	0 8 7	0 5 9	0 11 5	0 7 8
43	0 8 9	0 5 10	0 11 8	0 7 9

Schedule of Fares—continued.

Schedule of Fares—continued.

No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single. Ordinary.		Return.			Single. Ordinary.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
43	£ 0 9 0	£ 0 6 0	£ 0 12 0	£ 0 8 0	122	£ 1 5 5	£ 0 17 0	£ 1 13 11	£ 1 2 8
44	0 9 2	0 6 2	0 12 3	0 8 3	123	1 5 8	0 17 1	1 14 3	1 2 9
45	0 9 5	0 6 3	0 12 7	0 8 4	124	1 5 10	0 17 3	1 14 5	1 3 0
46	0 9 7	0 6 5	0 12 9	0 8 7	125	1 6 1	0 17 5	1 14 9	1 3 3
47	0 9 10	0 6 7	0 13 1	0 8 9	126	1 6 3	0 17 6	1 15 0	1 3 4
48	0 10 0	0 6 8	0 13 4	0 8 11	127	1 6 6	0 17 8	1 15 4	1 3 7
49	0 10 3	0 6 10	0 13 8	0 9 1	128	1 6 8	0 17 10	1 15 7	1 3 9
50	0 10 5	0 7 0	0 13 11	0 9 4	129	1 6 11	0 17 11	1 15 11	1 3 11
51	0 10 8	0 7 1	0 14 3	0 9 5	130	1 7 1	0 18 1	1 16 1	1 4 1
52	0 10 10	0 7 3	0 14 5	0 9 8	131	1 7 4	0 18 3	1 16 5	1 4 4
53	0 11 1	0 7 5	0 14 9	0 9 11	132	1 7 6	0 18 4	1 16 8	1 4 5
54	0 11 3	0 7 6	0 15 0	0 10 0	133	1 7 9	0 18 6	1 17 0	1 4 8
55	0 11 6	0 7 8	0 15 4	0 10 3	134	1 7 11	0 18 8	1 17 3	1 4 11
56	0 11 8	0 7 10	0 15 7	0 10 5	135	1 8 2	0 18 9	1 17 7	1 5 0
57	0 11 11	0 7 11	0 15 11	0 10 7	136	1 8 4	0 18 11	1 17 9	1 5 3
58	0 12 1	0 8 1	0 16 1	0 10 9	137	1 8 7	0 19 1	1 18 1	1 5 5
59	0 12 4	0 8 3	0 16 5	0 11 0	138	1 8 9	0 19 2	1 18 4	1 5 7
60	0 12 6	0 8 4	0 16 8	0 11 1	139	1 9 0	0 19 4	1 18 8	1 5 9
61	0 12 9	0 8 6	0 17 0	0 11 4	140	1 9 2	0 19 6	1 18 11	1 6 0
62	0 12 11	0 8 8	0 17 3	0 11 7	141	1 9 5	0 19 7	1 19 3	1 6 1
63	0 13 2	0 8 9	0 17 7	0 11 8	142	1 9 7	0 19 9	1 19 5	1 6 4
64	0 13 4	0 8 11	0 17 9	0 11 11	143	1 9 10	0 19 11	1 19 9	1 6 7
65	0 13 7	0 9 1	0 18 1	0 12 1	144	1 10 0	1 0 0	2 0 0	1 6 8
66	0 13 9	0 9 2	0 18 4	0 12 3	145	1 10 3	1 0 2	2 0 4	1 6 11
67	0 14 0	0 9 4	0 18 8	0 12 5	146	1 10 5	1 0 4	2 0 7	1 7 1
68	0 14 2	0 9 6	0 18 11	0 12 8	147	1 10 8	1 0 5	2 0 11	1 7 3
69	0 14 5	0 9 7	0 19 3	0 12 9	148	1 10 10	1 0 7	2 1 1	1 7 5
70	0 14 7	0 9 9	0 19 5	0 13 0	149	1 11 1	1 0 9	2 1 5	1 7 8
71	0 14 10	0 9 11	0 19 9	0 13 3	150	1 11 3	1 0 10	2 1 8	1 7 9
72	0 15 0	0 10 0	1 0 0	0 13 4	151	1 11 6	1 1 0	2 2 0	1 8 0
73	0 15 3	0 10 2	1 0 4	0 13 7	152	1 11 8	1 1 2	2 2 3	1 8 3
74	0 15 5	0 10 4	1 0 7	0 13 9	153	1 11 11	1 1 3	2 2 7	1 8 4
75	0 15 8	0 10 5	1 0 11	0 13 11	154	1 12 1	1 1 5	2 2 9	1 8 7
76	0 15 10	0 10 7	1 1 1	0 14 1	155	1 12 4	1 1 7	2 3 1	1 8 9
77	0 16 1	0 10 9	1 1 5	0 14 4	156	1 12 6	1 1 8	2 3 4	1 8 11
78	0 16 3	0 10 10	1 1 8	0 14 5	157	1 12 9	1 1 10	2 3 8	1 9 1
79	0 16 6	0 11 0	1 2 0	0 14 8	158	1 12 11	1 2 0	2 3 11	1 9 4
80	0 16 8	0 11 2	1 2 3	0 14 11	159	1 13 2	1 2 1	2 4 3	1 9 5
81	0 16 11	0 11 3	1 2 7	0 15 0	160	1 13 4	1 2 3	2 4 5	1 9 8
82	0 17 1	0 11 5	1 2 9	0 15 3	161	1 13 7	1 2 5	2 4 9	1 9 11
83	0 17 4	0 11 7	1 3 1	0 15 5	162	1 13 9	1 2 6	2 5 0	1 10 0
84	0 17 6	0 11 8	1 3 4	0 15 7	163	1 14 0	1 2 8	2 5 4	1 10 3
85	0 17 9	0 11 10	1 3 8	0 15 9	164	1 14 2	1 2 10	2 5 7	1 10 5
86	0 17 11	0 12 0	1 3 11	0 16 0	165	1 14 5	1 2 11	2 5 11	1 10 7
87	0 18 2	0 12 1	1 4 3	0 16 1	166	1 14 7	1 3 1	2 6 1	1 10 9
88	0 18 4	0 12 3	1 4 5	0 16 4	167	1 14 10	1 3 3	2 6 5	1 11 0
89	0 18 7	0 12 5	1 4 9	0 16 7	168	1 15 0	1 3 4	2 6 8	1 11 1
90	0 18 9	0 12 6	1 5 0	0 16 8	169	1 15 3	1 3 6	2 7 0	1 11 4
91	0 19 0	0 12 8	1 5 4	0 16 11	170	1 15 5	1 3 8	2 7 3	1 11 7
92	0 19 2	0 12 10	1 5 7	0 17 1	171	1 15 8	1 3 9	2 7 7	1 11 8
93	0 19 5	0 12 11	1 5 11	0 17 3	172	1 15 10	1 3 11	2 7 9	1 11 11
94	0 19 7	0 13 1	1 6 1	0 17 5	173	1 16 1	1 4 1	2 8 1	1 12 1
95	0 19 10	0 13 3	1 6 5	0 17 8	174	1 16 3	1 4 2	2 8 4	1 12 3
96	1 0 0	0 13 4	1 6 8	0 17 9	175	1 16 6	1 4 4	2 8 8	1 12 5
97	1 0 3	0 13 6	1 7 0	0 18 0	176	1 16 8	1 4 6	2 8 11	1 12 8
98	1 0 5	0 13 8	1 7 3	0 18 3	177	1 16 11	1 4 7	2 9 3	1 12 9
99	1 0 8	0 13 9	1 7 7	0 18 4	178	1 17 1	1 4 9	2 9 5	1 13 0
100	1 0 10	0 13 11	1 7 9	0 18 7	179	1 17 4	1 4 11	2 9 9	1 13 3
101	1 1 1	0 14 1	1 8 1	0 18 9	180	1 17 6	1 5 0	2 10 0	1 13 4
102	1 1 3	0 14 2	1 8 4	0 18 11	181	1 17 9	1 5 2	2 10 4	1 13 7
103	1 1 6	0 14 4	1 8 8	0 19 1	182	1 17 11	1 5 4	2 10 7	1 13 9
104	1 1 8	0 14 6	1 8 11	0 19 4	183	1 18 2	1 5 5	2 10 11	1 13 11
105	1 1 11	0 14 7	1 9 3	0 19 5	184	1 18 4	1 5 7	2 11 1	1 14 1
106	1 2 1	0 14 9	1 9 5	0 19 8	185	1 18 7	1 5 9	2 11 5	1 14 4
107	1 2 4	0 14 11	1 9 9	0 19 11	186	1 18 9	1 5 10	2 11 8	1 14 5
108	1 2 6	0 15 0	1 10 0	1 0 0	187	1 19 0	1 6 0	2 12 0	1 14 8
109	1 2 9	0 15 2	1 10 4	1 0 3	188	1 19 2	1 6 2	2 12 3	1 14 11
110	1 2 11	0 15 4	1 10 7	1 0 5	189	1 19 5	1 6 3	2 12 7	1 15 0
111	1 3 2	0 15 5	1 10 11	1 0 7	190	1 19 7	1 6 5	2 12 9	1 15 3
112	1 3 4	0 15 7	1 11 1	1 0 9	191	1 19 10	1 6 7	2 13 1	1 15 5
113	1 3 7	0 15 9	1 11 5	1 1 0	192	2 0 0	1 6 8	2 13 4	1 15 7
114	1 3 9	0 15 10	1 11 8	1 1 1	193	2 0 3	1 6 10	2 13 8	1 15 9
115	1 4 0	0 16 0	1 12 0	1 1 4	194	2 0 5	1 7 0	2 13 11	1 16 0
116	1 4 2	0 16 2	1 12 3	1 1 7	195	2 0 8	1 7 1	2 14 3	1 16 1
117	1 4 5	0 16 3	1 12 7	1 1 8	196	2 0 10	1 7 3	2 14 5	1 16 4
118	1 4 7	0 16 5	1 12 9	1 1 11	197	2 1 1	1 7 5	2 14 9	1 16 7
119	1 4 10	0 16 7	1 13 1	1 2 1	198	2 1 3	1 7 6	2 15 0	1 16 8
120	1 5 0	0 16 8	1 13 4	1 2 3	199	2 1 6	1 7 8	2 15 4	1 16 11
121	1 5 3	0 16 10	1 13 8	1 2 5	200	2 1 8	1 7 10	2 15 7	1 17 1

Schedule of Fares—continued.

Not exceeding Miles.	Fares.			
	Single Ordinary.		Return.	
	First.	Second.	First.	Second.
210	£ s. d.	£ s. d.	£ s. d.	£ s. d.
220	2 3 9	1 9 2	2 18 4	1 18 11
230	2 5 10	1 10 7	3 1 1	2 0 9
240	2 7 11	1 12 0	3 3 11	2 2 8
250	2 10 0	1 13 4	3 6 8	2 4 5
260	2 12 1	1 14 9	3 9 5	2 6 4
270	2 14 2	1 16 2	3 12 3	2 8 3
280	2 16 3	1 17 6	3 15 0	2 10 0
290	2 18 4	1 18 11	3 17 9	2 11 11
300	3 0 5	2 0 4	4 0 7	2 13 9
310	3 2 6	2 1 8	4 3 4	2 15 7
320	3 4 7	2 3 1	4 6 1	2 17 5
330	3 6 8	2 4 6	4 8 11	2 19 4
340	3 8 9	2 5 10	4 11 8	3 1 1
350	3 10 10	2 7 3	4 14 5	3 3 0
	3 12 11	2 8 8	4 17 3	3 4 11

Schedule of Fares—continued.

Not exceeding Miles.	Fares.			
	Single Ordinary.		Return.	
	First.	Second.	First.	Second.
360	£ s. d.	£ s. d.	£ s. d.	£ s. d.
370	3 15 0	2 10 0	5 0 0	3 6 8
380	3 17 1	2 11 5	5 2 9	3 8 7
390	3 19 2	2 12 10	5 5 7	3 10 5
400	4 1 3	2 14 2	5 8 4	3 12 3
410	4 3 4	2 15 7	5 11 1	3 14 1
420	4 5 5	2 17 0	5 13 11	3 16 0
430	4 7 6	2 18 4	5 16 8	3 17 9
440	4 9 7	2 19 9	5 19 5	3 19 8
450	4 11 8	3 1 2	6 2 3	4 1 7
460	4 13 9	3 2 6	6 5 0	4 3 4
470	4 15 10	3 3 11	6 7 9	4 5 3
480	4 17 11	3 5 4	6 10 7	4 7 1
490	5 0 0	3 6 8	6 13 4	4 8 11
500	5 2 1	3 8 1	6 16 1	4 10 9
	5 4 2	3 9 6	6 18 11	4 12 8

2. Return tickets are issued daily and are available for return as follows:—

Distances.	Issued.	Available for Return.
1 to 20 miles	{ Daily ... { On Saturdays ...	Up to and including the day after issue. From Saturday till following Monday.
21 to 300 miles	Daily ...	For one calendar month.
Over 300 miles	Daily ...	For two calendar months.

The passenger must complete his trip on or before the date on which the ticket expires. Should there be no train running on the day of expiry which would enable the traveller to complete his journey he may use his ticket by the first available train thereafter. The journey must be commenced on the day of issue, and, in the case of tickets taken out for distances over 20 miles, may be broken by the passenger at any station after travelling 20 miles from the original starting station.

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 at 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.

**Extended Excursion Tickets.**

7. The time for which these tickets are available may be extended to make them available for the return journey for such further limited period as may be publicly notified, by payment of the difference in value between an ordinary single ticket and half the excursion fare. Persons desiring an extension of time must apply at the station to which the excursion ticket was originally issued before the expiration of the ticket, and deliver up the unused half of the excursion ticket with the proper excess fare; the extension ticket will then be issued.

**Railway Employes' Tickets.**

8. 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.**

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

**Season Tickets.**

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

11. Fares will be charged as follows:—

FIRST CLASS.					SECOND CLASS.				
Miles.	12 Months.	6 Months.	3 Months.	1 Month.	Miles.	12 Months.	6 Months.	3 Months.	1 Month.
	£ 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 10 0	2 12 6	1 13 9	0 15 0	3	3 7 6	1 16 0	1 2 6	0 10 0
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.

FIRST CLASS.				SECOND CLASS.			
12 Months.	6 Months.	3 Months.	1 Month.	12 Months.	6 Months.	3 Months.	1 Month.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 10 0	0 8 0	0 4 0	0 2 0	0 8 0	0 6 0	0 3 0	0 2 0

12. Annual Tickets, available over the whole of the 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.

**Commutation Tickets.**

15. Fifty-trip tickets are issued for distances not over twenty miles. They will be sold only to persons resident in the neighbourhood of the issuing Station. They are available for one month from the date of issue. Any portion punched, detached, or not used before the ticket expires is not available for use. No reduction in charge is made for children. The tickets are not transferable. They will be charged as follows:—

SCALE.

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
2 .. .. .	0 7 6	0 5 0	12 .. .. .	1 14 0	1 6 0
3 .. .. .	0 10 6	0 7 6	13 .. .. .	1 16 6	1 8 0
4 .. .. .	0 13 6	0 10 0	14 .. .. .	1 19 0	1 10 0
5 .. .. .	0 16 6	0 12 0	15 .. .. .	2 1 6	1 12 0
6 .. .. .	0 19 0	0 14 0	16 .. .. .	2 4 0	1 14 0
7 .. .. .	1 1 6	0 16 0	17 .. .. .	2 6 6	1 16 0
8 .. .. .	1 4 0	0 18 0	18 .. .. .	2 9 0	1 18 0
9 .. .. .	1 6 6	1 0 0	19 .. .. .	2 11 6	2 0 0
10 .. .. .	1 9 0	1 2 0	20 .. .. .	2 14 0	2 2 0
11 .. .. .	1 11 6	1 4 0			

16. Fifty-trip family tickets are issued for distances not over twenty miles. They are available for three months from the date of issue. Any portion punched, detached, or not used before the ticket expires is not available for use. They will be sold only to heads of families resident in the neighbourhood of the issuing station. They are available only for the purchaser or any member of his family. Members of families are deemed to be persons living with the purchaser in his house. If used by any other person the ticket will be forfeited. Two children over three and not over twelve years old may go as one passenger; but not less than one portion will be punched if only one goes. The family tickets will be charged as follows:—

SCALE.

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
2 .. .. .	0 10 0	0 7 6	12 .. .. .	2 5 0	1 14 0
3 .. .. .	0 14 0	0 10 6	13 .. .. .	2 8 6	1 16 6
4 .. .. .	0 18 0	0 13 6	14 .. .. .	2 12 0	1 19 0
5 .. .. .	1 1 6	0 16 6	15 .. .. .	2 15 6	2 1 6
6 .. .. .	1 4 0	0 19 0	16 .. .. .	2 19 0	2 4 0
7 .. .. .	1 7 6	1 1 6	17 .. .. .	3 2 6	2 6 6
8 .. .. .	1 11 0	1 4 0	18 .. .. .	3 6 0	2 9 0
9 .. .. .	1 14 6	1 6 6	19 .. .. .	3 9 6	2 11 6
10 .. .. .	1 18 0	1 9 0	20 .. .. .	3 13 0	2 14 0
11 .. .. .	2 1 6	1 11 6			

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

17. 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.**

18. 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. The maximum charge for either Island will be £10.

**Newsboys' Season Tickets.**

19. 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. Newsboys are allowed to take not more than 56lb. of papers for distribution along the line.

**School Season Tickets.**

20. 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 schoolmaster that the applicant is a *bonâ fide* student or scholar in attendance at college or school, and that his or her age is within the prescribed limit:—

"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 be issued and dated as from the first day only of each quarter, and will expire on the quarter-day next after its issue.

**Free School Season Tickets.**

21. Second-class Quarterly Tickets may be issued to school children not over 15 years of age,—

- (a.) To those attending the Government primary schools; from railway stations where there is no primary school in the vicinity, and only to the station in the vicinity of the nearest primary school;
- (b.) To those attending private schools for primary education.

Tickets will be issued only on the certificate of the schoolmaster (forwarded to the District Manager) 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."

**School-boarders.**

22. Tickets at single fares for the double journey, available for return for two months, will be issued to school-boarders, not exceeding eighteen years of age, returning home for holidays at the end of recognised school-terms only, on production of certificate to the District Manager from the master or mistress of the school, in the following form:—

"To the District Railway Manager at  
 "I hereby certify that is a boarder attending at my school, that present age is years months, and that is returning home from Station to Station for holidays, which commence on ; and I request that you will issue a return ticket accordingly.

(Signed)

"Headmaster [or Mistress], School."

Teachers must give six days' notice to the District Manager before the tickets are required.

**Teachers' Saturday Season Tickets.**

23. Teachers' Saturday Tickets will be issued at the following rate per term, not exceeding four months, or fractional part of a term, for public school teachers attending Saturday training classes:—

	First Class.
(a.) Allowing teachers to travel to class on Friday and return on Saturday ... ..	30s.
(b.) Allowing teachers to travel to class on Saturday and return on Monday ... ..	30s.
(c.) Allowing teachers to travel to class on Saturday and return the same day ... ..	20s.

These tickets cannot be used unless the holder is proceeding to or coming from the training school.

Application must be made in the following form, and certified to by the Secretary of the Education Board before a ticket will be issued:—

**"FORM OF APPLICATION AND CERTIFICATE.**

"I hereby declare that I, , am employed by the Education Board as teacher at District School, and that I intend, during the session ending , to attend the Teachers' training classes or University lectures at ; and I hereby request the Railway Commissioners to supply me with a Teachers' Saturday Season Ticket, at fare as per (a) , which I undertake to use solely for the purpose of attending the said training classes or lectures as indorsed, and subject to the by-laws, rules, and regulations in force on the New Zealand Government Railways; and I agree that the ticket shall be forfeited should I at any time fail to observe such by-laws, rules, and regulations, or to fulfil this undertaking.

Applicant."

"I hereby certify that to the best of my knowledge and belief this application is correct, and that the applicant is entitled to a Teachers' Saturday Ticket.

Secretary, Education Board."

"Signed by applicant before me, this day of , 189 .

Postmaster or Stationmaster."

**Official Season Tickets.**

24. 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 Commissioners.

**Religious Bodies and Friendly Societies.**

25. Return Tickets will be issued to delegates of religious bodies and friendly societies to enable them to attend meetings, upon production of certificate in writing from the Secretary or other duly-authorized officer that the holder has been selected to attend such meeting. Tickets will be granted for seven days previous to the first day of sitting, and will be available for the return journey for a month from date of issue. Certificates must state on what date the meeting commences. Delegates are allowed to travel as many times as necessary during the sitting of the meeting; but a fresh ticket must be taken out, and paid for, for each double journey, and a fresh certificate from the authorised officer must be presented for each ticket. In all cases application must first be by the religious body or friendly society to the New Zealand Railway Commissioners, who reserve to themselves the right to decline to issue such tickets.

**Excursion Trains.**

26. Excursion Trains at special fares may 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 return tickets. Minimum charge, £5. Excursion Trains will be run only at the option of the Commissioners.

**Special Trains.**

27. 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.

Special trains will be run only at the option of the Railway Commissioners.

**School Excursions.**

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

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

**Reserved Carriages.**

29. The Commissioners do not undertake to supply reserved carriages or compartments, but in such cases as carriages or compartments are reserved for invalids or specially-authorized parties, the charge will be not less than as for four first-class ordinary fares. If more persons than four travel the usual fares will be charged.

**Football, Cricket, Tennis, Rowing, and Bowling Teams, and Rifle Clubs.**

30. Second-class return tickets, available for first-class carriages, will be issued to football, cricket, tennis, rowing, and bowling teams, and rifle clubs 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.**

31. 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.**

32. 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.

**Miscellaneous.**

33. 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.

Tickets are not transferable; if they are used by any other than the person to whom issued they will be forfeited.

**LOCAL FARES AND REGULATIONS.**

34. 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 number 1, will apply.

**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.

No. of Miles.	Fares.			
	Single.		Return.	
	First.	Second.	First.	Second.
1	£ s. d. 0 0 6	£ s. d. 0 0 4	£ s. d. 0 0 6	£ s. d. 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.
		s. d.	s. d.	s. d.	s. d.
Kawakawa ...	Taumarere ...	0 9	0 6	1 2	0 9
" ...	Te Akeake ...	1 0	0 8	1 6	1 0
" ...	Opuā ...	2 0	1 4	3 0	2 0
Taumarere ...	" ...	1 6	1 0	2 3	1 6
" ...	Te Akeake ...	0 6	0 4	0 9	0 6
Te Akeake ...	Opuā ...	1 0	0 8	1 6	1 0

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 4	0 3	0 6	0 4
Auckland to or from Mount Eden ...	0 6	0 3	0 9	0 6
Auckland to or from Kingsland ...	1 0	0 8	1 3	0 10
Auckland to or from Morningside ...	1 0	0 8	1 3	0 10
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 ...	0 9	0 6	1 0	0 8
Auckland to or from Ellerslie ...	1 0	0 8	1 3	0 10
Auckland to or from Penrose ...	1 0	0 9	1 6	1 0
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 Mount Albert ...	1 0	0 9	1 6	1 0
Newmarket to or from Avondale ...	1 0	0 9	1 6	1 2
Newmarket to or from Remuera ...	0 6	0 3	0 6	0 6
Newmarket to or from Green Lane ...	0 6	0 3	0 9	0 6
Newmarket to or from Te Papapa ...	1 0	0 9	1 6	1 0
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 4
Newmarket to or from Papatoitoi ...	1 9	1 3	2 6	1 8
Remuera to or from Onehunga ...	1 0	0 9	1 6	1 0

NAPIER-TARANAKI SECTION.

NEW PLYMOUTH BREAKWATER LINE.

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

NAPIER-TARANAKI AND WELLINGTON SECTIONS.

From or to	To or from	Including Coach-fare between Woodville and Eketahuna.			
		Single First.	Single Second.	Return First.	Return Second.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wellington .. ..	Napier .. ..	2 0 0	1 7 0	3 7 3	2 9 11
Ngahauranga .. ..	Hastings .. ..	1 18 0	1 6 0	3 3 11	2 7 8
Petone .. ..	Te Aute .. ..	1 15 0	1 4 0	2 19 9	2 4 11
Lower Hutt .. ..	Waipawa .. ..	1 13 0	1 2 0	2 16 5	2 2 8
	Waipukurau .. ..	1 13 0	1 2 0	2 15 0	2 1 8
	Dannevirke .. ..	1 7 0	0 18 0	2 5 4	1 15 3

Single Tickets will be available on the day of issue and on the following day only.

WELLINGTON SECTION.

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

GREYMOUTH SECTION.

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

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



PICTON SECTION.

Return Tickets between Blenheim and Picton will be available for return for a month.

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.
	s. d.	s. d.	s. d.	s. d.
Ravensbourne	0 6	0 4	0 6	0 4
Burke's	1 0	0 8	1 3	0 10
St. Leonards	1 0	0 8	1 3	0 10
Sawyer's Bay	1 4	0 11	1 9	1 2
Port Chalmers	1 6	1 0	2 0	1 4

The following fares will be charged between Bluff, or Ocean Beach, and Invercargill, viz. :—

	First.	Second.
	s. d.	s. d.
Single	3 0	2 0
Return	3 6	2 6

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 *bona 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 luggage free of charge.  
 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  
 Provided that the maximum quantity which will be carried at these rates is 10cwt.; any additional quantity, if sent by passenger train, will be charged at the ordinary rates for passengers' luggage; or it may be consigned as goods at goods rates.

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

**Parcel Rates.**

Not exceeding 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, Christchurch, 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 con-  
 signor 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 consignor.

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.

*Newspapers.*

Newspapers (published at intervals not exceeding seven days) and periodicals (published at intervals not exceeding one month) will be conveyed subject to the following regulations, viz. :—

The packages must be open at both ends.

No receipts will be given for the packages ; they will be conveyed at owner's risk, the Commissioners not being liable for damage, delay, detention, or loss ; and they must be brought to, and taken from, the railway by the owners. If the owner desires them conveyed at Commissioners' risk, the ordinary parcel rates will be charged.

The packages must be prepaid by affixing stamps, which can be obtained from the Managers' offices. Packages insufficiently stamped will be charged the difference between the amount represented by the labels affixed and the full ordinary parcel rates, and the Commissioners will not be responsible for any delay which may arise in consequence.

A declaration that the parcels do not contain other than the articles mentioned above must be printed or plainly written on the address, thus : " Newspapers only."

The Commissioners reserve the right to open out and examine packages.

*Rates.*

Lb.	Not exceeding		151 Miles or over.
	75 Miles.	150 Miles.	
	s. d.	s. d.	s. d.
3	0 1	0 2	0 3
7	0 2	0 3	0 4
14	0 4	0 5	0 6
28	0 6	0 7	0 8
42	0 8	0 9	0 10
56	0 9	0 11	1 0
84	1 0	1 4	1 8
112	1 3	1 9	2 0

A single newspaper will be conveyed, irrespective of distance, at the uniform charge of ¼d. per copy, otherwise at the scale preceding.

**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, mules, and asses, half-rate.

Horses, foals, mules, 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 on or before the third 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-rate.

**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.

**Bicycles and Perambulators.**

Bicycles and 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	...	...	...	...	...	¼d. „
For each additional 30 miles or fraction thereof	...	...	...	...	...	¼d. „

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.

Cream will be charged same rates as milk.

**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.

**LOCAL RATES AND REGULATIONS.**

**AUCKLAND SECTION.**

Milk between Auckland or Newmarket and stations not exceeding 10 miles distance from Auckland will be charged ½d. per gallon.

**WELLINGTON SECTION.**

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

Milk consigned to Wellington will be charged for distances not over 11 miles, ½d. per gallon; for each additional 10 miles or fraction thereof, up to 31 miles, ¼d. per gallon; and for each additional 30 miles or fraction thereof, ¼d. per gallon.

**HURUNUI-BLUFF SECTION.**

For the purpose of computing the charges for parcels conveyed between Rangiora and Christchurch, the distance will be deemed to be 15 miles.

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

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.	s. d.
<b>A</b> Merchandise	... per ton	4 6	4 6	4 6	4 6	5 0	5 6	6 0	6 6	7 0	7 6	7 6
<b>B</b> "	... "	4 0	4 0	4 0	4 0	4 6	5 0	5 6	6 0	6 6	7 0	7 0
<b>C</b> "	... "	4 0	4 0	4 0	4 0	4 4	4 9	5 2	5 7	6 0	6 5	6 5
<b>D</b> "	... "	4 0	4 0	4 0	4 0	4 2	4 6	4 10	5 2	5 6	5 10	5 10
<b>E</b> Grain, &c.	... "	2 3	2 6	2 9	2 11	3 0	3 1	3 2	3 3	3 4	3 5	3 5
<b>F</b> Hay, Straw, &c.	... per truck	7 0	7 0	7 0	7 0	7 6	8 0	8 6	9 0	9 6	10 0	10 0
<b>H</b> Wool, &c., undumped	... per bale	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
<b>H</b> Ditto, double-dumped	... "	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9
<b>K</b> Timber	per 100 superficial feet	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8
<b>M</b> Sheep, &c., double-floor trucks	} per	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0
<b>M</b> Cattle & Sheep, single-floor	} truck	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0
<b>N</b> Special	... per ton	2 6	2 6	2 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6
<b>P</b> Native Coal	... "	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6
<b>Q</b>	... "	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9

  

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

  

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

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

  

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

  

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

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

  

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

  

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

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

  

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

  

Miles		111	112	113	114	115	116	117	118	119	120
<i>Class</i>		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b> Merchandise	... per ton	52 1	52 4	52 7	52 10	53 1	53 4	53 7	53 10	54 1	54 4
<b>B</b> "	... "	43 4	43 6	43 8	43 10	44 0	44 2	44 4	44 6	44 8	44 10
<b>C</b> "	... "	35 0	35 1	35 3	35 4	35 6	35 7	35 9	35 10	36 0	36 1
<b>D</b> "	... "	27 11	28 0	28 2	28 3	28 5	28 6	28 8	28 9	28 11	29 0
<b>E</b> Grain, &c.	... "	12 1	12 1	12 2	12 2	12 3	12 3	12 4	12 4	12 5	12 5
<b>F</b> Hay, Straw, &c.	... per truck	46 3	46 6	46 9	47 0	47 3	47 6	47 9	48 0	48 3	48 6
<b>H</b> Wool, &c., undumped	... per bale	7 8	7 8	7 8	7 8	7 9	7 9	7 9	7 9	7 10	7 10
<b>H</b> Ditto, double-dumped	... "	13 5	13 5	13 5	13 5	13 7	13 7	13 7	13 7	13 9	13 9
<b>K</b> Timber	per 100 superficial feet	3 3	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 5
<b>M</b> Sheep, &c., double-floor trucks	} per	61 6	61 9	62 0	62 3	62 6	62 9	63 0	63 3	63 6	63 9
<b>M</b> Cattle & Sheep, single-floor	}, truck	52 9	53 0	53 3	53 6	53 9	54 0	54 3	54 6	54 9	55 0
<b>N</b> Special	... per ton	13 5	13 6	13 6	13 7	13 7	13 8	13 8	13 9	13 9	13 10
<b>P</b> Native Coal	... "	10 6	10 7	10 7	10 8	10 8	10 8	10 9	10 9	10 10	10 10
<b>Q</b>	... "	8 5	8 5	8 6	8 6	8 7	8 7	8 8	8 8	8 9	8 9



		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. ... "	12 6	12 6	12 7	12 7	12 8	12 8	12 9	12 9	12 10	12 10
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
M	Sheep, &c., double-floor trucks } per	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 ,, } truck	55 3	55 6	55 9	56 0	56 3	56 6	56 9	57 0	57 3	57 6
N	Special ... 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
Q	" ... "	8 10	8 10	8 11	8 11	9 0	9 0	9 1	9 1	9 2	9 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. ... "	12 11	12 11	13 0	13 0	13 1	13 1	13 2	13 2	13 3	13 3
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
M	Sheep, &c., double-floor trucks } per	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 ,, } truck	57 9	58 0	58 3	58 6	58 9	59 0	59 3	59 6	59 9	60 0
N	Special ... 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
Q	" ... "	9 3	9 3	9 4	9 4	9 5	9 5	9 6	9 6	9 7	9 7

  

		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. ... "	13 4	13 4	13 5	13 5	13 6	13 6	13 7	13 7	13 8	13 8
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
M	Sheep, &c., double-floor trucks } per	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 ,, } truck	60 3	60 6	60 9	61 0	61 3	61 6	61 9	62 0	62 3	62 6
N	Special ... 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
Q	" ... "	9 8	9 8	9 9	9 9	9 10	9 10	9 11	9 11	10 0	10 0

Not exceeding		Miles	155	160	165	170	175	180	185	190	195	200
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b> Merchandise	... per ton		62 0	62 8	63 6	64 4	65 2	66 0	66 10	67 8	68 6	69 4
<b>B</b> "	... "		50 0	50 6	51 1	51 9	52 4	53 0	53 7	54 3	54 10	55 6
<b>C</b> "	... "		40 2	40 6	40 11	41 4	41 9	42 2	42 7	43 0	43 5	43 10
<b>D</b> "	... "		32 10	33 2	33 7	34 0	34 5	34 10	35 3	35 8	36 1	36 6
<b>E</b> Grain, &c.	... "		13 9	13 11	14 1	14 4	14 6	14 9	14 11	15 2	15 4	15 7
<b>F</b> Hay, Straw, &c.	... per truck		56 3	57 3	58 6	59 9	61 0	62 3	63 6	64 9	66 0	67 3
<b>H</b> Wool, &c., undumped	... per bale		8 6	8 7	8 8	8 9	8 11	9 0	9 1	9 2	9 4	9 5
<b>H</b> Ditto, double-dumped	... "		14 11	15 1	15 3	15 6	15 8	15 11	16 1	16 4	16 6	16 9
<b>K</b> Timber	per 100 superficial feet		3 8	3 9	3 10	3 10	3 11	3 11	4 0	4 1	4 1	4 2
<b>M</b> Sheep, &c., double-floor trucks	} per truck		71 6	72 6	73 9	75 0	76 3	77 6	78 9	80 0	81 3	82 6
<b>M</b> Cattle & Sheep, single-floor "	,"		62 9	63 9	65 0	66 3	67 6	68 9	70 0	71 3	72 6	73 9
<b>N</b> Special	... per ton		15 1	15 4	15 7	15 10	16 1	16 4	16 8	16 11	17 2	17 5
<b>P</b> Native Coal	... "		11 10	12 1	12 4	12 7	12 10	13 1	13 5	13 8	13 11	14 2
<b>Q</b>	... "		10 3	10 5	10 8	10 10	11 1	11 3	11 6	11 8	11 11	12 1

  

Not exceeding		Miles	205	210	215	220	225	230	235	240	245	250
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b> Merchandise	... per ton		70 2	71 0	71 10	72 8	73 6	74 4	75 2	76 0	76 10	77 8
<b>B</b> "	... "		56 1	56 9	57 4	58 0	58 7	59 3	59 10	60 6	61 1	61 9
<b>C</b> "	... "		44 3	44 8	45 1	45 6	45 11	46 4	46 9	47 2	47 7	48 0
<b>D</b> "	... "		36 11	37 4	37 9	38 2	38 7	39 0	39 5	39 10	40 3	40 8
<b>E</b> Grain, &c.,	... "		15 9	16 0	16 2	16 5	16 7	16 10	17 0	17 2	17 5	17 7
<b>F</b> Hay, Straw, &c.	... per truck		68 6	69 9	71 0	72 3	73 6	74 9	76 0	77 3	78 6	79 9
<b>H</b> Wool, &c., undumped,	... per bale		9 6	9 8	9 9	9 10	9 11	10 1	10 2	10 3	10 4	10 6
<b>H</b> Ditto, double-dumped	... "		17 0	17 2	17 5	17 7	17 10	18 0	18 3	18 5	18 8	18 10
<b>K</b> Timber	per 100 superficial feet		4 3	4 3	4 4	4 4	4 5	4 6	4 7	4 9	4 10	4 11
<b>M</b> Sheep, &c., double-floor trucks,	per truck		83 9	85 0	86 3	87 6	88 9	90 0	91 3	92 6	93 9	95 0
<b>M</b> Cattle & Sheep, single-floor "	,"		75 0	76 3	77 6	78 9	80 0	81 3	82 6	83 9	85 0	86 3
<b>N</b> Special	... per ton		17 8	17 11	18 2	18 6	18 9	19 0	19 3	19 6	19 9	20 0
<b>P</b> Native Coal	... "		14 5	14 8	14 11	15 3	15 6	15 9	16 0	16 3	16 6	16 9
<b>Q</b>	... "		12 4	12 6	12 9	12 11	13 2	13 4	13 7	13 9	14 0	14 2

  

Not exceeding		Miles	255	260	265	270	275	280	285	290	295	300
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b> Merchandise	... per ton		78 6	79 4	80 2	81 0	81 10	82 8	83 6	84 4	85 2	86 0
<b>B</b> "	... "		62 4	62 11	63 4	63 9	64 2	64 7	65 0	65 5	65 10	66 3
<b>C</b> "	... "		48 5	48 10	49 3	49 8	50 1	50 6	50 11	51 4	51 9	52 2
<b>D</b> "	... "		41 1	41 6	41 11	42 4	42 9	43 2	43 7	44 0	44 5	44 10
<b>E</b> Grain, &c.	... "		17 10	18 0	18 3	18 5	18 8	18 10	19 1	19 3	19 5	19 8
<b>K</b> Timber	per 100 superficial feet		5 0	5 2	5 3	5 4	5 6	5 7	5 8	5 9	5 11	6 0
<b>M</b> Sheep, &c., double-floor trucks,	per truck		96 3	97 6	98 9	100 0	101 3	102 6	103 9	105 0	106 3	107 6
<b>M</b> Cattle & Sheep, single-floor "	,"		87 6	88 9	90 0	91 3	92 6	93 9	95 0	96 3	97 6	98 9

  

<b>F</b> Hay, Straw, &c.	... "	For every additional five miles or fraction thereof beyond 250 1s. 3d. per truck will be added.
<b>H</b> Wool, &c., undumped	... per bale	Ditto, 1½d. per bale.
<b>H</b> Ditto, double-dumped.	... "	" 2½d. "
<b>N</b> Special	... per ton	" 3d. per ton.
<b>P</b> Native Coal	... "	" 3d. "
<b>Q</b>	... "	" 2½d. "

Not exceeding		Miles	305	310	315	320	325	330	335	340	345	350
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b>	Merchandise	... per ton	86 10	87 8	88 6	89 4	90 2	91 0	91 10	92 8	93 6	94 4
<b>B</b>	"	... "	66 8	67 1	67 6	67 11	68 4	68 9	69 2	69 7	70 0	70 5
<b>C</b>	"	... "	52 7	53 0	53 5	53 10	54 3	54 8	55 1	55 6	55 11	56 4
<b>D</b>	"	... "	45 3	45 8	46 1	46 6	46 11	47 4	47 9	48 2	48 7	49 0
<b>E</b>	Grain, &c.	... "	19 10	20 1	20 3	20 6	20 8	20 11	21 1	21 4	21 6	21 9
<b>K</b>	Timber	per 100 superficial feet	6 1	6 2	6 4	6 5	6 6	6 7	6 9	6 10	6 11	7 0
<b>M</b>	Sheep, &c., double-floor trucks, $\Psi$ truck		108 9	110 0	111 3	112 6	113 9	115 0	116 3	117 6	118 9	120 0
<b>M</b>	Cattle & Sheep, single-floor	" "	100 0	101 3	102 6	103 9	105 0	106 3	107 6	108 9	110 0	111 3

Not exceeding		Miles	355	360	365	370	375	380	385	390	395	400
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>A</b>	Merchandise	... per ton	95 2	96 0	96 10	97 8	98 6	99 4	100 2	101 0	101 10	102 8
<b>B</b>	"	... "	70 10	71 3	71 8	72 1	72 6	72 11	73 4	73 9	74 2	74 7
<b>C</b>	"	... "	56 9	57 2	57 7	58 0	58 5	58 10	59 3	59 8	60 1	60 6
<b>D</b>	"	... "	49 5	49 10	50 3	50 8	51 1	51 6	51 11	52 4	52 9	53 2
<b>E</b>	Grain, &c.	... "	21 11	22 2	22 4	22 7	22 9	23 0	23 2	23 5	23 7	23 10
<b>K</b>	Timber	per 100 superficial feet	7 1	7 3	7 4	7 5	7 7	7 8	7 9	7 10	8 0	8 1
<b>M</b>	Sheep, &c., double-floor trucks, $\Psi$ truck		121 3	122 6	123 9	125 0	126 3	127 6	128 9	130 0	131 3	132 6
<b>M</b>	Cattle & Sheep, single-floor	" "	112 6	113 9	115 0	116 3	117 6	118 9	120 0	121 3	122 6	123 9

<i>Class</i>			
<b>A</b>	Merchandise	... per ton	For each additional five miles or fraction thereof beyond 400 10d. per ton will be added.
<b>B</b>	"	... "	Ditto, 5d.
<b>C</b>	"	... "	" 5d.
<b>D</b>	"	... "	" 5d.
<b>E</b>	Grain, &c.	... "	" 2½d.
<b>K</b>	Timber	per 100 superficial feet	" 1½d. per 100 superficial feet will be added.
<b>M</b>	Sheep, &c., double-floor trucks, $\Psi$ truck		" 1s. 3d. per truck
<b>M</b>	Cattle & Sheep, single-floor	" "	" 1s. 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, E, from one consignor to one consignee, will be charged at the classified rate, or at the rates prescribed by Parts III., IV., or V. hereof, as may be provided, 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 classified rates are varied by regulations or provisions in Parts III., IV., or V. hereof, such varied rates shall 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.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.											
Where the rate per ton exceeds	...	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 1½ "	"	1	0	1	0	1	1	1	3	1	6	2	0	2	5	2	10	2	11	3	3	3	5	3	8	3	9	4	6	
Above 1½ "	" 1½ "	1	0	1	0	1	2	1	4	1	7	2	1	2	6	3	0	3	2	3	7	3	9	4	2	4	5	5	0	
" 1½ "	" 1½ "	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	
" 1½ "	" 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 "	" 2½ "	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	
" 2½ "	" 2½ "	1	3	1	7	1	9	2	0	2	4	2	11	3	6	4	0	4	7	5	3	5	9	6	4	6	11	7	5	
" 2½ "	" 2½ "	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	
" 2½ "	" 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 "	" 3½ "	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	
" 3½ "	" 3½ "	1	7	2	1	2	4	2	9	3	2	3	11	4	9	5	6	6	4	7	1	7	10	8	8	9	4	10	0	
" 3½ "	" 3½ "	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	
" 3½ "	" ...	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	8	9	6	10	3
Above 1 cwt. and not exceeding 1½ "	"	4	8	5	4	5	5	5	6	6	4	6	11	7	1	7	9	8	6	8	7	9	3	9	6	10	2	10	10	
" 1½ "	" 1½ "	5	3	5	10	6	1	6	3	7	0	7	6	7	10	8	6	9	1	9	3	9	11	10	2	10	10	11	5	
" 1½ "	" 1½ "	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	
" 1½ "	" 2 "	6	6	6	11	7	5	7	11	8	5	8	9	9	3	9	8	10	11	0	11	7	11	0	11	6	12	12	6	
" 2 "	" 2½ "	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	
" 2½ "	" 2½ "	8	0	8	7	9	2	9	8	10	4	10	10	11	5	12	0	12	7	13	0	13	8	14	4	14	10	15	6	
" 2½ "	" 2½ "	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	
" 2½ "	" 3 "	9	5	10	1	10	10	11	5	12	2	12	9	13	6	14	2	14	10	15	6	16	3	17	0	17	7	18	3	
" 3 "	" 3½ "	10	2	10	11	11	8	12	4	13	1	13	10	14	7	15	3	16	0	16	8	17	6	18	3	19	0	19	8	
" 3½ "	" 3½ "	11	0	11	9	12	7	13	2	14	1	14	9	15	8	16	5	17	2	17	11	18	9	19	7	20	5	21	1	
" 3½ "	" 3½ "	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	
" 3½ "	" ...	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.

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.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
But does not exceed	...	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	...	...	...	...
Not exceeding	1 cwt.	10 3	11 0	11 9	11 10	12 8	13 5	13 6	14 2	14 2	15 0	15 0	15 9	15 9	...	...	...	...
Above 1 cwt. and not exceeding	1 1/4 "	10 11	11 8	12 4	12 6	13 3	13 11	14 0	14 8	14 9	15 5	15 5	16 8	16 5	...	...	...	...
"	1 1/2 "	11 10	12 3	12 10	13 0	13 9	14 4	14 7	15 3	15 5	16 1	16 1	17 2	17 2	...	...	...	...
"	1 3/4 "	12 3	12 10	13 5	13 8	14 3	14 9	15 2	15 9	16 0	16 6	16 6	17 7	17 10	...	...	...	...
"	2 "	12 11	13 5	13 11	14 2	14 9	15 2	15 8	16 2	16 7	17 1	17 1	18 0	18 6	...	...	...	...
"	2 1/4 "	14 5	15 0	15 7	15 11	16 6	17 1	17 7	18 1	18 6	19 2	19 2	20 0	20 8	...	...	...	...
"	2 1/2 "	16 0	16 6	17 2	17 8	18 3	18 10	19 0	19 6	20 0	20 6	21 2	21 8	22 10	...	...	...	...
"	2 3/4 "	17 6	18 1	18 8	19 2	19 9	20 2	20 7	21 1	21 6	22 2	22 8	23 0	23 0	...	...	...	...
"	3 "	19 0	19 7	20 3	21 0	21 6	22 2	22 8	23 2	23 7	24 3	24 9	25 5	27 1	...	...	...	...
"	3 1/4 "	20 6	21 1	21 8	22 3	23 0	23 6	24 2	24 8	25 3	25 9	26 5	27 1	29 1	...	...	...	...
"	3 1/2 "	21 10	22 7	23 3	24 0	24 6	25 2	25 8	26 4	27 0	27 6	28 2	29 0	31 2	...	...	...	...
"	3 3/4 "	23 3	24 1	25 0	25 8	26 6	27 4	28 2	28 9	29 7	30 5	31 3	32 1	33 2	...	...	...	...
"	3 1/2 "	24 8	25 6	26 4	27 2	28 0	28 8	29 6	30 4	31 2	32 0	32 8	33 6	35 2	...	...	...	...

(3.) Scale for Small Lots of Class E Goods, Poultry, Butter, Eggs, Honey, Beeswax, Game, Dead Rabbits, Cheese, Fish, Fresh or Cured Bacon or Hams, Meat, Bread, Seeds, Vegetables, Plants, and Shrubs, of 1cwt. or under.

Where the rate per ton exceeds	..	8/	10/	12/	14	16/	20/	24/	28/	32/	36/	40/	44/	48/	
But does not exceed	8/	10/	12/	14/	16/	20/	24/	28/	32/	36/	40/	44/	48/	52/	
lb.															
28	/9	/9	/9	1/	1/	1/2	1/2	1/4	1/4	1/6	1/6	1/9	1/9	2/	
56	/10	/10	/10	1/1	1/2	1/5	1/7	1/9	1/9	1/11	1/11	2/2	2/2	2/8	
84	/11	/11	/11	1/2	1/4	1/9	1/11	2/3	2/3	2/5	2/5	2/8	2/8	3/4	
112	1/	1/	1/	1/3	1/6	2/	2/3	2/8	2/8	2/11	2/11	3/2	3/2	4/	
Where the rate per ton exceeds	..	52/	56/	60/	64/	68/	72/	76/	80/	84/	88/	92/	96/	100/	104/
But does not exceed	56/	60/	64/	68/	72/	76/	80/	84/	88/	92/	96/	100/	104/	108/	
lb.															
28	2/	2/3	2/3	2/6	2/9	3/	3/3	3/3	3/6	3/6	3/9	3/9	4/	4/	
56	2/8	3/	3/	3/3	3/9	4/	4/3	4/6	4/9	4/9	5/	5/	5/3	5/9	
84	3/4	4/	4/	4/	4/6	5/	5/3	5/9	6/	6/	6/6	6/6	6/9	7/6	
112	4/	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	

**(4.) Class E.—Grain and other Agricultural Produce.**

Minimum quantity, 1½ tons. Any less quantity will be charged as such minimum, or at rate and a half Class E, not exceeding the rate 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 one-eighth. 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.

**(5.) 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.

Beet, carrots, mangolds, pumpkins, turnips, pressed chaff, pressed hay, and pressed straw, in quantities under a truck-load, will be charged as a truck, or as Class E. Other goods of Class F, under a truck-load, will be charged as a truck, or as Class E, rate and a half. 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.

**(6.) 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.

**(7.) 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 except when conveyed in double-bogie trucks. When conveyed in double-bogie trucks check wagon or wagons will be charged for when required.

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, ½d.; 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.

**(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 *bona fide* drover and his dogs to every three or more trucks in the same consignment of live stock may travel free in charge of such live stock, second class, when carriage-room is available, or in the van, as may be directed by the department.

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.
	s. d.	d.
Cattle, one only	7 0	3
Cattle, 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	0½

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 *bona 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.—Special.**

Minimum quantity, 4 tons, except for offal, 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 P.—Native Coal (Anthracite or Bituminous), &c.**

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

The minimum quantity of bonedust, guano, manure-salt, soot, and artificial manure, will be 1½ tons. Any less quantity will be charged as such minimum, or at the classified rates for Class D.

Mixed consignments of Classes N, P, or Q from one consignor to one consignee will be charged separately, or as one consignment at the highest class to which any of them belongs.

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 Q.—Road Materials, Brown Coals, Firewood, &c.**

Firewood, posts and rails, and split house-blocks, minimum quantity, 6 tons per 4-wheel truck and 16 tons per double-bogie truck. The minimum quantity of other goods will be 4 tons per 4-wheel truck, and 15 tons per double-bogie truck. Any less quantities 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.

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
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
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 timber between private stores or Government sheds and ships, including handling at the ship's side, will be charged as follows, viz. :—

Timber (except Australian and Tasmanian), 4d. per 100 superficial feet.

Timber, Australian and Tasmanian, 6d. per 100 superficial feet.

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

**(15.) Cranage.**

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

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

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

**(17.) Storage.**

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

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

**(18.) Demurrage.**

Charges for demurrage on trucks will be made as follows: On trucks standing for unloading, after five 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, not loaded and consigned, 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 five working hours after arrival; or the goods may be removed, unloaded and stored, at the usual rates, at the option of the department and at the risk and expense of the owner.

Goods hauled between private sidings or between any private stores or sidings and other sheds or sidings 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.

Holders of private sidings are held responsible for the safe custody of railway property of any kind placed in their sidings for traffic purposes, and must give up the same in good order as required.

**(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,  $\frac{1}{2}$ d. per bundle.
- Grain,  $\frac{1}{2}$ d. per bag.
- Potatoes, &c.,  $\frac{1}{2}$ d. 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. Double bogie trucks will be charged 2s.

- Goods carried by railway, 3d. per load (cart weighbridge).
  - Goods not carried by railway, 6d. per load (cart weighbridge).
- The Railway 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 consigned for exhibition at Agricultural Shows, and entire horses consigned for exhibition at Horse Parades, will be charged ordinary rates going to the Show or Parade; such rates must be prepaid. Returning from the Show or Parade they will be charged ordinary rates, *if the whole or any part of the consignment is sold*; if returned to the original station within one month from the closing of the Show or Parade, and on production of a certificate in writing from the Secretary that they are *unsold*, they will be carried back *free of cost*, but at *owners' risk*, to the station from which they were consigned, and one-half of the railway-rate paid for conveyance to the Show or Parade will be refunded. All loading, unloading, collection, and delivery to be performed by the owners at their own risk and expense.

**(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 consignor.

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

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

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

Where cartage delivery of goods is performed, no packages weighing more than 2 tons will be delivered, except under special agreement at special rates.

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

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

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

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

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

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

Goods which have arrived at destination and are not taken delivery of by the consignees within four working hours after arrival are thereafter held by the Commissioners as warehousemen at the owners' sole risk, subject to the by-laws and regulations.

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 Commissioners 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, and a charge will be made in addition to the special rates to cover the cost of sending a messenger in charge of the consignment. 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.

Notices for the supply of trucks given by persons intending to consign goods thereby will be accepted for fulfilment conditionally only upon its being found convenient to the Commissioners to supply them upon the due date. The New Zealand Railway Commissioners will not be responsible for any loss or damages arising through their failure from any cause to have trucks available by any particular date or train.

The Railway Commissioners will not be responsible for the delivery of goods by any particular train or at any particular time.

#### (24.) Tasmanian Exhibition, Launceston.

Goods consigned for exhibit at the Tasmanian Exhibition, to be opened in Launceston during November, 1891, will be carried free on the New Zealand Government railways, provided that they shall be so carried at the sole risk of the consignors, and that each package shall be consigned to the Official Agent for New Zealand, Exhibition, Launceston, and marked legibly—

“ For exhibit at Tasmanian Exhibition,  
“ Launceston.”

T.E.  
1891.

The loading and unloading must be done at the expense of the consignors. In the event of such exhibits being sold the full railway charges must 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 Part III. Small lots will be charged as specified in Part III., unless otherwise provided to the contrary. Except in the respects specified herein the general regulations under Part III. will apply:—

#### KAWAKAWA SECTION.

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

Flax, native, dressed, pressed, from Kawakawa to Opuia, will be charged at the classified rate for Class D.

Native coals, Class Q, 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, 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.			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, Q	... ..			1 10 „ 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 Q include weighing and delivery to ship by skip, but do not include loading.

#### CLASS M.

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

The minimum charge for carts, drays, wagons, and carriages will be 5s. each.

6d. per ton per day storage will be charged on all goods not removed within three working days of their arrival.

#### 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., except for small lots of Class E goods, poultry, butter, and other articles enumerated in section 3 of Part III.

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.
					s. d.	s. d.
Onehunga Town	...	...	...	...	0 8	4 0
Onehunga Wharf	...	...	...	...	0 9	5 3

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. The rate on timber includes wharfage.

CLASS E, PER TON.

	s. d.
Auckland or Newmarket to Onehunga Town ... ..	4 0
Onehunga Wharf* ... ..	4 6
Onehunga Town to Auckland (consignor to load; includes delivery at Auckland) ... ..	4 6
Onehunga Town to Newmarket ... ..	4 0
Onehunga Wharf to Auckland (does not include delivery at Auckland)* ... ..	4 6
Onehunga Wharf to Newmarket* ... ..	4 6

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

Pig-iron, Auckland to Onehunga, will be charged 3s. per ton.

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

The following rates will be charged at per ton on goods of Classes A, B, C, D carried from Auckland or Newmarket to the stations named:—

To	A.	B.	C.	D.
	s. d.	s. d.	s. d.	s. d.
Te Aroha ... ..	25 0	25 0	25 0	25 0
Waihou ... ..	34 0	31 6	30 0	27 0
Waitoa ... ..				
Murray's ... ..	34 0	33 6	32 6	27 0
Morrinsville ... ..				

Sugar, fencing wire and materials, galvanised iron, bar, rod, sheet, angle and plate iron, from Auckland or Newmarket to Te Aroha, will be charged 18s. per ton.

Class H, undumped, consigned from stations on the Te Aroha Branch, including Morrinsville, to Auckland, will be charged as follows:—

From Te Aroha, Waihou, and Waitoa, 5s. 6d. per bale.

From Murray's, Tatua-o-Haua, and Morrinsville, 6s. per bale.

Goods of Classes A, B, C, D, Auckland or Newmarket, to Oxford for Rotorua, will be charged £4 10s. per ton.

Goods of Classes A, B, C, D, between Auckland or Newmarket 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:—

Between Auckland or Newmarket and	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.
<i>Kaipara Waters.</i> South Head, North Head, Titianui, Tokatoka, Whakahara, Te Kopuru, Aratapu, Mangawhare, Dargaville	20 0	15 0	12 6	10 0	32 6	25 0
<i>River Oruawhoro.</i> Otamatea, Kaiwaka, Point Curtis, Port Albert						
<i>River Arapawa.</i> Pahi, Batley, Paparoa, Matakoho, Maungaturoto						

Tinned fish, ex ship at Helensville, consigned to Auckland, will be charged 15s. a ton, including wharfage at Helensville.

Goods of Classes A, B, C, D, ex ships from ports outside Kaipara Heads, Helensville to Auckland, will be charged 10s. per ton by ship's manifest or by weight or measurement, at the option of the Railway, wharfage at Helensville included.

\*The rates to and from the wharf include 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.

## 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.
Helensville, Waitakerei, and intermediate stations ... ..	s. d. ...	s. d. 1 4	s. d. 1 6
Helensville, Waimauku, and intermediate stations ... ..	1 4	...	...
Waitakerei ... ..	1 1	...	...
Onehunga Wharf ... ..	0 9	0 9	...

The Commissioners reserve the right to calculate the contents of logs by weighing them and computing at the rate of 500 superficial feet of 1 inch in thickness to the ton.

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 Hunua to Auckland or Newmarket will be charged 1s. per 100 superficial feet.

Timber from Auckland to Oxford for Rotorua will be charged 3s. 6d. per 100 superficial feet.

Goods of Classes P and Q from Kimihia Siding will be charged 1d. per ton in addition to the classified rates.

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

Coke from Auckland or Onehunga to Huntly, and native coal from Onehunga to Huntly, will be charged 7s. 2d. 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.

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 3s. 6d. per ton, including all charges; minimum charge, 7s.

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, soda crystals, refined tallow, and oilcake from Westfield to Auckland will be charged 3s. 6d. per ton; minimum charge, 7s.

Dead meat 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 Railway Wharf at Auckland, at per truck, except for Waikato coals, which are 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 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.

NAPIER-TARANAKI SECTION.

Ships' 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 Railway; and coal as Class Q.

Goods of Classes A, B, C, D, E, N, P, 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 Napier, Spit, 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.

Wool, undumped, from Whakatu, Tomoana, or Hastings to Napier will be charged 10d., to Spit 11d., per bale. Wool, undumped, between Farndon and Napier or Spit will be charged 8d. per bale. Wool, undumped, Spit to Hastings, will be charged 11d. per bale. These rates will apply to scoured wool in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III.

Wool, undumped, from stations between Dannevirke and Woodville inclusive, consigned to Spit, will be charged 6s. 4d. per bale.

Wool, undumped, consigned from Feilding to Foxton for shipment will be charged 3s. per bale, including wharfage.

Wool, undumped, from Palmerston or Longburn to Foxton will be charged 2s. per bale, including wharfage.

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.

Wool, undumped, from Turakina or Wangaeahu to Wanganui will be charged 1s. 6d. per bale.

CLASS K.—TIMBER.

Timber consigned from saw-mills to Spit, 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 Spit, New Plymouth, New Plymouth Breakwater, Waitara, Wanganui, or Foxton for export will be charged at the same rates as white-pine, Wellington Section.

Consignments of white-pine 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.

Timber other than white pine for export to places outside the Colony of New Zealand, and rimu for export, consigned direct to the ship, will be charged as follows at per 100 superficial feet:—

From 40 to 50 miles	...	...	...	1s. 8d.
Over 50 miles and not over 60 miles	...	...	...	1s. 9d.
" 60 " " 70 "	"	"	...	1s. 10d.
" 70 " " 80 "	"	"	...	1s. 11d.
" 80 " " 90 "	"	"	...	2s. 1d.

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

CLASS P.

Goods of Class P (except bonedust, guano, manure-salt, soot, and artificial manure) will be charged as Class N when not otherwise specified.

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

Native coal (anthracite or bituminous) consigned from Foxton to Longburn will be charged 5s. per ton, including wharfage.

Fruit from New Plymouth Breakwater or Waitara to Wanganui, in 4-ton consignments, will be charged 25s. per ton.

Dead meat, &c., consigned from Woodville to Spit, will be charged at the following rates, viz.: Dead meat and hides, per ton, 28s.; tallow and pelts, per ton, 26s.

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

Cheese packed, consigned from makers' factories, in consignments of not less than 10 cwt., will be charged at the classified rates for Class D.

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

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

The maximum rate for butter, in 4-ton lots, consigned by way of the Manawatu Company's line to Wellington will be 48s. per ton.

Flax and tow delivered at Foxton Railway-station to await shipment will be charged 6d. per bale, which will include receiving into shed, loading-up, and delivery to ships in trucks alongside wharf.

Limed pelts and tallow, in casks, consigned from Longburn to Foxton, will be charged 7s. 6d. per ton, including wharfage. Minimum quantity, 4 tons.

Live stock which are not carried by rail, occupying or using the Railway Cattle-yards at Wanganui Station will be charged as follows:—

Cattle	...	...	...	6d. per head.
Calves, sheep, goats, or pigs	...	...	...	2d. per head.

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.



For every additional mile  $\frac{1}{4}$ d. per 100 superficial feet will be added.

Consignments 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.

Timber other than white pine for export to places outside the Colony of New Zealand, and rimu for export, consigned direct to the ship, will be charged as follows at per 100 superficial feet :—

					s.	d.
From 40 to 50 miles	...	...	...	...	1	10
Over 50 miles and not over 60 miles	...	...	...	...	1	11
" 60 "	"	"	70	"	2	0
" 70 "	"	"	80	"	2	1
" 80 "	"	"	90	"	2	3

CLASS P.

Goods of Class P (except bonedust, guano, manure - salt, soot, and artificial manure) will be charged as Class N except otherwise specified.

Coal from Wellington to Petone will be charged 3s. 2d. per ton.

Coal from Wellington to Ngahauranga will be charged 2s. 6d. per ton.

MILEAGE.

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

PORT TRAFFIC.

Haulage, Class H, double-dumped wool from shed to ship's side, ship to take delivery in the trucks alongside, per double bale	...	...	...	...	0	4
Class H (except double-dumped wool), haulage between ship's side and station, ship to receive from or deliver into trucks alongside, per bale	...	...	...	...	0	2
Ships' goods, Classes A, B, C, D, E, haulage between ship's side and railway sheds, including weighing and handling in railway sheds, ships to receive from and deliver into trucks alongside, per ton, weight or measurement	...	...	...	...	2	3
Ships' goods, Classes A, B, C, D, E, haulage between ships and station sidings, 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 for local bodies, and cast-iron water-pipes will be carried at the classified rates for Class D.

Cheese, packed, consigned from makers' factories, in consignments of not less than 10 cwt., will be charged at the classified rates for Class D.

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

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

Haulage of goods and live-stock between the Wellington-Manawatu Railway Company's Station at Wellington and the Government Railway-station or sidings at Wellington, or the Railway Wharf or private sheds or sidings at that station, will be charged as follows :—

Goods :					s.	d.
Wool, undumped, per bale	...	...	...	...	0	2
Other goods, per ton	...	...	...	...	1	0
Live Stock :						
In double-bogie trucks (single or double floor), per truck	...	...	...	...	10	0
In four-wheel trucks (single or double floor), per truck	...	...	...	...	5	0

Class M, consigned from stations on the Wellington-Manawatu Railway to Kaiwarra, Ngahauranga, or Petone, will be charged 7s. 6d. per four-wheel truck for conveyance on the Government Railway.

Cased meat, tallow, pelts, and undumped wool, consigned from Petone to Wellington, will be charged at the following rates, viz. :—

Cased meat, per ton, 2s. 8d. Minimum quantity, 5 tons per truck.

Tallow and pelts, per ton, 3s. Minimum quantity, 5 tons.

Wool, undumped, per bale, 8d. Minimum quantity, 12 bales per truck.

Cased meat, tallow, &c., consigned from Ngahauranga to Wellington, will be charged at the following rates, viz. :—

Cased meat, tallow, pelts, and manure, per ton, 2s. 6d. Minimum quantity, 5 tons per truck.

Wool, undumped, per bale, 6d. Minimum quantity, 12 bales per truck.

#### GREYMOUTH SECTION.

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

Coals and coal dross consigned to port for shipment will be charged 1s. 10d. per ton for distances not over eight miles, and for each additional mile or part of a mile  $\frac{1}{2}$ d. per ton will be charged, including weighing and delivering to the ship. Minimum quantity, 5 tons per truck.

Coal to Greymouth will be charged 2s. per ton.

Clay and bricks from Brunneron Sidings to Greymouth will be charged 2s. per ton.

Coke consigned to Greymouth for shipment, where not otherwise specified, will be charged 3s. per ton, including weighing and discharging into ships. Minimum, 14s. per truck.

Coke consigned to Greymouth for export to ports beyond the Colony of New Zealand will be charged 2s. 4d. per ton, including weighing and delivering to ships. Minimum, 4 tons per truck.

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 Brunneron, will be charged 3s. 6d. per ton; consignee to take delivery in the railway trucks and perform the unloading.

#### HYDRAULIC CRANES.

Loading or unloading by hydraulic cranes will be done at the option of the Railway Manager, and when not otherwise provided the charge will be 6d. a ton, with a minimum charge of 2s. 6d. per lift.

When cranes are not in general use the Railway Manager may, at his option, make special charges for their use, but no less charge than 30s. per hour or part thereof, will be made per crane.

#### 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.

Coals and coal dross consigned to port for shipment will be charged 1s. 10d. per ton for distances not over eight miles, and for each additional mile or part of a mile  $\frac{1}{2}$ d. per ton will be charged, including weighing and discharging from the coal-staiths. Minimum quantity, 5 tons per truck.

Coals and coal dross consigned from Waimangaroa Branch line to Westport, Waimangaroa, Fairdown, or Sergeant's Hill will be charged 2s. 3d. per ton.

Goods booked through between stations on the Government railway (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch line will be charged upon the branch, in addition to the charges on the Government railway, as follows :—

Between the Junction and Conn's Creek : Timber, 3d. per 100 superficial feet ; coals and minerals, in 5 ton loads, 1d. per ton ; other goods, 1s. 3d. per ton. Minimum charge, 3d.

Between the Junction and the Wellington Mine : Timber, 2d. per 100 superficial feet ; coals and minerals, in 5 ton loads, 2d. per ton ; other goods, 9d. per ton. Minimum charge, 3d.

Goods booked between stations upon the Waimangaroa branch (including Waimangaroa Junction) will be charged at the classified rates.

Contractors' plant and permanent-way material, in full truck loads, Westport to Ngakawau, will be charged 7s. per ton. Consignee to take delivery in the railway trucks, and perform the unloading.

#### CLASS Q.

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.

Bark extract, in casks, will be charged at the classified rates for Class C.



CLASSES C AND D.—GOODS.

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

CLASS H.

Wool, undumped, consigned from Belgrove to Nelson or Port will be charged 1s. 9d. per bale.

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.

CLASSES N AND P.

Goods of Class P will be charged as Class N.

Cement, Port to Belgrove, will be charged rate and a half, Class N.

MISCELLANEOUS.—Dipping sheep, minimum for 10 sheep, 10s.; each additional sheep, 3d. Yarding sheep, 1d. per head per day; minimum charge, 1s. Yarding cattle, 6d. per head per day; minimum charge, 2s.

PICTON SECTION.

Tallow, hides, and pelts 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.

Fresh meat consigned from Blenheim to Picton will be charged at the classified rates for Class C.

Goods of Class E consigned to Picton for shipment will be charged 5s. a ton; if to private sidings, 4s. 6d. a ton; including wharfage and handling at ship's side. 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.

Storage at Blenheim on Classes E and F, consigned for conveyance by rail only, will be charged as follows:—

For the first month or fraction of a month, at per ton	...	...	6d.
For each week or fraction of a week afterwards, at per ton	...	...	1d.

CLASS F.—HAY, ETC.

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

CLASS H.—WOOL.

Wool consigned from Blenheim to Picton for shipment will be charged 1s. per bale for undumped, and 1s. 9d. per bale for double-dumped, including wharfage and handling at Picton. An extra charge of 3d. per undumped bale and 6d. per double-dumped bale will be made for loading by the railway at Blenheim. 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. Undumped wool must be in truck-loads of not less than 23 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, and from Para to Koromiko, 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 5s. per ton, including all charges; owners to load and unload.

HURUNUI-BLUFF SECTION.

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

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. „

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

A, B, C, D GOODS, CHRISTCHURCH TO TIMARU.

Goods of Classes A, B, C, D, from Christchurch to Timaru, in quantities of 5cwt. and over, will be charged at the rate of 18s. per ton. Quantities of less than 5cwt. will be charged 3s. 2d. for the first hundredweight and 1d. for each additional quarter or fraction of a quarter. But this regulation will not apply to goods consigned under Regulation (3), Part III.

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 6s.

## GOODS FOR CHRISTCHURCH, DUNEDIN, AND INVERCARGILL.

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

	s.	d.	
To Christchurch by ... ..	1	1	per ton.
To Dunedin by ... ..	1	2	"
To Invercargill by ... ..	1	3	"

But such increase will not be made when goods are consigned to private sidings at those stations; or, in the case of Invercargill, when they are consigned to the Jetty.

When goods of Class H are consigned to Dunedin the classified rates will be increased by 5½d. per bale. Such increase will not be made when goods are consigned to private sidings.

## CLASS H.—WOOL.

Wool undumped from Culverden to Christchurch or Lyttelton Stations will be charged 6d. per bale less than the classified rates.

Wool from railway stations lying between Ealing and Deborah inclusive, and from stations on the Albury, Waimate, Duntroon, Ngapara, and Livingston Branches, will be charged classified rates up to seventy-one miles inclusive, and ¼d. per bale per mile for undumped, and ½d. per bale per mile for double-dumped, for each additional mile, when not otherwise specified.

The following rates will be charged on wool undumped from stations named below to Timaru, viz.:—

	s.	d.	
Eversley and Fairlie Creek ... ..	3	3	per bale.
Winscombe ... ..	3	0	"
Cricklewood ... ..	2	9	"
Albury and Coal Creek ... ..	2	3	"
Cave ... ..	2	0	"
Sutherland's ... ..	1	6	"

Wool to Timaru from stations on the main line, within 25 miles distance, will be charged 1s. per bale undumped for distances up to and including 14 miles, and 1¼d. per bale for each additional mile. Scoured wool, undumped, in bales not exceeding 2½ cwt. each, from Winchester and Otaio, will also be charged in accordance with this regulation, notwithstanding regulation under Part III.

Wool, undumped, from Waimate to Timaru, Oamaru, or Breakwater, will be charged 4d. per bale less than the classified rates.

Wool, undumped, from Duntroon to Oamaru or Breakwater, will be charged 4d. per bale less than the classified rates.

Wool, undumped, consigned to Dunedin or Port Chalmers, will be charged as follows from the stations named, viz.:—

Dunback, 4d. per bale less than the classified rates.

Heriot, Waipahi, and intermediate stations, 9d. per bale less than the classified rates.

Lawrence and Waitahuna, 6d. per bale less than the classified rates.

Wairuna, Lovell's Flat, and intermediate stations, 6d. per bale less than the classified rates.

Wool, undumped, consigned to the Bluff from Heriot, Waipahi, and intermediate stations will be charged 4d. per bale less than the classified rates.

Wool from Invercargill to the Bluff will be charged 1s. 4d. per bale undumped, 2s. 4d. double dumped.

## CLASS K.—TIMBER.

Timber from View Hill, East Oxford, West Oxford, or Bennett's to stations on the Oxford and Eyreton Branches, or to Ashley and Kaiapoi, and intermediate stations, will be charged 6d. per 100 superficial feet less than the classified rates. Minimum rate per 100 feet, 8d.

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

White-pine timber consigned to the Bluff or Invercargill Jetty for export 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.

Timber other than white pine for export to places outside the Colony of New Zealand, consigned direct to the ship, will be charged as follows at per 100 superficial feet:—

	s.	d.
From 40 to 50 miles ... ..	1	8
Over 50 miles and not over 60 miles ... ..	1	9
" 60 " " 70 " ... ..	1	10
" 70 " " 80 " ... ..	1	11
" 80 " " 90 " ... ..	2	1

## CHRISTCHURCH TO STATIONS BETWEEN ASHLEY AND AMBERLEY, INCLUSIVE.

Goods of Classes A, B, C, from Christchurch to stations between Ashley and Amberley, inclusive, will be charged as Class D.

## RANGIORA, KAIAPOI, AND CHRISTCHURCH.

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

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

For other goods of Classes A, B, C, D, to Kaiapoi or Rangiora, the classified or local rates will be increased by 1s. per ton.

Shunting rate on all goods carried between private sidings at Riccarton and private sidings at Addington, 1s. per ton, or portion of a ton. Minimum charge 5s.

SOUTHBROOK AND CHRISTCHURCH.

Goods of Classes A, B, C, D, conveyed between Christchurch and Southbrook, will be charged 8s. per ton, including delivery at Christchurch.

CHRISTCHURCH AND LYTTELTON.

Goods of Classes A, B, C, D, from Christchurch to Lyttelton, s. d.  
 will be charged ... .. 5 0 per ton.  
 Goods of Classes A, B, C, D, from Lyttelton to Christchurch, not  
 to private sidings, will be charged ... .. 6 1 ,,  
 Goods of Classes A, B, C, D, from Lyttelton to Christchurch, to  
 private sidings, will be charged ... .. 5 0 ,,  
 Goods of Classes A, B, C, D, from Lyttelton or Christchurch to other stations on  
 the Lyttelton-Christchurch line, or *vice versa*, will be charged as Class B.  
 Ships' goods will be charged according to bill of lading, or by weight or measure-  
 ment, at the option of the Department; other goods by weight or measurement,  
 as the Department directs.

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.

LYTTELTON AND CHRISTCHURCH TO GLENTUNNEL, SOUTH MALVERN, AND  
 SPRINGFIELD.

White lead, Cornish stone, flint, calcined bone, baryta, manganese, borax, metallic  
 oxides, and other raw materials, used in the manufacture of earthenware, consigned  
 from Lyttelton or Christchurch to Glentunnel, South Malvern, or Springfield, will  
 be charged Class D.

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 TO 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, includ-  
 ing delivery to ship.

SOUTHBIDGE 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.	s. d.
	..	8 0	10 0	12 0	14 0	16 0	18 0	20 0	22 0	0
But does not exceed	..	8 0	10 0	12 0	14 0	16 0	18 0	20 0	22 0	0
Not exceeding	..	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 1	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 5
"	1 1/2 "	1 0	1 0	1 0	1 1	1 3	1 5	1 6	1 8	1 8
"	1 3/4 "	1 0	1 0	1 1	1 3	1 5	1 7	1 9	1 11	1 11
"	2 "	1 0	1 0	1 3	1 5	1 7	1 10	2 0	2 2	2 2
"	2 1/4 "	1 0	1 2	1 5	1 7	1 10	2 1	2 3	2 6	2 6
"	2 1/2 "	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9	2 9
"	2 3/4 "	1 2	1 5	1 8	2 0	2 2	2 6	2 9	3 0	3 0
"	3 "	1 3	1 6	1 10	2 2	2 5	2 9	3 0	3 4	3 4
"	3 1/4 "	1 4	1 8	2 0	2 4	2 7	3 0	3 3	3 7	3 7
"	3 1/2 "	1 5	1 9	2 2	2 6	2 10	3 2	3 6	3 10	3 10
"	3 3/4 "	1 6	1 11	2 3	2 8	3 0	3 5	3 9	4 2	4 2
"	3 1/2 "	1 7	2 0	2 5	2 10	3 2	3 7	4 0	4 5	4 5

LYTTELTON STATION.

For all goods of Classes A, B, C, and D not taken delivery of by con-  
 signees within 5 working hours after arrival, the storage charges will be,  
 for each week or fraction of a week, at per ton ... .. 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 ... ..	£ s. d.
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 unloaded and 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 1 6
For each additional week or fraction of a week up to the seventh week inclusive, for each ton ... ..	0 2 6
For each additional week or fraction of a week, for each ton ... ..	0 0 2
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 1
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 0 6
per ton ... ..	0 1 0

## GOODS FOR TRANSHIPMENT AT LYTTELTON.

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.
For each additional week or fraction of a week, for each ton or fraction of a ton .. .. .	0 6
.. .. .	0 3

## SHEEPSKINS TO OEARU.

Sheepskins, green, from South Canterbury Refrigerating Company's siding to OEARU, will be charged 10s.6d. per ton.

## 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
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.

## DUNEDIN AND PORT CHALMERS TO OAMARU.

Goods of Classes A, B, C, and D, from Dunedin or Port Chalmers to Oamaru, will be charged 12s. 6d. per ton. Minimum charge, 1s. 4d.

*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 5s.

## FAT TO DUNEDIN.

Fat, packed, from Oamaru Refrigerating Siding to Dunedin will be charged £1 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.
Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin, to private sidings ... ..	8 per ton.
Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers ... ..	6 "
Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers ... ..	6 "

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

DUNEDIN AND INVERCARGILL.

Goods of Classes A, B, C, and D, between Dunedin and Invercargill, in quantities of 5cwt. and over, will be charged 18s. per ton. Quantities of less than 5cwt. will be charged 3s. 6d. for the first hundredweight, and 3d. for each additional hundredweight or fraction of a hundredweight. But this regulation will not apply to goods consigned under Regulation (3), Part III. These rates will cover all charges.

*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 7s. 6d.

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.

CLASSES N AND Q, FROM PORT CHALMERS QUARRY.

Goods of Classes N and Q, 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 Q, from Port Chalmers Quarry to stations on the main line, Hurunui-Bluff, will be charged 2d. per ton in addition to the classified rates.

GOODS FOR TRANSHIPMENT AT PORT CHALMERS.

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.

BURNSIDE TO CHRISTCHURCH, TIMARU, OAMARU, AND INVERCARGILL.

Bar iron and castings, in 4-ton lots, locally manufactured, from Burnside, will be charged as follows:—

To Christchurch ... ..	25s. per ton.
To Timaru ... ..	21s. per ton.
To Oamaru .. ..	15s. per ton.
To Invercargill ... ..	18s. per ton.

BURNSIDE AND DUNEDIN.

Goods of Class E, oil, soap, tallow, candles, bar iron, iron castings, artificial manures, sulphur, linseed, guano, tar, raw materials used in the manufacture of artificial manures and acids, sulphuric acid, in 2-ton lots, between Dunedin and Burnside or the Cattle-yards, will be charged 3s. 8d. per ton; when consigned to private sidings, 2s. 6d. per ton.

DUNEDIN AND PORT CHALMERS TO MILTON.

White lead, Cornish stone, flint, calcined bone, baryta, manganese, borax, metallic oxides, and other raw materials used in the manufacture of earthenware, Dunedin or Port Chalmers to Milton, will be charged Class D.

## BLUFF AND INVERCARGILL.

Goods of Classes A, B, C, and D, from Bluff to Invercargill, not to private sidings ... ..	s. d.
Goods of Classes A, B, C, and D, from Bluff to Invercargill, to private sidings ... ..	7 9 per ton.
Goods of Classes A, B, C, and D, from Invercargill to Bluff ... ..	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 3½
Rails and posts, per truck ... ..	0 6 6
Live stock, per truck ... ..	0 5 0
Returned empties, each ... ..	0 0 6

All timber booked from country stations to this jetty will be charged at ordinary rates, one mile for the Branch line between Invercargill Station and Jetty being added to the mileage to or from Invercargill.

## BRICKS, TILES, AND CLAY TO INVERCARGILL.

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

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

## CLASS E, 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,—

For the first week or fraction of a week, at per ton or fraction of a ton ... ..	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

## CLASS Q, FROM GREENHILLS.

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.

## CLASSES A, B, C, D, DISTRICT RAILWAYS.

The following rates for goods of Classes A, B, C, and D (except mining machinery) will be charged per mile upon the District Railways stated below, viz.:—  
Ashburton Forks, Waimate, Duntroon and Hakateramea, and Waimea Plains—

Classes A, B, per ton ... ..	s. d.
Classes A, B, per ton ... ..	0 9
Classes C, D, per ton ... ..	0 6

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.

## 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

## COAL FROM JETTY STREET WHARF, DUNEDIN.

Shunting coal from Jetty Street Wharf, Dunedin, to Pelichet Bay Sidings will be charged 1s. 6d. per ton; minimum charge, 7s. 6d. per truck.

## COAL FROM NIGHTCAPS.

A terminal charge of 2s. 6d. per ton will be made on all coal loaded at the public sidings on the Nightcaps Coal Company's Railway at Nightcaps Station in addition to the ordinary rates.

## PAPER FROM LOCAL PAPER-MILLS.

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

## CHEESE.

The maximum rate for cheese in 4-ton lots, consigned from factories south of Dunedin to Bluff, Invercargill, Dunedin, or Port Chalmers will be 23s. per ton. For cheese in 4-ton lots, consigned from factories north of Oamaru to Oamaru, Timaru, Christchurch, or Lyttelton, the maximum rate will be 23s. per ton.

## GOODS OF CLASSES A, B, C, D (BRANCH LINES).

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, Lincoln to Little River, Mount Somers, Waimate, Duntroon, Ngapara, Livingston, Waihemo, Otago Central, Catlin's River, Tapanui, Wyndham, Seaward Bush, Invercargill to Kingston, Mararoa, Riverton, and Riverton-Nightcaps; but such addition to be made only for the distance goods are carried on the branch. Mining machinery is excepted from this regulation.

## SHIPS' GOODS ON PORT LINES.

The following ships' goods will be carried by measurement at half rates on the lines stated below, viz.:—Combines, omnibuses, and tramcars.

## 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 Railway 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 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*," mean 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, carbolic, packed in wrought-iron drums. Owners' risk. ... ..	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. ... ..	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 ... ..	Q
Bags, paper ... ..	A
Bank Notes. <i>Special goods</i> . Double rate As parcels, see Part II. ... ..	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
Bark extract, in casks ... ..	C
Barley, grain, in bags. Owners' risk ... ..	E
Barley, pearl, packed ... ..	D
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. ... ..	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> ... ..	Special
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



	CLASS.
Beer, in bulk (4 hds. to the ton)	C
Beeswax	A
Betroot. Owners' risk	F
Bellit. Double rate. Owners' risk. <i>Dangerous</i>	A
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	" "
Binder twine, consigned direct from factory. Minimum 1 ton	D
Birds in cages. Rate and a quarter. Owners' risk.	As parcels, see Part II.
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
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	P
Bones. Owners' risk	Q
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	Q
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	Q
Briquettes, coal	P
Britannia Metal Goods, packed	A
Brooms, Corn, packed. Double rate	A
Brooms, Corn, New Zealand manufacture, packed. Rate and a half	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, in consignments of not less than 10 cwt.	D
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 15 cwt. Owners' risk	A
Carriage Shafts and Wheels. Owners' risk	A
Carriage-covers (returned empty free)	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

	CLASS.
Cases, empty, not "returned empties," not otherwise specified. Rate and a half	A
Cash. Double rate	As parcels, see Part II.
Casks, empty, not "returned empties," not otherwise specified. Rate and a half	A
Castings. Owners' risk. <i>Special goods</i>	C
Castings, iron, turned and polished, light and fragile. Owners' risk. <i>Special goods</i>	A
Castings, iron, rough. Owners' risk. <i>Special goods</i>	D
Cement. Owners' risk	D
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 or in bags. Owners' risk	B
Cheese, packed, consigned from makers' factories, in consignments of not less than 10cwt.	D
Chicory, packed	A
Chicory roots	E
Chimney-pots. Owners' risk	C
Chimney-pieces. Owners' risk. If marble or slate, <i>Special goods</i>	A
Chimneys, galvanised iron. Owners' risk. Rate and a half	A
China clay	N
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	Q
Clocks, packed. Owners' risk. <i>Special goods</i>	A
Closets, earth	A
Cloth, wire. Owners' risk	A
Coal, imported. Owners' risk	N
Coal, native brown	Q
Coal, native anthracite or bituminous	P
Coal, cinders. Owners' risk	Q
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	
Copper Ore. Owners' risk	Q
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-winchcs	C

	CLASS.
Cream. Owners' risk	... As milk, see Part II.
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
Dhoil, 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
Doors, glass, packed. Owner's risk	... C
Drapery, packed. Owners' risk	... A
Drays	... See Part III.
Dray Shafts and Wheels	... B
Dray Bodies, Shafts, and Wheels. Minimum charge as for 1 ton each consignment	... C
Driers, packed	... A
Drugs, packed. Owners' risk	... A
Duck, in bolts or bales	... B
Dyes, packed	... A
Dyewoods, not otherwise specified	... C
Dynamite. Double rate. Owners' risk. <i>Dangerous</i>	... A
Earth-closets	... A
Earthenware, packed, 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.	... B
Eggs, only when safely packed. Owners' risk	... See Part III.
Empties, returned	... See Part III.
Empties: Casks, cases, kegs, jars, tins, and tubs for butter, cement, cheese, cider, fish, fruit, honey, preserved meat, and tallow, and crates and cases for poultry, not "returned empties." As returned empties, see Part III.	... A
Empties, not "returned empties," not otherwise specified. Rate and a half	... C
Encaustic Tiles	... B
Engines, Portable and Traction. Owners' risk. <i>Special goods</i>	... A
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, metallic sodium, 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	... E
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	... Q
Fireworks, packed. Double rate. Owners' risk. <i>Dangerous</i>	... A
Fish, in brine	... C
Fish, in tins	... A
Fish, dried or fresh. Owners' risk	... C
Fish-cans, empty, for carriage of ova for acclimatisation 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, screw-pressed. Otherwise, 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

		CLASS
Flower-pots, loose. Owners to load and unload	...	B
Flock, in bales	...	A
Flowers, artificial. Rate and a quarter	As parcels, <i>see</i> Part II.	
Flues, shell. <i>See</i> Boilers		
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
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, skeleton. Owners' risk. Double rate. <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 Oil. Double rate. Owners' risk. <i>Dangerous</i>	...	A
Gas-water, in tanks	...	C
Gas-water, in 5-ton lots	...	N
Gates, house and garden. Owners' risk	...	B
Gates, field	...	D
Germina, packed. Owners' risk	...	E
Gig Bodies. Minimum charge as for 15 cwt. 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, <i>see</i> Part II.	
Glass, broken, packed	...	D
Glass, window, packed Owners' risk. <i>Special goods</i>	...	A
Glass doors, packed. Owners' risk	...	C
Glasses, looking-, packed. Owners' risk. <i>Special goods</i>	...	A
Glasses, looking-, not packed. Double rate. Owners' risk. <i>Special goods</i>	...	A
Glass, plate, packed. Owners' risk. <i>Special goods</i>	...	A
Glassware, packed. Owners' risk. <i>Special goods</i>	...	A
Glucose, packed	...	B
Glue and Glue Pieces, packed	...	C
Goats. Owners' risk. <i>Special goods</i>	...	M
Gold Coin. Owners' risk. <i>Special goods</i> . Double rates	As parcels, <i>see</i> Part II.	
Gold, manufactured or unmanufactured. Owners' risk. <i>Special goods</i> .	As parcels, <i>see</i> Part II.	
Double rates		
Grain, in bags, not specified	...	E
Grain, poisoned	...	D
Grain, phosphorized. Double rate. <i>Dangerous</i>	...	A
Gram, in bags	...	E
Granite, dressed or polished. Owners' risk	...	D
Granite, rough. Owners' risk	...	N
Grass, tussock. Owners' risk	...	F
Grass, brushmakers'	...	D
Grates. If loose, owners' risk. <i>Special goods</i>	...	A
Gravel. Owners' risk	...	Q
Gravestones. Owners' risk	...	D
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	...	P
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
Handles, wooden, packed, consigned direct from factory	...	D
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, pressed or unpressed. Owners' risk	...	F
Hearthstones. Owners' risk	...	D
Hessian, packed Owners' risk	...	A
Hides, green or salted. To be taken at 40 to the ton	...	B

	CLASS.
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
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	Q
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, angle, bar, rod, hoop, sheet, and plate, unmanufactured...	D
Iron, angle, bar, rod, hoop, sheet, and plate, manufactured	C
Iron fencing material	D
Iron, pig	N
Iron, railway. Owners' risk	N
Iron, scrap	Q
Iron rails, old, for scrap	Q
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.	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 (measurement to be taken over all extreme dimensions as if solid)	K
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
Lignite. Owners' risk	Q
Lime gas refuse	Q
Lime. Owners' risk	N
Lime from local kilns, consigned to country stations for agricultural purposes, or to ship for export	Q
Lime from local kilns, for cement-making	Q
Limejuice, in cases. Owners' risk	A
Limejuice, in casks	C
Limestone. Owners' risk	Q
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; reapers and binders set up, minimum charge as for 1 ton; 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

	CLASS.
Machines.—Reapers and binders, packed; chaff-cutters, field-rollers, horse-powers, stone-crushers. Owners' risk. <i>Special goods</i> ...	C
Machines, sewing, loose. Owners' risk. <i>Special goods</i> As parcels, see Part II.	Part II.
Machines, sewing, packed. <i>Special goods</i> ...	A
Machinery, light and fragile. Owners' risk. <i>Special goods</i> ...	A
Machinery, mining. Owners' risk. <i>Special goods</i> ...	D
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 ...	Q
Manure, artificial. Owners' risk ...	P
Manure, salt ...	P
Maps, packed. Owners' risk. <i>Special goods</i> As parcels, see Part II.	Part II.
Marble, loose and polished. Owners' risk. <i>Special goods</i> ...	A
Marble, manufactured, packed. Owners' risk. <i>Special goods</i> ...	B
Marble, rough blocks. Owners' risk ...	N
Marble Slabs, rough. Owners' risk. <i>Special goods</i> ...	B
Marble Tiles, packed. Owners' risk. <i>Special goods</i> ...	B
Marble Tops (furniture). Double rate. <i>Special goods</i> ...	A
Matches, packed. Owners' risk. <i>Dangerous</i> ...	A
Mats, coir ...	A
Mats, woollen, packed. Owners' risk ...	A
Matting. Unspecified ...	A
Matting, flax ...	B
Mattresses, packed ...	A
Mattresses, unpacked. Rate and a half ...	A
Meal, oat, packed ...	E
Meal, linseed ...	B
Meat, preserved ...	D
Meat, fresh. Owners' risk ...	C
Metal, road ...	Q
Metal, scrap (not otherwise specified) ...	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
Millinery, packed. Double rate ...	A
Millstones. Owners' risk ...	C
Mining—Iron Trucks and Buckets ...	B
Mining Machinery. Owners' risk. <i>Special goods</i> ...	D
Molasses, in casks ...	C
Money. Double rate As parcels, see Part II.	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 Napht haline. Rate and a half. <i>Dangerous</i> ...	A
Naves, manufactured ...	C
Naves, unmanufactured ...	D
Netting, wire. Owners' risk ...	D
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, not otherwise specified. Owners' risk ...	B
Oil, Chinese. Owners' risk ...	B
Oil, gas. Double rate. Owners' risk. <i>Dangerous</i> ...	A
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 ...	Q
Ova, trout and salmon, for Acclimatisation Societies. Free of charge. ...	B
Ovens, camp and colonial. Owners' risk. <i>Special goods</i> ...	B
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
Paints, packed. Owners' risk ...	B
Paper, waste ...	N
Paper, waste, for paper-making, consigned to a paper-mill. Half rate ...	C
Paper Bags ...	A
Paper Bags, colonial manufacture ...	D
Paper, in reams or bales ...	B
Paper, in reams or bales, colonial manufacture ...	D

	CLASS.
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
Peat. Owners' risk	Q
Pegs, surveyors'	D
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, loose. <i>Special goods</i> . Double rate. Owners' risk	A
Pictures, packed. <i>Special goods</i> . Rate and a half. Owners' risk	A
Picture Frames. Rate and a half. 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, unglazed earthenware, flangeless, drain, up to 6in. in diameter	Q
Pipes, copper, brass, and wrought iron	B
Pitch	D
Plants, packed. Owners' risk	B
Plaster, owners' risk	D
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
Plate-glass, packed. <i>Special goods</i> . Owners' risk	A
Ploughs	B
Ploughshares. Owners' risk. <i>Special goods</i>	B
Poles, hop	Q
Pollard, packed	E
Pork, salt, packed	C
Porter	As beer
Posts, lamp, iron, loose. Owners' risk	B
Posts and Rails	Q
Posts, verandah, iron, loose. Owners' risk. <i>Special goods</i>	B
Potash	B
Pots, iron. (See castings.) Owners' risk. <i>Special goods</i>	A
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. (See Jewellery.) <i>Special goods</i> . Owners' risk. Double rate	A
Preserves, in bottles. Owners' risk	A
Preserves, in cases, not otherwise described	A
Presses, copying. If loose, owners' risk	A
Printing Materials and Type. Owners' risk	B
Provisions, preserved	B
Pumice Stone. Owners' risk.	Q
Pumpkins. Owners' risk	F
Pumps. Owners' risk	B
Putty, packed	B
Pyrites. Owners' risk	Q
Quartz and Quartz Tailings. Owners' risk	Q
Quicksilver	A
Rabbit exterminator	D
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.
Racetrack Stalls. Rate and a quarter	As parcels, see Part II.
Rackarock. Double rate. Owners' risk. <i>Dangerous</i>	A
Rags	N
Rags, in bales, not for export. Half rates	C
Railings, iron. Owners' risk. If cast, <i>Special goods</i> . Owners' risk	B
Rails, steel, and fastenings	N
Rails, iron, old, for scrap	Q
Raisins, packed	A

	CLASS.
Rape seed	E
Rattans	C
Reapers and Binders, set up, minimum charge as for 1 ton. Owners' risk.	B
<i>Special goods</i>	C
Reapers and Binders, packed. Owners' risk. <i>Special goods</i>	B
Refuse from Gold-smelting	D
Resin	B
Retorts, clay. Owners' risk	C
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	Q
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, Waste Paper, Cotton Waste, and other fibrous material for paper-making, consigned to a paper-mill. Half rate	C
Sacking, old, not otherwise specified	N
Sacks, loose	A
Sacks, in bags and bales	E
Saddlery, packed	B
Saddlery, loose. Owners' risk	A
Safes, bread meat, and milk. Owners' risk	A
Safes, iron	B
Sago	A
Salmon Ova, for Acclimatisation Societies. Free of charge.	D
Salt, packed, not otherwise specified	P
Salt, manure	C
Saltpetre, packed	Q
Sand. Owners' risk	A
Sardines, packed	A
Sashes, window, glazed. Owners' risk. <i>Special goods</i>	C
Sashes, window, glazed, packed. Owners' risk	A
Sashweights, loose. Owners' risk	C
Sashweights, packed	A
Sausage Skins, packed	F
Sawdust, in bags	As parcels, see Part II.
Saws, loose	A
Saws, packed	B
Scab Specific, packed	A
Scales and Scale Beams. Owners' risk	A
Scenery, theatrical. Owners' risk	N
Scheelite. Owners' risk	Q
Scoria. Owners' risk	B
Screwjacks	B
Screws, packed	A
Scrim, packed	A
Scythes, packed	B
Seats, garden. Owners' risk. If cast, <i>Special goods</i>	F
Seaweed, in bulk	B
Seeds, garden, and agricultural seeds not specified	D
Seeds, turnip, clover, mangold	E
Seeds, grass. Rate and a half; but in no case are total charges to exceed Class D	B
Shafts and Wheels, dray	A
Shafts and Wheels, carriage and gig. Owners' risk	Q
Shale	E
Sharps, packed	C
Shavings, packed	M
Sheep. Owners' risk. <i>Special goods</i>	B
Sheep Dip, packed. Owners' risk	D
Sheep Dip, colonial manufacture, consigned from the factory. Owners' risk	C
Sheep Feeding Boxes, minimum charge, as for 1 ton. Owners' risk	C
Sheep Racks. Owners' risk. <i>Special goods</i>	B
Sheepskins, green, in bundles, not exceeding 1 cwt. If loose, or in bundles exceeding 1 cwt., rate and a quarter	H
Sheepskins, green, loose or in bundles, between private sidings	B
Sheepskins, dried, in bales	D
Sheepskins, dried, in bundles	B
Sheeting, in bales, for manufacture of flour-bags	A
Shellac, packed	Q
Sherbet, in bottles. Owners' risk	N
Shingle. Owners' risk	K
Shingle, tarred. Owners' risk	D
Shingles, roofing	A
Shooks	B
Shop Fittings or Counters, packed. Loose, owners' risk	B
Shot, packed	B
Shovels	B
Shrubs, in packages. Owners' risk	A
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



	CLASS.
Silver, manufactured or unmanufactured. Owners' risk. <i>Special goods.</i>	
Double rate	As parcels, see Part II.
Slate Slabs, for furniture and nouse-fitting. Owners' risk. <i>Special goods</i>	A
Slate Slabs, for tanks. Owners' risk	B
Slates, roofing. Owners' risk	N
Slates, school, packed. Owners' risk	A
Slops, in cases. If in bales, owners' risk	A
Snuff	A
Soap, fancy	A
Soap, in cases	C
Soap, packed, locally manufactured, consigned to ship for export	D
Soap-boxes, in pieces, packed in crates, not "returned empties," half-rates	B
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
Soot, in bags, as artificial manure. Owners' risk	P
Spades	B
Spices, packed	A
Spirits, in cases or jars. Owners' risk	A
Spirits, in bulk	A
Sponge, packed. Double rate	A
Spokes, manufactured	C
Spokes, unmanufactured	D
Spouting, iron. Owners' risk. If cast, <i>Special goods</i>	A
Spouting, zinc or tin. Owners' risk	A
Springs	B
Stalls, racecourse. Rate and a quarter	As parcels, see Part II.
Stamps. Owners' risk. <i>Special goods.</i> Double rate	As parcels, see Part II.
Standards (iron) for fencing, in bundles	D
Standards (iron) for fencing, loose	C
Staples, packed	C
Stationery. Owners' risk	A
Starch	A
Staves	D
Steel	C
Steel Plates, unmanufactured	D
Steel Rails and fastenings	N
Stone-crushers. Owners' risk. <i>Special goods</i>	C
Stone, carved, for building purposes. Owners' risk	C
Stone, kerb or dressed. Owners' risk	N
Stone, pumice. Owners' risk	Q
Stone, rough. Owners' risk	Q
Stones, scythe, packed	B
Stoves and Stovepipes. Owners' risk	A
Stout, as Beer.	
Strainers, iron, for fencing	D
Straw, pressed or unpressed. Owners' risk	F
Straw-flax. If pressed, double rate. Owners' risk	F
Sugar, loaf, loose. Owners' risk	B
Sugar, packed	A
Sulkies, with wheels removed. Double rate. Owners' risk	A
Sulphur, packed. Owners' risk	C
Sulphur, loose. Owners' risk	D
Sumach	C
Sundries, contents not specified, packed. Owners' risk	A
Surveyors' Pegs	D
Tables, billiard or bagatelle, packed. Owners' risk. <i>Special goods</i>	A
Tables, billiard or bagatelle, loose. Double rate. Owners' risk. <i>Special goods</i>	A
Tacks, packed	B
Tailings, quartz	Q
Tallow	C
Tan-pit refuse. Owners' risk	Q
Tanks, corrugated iron, empty. Double rate	A
Tanks, iron, empty, up to 400 gallons. Minimum charge 2s. 6d. each.	
Owners' risk	A
Tanks, iron, empty, over 400 gallons. Minimum charge 2s. 6d. each.	
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).	
Owner's risk	B
Tents, in bundles	B
Tiles, encaustic	C
Tiles, earthenware, imported. Owners' risk	N
Tiles, earthenware, native. Owners' risk	Q
Timber, sawn or balk. Owners' risk	K
Tin, ingot and bar	C
Tin Plates and Gold Grating	B
Tinware, packed. If loose, owners' risk	A
Title Deeds. Owners' risk. <i>Special goods.</i> Double rate. As parcels, see Part II.	A
Tobacco, smoking	A
Tobacco-leaf, in bags. Owners' risk	E
Tobacco, sheepwash, packed	B

	CLASS.
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 or tins	C
Trees, in packages. Owners' risk	C
Trees and shrubs consigned to Public Domain Boards for planting in public domains. Free of charge.	
Tricycles, packed. Owners' risk	A
Tricycles, unpacked	As parcels, see Part II.
Trimmings, upholsterers'	A
Trimmings, coach	A
Trinkets. Owners' risk. <i>Special goods.</i> Double rate	As parcels, see Part II.
Tripou. Owners' risk	Q
Troughing, zinc and tin. Owners' risk	A
Trout Ova, for Acclimatisation Societies. Free of charge.	
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
Turf	Q
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
Twine, binder, consigned direct from factory. Minimum, 1 ton	D
Type. 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. Rate and a half (but in no case are total charges to exceed Class D)	E
Velocipedes, packed. Rate and a half. Owners' risk	A
Velocipedes, unpacked. Rate and a quarter. Owners' risk	As parcels, see 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, see Part II.
Water, in tanks	C
Water, Gas, in tanks	C
Water, Gas, in 5-ton lots	N
Waters, aerated, of all kinds	B
Wheat. Owners' risk	E
Wheels, iron, cast, or wrought. If cast, owners' risk. <i>Special goods</i>	C
Wheelbarrows	C
Wheels and Shafts, dray	B
Whips	A
Whiting	C
Whiting, Native. Owners' risk	N
Willows, in bundles	D
Winches, crab	C
Window Sashes, glazed. Owners' risk. <i>Special goods</i>	A
Window Sashes, glazed, packed. Owners' risk	C
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	D
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 Bidding. 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.

GENERAL.

SHIPS WORKING OVERTIME.

The working hours of the Railway Department are from 8 a.m. to 5 p.m. on working days. Ships discharging or taking in cargo at any other time will be charged for extra labour at the rate of 1s. 6d. per head per hour for each employé engaged by the Department at shunting, tallying, supervising, or in any way upon or in connection with such work.

KAWAKAWA SECTION.

OPUA WHARF STATION RATES.

Goods conveyed to or from Opua 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 Opua 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 N, P, Q, per ton	...	0 3
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.

*Charges 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 0½
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 N, P, Q, per ton	...	0 3
Minimum charge	...	0 6

*Charges for Use of Wharf.*

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

AUCKLAND SECTION.

HELENSVILLE.

*Rates.*

On all goods not otherwise specified, per ton	...	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 N, P, Q, 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
-----------------------------------------	-----	-----

RAILWAY WHARF, AUCKLAND.		s.	d.
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, Classes E and F, 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 N, P, Q, per ton	...	0	3
Native coal	...	Free.	
Wool, sheepskins, and rabbitskins, in bales not over 4cwt., per bale	...	0	3
Flax, in bales not over 2cwt., per bale	...	0	0½
Four-wheel vehicles, each	...	2	6
Two-wheel vehicles, each	...	1	3
400-gallon iron tanks, each	...	1	0
Minimum charge in all cases	...	0	3

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

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

## Cranage.

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

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

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

*Labour.* s. d.

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.)

NAPIER-TARANAKI 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.

<i>Rates.</i>	s.	d.
Cattle, per head	...	1 0
Horses, per head	...	2 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	...	1 0
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.

WANGANUI STATION.

*Ships' Goods.*

Storage at the rate of 1s. 6d. per ton per week or fraction of a week will be charged on goods for town delivery not removed within 24 hours, on goods received from or to be forwarded by railway after 72 hours.

*Goods for Transhipment.*

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

GREYMOUTH SECTION.

GREYMOUTH.

*Charges for Use of Wharf.*

On all sailing vessels, foreign, intercolonial, or coastwise, from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip	...	1 0
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----	-----



	£	s.	d.
Wool, per bale	..	..	0 0 6
Timber per 100 feet superficial	..	..	0 0 2
Firewood, per cord	..	..	0 1 0
Cattle and horses, per head	..	..	0 2 0
Sheep, pigs, goats, &c., per head (first 50)	..	..	0 0 3
" " " (each additional)	..	..	0 0 1
Hides, each	..	..	0 0 1
Palings, per 100	..	..	0 0 6
Poultry, each	..	..	0 0 1
Shingles, per 1,000	..	..	0 0 6
Minerals, per ton	..	..	0 0 6
Drays, four-wheel	..	..	0 5 0
Drays, two-wheel	..	..	0 2 6

*Goods for Transhipment.*

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

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

NELSON SECTION.

NELSON WHARF.

*Rates, including Labour.*

	s.	d.
Wharfage on all goods and luggage not otherwise specified, per ton weight or measurement	..	2 0
Hops, per bale	..	1 0
Wool, per bale	..	1 0
Native bark, packed, per ton	..	1 0
Flax and tow, per bale	..	0 6
Green flax, per ton	..	0 6
Sheepskins and rabbitskins per bale, not exceeding 2 cwt.	..	0 3
Sheepskins, loose, per 100	..	2 6
Hides, each	..	0 1
Poultry, each	..	0 1
Carts and carriages, each	..	2 6
Heavy wagons (four-wheel), each	..	5 0
Hand-carts or trucks, each	..	1 0
Corpses, each	..	5 0
Minimum charge	..	0 6
Grain and flour	..	1 6
Returned empties	..	Free.

*Rates, excluding Labour.*

Posts and rails, at per 100, and firewood, at per cord	..	0 6
Sawn timber, at per 100 feet	..	0 1
Horses, bullocks, and other great cattle, first ten, each	..	2 6
Horses, bullocks, and other great cattle, over ten, each	..	1 6
Calves, under one year, sheep, pigs, and other small cattle, each	..	0 2
Bricks, per 1,000	..	1 6
Slates, per 1,000	..	3 0
Shingles, per 1,000	..	0 6
Coals, coke, ballast, ore, limestone, sand, and manure, per ton	..	1 0

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

Vessels lying alongside the wharf without landing or receiving cargo shall pay ½d. per ton net register per day. Minimum charge, £1.

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

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

*Storage.*

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

*Miscellaneous. (Bond Charges.)*

	s.	d.
Weighing, Receiving, and Delivering.	..	2 0
Pipes, puncheons, or butts, each	..	1 6
Hogsheads, each	..	0 6
Barrels, quartercasks, each	..	0 6
Octaves, each	..	0 3
Cases or baskets (4 gallons) and gin-cases	..	0 2
" (2 gallons)	..	1 6
Tobacco, half-tierces	..	1 0
" kegs, cases, and quarter-tierces	..	1 0
Cigars and cigarettes, cases under 50lb.	..	1 6
" cases under 100lb.	..	2 0
" cases over 100lb.	..	2 0

	s.	d.
Sugar, per ton	...	1 0
Kerosene, per case	...	0 6
Goods, weight or measurement, according as freight shall be paid thereon or at option of Railway Commissioners, per ton	...	2 0
Minimum charge	...	0 6
Bondmarking, per package	...	0 0½

	£	s.	d.
For use of crane on wharf, per ton	...	0	0 6
For use of donkey-engine, per day	...	1	10 0
For use of shear-legs, for lifting heavy weights, per ton	...	0	10 0
Exceptional cargoes (as may be determined by the Railway Department) by special agreement.			

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

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

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.

	Rates.	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, if not more than one	...	2	6
Horses, after the first, each	...	1	6
Cattle, per head	...	0	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 cart 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),

per ton	...	...	s. d.
			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, 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 0¼

For each additional working-day or part thereof after the first month ... 0 0¼

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:—

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

*Charges for Use of the Wharves.*

For every vessel lying at the wharves, or within the limits of the railway, for each month or part thereof, for each ton register, 1d. The minimum charge to be £1, and the maximum charge to be £15, per month or part of a month respectively.

Coal hulks not occupying berths, but lying outside other vessels at the wharf, will be charged half dues. Passenger steamers trading within the harbour only, 10s. a quarter.

Vessels and dredges, the property of the Otago Harbour Board, used for the construction or improvement of the harbour, will be free of charge.

---

By Authority: GEORGE DIDSBUY, Government Printer, Wellington.

