

SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, AUGUST 31, 1899.

Published by Authority.

WELLINGTON, SATURDAY, SEPTEMBER 2, 1899.

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

IN pursuance of all powers and authorities enabling me under "The Public Works Act, 1894," and any amendment thereof, and also of "The Government Railways Act, 1894," I, Alfred Jerome Cadman, the Minister for Railways, do hereby fix the following regulations and scale of fares, rates, and charges for the New Zealand Government Railways open for traffic; such regulations and scale of fares, rates, and charges to come into force on the twenty-fourth day of September, one thousand eight hundred and ninety-nine, 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, 1891; No. 28, of the 23rd April, 1891; No. 54, of the 7th July, 1892; No. 90, of the 23rd November, 1893; No. 88, of the 6th December, 1894; No. 1, of the 7th January, 1895; No. 2, of the 10th January, 1895; and No. 6, of the 27th January, 1898; and the special scale of fares, rates, and charges on the New Zealand Midland Railway Company's Railway.

As witness my hand, this twenty-ninth day of August, one thousand eight hundred and ninety-nine.

A. J. CADMAN,
Minister for Railways.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

1. Tickets which entitle the holders to travel on the railways will be issued at the fares specified hereinafter. All tickets issued shall be subject to the by-laws and regulations of the Railway Department, and must be surrendered on date of expiry, and at other times when demanded by any railway officer. Tickets not surrendered on date of expiry shall be given up at any time thereafter on demand being made by any railway officer.

Ordinary Tickets.

2. Ordinary tickets are to be obtained at the booking-office at stations where there are officers in charge; at flag-stations, where there are no officers in charge, they are to be obtained from the guard of the train.

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

PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.				
No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
41	8 7	5 9	11 5	7 8	91	19 0	12 8	25 4	16 11
42	8 9	5 10	11 8	7 9	92	19 2	12 10	25 7	17 1
43	9 0	6 0	12 0	8 0	93	19 5	12 11	25 11	17 3
44	9 2	6 2	12 3	8 3	94	19 7	13 1	26 1	17 5
45	9 5	6 3	12 7	8 4	95	19 10	13 3	26 5	17 8
46	9 7	6 5	12 9	8 7	96	20 0	13 4	26 8	17 9
47	9 10	6 7	13 1	8 9	97	20 3	13 6	27 0	18 0
48	10 0	6 8	13 4	8 11	98	20 5	13 8	27 3	18 3
49	10 3	6 10	13 8	9 1	99	20 8	13 9	27 7	18 4
50	10 5	7 0	13 11	9 4	100	20 10	13 11	27 9	18 7
51	10 8	7 1	14 3	9 5	101	21 1	14 1	28 1	18 9
52	10 10	7 3	14 5	9 8	102	21 3	14 2	28 4	18 11
53	11 1	7 5	14 9	9 11	103	21 6	14 4	28 8	19 1
54	11 3	7 6	15 0	10 0	104	21 8	14 6	28 11	19 4
55	11 6	7 8	15 4	10 3	105	21 11	14 7	29 3	19 5
56	11 8	7 10	15 7	10 5	106	22 1	14 9	29 5	19 8
57	11 11	7 11	15 11	10 7	107	22 4	14 11	29 9	19 11
58	12 1	8 1	16 1	10 9	108	22 6	15 0	30 0	20 0
59	12 4	8 3	16 5	11 0	109	22 9	15 2	30 4	20 3
60	12 6	8 4	16 8	11 1	110	22 11	15 4	30 7	20 5
61	12 9	8 6	17 0	11 4	111	23 2	15 5	30 11	20 7
62	12 11	8 8	17 3	11 7	112	23 4	15 7	31 1	20 9
63	13 2	8 9	17 7	11 8	113	23 7	15 9	31 5	21 0
64	13 4	8 11	17 9	11 11	114	23 9	15 10	31 8	21 1
65	13 7	9 1	18 1	12 1	115	24 0	16 0	32 0	21 4
66	13 9	9 2	18 4	12 3	116	24 2	16 2	32 3	21 7
67	14 0	9 4	18 8	12 5	117	24 5	16 3	32 7	21 8
68	14 2	9 6	18 11	12 8	118	24 7	16 5	32 9	21 11
69	14 5	9 7	19 3	12 9	119	24 10	16 7	33 1	22 1
70	14 7	9 9	19 5	13 0	120	25 0	16 8	33 4	22 3
71	14 10	9 11	19 9	13 3	121	25 3	16 10	33 8	22 5
72	15 0	10 0	20 0	13 4	122	25 5	17 0	33 11	22 8
73	15 3	10 2	20 4	13 7	123	25 8	17 1	34 3	22 9
74	15 5	10 4	20 7	13 9	124	25 10	17 3	34 5	23 0
75	15 8	10 5	20 11	13 11	125	26 1	17 5	34 9	23 3
76	15 10	10 7	21 1	14 1	126	26 3	17 6	35 0	23 4
77	16 1	10 9	21 5	14 4	127	26 6	17 8	35 4	23 7
78	16 3	10 10	21 8	14 5	128	26 8	17 10	35 7	23 9
79	16 6	11 0	22 0	14 8	129	26 11	17 11	35 11	23 11
80	16 8	11 2	22 3	14 11	130	27 1	18 1	36 1	24 1
81	16 11	11 3	22 7	15 0	131	27 4	18 3	36 5	24 4
82	17 1	11 5	22 9	15 3	132	27 6	18 4	36 8	24 5
83	17 4	11 7	23 1	15 5	133	27 9	18 6	37 0	24 8
84	17 6	11 8	23 4	15 7	134	27 11	18 8	37 3	24 11
85	17 9	11 10	23 8	15 9	135	28 2	18 9	37 7	25 0
86	17 11	12 0	23 11	16 0	136	28 4	18 11	37 9	25 3
87	18 2	12 1	24 3	16 1	137	28 7	19 1	38 1	25 5
88	18 4	12 3	24 5	16 4	138	28 9	19 2	38 4	25 7
89	18 7	12 5	24 9	16 7	139	29 0	19 4	38 8	25 9
90	18 9	12 6	25 0	16 8	140	29 2	19 6	38 11	26 0

PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.												
No. of Miles.	Fares.				No. of Miles.	Fares.											
	Single.		Return.			Single.		Return.									
	First.	Second.	First.	Second.		First.	Second.	First.	Second.								
	s.	d.	s.	d.		s.	d.	s.	d.								
141	29	5	19	7	39	3	26	1	191	39	10	26	7	53	1	35	5
142	29	7	19	9	39	5	26	4	192	40	0	26	8	53	4	35	7
143	29	10	19	11	39	9	26	7	193	40	3	26	10	53	8	35	9
144	30	0	20	0	40	0	26	8	194	40	5	27	0	53	11	36	0
145	30	3	20	2	40	4	26	11	195	40	8	27	1	54	3	36	1
146	30	5	20	4	40	7	27	1	196	40	10	27	3	54	5	36	4
147	30	8	20	5	40	11	27	3	197	41	1	27	5	54	9	36	7
148	30	10	20	7	41	1	27	5	198	41	3	27	6	55	0	36	8
149	31	1	20	9	41	5	27	8	199	41	6	27	8	55	4	36	11
150	31	3	20	10	41	8	27	9	200	41	8	27	10	55	7	37	1
151	31	6	21	0	42	0	28	0	201	41	11	27	11	55	10	37	2
152	31	8	21	2	42	3	28	3	202	42	1	28	1	56	1	37	5
153	31	11	21	3	42	7	28	4	203	42	4	28	3	56	5	37	7
154	32	1	21	5	42	9	28	7	204	42	6	28	4	56	8	37	9
155	32	4	21	7	43	1	28	9	205	42	9	28	6	57	0	38	0
156	32	6	21	8	43	4	28	11	206	42	11	28	8	57	3	38	2
157	32	9	21	10	43	8	29	1	207	43	2	28	9	57	7	38	4
158	32	11	22	0	43	11	29	4	208	43	4	28	11	57	9	38	7
159	33	2	22	1	44	3	29	5	209	43	7	29	1	58	1	38	9
160	33	4	22	3	44	5	29	8	210	43	9	29	2	58	4	38	11
161	33	7	22	5	44	9	29	11	211	44	0	29	4	58	8	39	1
162	33	9	22	6	45	0	30	0	212	44	2	29	6	58	11	39	4
163	34	0	22	8	45	4	30	3	213	44	5	29	7	59	3	39	6
164	34	2	22	10	45	7	30	5	214	44	7	29	9	59	5	39	8
165	34	5	22	11	45	11	30	7	215	44	10	29	11	59	9	39	10
166	34	7	23	1	46	1	30	9	216	45	0	30	0	60	0	40	0
167	34	10	23	3	46	5	31	0	217	45	3	30	2	60	4	40	2
168	35	0	23	4	46	8	31	1	218	45	5	30	4	60	7	40	5
169	35	3	23	6	47	0	31	4	219	45	8	30	5	60	10	40	7
170	35	5	23	8	47	3	31	7	220	45	10	30	7	61	1	40	9
171	35	8	23	9	47	7	31	8	221	46	1	30	9	61	5	41	0
172	35	10	23	11	47	9	31	11	222	46	3	30	10	61	8	41	2
173	36	1	24	1	48	1	32	1	223	46	6	31	0	62	0	41	4
174	36	3	24	2	48	4	32	3	224	46	8	31	2	62	3	41	6
175	36	6	24	4	48	8	32	5	225	46	11	31	3	62	7	41	8
176	36	8	24	6	48	11	32	8	226	47	1	31	5	62	10	41	11
177	36	11	24	7	49	3	32	9	227	47	4	31	7	63	1	42	1
178	37	1	24	9	49	5	33	0	228	47	6	31	8	63	4	42	3
179	37	4	24	11	49	9	33	3	229	47	9	31	10	63	8	42	5
180	37	6	25	0	50	0	33	4	230	47	11	32	0	63	11	42	8
181	37	9	25	2	50	4	33	7	231	48	2	32	1	64	2	42	10
182	37	11	25	4	50	7	33	9	232	48	4	32	3	64	5	43	0
183	38	2	25	5	50	11	33	11	233	48	7	32	5	64	9	43	2
184	38	4	25	7	51	1	34	1	234	48	9	32	6	65	0	43	4
185	38	7	25	9	51	5	34	4	235	49	0	32	8	65	4	43	7
186	38	9	25	10	51	8	34	5	236	49	2	32	10	65	7	43	9
187	39	0	26	0	52	0	34	8	237	49	5	32	11	65	11	43	11
188	39	2	26	2	52	3	34	11	238	49	7	33	1	66	2	44	1
189	39	5	26	3	52	7	35	0	239	49	10	33	3	66	5	44	3
190	39	7	26	5	52	9	35	3	240	50	0	33	4	66	8	44	5

PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.				
No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
241	50 3	33 6	67 0	44 8	281	58 7	39 1	78 1	52 1
242	50 5	33 8	67 3	44 10	282	58 9	39 2	78 4	52 3
243	50 8	33 9	67 7	45 0	283	59 0	39 4	78 8	52 5
244	50 10	33 11	67 10	45 3	284	59 2	39 6	78 11	52 8
245	51 1	34 1	68 1	45 5	285	59 5	39 7	79 3	52 10
246	51 3	34 2	68 4	45 7	286	59 7	39 9	79 6	53 0
247	51 6	34 4	68 8	45 9	287	59 10	39 11	79 9	53 2
248	51 8	34 6	68 11	45 11	288	60 0	40 0	80 0	53 4
249	51 11	34 7	69 3	46 1	289	60 3	40 2	80 4	53 6
250	52 1	34 9	69 5	46 4	290	60 5	40 4	80 7	53 9
251	52 4	34 11	69 9	46 6	291	60 8	40 5	80 11	53 11
252	52 6	35 0	70 0	46 8	292	60 10	40 7	81 2	54 1
253	52 9	35 2	70 4	46 11	293	61 1	40 9	81 5	54 4
254	52 11	35 4	70 7	47 2	294	61 3	40 10	81 8	54 6
255	53 2	35 5	70 10	47 4	295	61 6	41 0	82 0	54 8
256	53 4	35 7	71 1	47 6	296	61 8	41 2	82 3	54 10
257	53 7	35 9	71 5	47 8	297	61 11	41 3	82 7	55 0
258	53 9	35 10	71 8	47 10	298	62 1	41 5	82 10	55 2
259	54 0	36 0	72 0	48 0	299	62 4	41 7	83 1	55 5
260	54 2	36 2	72 3	48 3	300	62 6	41 8	83 4	55 7
261	54 5	36 3	72 6	48 5	310	64 7	43 1	86 1	57 5
262	54 7	36 5	72 9	48 7	320	66 8	44 6	88 11	59 4
263	54 10	36 7	73 1	48 9	330	68 9	45 10	91 8	61 1
264	55 0	36 8	73 4	48 11	340	70 10	47 3	94 5	63 0
265	55 3	36 10	73 8	49 1	350	72 11	48 8	97 3	64 11
266	55 5	37 0	73 11	49 4	360	75 0	50 0	100 0	66 8
267	55 8	37 1	74 2	49 6	370	77 1	51 5	102 9	68 7
268	55 10	37 3	74 5	49 8	380	79 2	52 10	105 7	70 5
269	56 1	37 5	74 9	49 10	390	81 3	54 2	108 4	72 3
270	56 3	37 6	75 0	50 0	400	83 4	55 7	111 1	74 1
271	56 6	37 8	75 4	50 2	410	85 5	57 0	113 11	76 0
272	56 8	37 10	75 7	50 5	420	87 6	58 4	116 8	77 9
273	56 11	37 11	75 10	50 7	430	89 7	59 9	119 5	79 8
274	57 1	38 1	76 1	50 9	440	91 8	61 2	122 3	81 7
275	57 4	38 3	76 5	51 0	450	93 9	62 6	125 0	83 4
276	57 6	38 4	76 8	51 2	460	95 10	63 11	127 9	85 3
277	57 9	38 6	77 0	51 4	470	97 11	65 4	130 7	87 1
278	57 11	38 8	77 3	51 6	480	100 0	66 8	133 4	88 11
279	58 2	38 9	77 6	51 8	490	102 1	68 1	136 1	90 9
280	58 4	38 11	77 9	51 11	500	104 2	69 6	138 11	92 8

3. Single tickets are available for day of issue only. Return tickets are issued daily, and are available for return as follows:—

Distances.	Issued.	Available for Return.
1 to 10 miles ...	{ Daily ... On Saturdays	Up to and including the day after issue. From Saturday till following Monday.
11 to 200 miles ...	Daily ...	For one calendar month.*
Over 200 miles ...	Daily ...	For two calendar months.*

* That is to say, from the 15th of one month to the 15th, inclusive, of the next or second succeeding month, as the case may be. But in all cases return tickets issued on the last day of any month are available only up to and including the last day of the following month, or second succeeding month, as the case may be. Thus, a ticket for 50 miles issued on 31st May is available only up to and including the 30th (being the last day) of June, and a ticket for 250 miles issued on 31st July is available only up to and including the 30th September.

PASSENGERS.

The journey* must be commenced on the day of issue and completed 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.

4. Single or return tickets for distances of 10 miles and under will not be available for break of journey. Passengers holding single or return tickets for distances over 10 miles may break the journey at any station, at which the train is timed to stop, after travelling 10 miles from the original starting-station. In the case of single tickets the journey must be completed on the day the ticket is taken out.

5. Passengers holding tickets between stations where there are alternative routes will, if they pay fares for the shorter route, be allowed to travel by that route only, but, if fare is paid for the longer route, passengers may travel by either route.

6. Children not exceeding 3 years of age travel free; children over 3 and not exceeding 12 years of age at half-rates.

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

8. When tickets are issued in the train to passengers entering at any station where there is an officer in charge, instead of being issued from the booking-office at such station, a booking-fee of sixpence will be charged in addition to the ordinary fare.

Extension of Ordinary Return Tickets.

9. Ordinary return tickets for distances over 10 miles may be extended to make them available for a further period of one calendar month on payment of the difference in value between the return and two single fares. Persons desiring an extension of time must apply at the station to which the ordinary return ticket was originally issued before the expiration of the ticket, and deliver up the unused half of the ticket with the proper excess fare; the extension ticket will then be issued.

Holiday Excursion Tickets.

10. After public notification in each case, return excursion tickets may be issued on the New Zealand Government Railways on such holidays and special occasions, and available for return for such period as may be arranged for by the Department.

Fares:—

First-class	...	...	2d. per mile; minimum charge, 4s.
Second-class	...	...	1d. " " 2s.

The mileage will be counted one way only.

Tickets at above rates will only be issued at the option of the Railway Department.

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.

Volunteer Tickets.

11. Upon written order from the Officer Commanding the District, tickets will be issued to Volunteers in uniform without charge.

Navy Recruits.

12. Second-class single or return tickets will be issued at the rate of one penny per mile, mileage counted one way only, to youths not less than fifteen and not exceeding sixteen years of age, when proceeding to ports at which any of Her Majesty's warships are lying, for the purpose of presenting themselves on board the warship for examination as candidates to enter the navy, or when proceeding to port to join Her Majesty's warships.

Applications for tickets must be accompanied by a certificate in the following form, duly signed by applicant, before a Justice of the Peace:—

"I hereby certify that I am proceeding to* for the purpose of presenting myself on board Her Majesty's warship '†', for the purpose of ‡

, Applicant.
"Signed by applicant, before me, this _____ day of _____, 189 _____,
Justice of the Peace."

Certificates need not be stamped.

Where return tickets are issued they will be available for return for three days from date of issue.

* Insert here name of port. † Insert here name of ship. ‡ Insert here "being examined" or "joining navy."

PASSENGERS-

Season Tickets.

13. Application for Season Tickets must be made on a form obtainable at any railway ticket-office, and be lodged with the Manager or Stationmaster at least twenty-four hours before the tickets are required.

14. 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 M'th.
	£ 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 8 6	2	2 5 0	1 4 0	0 15 0	0 5 6
3	4 10 0	2 7 6	1 10 0	0 12 0	3	3 7 6	1 16 0	1 2 6	0 8 6
4	6 0 0	3 5 0	1 17 6	0 15 0	4	4 10 0	2 7 6	1 10 0	0 11 0
5	7 10 0	4 2 6	2 5 0	0 18 0	5	5 12 6	3 0 0	1 17 6	0 14 0
6	8 10 0	4 15 0	2 12 6	1 0 0	6	6 10 0	3 10 0	2 1 6	0 16 6
7	9 10 0	5 5 0	2 17 6	1 1 6	7	7 5 0	4 0 0	2 5 6	0 18 0
8	10 10 0	5 15 0	3 5 0	1 4 0	8	8 0 0	4 10 0	2 9 6	0 19 6
9	11 10 0	6 5 0	3 10 0	1 6 6	9	8 15 0	4 17 6	2 13 6	1 1 0
10	12 10 0	6 15 0	3 15 0	1 9 0	10	9 10 0	5 5 0	2 17 6	1 2 0
11	13 10 0	7 5 0	4 2 6	1 11 6	11	10 5 0	5 12 6	3 1 6	1 4 0
12	14 10 0	7 15 0	4 10 0	1 14 0	12	11 0 0	6 0 0	3 5 6	1 5 6
13	15 5 0	8 5 0	4 15 0	1 16 0	13	11 10 0	6 5 0	3 9 0	1 6 6
14	16 0 0	8 15 0	5 0 0	1 18 0	14	12 0 0	6 10 0	3 12 0	1 8 0
15	16 15 0	9 2 6	5 4 0	2 0 0	15	12 10 0	6 15 0	3 15 0	1 9 0
16	17 10 0	9 10 0	5 8 0	2 2 0	16	13 0 0	7 0 0	4 0 0	1 10 6
17	18 5 0	9 17 6	5 12 0	2 4 0	17	13 10 0	7 5 0	4 3 0	1 11 6
18	19 0 0	10 5 0	5 16 0	2 6 0	18	14 0 0	7 10 0	4 6 6	1 13 0
19	19 15 0	10 12 6	6 0 0	2 8 0	19	14 10 0	7 15 0	4 9 6	1 14 0
20	20 10 0	11 0 0	6 4 0	2 10 0	20	15 0 0	8 2 6	4 12 6	1 15 6

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.
10 0	7 6	4 0	2 0	8 0	5 0	2 6	1 6

15. Annual Season Tickets, available over the New Zealand Government Railways, will be issued at the following rates, viz. :—

	Transferable.	Not Transferable.
Available over lines of both Islands for one year from date of issue	£ 65	£ 60
Available over North Island lines for one year from date of issue	*40	35
Available over Middle Island lines for one year from date of issue	*55	50

* These tickets will be transferred for business purposes temporarily once in any month during their currency from the holder to a member or employé of the same firm or company on payment of a transfer-fee of 10s. on the occasion of each transfer. Application for transfer must be made to the District Manager. The ticket to be transferred, together with the transfer-fee, 10s., must be deposited when application for transfer is made.

Annual tickets as above are not available on the New Zealand Midland Railway Company's lines, nor for travel by the Midland Railway Company's trains between Greymouth and Brunner.

PASSENGERS.

16. Children over 3 years and not exceeding 12 years of age will be charged half rates for Season Tickets.

Family Season Tickets.

17. 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.

Lost Season Tickets.

18. Passengers who have lost their Season Tickets should make a written declaration to that effect to the Stationmaster at the station where the original ticket was procured. The Stationmaster will certify to the issue of the ticket, and report to the District Manager, who will arrange for another ticket to be supplied on payment of 10 per cent. of the value of the unexpired period for which the ticket is available. Minimum charge, 2s.; maximum, 20s. This does not apply to commutation tickets.

Transfer of Season Tickets.

19. Season Tickets other than All Lines Annual Tickets will be transferred from the holder to another person on payment of 10 per cent. of the value of the unexpired period for which the ticket is available. Minimum charge, 2s.; maximum, 10s.

Application for transfer must be made to the Stationmaster at the station from which the original Season Ticket was procured. The ticket to be transferred, together with the transfer-fee, must be deposited when application for transfer is made. This does not apply to commutation tickets.

Single Commutation Tickets.

20. 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, and will be available for use by the purchaser only, whose name must be inscribed thereon.

They are available for two months from the date of issue.

Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use.

No reduction in charge is made for children.

The tickets are not transferable, and will be charged as follows:—

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					

Family Commutation Tickets.

21. Fifty-trip Family Tickets are issued for distances not over twenty miles.

They will be sold only to heads of families resident in the neighbourhood of the issuing station, and are available for three months from the date of issue.

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 of age may go as one passenger; but one portion of the ticket will be punched if only one child goes.

Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use.

PASSENGERS.

Family Commutation Tickets will be charged as follows:—

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
2	£ s. d. 0 10 0	£ s. d. 0 7 6	12	£ s. d. 2 5 0	£ s. d. 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			

Workers' Commutation Tickets.

22. Twelve-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 only for the purchaser, whose name must be inscribed thereon. They are available for a fortnight from date of issue.

Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use.

No reduction in charge is made for children.

The tickets are not transferable, and will be charged as follows:—

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

Newspaper Reporters' Season Tickets.

23. Season Tickets will be issued at half rates to newspaper reporters, upon application from the proprietor or manager of the newspaper, certifying that the ticket is to be used only for the purpose of reporting, by a *bond fide* reporter, permanently and wholly engaged on 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.

24. Season Tickets at half the rate of ordinary Season Tickets will be issued to newsboys upon the production of a certificate from the proprietor or manager of the newspaper certifying that the ticket is to be used only for the purpose of selling newspapers on the trains by a *bond fide* newsboy wholly engaged on the staff of the newspaper, and not following any other profession or occupation. Newsboys are allowed to take not more than 56lb. of newspapers for distribution along the line. They are not allowed to sell newspapers, periodicals, or books on the station platforms, or in trains whilst same are standing at bookstall stations.

Apprentices, Pupil-teachers, Articled Clerks, and Young Persons in Employment.

25. Season Tickets at half the rate of ordinary Season Tickets will be issued to persons in employment whose age does not exceed 21 years, upon production of certificates in the following form from their masters or employers that the applicants are actually in their employ, and that their age is within the prescribed limit. The tickets will be issued only to persons resident in the neighbourhood of the issuing station, and for the purpose of enabling them to travel between their homes and places of employment:—

PASSENGERS.

I hereby certify that * , residing at † , is a *bond fide* ‡ in my employ, that his [her] present age is years months, and that he [she] is entitled to a season ticket at half-rates, from || station to || station for the purpose of enabling him [her] to travel between his [her] home and place of employment.

* Insert name in full. † Insert place of residence. ‡ Insert "apprentice," "pupil-teacher," or "articled clerk," &c. || Insert name of station.

Teachers' Saturday Season Tickets.

26. Teachers' Saturday Tickets will be issued at the following rate per term, not exceeding four months, or fractional part of a term, to public-school teachers attending Saturday training-classes, or examinations held in connection with such training-classes:—

- (a.) Allowing teachers to travel to class or examination on First Class.
Friday and return on Saturday 30s.
- (b.) Allowing teachers to travel to class or examination on
Saturday and return on Monday 30s.
- (c.) Allowing teachers to travel to class or examination 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 or examination. They will be issued conditionally on a roll of attendance being kept at each training-school or examination-class held in connection with such training-school, such roll to be open for inspection by any officer of the Railway Department deputed for that purpose.

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 Department 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 will attend (1) lectures and classes on (2) , and also 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."

- (1) Insert here name of lecturer or teacher.
- (2) Insert here subject of lectures.

School-boarders.

27. Tickets at single fares for the double journey, available for return for two months from date of issue, will be issued to school-boarders returning home for holidays at the end of recognised school-terms only, on production of certificate to the Stationmaster from the master or mistress of the school, in the following form:—

"To the Stationmaster at .
"I hereby certify that is a boarder attending my school, that present age is years months, and that is going home from School on the day of , 189 , for holidays; and I request that you will issue a class return ticket accordingly, from Station to Station.
(Signed) School."

School Season Tickets.

28. Season Tickets, available for three months, will be issued to scholars and students at the following rates, and 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 20 years ..	40s.	20s.
For students and scholars over 20 years of age half the rate for ordinary three-monthly season tickets will be charged. Minimum charge—first class, 50s.; second class, 30s.		

PASSENGERS.

A certificate in the following form must be produced from the professor or schoolmaster that the applicant is a *bond 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 *bond fide* scholar in attendance at School at _____, and that _____ present age is _____ years _____ months.”
 School Tickets will be available for any distance not exceeding 60 miles. They are available only for travelling to and from school.

Free School Season Tickets.

29. 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., residing at _____, whose present age is _____ years _____ months, is entitled to a free school ticket from _____ to _____, for the purpose of attending the school at the latter place.”

These tickets are available only for travelling to and from school.

Technical Schools Season and Commutation Tickets.

30. Technical schools season tickets, available for any distance not exceeding sixty miles, and for three months from date of issue, will be issued to *bond fide* students and scholars not exceeding twenty years of age attending technical schools or classes (including music schools) registered with the Minister of Education, subject to the following conditions:—

The tickets will only be available for use when the holder is proceeding to or from the technical or music school for the purpose of receiving tuition. If used for any other purpose the ticket will be forfeited.

The days upon which tuition will be received must be the same in each week, and be stated in the certificate, and duly inscribed on the ticket.

The certificate of attendance at foot of ticket must be signed by certifying teacher on each day that holder of ticket attends the school.

The tickets are not transferable, and will be charged as follows:—

	First Class.	Second Class.
For students and scholars not exceeding sixteen years of age	30s.	10s.
For students and scholars over sixteen but not exceeding twenty years of age	40s.	20s.

Twenty-trip Commutation Tickets, available for ten outward and ten return trips within three months from date of issue, will be issued to *bond fide* students and scholars attending technical schools or classes (including music-schools) registered with the Minister of Education.

The name of the purchaser and the days of the week upon which tuition will be received must be duly inscribed on the ticket, which will be available only for use by the purchaser when travelling to or from the technical school or class for the purpose of receiving tuition. If used for any other purpose the ticket will be forfeited.

Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use.

The certificate of attendance attached to the ticket must be signed by certifying teacher on each day that holder of ticket attends the school.

The tickets are not transferable, and will be charged as follows:—

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
	s. d.	s. d.		s. d.	s. d.
2	5 0	2 6	12	21 8	10 10
3	6 8	3 4	13	23 4	11 8
4	8 4	4 2	14	25 0	12 6
5	10 0	5 0	15	26 8	13 4
6	11 8	5 10	16	28 4	14 2
7	13 4	6 8	17	30 0	15 0
8	15 0	7 6	18	31 8	15 10
9	16 8	8 4	19	33 4	16 8
10	18 4	9 2	20	35 0	17 6
11	20 0	10 0			

PASSENGERS.

Applications for technical schools season and commutation tickets must be accompanied by a certificate in the following form, signed by the director of the technical school or class, or the teacher of music school :—

Signature of Teacher who will certify on ticket to attendance of Pupil. I hereby certify that A.B., residing at _____, whose age is _____ years _____ months, is a *bona fide* student or scholar in attendance at _____ Technical [Music] School [Class]*, and request that a † class ‡ ticket, available for use on § _____, be issued to enable || _____ to attend the Technical [Music] School [Class]; and I undertake to keep a roll of the attendance at the school [class], such roll to be open for inspection by any officer of the Railway Department. The attendance of A.B. at the school [class] will be certified by Mr. _____, whose signature appears in the margin hereof.

* Insert "duly registered with Minister of Education." † Insert class of ticket. ‡ Insert "technical schools season" or "technical schools twenty-trip." § Insert day of week on which tuition will be received. || Insert "him" or "her."

These tickets will be issued conditionally on a roll of attendance being kept at each technical or music school or class, such roll to be open for inspection by any officer of the Railway Department deputed for that purpose.

School-parties, Factories, and Friendly Societies.

31. Excursion tickets available for day of issue only will be issued to School-parties, Factories, Friendly Societies, and registered Trades Unions, numbering not less than twenty persons, travelling together for recreation, and not for business purposes.

Stop-over excursion tickets (available for return for one week from date of issue) will be issued to school pleasure parties and school athletic teams, numbering not less than twenty persons in all, *bona fide* scholars and teachers, travelling together.

The fares charged will be as follows :—

SECOND CLASS.

Miles.	Available for Day of Issue only.			Stop-over Excursion Tickets. — Scholars and School-teachers only.
	Schools, Factories, Friendly Societies — Children not exceeding 15 Years of Age.	Schools only. — Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, Friendly Societies. — Adults.	
	s. d.	s. d.	s. d.	s. d.
1 to 4 ...	0 3	0 5	0 6	0 6
5 to 8 ...	0 4	0 7	0 9	0 9
9 to 12 ...	0 6	0 9	1 0	1 0
13 to 25 ...	0 9	1 2	1 6	1 6
26 to 30 ...	0 10	1 4	1 9	1 9
31 to 35 ...	0 11	1 6	2 0	2 0
36 to 40 ...	1 0	1 9	2 3	2 3
41 to 45 ...	1 1	1 11	2 6	2 6
46 to 50 ...	1 2	2 1	2 9	2 9
51 to 55 ...	1 3	2 3	3 0	3 0
56 to 60 ...	1 4	2 6	3 3	3 3
61 to 65 ...	1 5	2 8	3 6	3 6
66 to 70 ...	1 6	2 10	3 9	3 9
71 to 75 ...	1 7	3 0	4 0	4 0
76 to 80 ...	1 8	3 3	4 3	4 3
81 to 85 ...	1 9	3 5	4 6	4 6
86 to 90 ...	1 10	3 7	4 9	4 9
91 to 95 ...	1 11	3 9	5 0	5 0
96 to 100 ...	2 0	4 0	5 3	5 3
For every additional 5 miles or fraction thereof...	0 1	0 2	0 3	0 3

FIRST CLASS, double the above rates in each case.

Tickets at above rates will only be issued at the option of the Department. They will not be issued on public holidays.

PASSENGERS:

Where special trains are provided a guarantee equal to eighty second-class adult ordinary return fares may be required; minimum charge, £5. (See Regulation No. 44.)

With every nine scholars for whom fares are paid under this regulation one child (who would not otherwise be able to join the excursion, and who by exemplary conduct, application, and regular attendance merits the concession) may be carried free on the certificate of the teacher.

The number of adult passengers, exclusive of teachers, carried at these fares by any school-excursion train must not exceed the number of children carried by the same train.

School-excursion trains will be run conditionally on the Committee arranging the excursion undertaking to place at least two adults, either teachers or other persons, in charge of each carriage to maintain order and prevent children from riding on the carriage platforms.

The Committee must undertake the sale of all tickets and all responsibility for the value of same. They must restrict the sale of adult tickets within the limits specified, and give a written undertaking to conform to these regulations, and to pay to the Railway Department the difference in value between the school-excursion and ordinary return fares for all adults in excess of the limits specified in clause 3 to whom school-excursion tickets are issued.

Unsold tickets must be returned to the Railway Department before the excursion train starts on its journey, otherwise the Committee will be debited with the full value thereof, and no rebate will be made on account of tickets afterwards tendered as unsold.

Each school will be strictly limited to one excursion per annum at the day-excursion fares.

Application must first be made to the District Manager, three days' notice being given in the case of small parties, and ten days' notice in the case of large excursions.

Students of Agricultural and Technical Colleges travelling for Field Instruction.

32. Students of Agricultural and Technical Colleges, in parties of not less than five, when travelling together for field instruction, will be charged single fares for the double journey. Tickets will be available for return for one week from date of issue. Application for this concession must be made to the District Manager.

Football, Cricket, Tennis, and Bowling Teams, Golf, Rowing, and Rifle Clubs, and Pleasure Parties.

33. Second-class ordinary return tickets, available for first-class carriages, will be issued to football, cricket, tennis, and bowling teams, golf, rowing, and rifle clubs, and pleasure parties of not less than twelve adult passengers travelling together. Where a single journey only is to be made, second-class single tickets will be issued available for first-class carriages.

Second-class single tickets, indorsed available for return up to and including the day after issue only, will be issued to teams, clubs, and pleasure parties of not less than twelve adult passengers travelling together who wish to travel *second class*. Minimum fare, 1s.

Teams and parties will be required to give three days' notice to the District Manager, and must travel by the trains arranged for by that officer.

The Department reserves to itself the right to decline any application.

Theatrical, Concert, and Circus Companies.

34. Bands of musicians, theatrical, concert, and circus companies, travelling together, will be charged as follows, viz. :—

Companies of not less than six adults and up to twenty-four adults, including advance agents :

Second class ordinary fares for first-class carriages for either the single or return journey.

Companies of twenty-five adults and upwards, including advance agents :

For single journey, second class single fares for first class carriages ; for return journey, first class holiday excursion fares of 2d. per mile (minimum fare, 4s. each). Mileage counted one way only.

Return tickets will be available for same period as ordinary return tickets for equal distances.

Advance agents must pay ordinary fares in first instance, rebate of difference will be allowed when company purchases remainder of tickets.

PASSENGERS.**Official Season Tickets.**

35. Official Season Tickets, for use by Government officers travelling on public service only, will be issued at half the rate for ordinary season tickets. Application for these tickets must be made to the General Manager.

Railway Employes' Tickets.

36. 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.

Privilege tickets are only to be issued on presentation of usual orders.

Season Tickets, School Season Tickets, Free Passes, &c.

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

Scholars and students holding School Season Tickets, Free School Season Tickets, or School-boarders' Tickets will be required to travel in the carriages set apart for them; and tickets must be indorsed as available only for such carriages when so set apart.

Tourist Excursion Tickets.

38. Tourist excursion tickets (first class) will be issued on any day (Sundays excepted) between the 1st November and 31st March, as under:—

(a.) Available over lines of both Islands for six weeks from	£
date of issue	8
(b.) Available over North Island lines for four weeks from	
date of issue	5
(c.) Available over Middle Island lines for four weeks from	
date of issue	6

These tickets are available over Government lines only, and are obtainable as follows: *a* and *b* at Auckland, Napier, Wanganui, and Wellington; *a* and *c* at Lyttelton, Christchurch, Port Chalmers, Dunedin, Invercargill, and Bluff Railway-stations.

Tourists' excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of £1 10s. per week or portion of a week. Persons desiring an extension of time must apply to the Traffic Manager at Auckland, Wanganui, Wellington, Christchurch, Dunedin, Invercargill, or Stationmaster, Napier, before the expiration of the original ticket, and deliver up the original ticket together with the proper extension-fee; the extension ticket will then be issued.

Judges of Exhibits proceeding to Shows.

39. Judges proceeding to Agricultural, Horticultural, Dog, and Poultry Shows, and Horse-parades, for the purpose of judging exhibits, may be granted first-class tickets at holiday-excursion fares, specified in Regulation 10, on production of Judge's ticket, and certificates in the following form:—

"I hereby certify that Mr. _____ is a duly-appointed Judge of Exhibits at
(a) Show to be held at (b) _____ on (c) _____
" Secretary (a) Show."

"I hereby certify that I am the Judge of Exhibits referred to above, and that I
am proceeding from _____ station to _____ station for the purpose of judging
exhibits, and that I am entitled to a first-class ticket at holiday-excursion fare.
" Judge Show."

(a) Insert name of show. (b) Insert place where held. (c) Insert date of show.

Written application must first be made by the Secretary of each Show or Horse-parade to the District Manager at least fourteen days before the date on which tickets are required.

Tickets under this regulation will be granted for seven days previous to and not later than the first day of the show or parade.

Delegates to Meetings of Religious Bodies.

40. Delegates travelling to attend annual meetings of religious bodies may be granted first-class tickets, available for return for one month from date of issue, at holiday-excursion fares, specified in Regulation 10, on production of certificates in the following form:—

PASSENGERS.

"I hereby certify that Rev. (Mr.) _____ is a duly-appointed delegate to
(a) meeting to be held at (b) _____, from (c) _____ to (c) _____
_____, Secretary (a) _____."

"I hereby certify that I am the delegate referred to above, and that I am proceeding from _____ station to _____ station for the purpose of attending the above meeting, and that I am entitled to a first-class ticket at holiday-excursion fare."

" Delegate to (a) _____ "

(a) Insert name of meeting. (b) Place of meeting. (c) Dates.

Tickets will be granted for seven days previous to and at any time during the meeting provided the delegate to whom the ticket is issued produces the necessary certificate, and can reach his destination in time to take part in the business of the meeting.

Delegates who have attended the meeting are allowed to travel as many times as necessary during the sitting, 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.

Written application, specifying dates on which delegates will travel, the stations between which the journeys will be made, and the name or names of persons who will sign certificates, must first be made by the secretary of the religious body to the General Manager of the New Zealand Government Railways, Wellington, not less than two months before the date of meeting.

The department reserves to itself the right to decline any application.

Maoris attending Native Land Courts.

41. Maoris travelling to attend sittings of the Native Land Court may, at the option of the Railway Department, be granted return tickets at single fares. Application, specifying the date on and place at which the Court will be held, must first be made to the District Manager at least seven days before the opening of the Court.

The department reserves to itself the right to decline any application.

Tickets Not Transferable.

42. Unless otherwise specified, tickets are not transferable; if they are used by any other than the person to whom issued they will be forfeited.

Reserved Carriages.

43. The Department does 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 four first-class ordinary fares. If more persons than four travel the usual fares will be charged.

Excursion Trains.

44. 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 ordinary return tickets. Minimum charge, £5. Excursion Trains will be run only at the option of the Department.

Special Trains.

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

The mileage will be counted one way only.

When engine is ordered and not used, half the minimum charge will be made.

The charge will in no case be less than for the total number of passengers carried charged at fares computed at rate and a quarter of the ordinary fares.

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.

The distance which a train has to run empty to commence a service will be charged at the rate of 5s. per mile.

PASSENGERS.

Special trains will be run only at the option of the Railway Department. The Department reserves to itself the right to forward any of its ordinary traffic by the special train, when such train is not loaded to its full capacity, but no reduction of the special-train rates shall be made on account of the train being so utilised by the Department.

SPECIAL TRAINS FOR GOVERNMENT DEPARTMENTS.

Except where otherwise specified, 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: 2s. 6d. per mile for each extra vehicle. A charge of 5s. per mile will be made for each special train required by the Postal Department for conveyance of mails, irrespective of the number of vehicles.

A charge of 5s. per mile will be made for each special train required by the Defence Department for conveyance of passengers: provided that the charge made shall in no case be less than the value of the fares for the total number of passengers carried, computed at the rates of 2d. per mile first class and 1d. per mile second class for the actual distance the passengers travel. In computing fares for return tickets, the mileage is to be counted one way only. Special trains for which two engines are required will be charged double rate.

The minimum charge for a special train required by any Government Department will be £3. 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.

The distance which a train has to run empty to commence a service will be charged at the rate of 2s. 6d. per mile.

Special trains will be run only at the option of the Railway Department. The Department reserves to itself the right to forward any of its ordinary traffic by the special train, when such train is not loaded to its full capacity, but no reduction of the special-train rates shall be made on account of the train being so utilised by the Railway Department.

Public Vehicles.

46. 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.

47. In computing fares, 5 chains and over will be counted as an additional mile; less than 5 chains will be omitted.

LOCAL FARES AND REGULATIONS.

47. 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 2, will apply, except otherwise specified.

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	1 2	0 9	1 4	1 0
"	Te Akeake	1 6	1 0	1 9	1 3
"	Opua	3 0	2 0	3 6	2 6
Taumarere	"	2 3	1 6	2 9	1 10
"	Te Akeake	0 9	0 6	0 11	0 8
Te Akeake	Opua	1 6	1 0	1 9	1 3

PASSENGERS.

WHANGAREI SECTION.

For the purpose of charging fares between Whangarei and Kamo, the distance will be counted as 3 miles.

KAIHU SECTION.

The following fares will be charged :—

Single, first class, 3d. per mile; return, first class, 4½d. per mile.

Single, second class, 2d. per mile; return, second class, 3d. per mile.

Minimum fares: First, single, 6d.; second, single, 4d.; first, return, 9d. second, return, 6d.

Return Tickets will be issued on Saturdays at single fares, available for day of issue only.

AUCKLAND SECTION.

SUBURBAN TRAFFIC.

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

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	0 10	0 6	1 3	0 9
Auckland to or from Morningside	0 10	0 6	1 3	0 10
Auckland to or from Mount Albert	1 0	0 8	1 6	1 0
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 Westfield	1 6	1 0	2 0	1 5
Auckland to or from Otahuhu	1 6	1 0	2 0	1 6
Auckland to or from Papatoitai	2 0	1 6	2 11	2 0
Newmarket to or from Mount Eden	0 5	0 3	0 6	0 4
Newmarket to or from Kingsland	0 7	0 5	1 0	0 8
Newmarket to or from Morningside	0 7	0 5	1 0	0 8
Newmarket to or from Mount Albert	1 0	0 8	1 3	0 10
Newmarket to or from Avondale	1 0	0 9	1 6	1 0
Newmarket to or from Remuera	0 3	0 2	0 6	0 4
Newmarket to or from Green Lane	0 5	0 3	0 6	0 4
Newmarket to or from Te Papapa	1 0	0 8	1 3	0 10
Newmarket to or from Onehunga	1 0	0 9	1 6	1 0
Newmarket to or from Otahuhu	1 4	0 11	1 9	1 2
Newmarket to or from Papatoitai	1 9	1 3	2 5	1 8
Remuera to or from Green Lane	0 3	0 2	0 6	0 4
Remuera to or from Onehunga	1 0	0 9	1 6	1 0
Mount Eden to or from Kingsland	0 4	0 3	0 6	0 4
Mount Eden to or from Morningside	0 5	0 3	0 6	0 4
Mount Eden to or from Mount Albert	0 7	0 5	1 0	0 8
Mount Eden to or from Avondale	0 9	0 6	1 0	0 8

Hot Lakes.

Return excursion tickets, available for three months from date of issue, will be issued from Auckland, Newmarket, Remuera, Ellerslie, Penrose, Onehunga, and Otahuhu, to Rotorua.

Fares: 45s. first class, 30s. second class.

PASSENGERS.

Te Aroha Hot Springs.

The maximum single fare from or to Auckland and Newmarket, to or from Parawai-Thames and intermediate stations, will be 30s. first class, 20s. second class.

Return excursion tickets, available for two months from date of issue, will be issued from Auckland, Newmarket, Remuera, Ellerslie, Penrose, Onehunga, and Otahuhu, to Te Aroha-Thames and intermediate stations; and from Thames, Te Aroha, and intermediate stations to Auckland, Newmarket, Remuera, Ellerslie, Penrose, Otahuhu, and Onehunga.

Fares: 30s. first class, 20s. second class.

Okoroire Hot Springs.

Return excursion tickets, available for two months from date of issue, will be issued from Auckland, Newmarket, Remuera, Ellerslie, Penrose, Onehunga, and Otahuhu, to Okoroire.

Fares: 35s. first class, 22s. 6d. second class.

ROUND TRIPS.

Round-trip tickets, available for two months from date of issue, will be issued as under:—

1. From Auckland to Thames by rail, Thames to Auckland by steamer (or *vice versa*).

Fares: 34s. first class, 26s. second class.

2. From Auckland to Rotorua, and thence to Thames by rail, Thames to Auckland by steamer (or *vice versa*).

First class, 48s.; second class, 32s. 6d.

3. From Auckland to Hangatiki, thence to Rotorua and Thames by rail, Thames to Auckland by steamer (or *vice versa*).

First class, 56s.; second class, 40s.

Issue of series Nos. 2 and 3 will commence on 1st November, 1899.

Holders of above excursion tickets to Te Aroha-Thames and intermediate stations, Rotorua, Okoroire, Hangatiki, Auckland, Newmarket, Remuera, Ellerslie, Penrose, Otahuhu, and Onehunga may break the journey at any station at which the train is timed to stop after travelling ten miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

CONVEYANCE OF FUNERALS FROM AUCKLAND, NEWMARKET, AND MOUNT EDEN TO WAIKOMITI CEMETERY.

Notices for funerals must be sent in writing to the District Traffic Manager of Railways, Auckland, by the Auckland City Treasurer, who will pay all charges.

The accommodation required must be specified in the order.

If a special train is wanted, not less than twelve hours' notice must be given. If the funeral is to be carried by ordinary train, eight hours' notice must be given.

A special carriage and van will be set apart for the conveyance of funerals by the ordinary trains.

Corpses must be loaded at the places provided at Auckland, Newmarket, and Mount Eden twenty minutes before the time of departure of the train by which the funeral is to be conveyed.

For special trains the charges will be according to Regulation 45, Part I. The charge for a special train of one carriage with special van for the corpse will be £8 5s. The charge per corpse by ordinary train will be 10s.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

For the purpose of computing fares for passengers conveyed over the Government Railway, the distance between any two stations shall be determined on the basis of the shorter railway route, provided that—

- (a.) The fares from Wellington-Silverstream and intermediate stations to Ashhurst-Makino Road-Foxton and intermediate stations shall not be less than the fares to Woodville.
- (b.) The fares from Makino Road-Foxton-Ashhurst and intermediate stations to Silverstream-Wellington and intermediate stations shall not be less than the fares from Woodville to any of the latter stations.
- (c.) Except where otherwise specified above, the fares as determined by this regulation shall in no case exceed the through fare chargeable *via* the Wellington and Manawatu Railway Company's line.
- (d.) The fares from and to Wellington-Haywood's and intermediate stations to and from Woodville-Makakahi and intermediate stations shall not exceed the fares Wellington to Woodville.

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PASSENGERS.

For the purpose of computing fares from and to Te Aro, one mile will be added to the distance to or from Wellington.

Return tickets between Wellington and Napier *via* either the Wellington-Manawatu Railway Company's or the Government line will be available for return for two months from date of issue.

Return tickets between Te Aro and Napier will be available for return for two months from date of issue.

For the purpose of charging fares for passengers the distance between Te Aro and Lower Hutt will be counted as nine miles.

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.

NEW PLYMOUTH BREAKWATER LINE.

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

Workers' Commutation Tickets.

Second-class twelve-trip tickets will be issued from Lower Hutt and Petone to Wellington and Te Aro.

These tickets will be available for use by the following trains only:—

7.9 a.m. train from Lower Hutt daily.

11.56 a.m., 1 p.m., 2.20 p.m., 5.12 p.m., and 6.5 p.m. trains from Te Aro daily.

They will be sold only to persons resident in the neighbourhood of the issuing station, and will be available only for use by the purchaser, whose name must be inscribed thereon.

They are available for a fortnight from date of issue.

Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use.

No reduction in charge is made for children.

The tickets are not transferable, and will not be recognised if presented by trains other than those specified.

They will be charged 2s. 6d. each.

WELLINGTON-NAPIER-NEW PLYMOUTH, AND HURUNUI-BLUFF SECTIONS.

The following fares will be charged:—

Between Te Aro and 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.	£ s. d.	£ s. d.	£ s. d.
2 ...	0 0 3	0 0 2	0 0 6	0 0 4
3 ...	0 0 5	0 0 3	0 0 6	0 0 4
4 ...	0 0 7	0 0 5	0 0 9	0 0 6
5 ...	0 0 9	0 0 6	0 1 0	0 0 8
6 ...	0 1 0	0 0 8	0 1 3	0 0 10
7 ...	0 1 2	0 0 9	0 1 6	0 1 0
8 ...	0 1 4	0 0 11	0 1 9	0 1 2
9 ...	0 1 6	0 1 0	0 2 0	0 1 4
10 ...	0 1 9	0 1 2	0 2 3	0 1 6
10 ...	0 1 11	0 1 3	0 2 6	0 1 8

PASSENGERS.

GREYMOUTH-BRUNNER SECTION.

The following fares will be charged for passengers travelling by the New Zealand Midland Railway Company's trains between Greymouth and Brunner :—

Stations.	Single.		Return.	
	First.	Second.	First.	Second.
Greymouth to or from Brunner	s. d. 2 4	s. d. 1 7	s. d. 3 3	s. d. 2 1

The Single Tickets are available only by the New Zealand Midland Railway Company's trains.

The Return Tickets are available as follows : On the outward journey, by the New Zealand Midland Railway Company's trains only ; on the return journey, by either the New Zealand Midland Railway Company's trains or the New Zealand Government Railway trains.

WESTPORT SECTION.

Fares between stations on the Government railway (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch-line will be charged 2d. on each single and 3d. on each return fare in addition to the through ordinary fare.

Commutation Season-tickets.

Commutation season-tickets issued between Westport and stations on the Waimangaroa Branch line will be charged the following rates in addition to the through ordinary rates :—

Single commutation tickets, 50-trip, first class, 3s. ; second class, 2s.

Family commutation tickets, 50-trip, first class, 3s. 6d. ; second class, 2s. 6d.

Workers' commutation tickets, 12-trip, 1s.

PICTON SECTION.

Passengers booked through between Wellington and Blenheim *via* Picton will be charged as follows, for conveyance by rail and steamer.

	First Class.	Second Class.
	s. d.	s. d.
Single	16 0	12 6
Return	20 0	15 0

Single tickets will be available for day of issue only. Return tickets will be available for return for three months from date of issue. First-class fares include saloon steamer passage, second-class fares include steerage steamer-passage

HURUNUI-BLUFF SECTION.

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

- Ashburton and Tinwald, 2 miles.
- Oamaru and Waiareka, 2 miles.
- Dunedin and Ravensbourne, 2 miles.
- „ Burke's, 4 miles.
- „ Sawyer's Bay, 7 miles.
- „ Port Chalmers Lower, 8 miles.
- „ Caversham, 2 miles.
- „ Burnside, 4 miles.
- „ Abbotsford, 5 miles.

PASSENGERS.

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

Stations.	Single.		Return.	
	First.	Second.	First.	Second.
Ravenstourne	s. d. 0 5	s. d. 0 3	s. d. 0 6	s. d. 0 4
Burke's	0 9	0 6	1 0	0 8
St. Leonard's	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

For the purpose of charging season and commutation tickets the distance between Pelichet Bay and Burke's will be counted as three miles, between Pelichet Bay and St. Leonard's as four miles, and between Pelichet Bay and Port Chalmers as seven miles.

The following fares will be charged between Cattle-yards and the stations named:—

Stations.	Single.		Return.	
	First.	Second.	First.	Second.
Dunedin	s. d. 0 8	s. d. 0 5	s. d. 1 0	s. d. 0 7
Caversham	0 6	0 3	0 9	0 4

For the purpose of charging season and commutation tickets the distance between Dunedin and Cattle-yards will be counted as three miles.

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

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

Bluff and Ocean Beach.

Return excursion tickets will be issued from Invercargill, Clyde Street, Kew, Clifton, and Woodend, to Bluff and Ocean Beach, by the 9.15 a.m., 11.25 a.m., and 1.45 p.m. trains on Wednesdays, between 1st November and 30th April, available for day of issue only. Fares: 2s. 6d. first class, 1s. 6d. second class.

Hanmer Plains Hot Springs.

Return excursion tickets for the through journey by rail and coach to Hanmer Plains will be issued from Dunedin and Invercargill daily throughout the year, and from Christchurch, Papanui, and Kaiapoi daily between October and April, and on Tuesdays, Thursdays, and Saturdays between May and September, available for return for two months from date of issue.

Return through fare by rail and coach, first-class:—

	£	s.	d.
From Christchurch, Papanui, and Kaiapoi ... ..	...	1	10 0
" Dunedin ... ..	...	4	2 6
" Invercargill ... ..	...	5	15 0

The journey may be broken at any station at which the train is timed to stop after travelling ten miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

Through Booking to Mount Cook.

Return excursion tickets for the through journey by rail to Fairlie, thence by coach to Mount Cook Hermitage, returning *via* Kurow or Fairlie, or by rail to Kurow, thence by coach to Mount Cook Hermitage, returning *via* Fairlie, will be issued between the 1st November and 31st March, available for return for two months from date of issue (subject to the coach portion of the journey being completed on or before 30th April).

	Return Fares	
	(including Coach-fares).	
	First Class.	Second Class.
From Dunedin	£5 5 0	£4 12 6
" Christchurch	4 15 0	4 7 6

PASSENGERS.

The journey may be broken at any station at which the train is timed to stop after travelling twenty-five miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

Cold Lakes and the Glacial District of Otago.

Return excursion tickets, available for two months from date of issue, will be issued between 1st November and 31st March, as under:—

To Kingston, Lake Wakatipu (including saloon steamer-passage, Kingston to Queenstown and back):—

From	First Class.	Second Class.
	£ s. d.	£ s. d.
Christchurch (<i>via</i> Waimea line or Invercargill) ...	5 12 6	4 0 0
Dunedin (<i>via</i> Waimea line only) ...	2 10 0	2 0 0
Dunedin (<i>via</i> Waimea line or Invercargill) ...	2 17 6	2 5 0
Invercargill (<i>via</i> Kingston line only) ...	1 12 6	1 5 0
Invercargill (<i>via</i> either Kingston, or Gore and Waimea line)	2 0 0	1 10 0

To Pembroke, Lake Wanaka (including saloon steamer-passage, Kingston to Queenstown and back, and coach, Queenstown to Pembroke and back):—

From Dunedin (*via* Waimea line only), 70s. (first class).

The journey may be broken at any station at which the train is timed to stop after travelling twenty-five miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

Round-trip Tours through Central Otago.

Round-trip tickets, available for two months from date of issue, will be issued between 1st November and 31st March, as under:—

No.	Route.	First-class Fare.*
1.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Lawrence; or <i>vice versa</i> ...	£ s. d. 4 15 0
2.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Lawrence; or <i>vice versa</i> ...	4 0 0
3.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Ranfurly; or <i>vice versa</i> ...	5 10 0
4.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Ranfurly; or <i>vice versa</i> ...	4 10 0

* Including steamer and coach-fares.

The journey may be broken at any station at which the train is timed to stop after travelling twenty-five miles from the original starting-station, provided the specified time for which the tickets are available is not exceeded.

Excursions to Taieri Beach via Henley.

Return excursion tickets from Dunedin to Taieri Beach *via* Henley will be issued to parties of not less than twenty adults, on any week-day (Saturdays and general holidays excepted) between 1st November and 31st March:—

Fare: First class (rail and steamer), 5s.

Return excursion tickets from Dunedin to Taieri Beach will be issued on Saturdays, between 1st November and 31st March:—

Fare: First class (rail and steamer), 6s.

Taieri Beach tickets are available for day of issue only.

LUGGAGE, PARCELS, HORSES, ETC.

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

Passengers' Luggage.

Passengers' luggage received, held, or conveyed by railway will be subject to the following conditions:—

1. Luggage shall be designated as follows:—
 - (a.) Unchecked luggage—*i.e.*, packages of every description which are conveyed as passengers' luggage, and which are not checked as hereinafter provided;
 - (b.) Checked luggage—*i.e.*, packages of every description for which the passenger holds a luggage-check as hereinafter provided.
2. Passengers may, at their option, have luggage checked between any two stations at which there are officers in charge, and such checked luggage will thereafter be held and conveyed at the risk of the department, subject to the following regulations:—
 3. Each package must be distinctly addressed with the name of the passenger and the station to which he is proceeding; and if it is desired to check the luggage, the person delivering it must obtain a check for each package delivered.
 4. Luggage to be checked must be delivered at the railway-station from which the passenger is proceeding at least fifteen minutes, and luggage not required to be checked at least ten minutes, before the advertised time of departure of the train by which it is to be conveyed, or the department will not be responsible for its despatch. Luggage (whether checked or unchecked) on which excess rates are payable must be delivered at the railway-station at least thirty minutes before the advertised time of departure of the train by which it is to be forwarded, or the department will not be responsible for its despatch.
 5. The checks obtained for the luggage must be surrendered by the person who takes delivery of the luggage at destination.
 6. Except as hereinafter provided, no package of checked luggage will be delivered until the check has been surrendered. The department will not be responsible for any loss or inconvenience that may arise through the failure of passenger or his agent to produce the necessary check.
 7. All charges on luggage which exceeds the weight specified in regulation No. 22, or consists of articles which are not allowed by these regulations to be carried free, must be prepaid, and the person delivering such luggage must obtain an excess-luggage ticket as a receipt for the charges paid, such ticket to be given up when the luggage is claimed. Passengers who fail to produce excess tickets for luggage on which excess charges are payable will be required to pay such charges before the luggage is delivered.
 8. Passengers are not bound to see personally to the checking or excessing of their luggage, nor, except as provided in clause 9, to attend in person to obtain delivery of their luggage, but may arrange for any person, other than a railway employé, to act on their behalf; the department, however, reserves to itself the right to demand the production of the passenger's ticket whenever it may deem such a step to be necessary, and to decline to accept any luggage for transit until such demand has been complied with.
 9. Owners of luggage for stations at which there are no officers in charge must in all cases present themselves at the Guard's van while the train is standing at the station, and claim and take delivery of their luggage, failing which, the luggage shall be treated as "lost luggage," and taken to the next officered station and there stored at the risk and expense of the owner.
 10. Any person losing a luggage-check may be required to make a statutory declaration setting forth the number of the check lost, the number and description of the packages claimed, to indemnify the department against loss for wrong delivery, and to furnish such other proofs of ownership of luggage as the Railway Department may require, before such luggage shall be delivered. Should the proofs of ownership or the indemnity be deemed by the Railway Department to be insufficient, delivery of the luggage will be withheld, and the Railway Department shall not be liable for any inconvenience or loss suffered in consequence thereof.

LUGGAGE, PARCELS, HORSES, ETC.

11. Luggage will not be delivered at any station short of the destination to which it is addressed and labelled. Passengers who desire to break the journey *en route* must have their luggage labelled to the station at which they intend to take delivery.

12. No luggage will be allowed to be taken into carriages unless it can be placed under the seat without inconvenience to other passengers.

13. Railway employes are not permitted to act as agents, or to undertake the charge of or accept responsibility in respect to luggage left temporarily at a station unless the luggage has been booked and placed in the cloak-room.

14. Unchecked luggage will be carried solely at the risk of the owner.

15. The department does not undertake to forward luggage of any description by any particular train, and will not be responsible for any luggage or parcels improperly left about the station premises. Luggage left at a station should be placed in the cloak-room.

16. Checked luggage not claimed within twelve hours of arrival at destination will be placed in the cloak-room and charged accordingly. Unchecked luggage not claimed immediately on arrival at destination will be treated as lost luggage, and charged accordingly.

17. The department reserves to itself the right to refuse any articles which, from their bulky or objectionable character, it is inexpedient to carry as passengers' luggage. Packages exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance as passengers' luggage; such packages must be consigned, and will be conveyed and charged as goods.

18. Luggage, the property of passengers who are booked to a station beyond the terminus of the train by which they are travelling, may be labelled direct to destination shown on passenger's ticket, and be stored free of charge from time of arrival at the station where break of journey is necessitated until time of departure therefrom of the first available through train by which passenger can proceed direct to destination.

19. ORDINARY PASSENGERS will be allowed to take with them, free of charge, 112 lb. weight, consisting either of *bond fide* personal luggage, tourists', sportsmen's, or artists' gear, or any goods (except furniture and bulky musical instruments) which they may purchase *bond fide* for their own domestic use.

20. WORKPEOPLE will be allowed to take free of charge up to 112 lb. weight of work-tools, or work which they do at their homes. When the weight exceeds 112 lb. excess-luggage rates must be paid.

21. No luggage will be allowed free to excursionists by day trips, but excursionists travelling by excursions extending over more than one day will be allowed to take with them, free of charge, 112 lb. of *bond fide* personal luggage.

22. In no case shall the aggregate weight carried free with any one passenger exceed 112 lb.

23. For every 56 lb. or fraction of 56 lb. above the weight allowed, for every fifty miles or fraction of fifty miles, the charge will be 1s.

24. COMMERCIAL TRAVELLERS will each be allowed to take 112 lb. weight of luggage, including weight of two sample bicycles, packed, free of charge. For every 56 lb. or fraction of 56 lb. above this weight, for every 50 miles or fraction of 50 miles, the charge will be 6d. The maximum quantity which will be carried at this rate is 10 cwt.; 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 (Class B). Packages exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance as passengers' luggage.

25. THEATRICAL COMPANIES' luggage will be conveyed as follows:—

Companies of not less than 6 and not more than 24 adult passengers will be allowed to take free of charge 1½ cwt. of effects for each adult ticket held. Companies of not less than 25 and not more than 49 adult passengers will be allowed one four-wheeled truck of effects, and companies of 50 adult passengers and upwards will be allowed two four-wheeled or one double-bogie truck of effects free of charge. Luggage in excess of the quantities specified will be charged 6d. for every 56 lb. or fractional part thereof for every 50 miles or fraction of 50 miles, or may be consigned and forwarded by goods trains at half-rate (Class B). All loading and unloading must be done by owners at their own risk and responsibility.

Bicycles, Tricycles, Velocipedes, and Perambulators.

Bicycles, tricycles, or velocipedes accompanying passengers must be fully and legibly addressed with the name and destination of passenger, and be at the railway-station at least ten minutes before the advertised time of departure of the train by which they are to be carried.

The Department will not be responsible for bicycles, tricycles, velocipedes, or perambulators improperly left about the station premises.

LUGGAGE, PARCELS, HORSES, ETC.

Bicycles accompanying passengers will be charged at the following rates for each machine seated to carry one rider only :—

	s.	d.
Not exceeding 12 miles... ..	0	3
Above 12 miles and not exceeding 25 miles	0	6
Above 25 miles and not exceeding 50 miles	1	0
Each additional 50 miles, or fraction thereof	0	3

Bicycles seating more than one rider will be charged full rates as above for the first seat, and half rates additional for each seat after the first.

Tricycles or velocipedes, when accompanying passengers, will be charged double the rates for single-seated bicycles.

Each passenger will only be allowed to take one bicycle, tricycle, or velocipede at these rates. The charges must be prepaid in all cases.

Each passenger will be allowed to take one perambulator as "personal luggage," free of charge.

Season Tickets for bicycles accompanying passengers will be issued at the following rates for each bicycle seated to carry one rider only: For distances not exceeding twelve miles—12 months, 5s. 6d.; 6 months, 3s.; 3 months, 1s. 6d.

Bicycle Season Tickets for distances not over twelve miles will be issued at half the above rates for three-monthly tickets to students and scholars who are holders of School Season Tickets, and whose age does not exceed twenty years. They will be available for three months from date of issue, and for use when holders are travelling to or from school only.

Annual Tickets for bicycles, accompanying passengers, available over the whole of the New Zealand Government railways for one year from date of issue, will be charged £10 for each bicycle seated for one rider only. These tickets are not available on the New Zealand Midland Railway Company's lines nor for travel by the company's trains between Greymouth and Brunner.

Bicycle Season Tickets must be produced at destination before the bicycle is delivered. They are not transferable.

SAMPLE BICYCLES.—Commercial travellers representing recognised bicycle agencies established in New Zealand will be allowed to carry with them as commercial travellers' luggage two sample bicycles packed in cases. All sample bicycles in excess of this number will be charged at the parcels rates for bicycles.

BICYCLE CRATES.—A charge of 6d. will be made for each crate or canvas bag supplied by the Railway Department for the protection of bicycles to be conveyed by rail, but when such crates or bags are supplied they must not be removed from the railway premises. The Railway Department reserves to itself the right to decline any application for supply of bicycle crates or bags.

Lost Luggage.

Luggage left in a train will be charged for booking as lost luggage, at per package, in addition to cloak-room charges	s.	d.
Maximum charges per package	2	6

Lost luggage, if not claimed within three months, may be sold.

The platform will be cleared after each train, and all property found will be treated as lost luggage.

Left Luggage.

Luggage left in the Cloak-room will be charged, for the first day, per parcel not exceeding 56 lb. in weight	s.	d.
Ditto, over 56 lb., and not over 112 lb.	0	4
Ditto, over 112 lb.	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.

Commercial travellers' samples arriving by train, or sent to railway-stations for despatch by train, may be left in the cloak-room overnight, and stored free of charge up to eighteen hours, after which time full rates will be charged.

Checked luggage not claimed on arrival at destination will be stored free for twelve hours from time of arrival, after which time full storage rates will be charged.

Any luggage not claimed within three months may be sold.

The Department reserves the right to refuse any package which it may deem offensive or objectionable.

When passengers who have deposited their luggage in cloak-rooms require to remove one or more of the articles so left (leaving the remainder until a future occasion) the storage due on the articles removed must be paid, the cloak-room ticket held by the passenger, and also the butt of ticket, must be indorsed showing what articles have been removed, depositor's signature being taken on the butt.

LUGGAGE, PARCELS, HORSES, ETC.

Any additional charge accruing upon the articles left for the longer period must be paid when those articles are taken away.

Left-luggage Tickets must be given up on demand to any officer of the New Zealand Government Railways.

The liability of the Minister for loss or damage is limited by the 189th section of "The Public Works Act, 1894," to a sum not exceeding £10 in respect to each package of left luggage.

Left Parcels.

Left-parcels labels, of the value of 2d. each, may be obtained upon application at the principal stations, which, when attached to parcels not exceeding 28lb. weight sent to the station, and delivered to the person in charge of the Cloak-room, will entitle the bearer of the duplicate to receive the parcel at the Cloak-room on application. A further charge of 1d. per day will be made after the day on which it is left. Any parcel not claimed within three months may be sold.

The liability of the Minister for loss or damage is limited by the 189th section of "The Public Works Act, 1894," to a sum not exceeding £10 in respect to each left-parcel.

Parcel Rates.

Weight.	Not exceeding				Over 200 Miles.
	30 Miles.	50 Miles.	100 Miles.	200 Miles.	
	s. d.	s. d.	s. d.	s. d.	s. d.
3 lb. ..	0 6	0 6	0 6	0 6	0 6
7 lb. ..	0 6	0 6	1 0	1 0	1 0
14 lb. ..	0 6	0 9	1 0	1 6	2 0
28 lb. ..	0 9	1 0	1 6	2 0	3 0
56 lb. ..	1 6	2 0	2 6	3 9	5 0
84 lb. ..	2 0	2 9	3 6	5 6	7 6
112 lb. ..	2 6	3 3	4 0	6 6	10 0

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, Wellington, Te Aro, Christchurch, Dunedin, or Invercargill.

Cut flowers, packed in baskets, hampers, or boxes, will be charged half parcels rates; minimum, 6d.

Parcels containing or consisting of the following articles will be charged rate and a quarter:—

Artificial flowers,	Hand-carts,
Basketware,	Hat-boxes, paper,
Basket-chairs,	Kapok in parcels, mattresses, or other packages,
Bath-chairs,	Pasteboard boxes containing millinery, feathers, and other goods liable to damage by crushing,
Bicycles packed in cases,	Perambulators,
Bicycle-wheels,	Picture-frames and mouldings,
Birds in cages,	Racecourse-stalls,
Bonnet-boxes, paper,	Tricycles, and tricycle-wheels.
Cases of stuffed birds and animals,	
Dress-stands,	
Glass and china, except druggists' bottles,	

Bicycles, complete, not packed in cases, to seat one rider, each machine to be charged as 28 lb., rate and a quarter. For every seat after the first, on each machine seating more than one rider, 50 per cent. additional to be charged.

Parcels containing or consisting of the following articles will be charged double rate:—

Bank-notes,	Fuze,
Bills of exchange,	Jewellery,
Canoes,	Plate, gold or silver,
Cash,	Stamps,
Coin,	Valuable documents.
Crackers, Chinese, in packages not exceeding 14 lb.,	

The maximum weight of Chinese crackers carried through Parcels Department by any one train will be 14 lb.

Dangerous goods, other than Chinese crackers (as above), safety small-arm cartridges, and fuze, will not be accepted for carriage through Parcels Department.

LUGGAGE, PARCELS, HORSES, ETC.

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, dead hares, birds in cages, live and dead poultry, meat, bread, butter, eggs, cheese, vegetables, flowers, plants, shrubs, seeds, fruit, and ice from one consignor to one consignee, which will be charged upon the gross weight.

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

Parcels over 1 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.

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.

Library Exchanges.

Books forwarded for exchange to and from subscribers to recognised circulating libraries only will be carried at one-quarter parcel rates, with a minimum charge of 2d., under the following conditions, viz. :—

- (1.) The sender's name must be legibly inscribed on each parcel.
- (2.) Each parcel must be open at both ends.
- (3.) Each parcel must be declared on the consignment-note to contain books only.

Newspapers and Stereotype Casts.

Newspapers (published at intervals not exceeding seven days), periodicals (published at intervals not exceeding one month), and stereotype casts and type set up for reproduction purposes (consigned by or to newspaper proprietors) will be conveyed subject to the following regulations, viz. :—

Packages of newspapers and periodicals must be open at both ends.

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

The packages must be prepaid by affixing stamps, which can be obtained from the Railway 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 Department 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," "Stereotype Casts only," as the case may be.

The Department reserves the right to open and examine packages.

Rates.

Lbs.	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

Single newspapers will be conveyed, irrespective of distance, at the uniform charge of $\frac{3}{4}$ d. per copy, otherwise at the scale preceding.

LUGGAGE, PARCELS, HORSES, ETC.

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, either set up or in pieces, each	10 0	0 3
Four-wheeled " " " "	10 0	0 4

Entire horses, not otherwise specified, will be charged rate and a half, but if allowed to travel in the same horse-box with an additional horse belonging to the same owner ordinary rates will be charged.

Stallions travelling on circuit for stud purposes during the breeding season, whether requiring the exclusive use of a horse-box or not, will be charged from station to station at the same rate as an ordinary horse, provided a satisfactory certificate in the following form, signed by the owner or groom in charge, is indorsed on the consignment-note: "I hereby certify that the stallion entered hereon is travelling from station to station for breeding purposes only."

Entire race-horses, travelling to and from race-meetings, not requiring a separate box will be charged at the ordinary rate for horses; if a separate box is insisted upon by the owner, rate and a half will be charged.

Shetland ponies, foals one year old and under, mules, and asses, half-rate.

Horses, Shetland and polo ponies, foals, mules, asses, and hounds may be sent in cattle-trucks, at rates charged for cattle in truck-loads; but, if so charged, the Department will reserve the right to forward by goods trains if inconvenient to do so by passenger or mixed trains.

Horses, Shetland and polo ponies, foals, mules, and asses, when loaded in cattle-trucks, may be charged at the rates for cattle in truck-loads, or at the rate for horses in horse-boxes if cheaper.

Horses will not be delivered at a station short of the destination to which booked, except where an overnight break of journey is necessitated by the train service.

The Department reserves to itself the right to load horse-boxes to their full carrying capacity.

When two or more carriages, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled truck they will be charged full rates for the first carriage and half rates for each additional carriage. Where carriages loaded in a four-wheeled truck comprise four-wheeled and two-wheeled vehicles, a four-wheeled carriage must be considered to be the first carriage, and full rates charged thereon, the remaining carriages being charged half rates for four-wheeled or two-wheeled carriages respectively.

A double-bogie truck will be treated as two four-wheeled trucks.

Carriages sent on hire or for repairs, and so consigned, also carriages on loan sent to be used in place of other carriages under repair, will, if returned within three months from the original consignee and receiving station to the original consignor and sending station, be carried back at half the ordinary rates. A certificate in the following form, signed by the consignor, must be attached to the consignment note: "I hereby certify that the consigned by me to station was conveyed by rail from* to† on‡

Old carriages exchanged for new carriages will be charged full ordinary rates going from the owner to the coachbuilder. If a new carriage is sent from the same coachbuilder to the same owner and between the same points within three months it will be charged the ordinary rate, but one-half of the railway-rate paid for conveyance of the old carriage from the owner to the coachbuilder will be refunded.

Carriages conveyed under any of the foregoing conditions will be carried at owners' risk.

Requisitions for horse-boxes and carriage-trucks must be made the day before they are wanted.

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

* Insert here name of original sender and sending station. † Insert here name of original consignee and receiving station. ‡ Insert date.

LUGGAGE, PARCELS, HORSES, ETC.

means of securing them in the horse-box, and the Railway Department will not be responsible for any injuries sustained through their breaking loose or otherwise, nor will it undertake to carry unbroken or vicious horses.

Dogs.

Dogs must be distinctly addressed with the name of consignee and the station to which they are proceeding. 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. Owners must see their dogs safely placed in the train, and take delivery of them immediately on arrival at destination. Dogs not secured in hampers, crates, boxes, or sacks must be provided with efficient chains and collars, or other means of securing them.

The charge for conveyance of dogs, whether loose or packed in hampers, crates, boxes, or sacks, for every 25 miles or fractional part of 25 miles, will be, for the first twelve dogs, per head...

The maximum charge per head	5	0
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Each additional dog above twelve will be charged half-rates.

The charges on dogs must be prepaid.

Calves, Sheep, Goats, and Pigs (such as are ordinarily sent to market for consumption), Stud Pigs not exceeding £3 in Value, Puppies, 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.

Stud Stock for Breeding Purposes.

Valuable stallions, brood mares, cattle, sheep, pigs, and dogs consigned for breeding purposes will, if returned within one month from the original consignee and receiving station to the original consignor and forwarding station, be conveyed back free of charge, provided that satisfactory certificates in the following form, and signed by the consignor, are indorsed on the consignment notes:—

On Outward Journey,—

(a.) "I hereby certify that the * entered hereon is proceeding to for stud purposes only."

Homeward Journey,—

(b.) "I hereby certify that the * entered hereon has been used solely for stud purposes, and that it was conveyed by rail from † to ‡ on §"

* Insert "stallion," "brood mare," "ram," &c., as required. † Insert name of original consignor and sending station. ‡ Insert name of original consignee and receiving station. § Insert date.

Homing-pigeons.

Homing-pigeons, and crates, in connection with pigeon-flying and pigeon-fanciers' clubs, will be conveyed free of railway charge, at owners' risk and at the convenience of the Department. The Department will not be liable for loss of or damage to pigeons or crates. All loading is to be done by owners, who must take all responsibility in connection therewith.

Fruit and Vegetables.

The maximum charges for fruit and vegetables, fresh, New-Zealand-grown, packed, whether conveyed as Excess Luggage or as Parcels, will be as follows for any distance:—

	s.	d.
Not exceeding 56 lb.	0	6
Over 56 lb., but not exceeding 112 lb.	1	0
For each additional 56 lb., or fraction thereof, above 112 lb.	0	6

In addition, a charge of 3d. for each cwt., or part of a cwt., will be made for fruit and vegetables, charged at these maximum rates, consigned as Parcels to Auckland, Wellington, Te Aro, Christchurch, Dunedin, or Invercargill.

Returned empty fruit and vegetable packages will be carried free.

Game, Dead Hares, Dead Rabbits, and Fresh Fish.

The maximum charges for game, dead hares, dead rabbits, and fresh fish will be as follows for any distance:—

	s.	d.
Not exceeding 7 lb.	0	6
Over 7 lb., but not exceeding 14 lb.	1	0
Over 14 lb., but not exceeding 28 lb.	1	6

LUGGAGE, PARCELS, HORSES, ETC.

In addition, a charge of 3d. for each 28 lb., or part of 28 lb., will be made for game, dead hares, dead rabbits, and fresh fish, charged at these maximum rates, consigned to Auckland, Wellington, Te Aro, Christchurch, Dunedin, or Invercargill.

Milk.

For distances of not more than 11 miles	...	...	...	½d. per gallon.
For distances over 11 miles but not over 21 miles	...	...	...	¾d. "
For distances over 21 miles but not over 31 miles	...	...	...	1d. "
For each additional 30 miles or fraction thereof over 31 miles	...	...	...	¼d. "

Milk consigned to butter-factories, and to and from creameries, will be charged ½d. per gallon for distances of 15 miles and under, and ¼d. per gallon for the next 15 miles, and ¼d. per gallon for each additional 30 miles or fraction thereof.

Milk consigned to cheese-factories for cheese-making and to *bond fide* milk-condensing factories for the manufacture of condensed milk will be charged ¾d. per gallon for distances of 15 miles and under, and ¼d. per gallon for the next 15 miles, and ¼d. per gallon for each additional 30 miles or fraction thereof; provided that the consignment-note is indorsed by the consignor that the milk is *bond fide* for cheese-making or milk-condensing purposes, as the case may be.

Minimum charge, 6d.

Empties will be returned free.

Where milk is sent by rail to dairy factories, and the consignors of the milk have their skim-milk sent back to them, the skim-milk will be conveyed free of charge in the cans returning from the factory.

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.

Sixpence per mile. Minimum, £1.

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

Miscellaneous.

When goods, live-stock, parcels and luggage specified in Part V. as at "owners' risk" are charged at the ordinary rates, such goods, live-stock, parcels and luggage 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 following limitations, 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 189th section of "The Public Works Act, 1894," the liability of the Minister for loss or damage is limited in respect to certain classes of goods termed "Special Goods," unless such goods are declared by the consignor to be "Special Goods," and the value is stated in the consignment-note.

The following are the limitations in value, viz. :—				£	s.	d.
Each horse, per head	...	...	...	15	0	0
" cattle	...	...	...	8	0	0
" sheep, goat, pig, or other quadruped, not otherwise specified, per head	...	...	...	0	15	0
" dog, per head	...	...	...	2	0	0
Poultry, or other birds, per head	...	...	...	0	3	6
Any package containing any special goods not otherwise specified	...	...	...	10	0	0

Goods declared to be "Special Goods" are specified in Part V. Any package or animal which exceeds in value the sum of £500 is also declared to be "Special Goods," and will be carried under special contract only. When goods are declared in the consignment-note to be "Special Goods," and the value is also stated therein, a charge of 1 per cent. on such value will be made for insuring the same, except in the case of horses or other live-stock, for which the charge for insurance shall be 5 per cent. on the declared value. The value of each package must be separately stated.

The Minister reserves the right to inspect all goods, live-stock, parcels and luggage before insuring or accepting same for transit. For this purpose, if considered necessary, any package must be opened by the sender at his own expense.

In computing rates and charges 5 chains and over will be taken as an additional mile; less than 5 chains will be omitted.

LUGGAGE, PARCELS, HORSES, ETC.

LOCAL RATES AND REGULATIONS.

Except as hereinafter provided, luggage, parcels, horses, &c., will be conveyed at the rates, and subject to the general regulations, specified in Part II.

WHANGAREI SECTION.

Horses, Shetland and polo ponies, foals, mules, and asses conveyed between Opau and Whangarei will be charged as a truck, Class M, or at the rates for cattle in small lots as specified in Regulation 7, Part III., of Scale of Charges.

Two-wheeled carriages will be charged at the rate of 1s. per mile for the first 10 miles, and 3d. per mile for each additional mile. Four-wheeled carriages will be charged at the rate of 1s. per mile for the first 10 miles, and 4d. per mile for each additional mile. Minimum charge in each case, 5s.

AUCKLAND SECTION.

Parcels, horses, and dogs booked through between stations on the Auckland Section and ports on the Kaipara will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Helensville as specified in Parts II. and VI. hereof :—

Parcels not exceeding—

3lb.	7lb.	14lb.	28lb.	56lb.	84lb.	112lb.
s. d. 0 6	s. d. 0 6	s. d. 1 0	s. d. 1 3	s. d. 1 6	s. d. 1 6	s. d. 1 6

Horses, Carriages, and Dogs.

	s. d.
Horse, one only	15 0
Horses, two or three belonging to the same owner, each...	13 6
Horses, in lots over three, by special arrangement.	
Carriages, two-wheeled, either set up or in pieces, each...	10 0
Carriages, four-wheeled,	15 0
Dogs, each	1 0

All charges on parcels, horses, carriages, or dogs consigned to ports on the Kaipara, or from ports on the Kaipara to Flag-stations on the Auckland Section, must be prepaid.

These charges are exclusive of the cost of transshipment and delivery on the Dargaville-Tangiteroria service.

Horses for Paparua and Maungaturoto are accepted for delivery at Pahi and, Whakapirau only.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

For the purpose of computing the charges on luggage, parcels, horses, carriages and dogs conveyed over the Government Railway, the distance between any two stations shall be determined on the basis of the shorter railway route, provided that the rates and charges as determined under this regulation shall in no case exceed the through rates and charges *via* the Wellington-Manawatu Railway Company's line.

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.

Cream consigned from or to creamery at Marton to or from butter factory or creamery at Waverley will be charged 1d. per gallon.

New Plymouth Breakwater Line.

Carriages and buggies conveyed between New Plymouth Breakwater and New Plymouth Station will be charged as follows :—

For each two-wheeled vehicle	s. d. 5 0
For each four-wheeled vehicle	7 6

PICTON SECTION.

Parcels booked through between Wellington and stations on the Picton Section, landed at or shipped from Picton, will be charged at the following through rates for conveyance by rail and steamer, including wharfage at Picton :—

Not exceeding 14 lb.	s. d. 2 0
Over 14 lb. and not exceeding 28 lb.	2 6

GOODS.

PART III.—GOODS.
CLASSIFIED RATES.

Dis- tance.	A.	B.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	4 6	4 0	4 0	4 0	2 3	7 0	1 0
2	4 6	4 0	4 0	4 0	2 6	7 0	1 0
3	4 6	4 0	4 0	4 0	2 6	7 0	1 0
4	4 6	4 0	4 0	4 0	2 6	7 0	1 0
5	5 0	4 6	4 4	4 2	2 6	7 6	1 0
6	5 6	5 0	4 9	4 6	2 6	8 0	1 0
7	6 0	5 6	5 2	4 10	2 6	8 6	1 0
8	6 6	6 0	5 7	5 2	2 6	8 6	1 0
9	7 0	6 6	6 0	5 6	2 6	9 0	1 0
10	7 6	7 0	6 5	5 10	2 6	9 0	1 0
11	8 0	7 6	6 10	6 2	2 6	9 0	1 1
12	8 6	8 0	7 3	6 6	2 6	9 0	1 2
13	9 0	8 6	7 8	6 10	2 8	10 0	1 3
14	9 6	9 0	8 1	7 2	2 10	10 6	1 5
15	10 0	9 6	8 6	7 6	3 0	11 0	1 6
16	10 8	10 0	8 11	7 10	3 2	11 6	1 7
17	11 4	10 6	9 4	8 2	3 3	12 0	1 8
18	12 0	11 0	9 9	8 6	3 5	12 6	1 9
19	12 8	11 6	10 2	8 10	3 6	13 0	1 10
20	13 4	12 0	10 7	9 2	3 8	13 6	1 11
21	14 0	12 6	11 0	9 6	3 10	14 0	2 0
22	14 8	13 0	11 5	9 10	3 11	14 6	2 2
23	15 4	13 6	11 10	10 2	4 1	15 0	2 3
24	16 0	14 0	12 3	10 6	4 2	15 6	2 4
25	16 8	14 6	12 8	10 10	4 4	16 0	2 5
26	17 4	15 0	13 0	11 2	4 6	16 6	2 6
27	18 0	15 6	13 5	11 6	4 7	17 0	2 7
28	18 8	16 0	13 9	11 10	4 9	17 6	2 8
29	19 4	16 6	14 2	12 2	4 10	18 0	2 9
30	20 0	17 0	14 6	12 5	5 0	18 6	2 11
31	20 8	17 6	14 11	12 8	5 2	18 9	3 0
32	21 4	18 0	15 3	12 11	5 3	19 0	3 1
33	22 0	18 6	15 8	13 2	5 4	19 3	3 2
34	22 8	19 0	16 1	13 5	5 5	19 6	3 3
35	23 4	19 6	16 6	13 8	5 6	19 9	3 4
36	24 0	20 0	16 11	13 11	5 7	20 0	3 5
37	24 8	20 6	17 4	14 2	5 8	20 3	3 6
38	25 4	21 0	17 9	14 5	5 9	20 6	3 8
39	26 0	21 6	18 2	14 8	5 10	20 9	3 9
40	26 6	22 0	18 7	14 11	5 11	21 0	3 10
41	27 0	22 6	19 0	15 2	6 0	21 3	3 11
42	27 6	23 0	19 5	15 5	6 1	21 6	4 0
43	28 0	23 6	19 10	15 8	6 2	21 9	4 1
44	28 6	24 0	20 5	15 11	6 3	22 0	4 2
45	29 0	24 6	20 10	16 2	6 4	22 3	4 3

GOODS.

PART III.—GOODS.
CLASSIFIED RATES.

Distance.	H.	K.	M.	N.	P.	Q.
Miles.	Double-dumped, per Bale.	Per 100 Super-ficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	1 9	0 8	15 0	2 6	2 6	1 9
2	1 9	0 8	15 0	2 6	2 6	1 9
3	1 9	0 8	15 0	2 6	2 6	1 9
4	1 9	0 8	15 0	3 6	2 6	1 9
5	1 9	0 8	15 0	3 6	2 6	1 9
6	1 9	0 8	15 0	3 6	2 6	1 9
7	1 9	0 8	15 0	3 6	2 6	1 9
8	1 9	0 8	15 0	3 6	2 6	1 9
9	1 9	0 8	15 0	3 6	2 6	1 9
10	1 9	0 8	15 0	3 6	2 6	1 9
11	1 11	0 9	15 0	3 6	2 6	1 9
12	2 1	0 10	15 0	3 6	2 6	1 9
13	2 2	0 11	15 0	3 8	2 8	1 11
14	2 6	1 0	15 0	3 10	2 10	2 0
15	2 8	1 1	15 0	4 0	3 0	2 2
16	2 9	1 2	15 0	4 2	3 2	2 3
17	2 11	1 3	15 0	4 4	3 3	2 5
18	3 1	1 3	15 0	4 6	3 5	2 6
19	3 3	1 4	15 0	4 8	3 6	2 8
20	3 4	1 4	15 0	4 10	3 8	2 9
21	3 6	1 5	15 6	5 0	3 10	2 11
22	3 10	1 5	16 0	5 2	3 11	3 0
23	3 11	1 5	16 6	5 4	4 1	3 2
24	4 1	1 6	17 0	5 6	4 2	3 3
25	4 3	1 6	17 6	5 8	4 4	3 4
26	4 5	1 6	18 0	5 10	4 6	3 5
27	4 6	1 7	18 6	6 0	4 7	3 6
28	4 8	1 7	19 0	6 2	4 9	3 7
29	4 10	1 7	19 6	6 4	4 10	3 8
30	5 1	1 8	20 0	6 6	5 0	3 9
31	5 3	1 8	20 6	6 8	5 2	3 10
32	5 5	1 8	21 0	6 10	5 3	3 11
33	5 7	1 9	21 6	7 0	5 5	4 0
34	5 8	1 9	22 0	7 2	5 6	4 1
35	5 10	1 9	22 6	7 4	5 8	4 2
36	6 0	1 10	23 0	7 6	5 10	4 3
37	6 2	1 10	23 6	7 8	5 11	4 4
38	6 5	1 10	24 0	7 10	6 1	4 5
39	6 7	1 11	24 6	8 0	6 2	4 6
40	6 9	1 11	25 0	8 2	6 4	4 7
41	6 10	1 11	25 6	8 4	6 6	4 8
42	7 0	2 0	26 0	8 6	6 7	4 9
43	7 2	2 0	26 6	8 8	6 9	4 10
44	7 4	2 0	27 0	8 10	6 10	4 11
45	7 5	2 1	27 6	9 0	7 0	5 0

GOODS.

CLASSIFIED RATES—continued.

Distance.	A.	B.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
46	29 6	25 0	21 3	16 5	6 5	22 6	4 4
47	30 0	25 6	21 8	16 8	6 6	22 9	4 5
48	30 6	26 0	22 1	16 11	6 7	23 0	4 6
49	31 0	26 5	22 6	17 2	6 8	23 3	4 7
50	31 6	26 10	22 11	17 5	6 9	23 6	4 8
51	32 0	27 3	23 4	17 8	6 10	23 9	4 9
52	32 6	27 8	23 9	17 11	6 11	24 0	4 10
53	33 0	28 1	24 2	18 2	7 0	24 3	4 10
54	33 6	28 6	24 6	18 5	7 1	24 6	4 11
55	34 0	28 11	24 10	18 8	7 2	24 9	5 0
56	34 6	29 4	25 2	18 11	7 3	25 0	5 1
57	34 11	29 8	25 5	19 2	7 4	25 3	5 1
58	35 4	30 0	25 8	19 5	7 5	25 6	5 2
59	35 9	30 4	25 11	19 8	7 6	25 9	5 3
60	36 2	30 8	26 2	19 11	7 7	26 0	5 4
61	36 7	31 0	26 5	20 2	7 8	26 3	5 4
62	37 0	31 4	26 8	20 5	7 9	26 6	5 5
63	37 5	31 8	26 11	20 8	7 10	26 9	5 6
64	37 10	32 0	27 2	20 11	7 11	27 0	5 7
65	38 3	32 4	27 5	21 2	8 0	27 3	5 7
66	38 8	32 8	27 8	21 5	8 1	27 6	5 8
67	39 1	33 0	27 11	21 8	8 2	27 9	5 9
68	39 6	33 4	28 2	21 11	8 3	28 0	5 10
69	39 11	33 7	28 5	22 2	8 4	28 3	5 10
70	40 2	33 10	28 8	22 4	8 5	28 6	5 11
71	40 6	34 1	28 11	22 6	8 6	28 9	6 0
72	40 10	34 4	29 2	22 8	8 6	29 0	6 1
73	41 2	34 7	29 4	22 10	8 7	29 3	6 1
74	41 6	34 10	29 6	23 0	8 7	29 6	6 2
75	41 10	35 1	29 8	23 2	8 8	29 9	6 3
76	42 2	35 4	29 10	23 4	8 8	30 0	6 4
77	42 6	35 7	30 0	23 6	8 9	30 3	6 4
78	42 10	35 10	30 2	23 8	8 9	30 6	6 5
79	43 2	36 1	30 4	23 10	8 10	30 9	6 6
80	43 6	36 4	30 6	24 0	8 10	31 0	6 7
81	43 10	36 7	30 8	24 1	8 11	31 3	6 7
82	44 2	36 10	30 10	24 3	8 11	31 6	6 8
83	44 6	37 1	31 0	24 4	9 0	31 9	6 9
84	44 10	37 4	31 2	24 6	9 0	32 0	6 10
85	45 2	37 7	31 4	24 7	9 1	32 3	6 10
86	45 6	37 10	31 6	24 9	9 1	32 6	6 11
87	45 10	38 1	31 8	24 10	9 2	32 9	7 0
88	46 2	38 4	31 10	25 0	9 2	33 0	7 1
89	46 6	38 7	32 0	25 1	9 3	33 3	7 1
90	46 10	38 10	32 2	25 3	9 3	33 6	7 2
91	47 1	40 0	32 5	25 4	9 4	33 9	7 3
92	47 4	40 2	32 7	25 6	9 4	34 0	7 3
93	47 7	40 4	32 9	25 7	9 5	34 3	7 3
94	47 10	40 6	32 10	25 9	9 5	34 6	7 3
95	48 1	40 8	33 0	25 10	9 6	34 9	7 4

GOODS.

CLASSIFIED RATES—*continued.*

Distance.	H.	K.	M.	N.	P.	Q.
Miles.	Double-dumped, per Bale.	Per 100 Superficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
46	7 7	2 1	28 0	9 2	7 2	5 1
47	7 9	2 1	28 6	9 4	7 3	5 2
48	7 11	2 2	29 0	9 6	7 5	5 3
49	8 0	2 2	29 6	9 8	7 6	5 4
50	8 2	2 2	30 0	9 10	7 8	5 5
51	8 4	2 3	30 6	9 11	7 9	5 6
52	8 6	2 3	31 0	10 0	7 10	5 7
53	8 6	2 3	31 6	10 1	7 10	5 8
54	8 7	2 4	32 0	10 2	7 11	5 9
55	8 9	2 4	32 6	10 3	8 0	5 10
56	8 11	2 4	33 0	10 4	8 1	5 11
57	8 11	2 5	33 6	10 5	8 2	6 0
58	9 1	2 5	34 0	10 6	8 2	6 1
59	9 2	2 5	34 6	10 7	8 3	6 2
60	9 4	2 6	35 0	10 8	8 4	6 3
61	9 4	2 6	35 6	10 9	8 5	6 4
62	9 6	2 6	36 0	10 10	8 6	6 4
63	9 8	2 6	36 6	10 11	8 6	6 5
64	9 9	2 7	37 0	11 0	8 7	6 5
65	9 9	2 7	37 6	11 1	8 8	6 6
66	9 11	2 8	38 0	11 2	8 9	6 6
67	10 1	2 8	38 6	11 3	8 10	6 7
68	10 3	2 8	39 0	11 4	8 10	6 7
69	10 3	2 9	39 6	11 5	8 11	6 8
70	10 4	2 9	40 0	11 6	9 0	6 8
71	10 6	2 9	40 4	11 7	9 1	6 9
72	10 8	2 10	40 8	11 8	9 2	6 9
73	10 8	2 10	41 0	11 9	9 2	6 10
74	10 10	2 11	41 4	11 10	9 3	6 10
75	10 11	2 11	41 8	11 11	9 4	6 11
76	11 1	2 11	42 0	12 0	9 4	6 11
77	11 1	2 11	42 4	12 0	9 5	7 0
78	11 3	2 11	42 8	12 1	9 5	7 0
79	11 5	2 11	43 0	12 1	9 6	7 1
80	11 6	3 0	43 4	12 2	9 6	7 1
81	11 6	3 0	43 8	12 3	9 6	7 2
82	11 8	3 0	44 0	12 3	9 7	7 2
83	11 10	3 0	44 4	12 3	9 7	7 3
84	12 0	3 0	44 8	12 4	9 8	7 3
85	12 0	3 0	45 0	12 4	9 8	7 4
86	12 1	3 0	45 4	12 5	9 8	7 4
87	12 3	3 0	45 8	12 5	9 9	7 5
88	12 5	3 1	46 0	12 6	9 9	7 5
89	12 5	3 1	46 4	12 6	9 10	7 6
90	12 7	3 1	46 8	12 7	9 10	7 6
91	12 8	3 1	47 0	12 7	9 10	7 7
92	12 8	3 1	47 4	12 8	9 11	7 7
93	12 8	3 1	47 8	12 8	9 11	7 8
94	12 8	3 1	48 0	12 9	10 0	7 8
95	12 10	3 1	48 4	12 9	10 0	7 9

GOODS.

CLASSIFIED RATES—continued.

Dis- tance.	A.	B.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
96	48 4	40 10	33 1	26 0	9 6	35 0	7 4
97	48 7	41 0	33 3	26 1	9 7	35 3	7 4
98	48 10	41 2	33 4	26 3	9 7	35 6	7 4
99	49 1	41 4	33 6	26 4	9 8	35 9	7 5
100	49 4	41 6	33 7	26 6	9 8	36 0	7 5
101	49 7	41 8	33 9	26 8	9 9	36 3	7 5
102	49 10	41 10	33 10	26 9	9 9	36 6	7 5
103	50 1	42 0	34 0	26 11	9 10	36 9	7 6
104	50 4	42 2	34 1	27 0	9 10	37 0	7 6
105	50 7	42 4	34 3	27 2	9 11	37 3	7 6
106	50 10	42 6	34 4	27 3	9 11	37 6	7 6
107	51 1	42 8	34 6	27 5	10 0	37 9	7 7
108	51 4	42 10	34 7	27 6	10 0	38 0	7 7
109	51 7	43 0	34 9	27 8	10 1	38 3	7 7
110	51 10	43 2	34 10	27 9	10 1	38 6	7 7
111	52 1	43 4	35 0	27 11	10 2	38 9	7 8
112	52 4	43 6	35 1	28 0	10 2	39 0	7 8
113	52 7	43 8	35 3	28 2	10 3	39 3	7 8
114	52 10	43 10	35 4	28 3	10 3	39 6	7 8
115	53 1	44 0	35 6	28 5	10 4	39 9	7 9
116	53 4	44 2	35 7	28 6	10 4	40 0	7 9
117	53 7	44 4	35 9	28 8	10 5	40 3	7 9
118	53 10	44 6	35 10	28 9	10 5	40 6	7 9
119	54 1	44 8	36 0	28 11	10 6	40 9	7 10
120	54 4	44 10	36 1	29 0	10 6	41 0	7 10
121	54 7	45 0	36 3	29 2	10 7	41 3	7 10
122	54 10	45 2	36 4	29 3	10 7	41 6	7 10
123	55 1	45 4	36 6	29 5	10 8	41 9	7 11
124	55 4	45 6	36 7	29 6	10 8	42 0	7 11
125	55 7	45 8	36 9	29 8	10 9	42 3	7 11
126	55 10	45 10	36 10	29 9	10 9	42 6	7 11
127	56 1	46 0	37 0	29 11	10 10	42 9	8 0
128	56 4	46 2	37 1	30 0	10 10	43 0	8 0
129	56 7	46 4	37 3	30 2	10 11	43 3	8 0
130	56 10	46 6	37 4	30 3	10 11	43 6	8 0
131	57 1	46 8	37 7	30 4	11 0	43 9	8 1
132	57 4	46 10	37 9	30 6	11 0	44 0	8 1
133	57 7	47 0	37 10	30 7	11 1	44 3	8 1
134	57 10	47 2	38 0	30 9	11 1	44 6	8 1
135	58 1	47 4	38 1	30 10	11 2	44 9	8 2
136	58 4	47 6	38 3	31 0	11 2	45 0	8 2
137	58 7	47 8	38 4	31 1	11 3	45 3	8 2
138	58 10	47 10	38 6	31 3	11 3	45 6	8 2
139	59 1	48 0	38 7	31 4	11 4	45 9	8 3
140	59 4	48 2	38 9	31 6	11 4	46 0	8 3
141	59 7	48 4	38 10	31 7	11 5	46 3	8 3
142	59 10	48 6	39 0	31 9	11 5	46 6	8 3
143	60 1	48 8	39 1	31 10	11 6	46 9	8 4
144	60 4	48 10	39 3	32 0	11 6	47 0	8 4
145	60 7	49 0	39 4	32 1	11 7	47 3	8 4
146	60 10	49 2	39 6	32 3	11 7	47 6	8 4
147	61 1	49 4	39 7	32 4	11 8	47 9	8 5
148	61 4	49 6	39 10	32 6	11 8	48 0	8 5
149	61 7	49 8	40 0	32 7	11 9	48 3	8 5
150	61 10	49 10	40 1	32 9	11 9	48 6	8 5

GOODS.

CLASSIFIED RATES—continued.

Distance.	H.	K.	M.	N.	P.	Q.
Miles.	Double-dumped, per Bale.	Per 100 Superficial Feet.	Single and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
96	12 10	3 2	48 8	12 10	10 0	7 9
97	12 10	3 2	49 0	12 10	10 1	7 10
98	12 10	3 2	49 4	12 11	10 1	7 10
99	13 0	3 2	49 8	12 11	10 2	7 11
100	13 0	3 2	50 0	13 0	10 2	7 11
101	13 0	3 2	50 3	13 0	10 2	8 0
102	13 0	3 2	50 6	13 1	10 3	8 0
103	13 2	3 2	50 9	13 1	10 3	8 1
104	13 2	3 3	51 0	13 2	10 4	8 1
105	13 2	3 3	51 3	13 2	10 4	8 2
106	13 2	3 3	51 6	13 3	10 4	8 2
107	13 3	3 3	51 9	13 3	10 5	8 3
108	13 3	3 3	52 0	13 4	10 5	8 3
109	13 3	3 3	52 3	13 4	10 6	8 4
110	13 3	3 3	52 6	13 5	10 6	8 4
111	13 5	3 3	52 9	13 5	10 6	8 5
112	13 5	3 4	53 0	13 6	10 7	8 5
113	13 5	3 4	53 3	13 6	10 7	8 6
114	13 5	3 4	53 6	13 7	10 8	8 6
115	13 7	3 4	53 9	13 7	10 8	8 7
116	13 7	3 4	54 0	13 8	10 8	8 7
117	13 7	3 4	54 3	13 8	10 9	8 8
118	13 7	3 4	54 6	13 9	10 9	8 8
119	13 9	3 4	54 9	13 9	10 10	8 9
120	13 9	3 5	55 0	13 10	10 10	8 9
121	13 9	3 5	55 3	13 10	10 10	8 10
122	13 9	3 5	55 6	13 11	10 11	8 10
123	13 10	3 5	55 9	13 11	10 11	8 11
124	13 10	3 5	56 0	14 0	11 0	8 11
125	13 10	3 5	56 3	14 0	11 0	9 0
126	13 10	3 5	56 6	14 1	11 0	9 0
127	14 0	3 5	56 9	14 1	11 1	9 1
128	14 0	3 6	57 0	14 2	11 1	9 1
129	14 0	3 6	57 3	14 2	11 2	9 2
130	14 0	3 6	57 6	14 3	11 2	9 2
131	14 2	3 6	57 9	14 3	11 2	9 3
132	14 2	3 6	58 0	14 4	11 3	9 3
133	14 2	3 6	58 3	14 4	11 3	9 4
134	14 2	3 6	58 6	14 5	11 4	9 4
135	14 4	3 6	58 9	14 5	11 4	9 5
136	14 4	3 6	59 0	14 6	11 4	9 5
137	14 4	3 7	59 3	14 6	11 5	9 6
138	14 4	3 7	59 6	14 7	11 5	9 6
139	14 5	3 7	59 9	14 7	11 6	9 7
140	14 5	3 7	60 0	14 8	11 6	9 7
141	14 5	3 7	60 3	14 8	11 6	9 8
142	14 5	3 7	60 6	14 9	11 7	9 8
143	14 7	3 7	60 9	14 9	11 7	9 9
144	14 7	3 8	61 0	14 10	11 8	9 9
145	14 7	3 8	61 3	14 10	11 8	9 10
146	14 7	3 8	61 6	14 11	11 8	9 10
147	14 9	3 8	61 9	14 11	11 9	9 11
148	14 9	3 8	62 0	15 0	11 9	9 11
149	14 9	3 8	62 3	15 0	11 10	10 0
150	14 9	3 8	62 6	15 1	11 10	10 0

GOODS.

CLASSIFIED RATES—continued.

Dis- tance.	A.	B.	C.	D.	E.	F.	H.
	Miles. Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
Not ex- ceeding	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
155	62 0	50 0	40 2	32 10	12 0	49 9	8 6
160	62 8	50 6	40 6	33 2	12 2	51 0	8 7
165	63 6	51 1	40 11	33 7	12 5	52 3	8 8
170	64 4	51 9	41 4	34 0	12 7	53 6	8 9
175	65 2	52 4	41 9	34 5	12 10	54 9	8 11
180	66 0	53 0	42 2	34 10	13 0	56 0	9 0
185	66 10	53 7	42 7	35 3	13 3	57 3	9 1
190	67 8	54 3	43 0	35 8	13 5	58 6	9 2
195	68 6	54 10	43 5	36 1	13 8	59 9	9 4
200	69 4	55 6	43 10	36 6	13 10	61 0	9 5
205	70 2	56 1	44 3	36 11	14 1	62 3	9 6
210	71 0	56 9	44 8	37 4	14 3	63 6	9 8
215	71 10	57 4	45 1	37 9	14 6	64 9	9 9
220	72 8	58 0	45 6	38 2	14 8	66 0	9 10
225	73 6	58 7	45 11	38 7	14 11	67 3	9 11
230	74 4	59 3	46 4	39 0	15 1	68 6	10 1
235	75 2	59 10	46 9	39 5	15 4	69 9	10 2
240	76 0	60 6	47 2	39 10	15 6	71 0	10 3
245	76 10	61 1	47 7	40 3	15 8	72 3	10 4
250	77 8	61 9	48 0	40 8	15 11	73 6	10 6
255	78 6	62 4	48 5	41 1	16 1	74 9	10 7
260	79 4	62 11	48 10	41 6	16 4	76 0	10 9
265	80 2	63 4	49 3	41 11	16 6	77 3	10 10
270	81 0	63 9	49 8	42 4	16 9	78 6	10 11
275	81 10	64 2	50 1	42 9	16 11	79 9	11 0
280	82 8	64 7	50 6	43 2	17 2	81 0	11 2
285	83 6	65 0	50 11	43 7	17 4	82 3	11 3
290	84 4	65 5	51 4	44 0	17 7	83 6	11 4
295	85 2	65 10	51 9	44 5	17 9	84 9	11 5
300	86 0	66 3	52 2	44 10	18 0	86 0	11 7
305	86 10	66 8	52 7	45 3	18 2	87 3	11 8
310	87 8	67 1	53 0	45 8	18 5	88 6	11 9
315	88 6	67 6	53 5	46 1	18 7	89 9	11 10
320	89 4	67 11	53 10	46 6	18 10	91 0	12 0
325	90 2	68 4	54 3	46 11	19 0	92 3	12 1
330	91 0	68 9	54 8	47 4	19 3	93 6	12 2
335	91 10	69 2	55 1	47 9	19 5	94 9	12 3
340	92 8	69 7	55 6	48 2	19 8	96 0	12 5
345	93 6	70 0	55 11	48 7	19 11	97 3	12 6
350	94 4	70 5	56 4	49 0	20 1	98 6	12 7
355	95 2	70 10	56 9	49 5	20 4	99 9	12 8
360	96 0	71 3	57 2	49 10	20 6	101 0	12 10
365	96 10	71 8	57 7	50 3	20 9	102 3	12 11
370	97 8	72 1	58 0	50 8	20 11	103 6	13 0
375	98 6	72 6	58 5	51 1	21 2	104 9	13 1
380	99 4	72 11	58 10	51 6	21 4	106 0	13 3
385	100 2	73 4	59 3	51 11	21 7	107 3	13 4
390	101 0	73 9	59 8	52 4	21 9	108 6	13 5
395	101 10	74 2	60 1	52 9	22 0	109 9	13 6
400	102 8	74 7	60 6	53 2	22 2	111 0	13 8

GOODS.

CLASSIFIED RATES—continued.

Distance.	H.	K.	M.	N.	P.	Q.
Miles.	Double-dumped, per Bale.	Per 100 Superficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
155	14 11	3 8	63 9	15 1	11 10	10 3
160	15 1	3 9	65 0	15 4	12 1	10 5
165	15 3	3 10	66 3	15 7	12 4	10 8
170	15 6	3 10	67 6	15 10	12 7	10 10
175	15 8	3 11	68 9	16 1	12 10	11 1
180	15 11	3 11	70 0	16 4	13 1	11 3
185	16 1	4 0	71 3	16 8	13 5	11 6
190	16 4	4 1	72 6	16 11	13 8	11 8
195	16 6	4 1	73 9	17 2	13 11	11 11
200	16 9	4 2	75 0	17 5	14 2	12 1
205	17 0	4 3	76 3	17 8	14 5	12 4
210	17 2	4 3	77 6	17 11	14 8	12 6
215	17 5	4 4	78 9	18 2	14 11	12 9
220	17 7	4 4	80 0	18 6	15 3	12 11
225	17 10	4 5	81 3	18 9	15 6	13 2
230	18 0	4 6	82 6	19 0	15 9	13 4
235	18 3	4 7	83 9	19 3	16 0	13 7
240	18 5	4 9	85 0	19 6	16 3	13 9
245	18 8	4 10	86 3	19 9	16 6	14 0
250	18 10	4 11	87 6	20 0	16 9	14 2
255	19 1	5 0	88 9	20 3	17 0	14 5
260	19 3	5 2	90 0	20 6	17 3	14 7
265	19 6	5 3	91 3	20 9	17 6	14 10
270	19 8	5 4	92 6	21 0	17 9	15 0
275	19 11	5 6	93 9	21 3	18 0	15 3
280	20 1	5 7	95 0	21 6	18 3	15 5
285	20 4	5 8	96 3	21 9	18 6	15 8
290	20 6	5 9	97 6	22 0	18 9	15 10
295	20 9	5 11	98 9	22 3	19 0	16 1
300	20 11	6 0	100 0	22 6	19 3	16 3
305	21 2	6 1	101 3	22 9	19 6	16 6
310	21 4	6 2	102 6	23 0	19 9	16 8
315	21 7	6 4	103 9	23 3	20 0	16 11
320	21 9	6 5	105 0	23 6	20 3	17 1
325	22 0	6 6	106 3	23 9	20 6	17 4
330	22 2	6 7	107 6	24 0	20 9	17 6
335	22 5	6 9	108 9	24 3	21 0	17 9
340	22 7	6 10	110 0	24 6	21 3	17 11
345	22 10	6 11	111 3	24 9	21 6	18 2
350	23 0	7 0	112 6	25 0	21 9	18 4
355	23 3	7 1	113 9	25 3	22 0	18 7
360	23 5	7 3	115 0	25 6	22 3	18 9
365	23 8	7 4	116 3	25 9	22 6	19 0
370	23 10	7 5	117 6	26 0	22 9	19 2
375	24 1	7 7	118 9	26 3	23 0	19 5
380	24 3	7 8	120 0	26 6	23 3	19 7
385	24 6	7 9	121 3	26 9	23 6	19 10
390	24 8	7 10	122 6	27 0	23 9	20 0
395	24 11	8 0	123 9	27 3	24 0	20 3
400	25 1	8 1	125 0	27 6	24 3	20 5

GOODS.

CLASSIFIED RATES—*continued.*

A.	B.	C.	D.	E.	F.	H.
—	—	—	—	—	—	Un-dumped.
For each additional five miles or fraction thereof beyond 400, 10d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 5d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 5d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 5d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 2½d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 1s. 3d. per truck will be added.	For each additional five miles or fraction thereof beyond 400, 1½d. per bale will be added.

H.	K.	M.	N.	P.	Q.
Double-dumped.	—	Single and Double-floor.	—	—	—
For each additional five miles or fraction thereof beyond 400, 2½d. per bale will be added.	For each additional five miles or fraction thereof beyond 400, 1½d. per 100 superficial feet will be added.	For each additional five miles or fraction thereof beyond 400, 1s. 3d. per truck will be added.	For each additional five miles or fraction thereof beyond 400, 3d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 3d. per ton will be added.	For each additional five miles or fraction thereof beyond 400, 2½d. per ton will be added.

GOODS.

Regulations.

All goods specified, and not otherwise provided for, will be charged in accordance with the classified rates in the preceding tables, 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.) Except as provided for in clauses (c) and (d), any one consignment of goods consisting 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.) When goods chargeable at the classified rates, and not at the scale for small lots, are sent along with small lots, such goods may be charged separately, and the small lots may be treated independently under clause (b).
- (d.) Goods of Classes E, F, N, P, or Q, from one consignor to one consignee, whether accompanied by goods of other classes or not, may be charged separately, or grouped together in one or more lots. The rate and minimum weight for each group shall each be the highest in the group.
- (e.) Where local rates are in operation, and the sum of the combined "local" or combined "local" and "classified" rates amounts to *less* than the through classified rate for the actual mileage between any two stations, the charges are to be computed on the combined "local" or combined "local" and "classified" rates.

GOODS.

REGULATIONS—continued.

(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.						
But does not exceed	...	8	0	10	0	12	0	14	0	16	0	20	0	24	0
Not exceeding 28lb.	...	0	9	0	9	0	9	0	9	0	9	0	9	1	0
Above 28lb. and not exceeding	56lb.	0	9	0	9	0	9	1	1	1	2	1	5	1	6
"	56lb.	0	11	0	11	0	11	1	2	1	4	1	9	1	11
"	84lb.	1	0	1	0	1	0	1	3	1	6	2	0	2	3
"	1 cwt.	1	0	1	0	1	1	1	3	1	6	2	0	2	5
"	1½ "	1	0	1	0	1	2	1	4	1	7	2	1	2	6
"	1¾ "	1	0	1	1	1	3	1	5	1	8	2	2	2	7
"	2 "	1	0	1	2	1	4	1	6	1	9	2	3	2	8
"	2¼ "	1	2	1	5	1	7	1	11	2	2	2	8	3	2
"	2½ "	1	3	1	7	1	9	2	0	2	4	2	11	3	6
"	2¾ "	1	4	1	8	1	11	2	3	2	6	3	2	3	9
"	3 "	1	5	1	9	2	0	2	4	2	8	3	5	4	0
"	3¼ "	1	6	1	11	2	2	2	7	2	11	3	8	4	4
"	3½ "	1	7	2	1	2	4	2	9	3	2	3	11	4	9
"	3¾ "	1	8	2	2	2	6	2	11	3	4	4	2	5	0
"	4 "	1	9	2	3	2	8	3	0	3	6	4	6	5	4

Where the rate per ton exceeds	...	24	0	28	0	32	0	36	0	40	0	44	0	48	0
But does not exceed	...	28	0	32	0	36	0	40	0	44	0	48	0	52	0
Not exceeding 28lb.	...	1	0	1	0	1	6	1	6	1	6	1	6	1	6
Above 28lb. and not exceeding	56lb.	1	9	1	9	1	11	1	11	2	2	2	2	2	6
"	56lb.	2	3	2	3	2	5	2	5	2	8	2	8	3	4
"	84lb.	2	8	2	8	2	11	2	11	3	2	3	2	4	0
"	1 cwt.	2	10	2	11	3	3	3	5	3	8	3	9	4	6
"	1½ "	3	0	3	2	3	7	3	9	4	2	4	5	5	0
"	1¾ "	3	2	3	5	3	11	4	2	4	8	5	0	5	6
"	2 "	3	3	3	8	4	2	4	8	5	1	5	7	6	0
"	2¼ "	3	8	4	1	4	8	5	3	5	8	6	3	6	9
"	2½ "	4	0	4	7	5	3	5	9	6	4	6	11	7	5
"	2¾ "	4	4	5	0	5	8	6	3	6	11	7	6	8	2
"	3 "	4	9	5	5	6	1	6	10	7	5	8	2	8	10
"	3¼ "	5	2	5	10	6	7	7	4	8	0	8	9	9	5
"	3½ "	5	6	6	4	7	1	7	10	8	8	9	4	10	0
"	3¾ "	5	10	6	9	7	6	8	5	9	3	10	0	10	8
"	4 "	6	2	7	1	8	0	8	10	9	9	10	7	11	3

GOODS.

REGULATIONS—continued.

(2.) Scale for Small Lots—continued.

Where the rate per ton exceeds ...	52	056	060	064	068	072	076	0
But does not exceed ...	56	060	064	068	072	076	080	0
Not exceeding 28lb. ...	2	0	2	0	2	0	2	0
Above 28lb. and not exceeding 56lb. ...	2	8	3	0	3	0	3	0
" 56lb. ...	3	4	4	0	4	0	4	0
" 84lb. ...	4	0	4	9	4	9	4	9
" 1 cwt. ...	4	8	5	4	5	5	6	6
" 1½ " ...	5	3	5	10	6	1	6	3
" 1¾ " ...	5	10	6	5	6	10	7	1
" 2 " ...	6	6	6	11	7	5	7	11
" 2½ " ...	7	3	7	9	8	3	8	10
" 2¾ " ...	8	0	8	7	9	2	9	8
" 3 " ...	8	9	9	4	10	0	10	7
" 3½ " ...	9	5	10	1	10	11	5	12
" 3¾ " ...	10	2	10	11	11	8	12	4
" 4 " ...	11	0	11	9	12	7	13	2
" 4½ " ...	11	8	12	6	13	4	14	1
" 4¾ " ...	12	5	13	2	14	11	15	11
" 5 " ...	12	5	13	2	14	11	15	11

Where the rate per ton exceeds ...	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
But does not exceed ...	80	084	088	092	096	0100	0104	0108	0	0
Not exceeding 28lb. ...	3	0	3	0	3	0	3	0	3	0
Above 28lb. and not exceeding 56lb. ...	4	6	4	9	4	9	5	0	5	0
" 56lb. ...	5	9	6	0	6	0	6	6	6	6
" 84lb. ...	7	1	7	10	7	10	8	8	8	9
" 1 cwt. ...	7	9	8	6	8	7	9	3	9	6
" 1½ " ...	8	6	9	1	9	3	9	11	10	2
" 1¾ " ...	9	1	9	7	9	11	10	6	10	11
" 2 " ...	9	8	10	1	10	7	11	0	11	6
" 2½ " ...	10	10	11	4	11	10	12	4	12	11
" 2¾ " ...	12	0	12	7	13	0	13	8	14	4
" 3 " ...	13	1	13	9	14	3	15	0	15	8
" 3½ " ...	14	2	14	10	15	6	16	3	17	0
" 3¾ " ...	15	3	16	0	16	8	17	6	18	3
" 4 " ...	16	5	17	2	17	11	18	9	19	7
" 4½ " ...	17	6	18	3	19	2	19	11	20	10
" 4¾ " ...	18	6	19	5	20	3	21	2	22	0
" 5 " ...	18	6	19	5	20	3	21	2	22	0

When the rate per ton exceeds 108s., the freight is to be ascertained by taking the small-lots charge at 108s. and adding it to the charge for the difference between 108s. and the proper rate per ton—e.g., 2 cwt. at 124s. per ton.

2 cwt., S.L., at 108s. per ton ...	s.	d.
	12	6
2 cwt., S.L., at 16s. per ton ...	1	9
Freight-charge ...	14	3

GOODS.

REGULATIONS—*continued.***(3.) 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 Bluff, 6d. per ton will be charged in addition to the classified rates, except when consigned from or to private sidings at those stations, or except local rates otherwise provide; but such addition will not be made when goods are charged at Class E under small-lots scale, regulation 2, or at rate and a half, Class E.

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; minimum charge, 3d. When goods are charged at Class E under small-lots scale, regulation 2, or at rate and a half, Class E, no charge for loading or unloading will be made.

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, 50lb. of barley, or 40lb. of oats count as 1 bushel.

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

(4.) Class F.

The Railway Department may require all loading and unloading to be done by the owner. For each loading or unloading done by the Department the charge will be, per four-wheel truck, 5s. When loading by consignors is done negligently, and so as to entail reloading on the road, £1 per truck may be charged for reloading. When cranes are charged for or provided, half-rates only will be charged for each loading or unloading done by the Department.

Broken glass, lime-gas refuse, lime (native produce), limestone, street, stable, and farmyard manures, scrap-iron, old iron rails for scrap, green flax, tussock grass, will be charged as Class Q if cheaper than Class F. The minimum quantity of such goods to be charged as Class Q will be 4 tons; any less quantity will be charged as such minimum or as Class E. Beet, carrots, mangolds, pumpkins, turnips, firewood, mining props, split house-blocks, posts and rails, 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 four-wheel truck-load must not exceed 6 tons in weight.

Except where otherwise specified, not more than 140 bags of chaff shall be loaded on any four-wheel truck. Hydraulic pressed chaff in bales or bundles may be loaded up to 6 tons per four-wheel truck, provided the gauge limit is not exceeded.

The load of a double-bogie truck, containing firewood, mining props, split house-blocks, posts and rails, lime-gas refuse, lime (native produce), limestone, street, stable, and farmyard manures, scrap-iron, old iron rails for scrap, broken glass, must not exceed 16 tons in weight; and the load of a double-bogie truck containing other goods of Class F must not exceed 12 tons in weight.

Any truck loaded with more than the quantities specified will, except otherwise provided, be charged rate and a quarter.

When the load of a four-wheeled truck exceeds 6 tons 10 cwt., and the load of a double-bogie truck exceeds 17 tons, the whole of the weight in excess of 6 tons for the four-wheeled truck and 16 tons for the double-bogie truck will be removed and loaded on another truck, and charged as a separate consignment for the actual weight.

Double-bogie trucks containing firewood, mining props, split house-blocks, posts and rails, lime-gas refuse, lime (native produce), limestone, street, stable, and farmyard manures, scrap-iron, old iron rails for scrap, broken glass, will be charged two and two-third (2⅔) times the classified or local rates; double-bogie trucks containing

GOODS.

REGULATIONS—*continued.*

other goods of Class F will be charged double the classified or local rates, and the loading charges in each case will be made on the same basis.

Loose hay, loose straw, loose flax-straw, loose flax-tow, and loose dressed flax will not be accepted for carriage.

(5.) Class H.—Wool, Sheepskins, and Rabbit-skins, in Bales.

For undumped bales of more than 4 cwt., and double-dumped bales of more than 8 cwt., the excess weight in each separate consignment will be charged *pro rata* at Class A rates.

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

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

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

(6.) Class K.—Timber.*Sawn Timber, Squared Logs, and Mouldings.*

Minimum quantities will be as follows :—

Distance.	Each Four-wheeled Truck.	Each Double-bogie Truck, or Pair of Timber-trucks.
Up to 75 miles ...	1,200 superficial feet ...	2,000 superficial feet.
Over 75 miles ...	2,000 „ ...	4,000 „

Any less quantity will be charged as such minimum, or at 1d. per 100 superficial feet per mile up to 40 miles; for each additional mile up to 80 miles, ½d. per 100 superficial feet, and for each additional mile, ¼d. per 100 superficial feet. Where this rate is charged the minimum quantity will be 100ft., 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.

Small lots of timber may be charged as Class A, or at parcel rates, if cheaper than Class K.

Mouldings will be carried solely at owners' risk.

Australian and Tasmanian timbers will be charged rate and a half.

In computing the charges for timber 50 ft. or under are to be foregone; over 50 ft. to be charged as the next 100.

Except where otherwise specified, odd lengths of 6 in. and upwards are to be counted as a foot in measuring the length of timber; less than 6 in. are to be omitted.

In computing the measurement of rusticated weather-boards, tongued-and-grooved flooring and lining boards, and all other boards of irregular width and thickness, the full over-all measurement will be charged for—*i.e.*, the board will be taken to measure as if its greatest width and thickness were uniform throughout the entire width and thickness of the board.

In computing the sizes of sawn timber, whether dressed or undressed, fractional parts less than one-eighth of an inch in width or thickness will be reckoned as one-eighth of an inch.

Sawn timber in pieces not exceeding 6 ft. in length will be charged at the actual measurement.

Round timber: Trade measurement; computed according to Hoppus's tables of trade measurement. No allowance to be made for bark by ringing or otherwise, or for tops, butts, or unsound wood.

When timber is over 26 ft. long an empty check wagon or wagons will be charged for when required and used.

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 superficial feet additional will be charged.

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

GOODS.

REGULATIONS—*continued.*

For each certificate of timber measurement supplied by the Railway Department at the request of consignors or consignees, 3d. per 100 superficial feet additional will be charged. Measuring of timber will only be done at the option of the Department.

(7.) 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 *bond fide* drover and his dogs will be allowed to accompany each consignment of not less than three trucks of live-stock. He will be furnished with a free return pass for himself and his dogs, available for a week. In cases where the stock is conveyed by more than one train a return pass will be issued for each train. The drover must travel by the same train as the stock, otherwise a pass will not be issued.

When a consignment of less than three trucks of live stock is sent by a goods train and a drover desires to accompany it, he may be permitted to do so on payment of second-class fare for himself and ordinary rates for his dogs.

Drovers must ride in the Guard's van or a second-class carriage, 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.

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 one in the same truck, belonging to the same owner	0 3	0½

Mixed consignments of horses and hounds will, at the option of the sender, be charged separately or as one lot as cattle.

Calves, sheep, goats, and pigs, such as are ordinarily sent to market for consumption, and stud pigs not exceeding £3 in value, properly secured in crates, baskets, or sacks, so as to prevent injury to other goods, may be sent as goods, Class A. In all such cases the Department reserves to itself the right to load such stock in a truck with other goods.

Valuable stud and show calves, sheep, goats, and pigs, properly secured in crates, will be charged at the rate for cattle, calves, sheep, goats, and pigs in small lots.

When a truck is only partially occupied by a consignment of stud, show, or ordinary stock, the Department reserves to itself the right to fill it up to its full carrying-capacity with other stock. If a separate truck is specially required by sender the truck rate will be charged.

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

The Department reserves the right to supply single-floored trucks for the conveyance of sheep, &c., when double-floored trucks are not available, and in such cases the District Manager may arrange to charge one single-floored double-bogie truck, or two single-floored four-wheeled trucks, as one double-floored four-wheeled truck.

Store Cattle and Sheep, in Large Mobs, for 100 Miles and upwards.

For distances of 100 miles and over, cattle and sheep certified by the consignor to be *bond fide* store stock, not consigned for slaughter, will be charged classified rates for the first thirteen trucks, and for each additional truck 20s. per truck less

GOODS.

REGULATIONS—*continued.*

than the classified rates. For distances under 100 miles the charge as for 100 miles will be made if lower than at classified rates.

Stud Stock for Breeding Purposes.

Valuable stallions, broodmares, cattle, sheep, pigs, and dogs consigned for breeding purposes will, if returned within one month from the original consignee and receiving station to the original consignor and sending station, be conveyed back free of charge, provided that satisfactory certificates in the following form, signed by the consignor, are endorsed on the consignment-note:—

ON OUTWARD JOURNEY,—

I hereby certify that the * entered hereon is proceeding to
stud purposes only.

HOMEWARD JOURNEY,—

I hereby certify that the * entered hereon has been used solely for
stud purposes, and that it was consigned and conveyed by rail from † to ‡
on §

(8.) 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 E (rate and a half), except in the case of waste-paper, rags in bales or bundles, sacking, cotton-waste, and other fibrous materials for paper-making consigned to paper-mills, which will be charged as such minimum or at half-rate Class C.

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

(9.) 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 E (rate and a half).

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

(10.) Class Q.—Road Materials, Brown Coals, &c.

Minimum quantity, 4 tons per four-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 E (rate and a half), except in the case of bones, which will be charged as such minimum, or as Class E.

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

(11.) Lime for Manuring Farm-lands.

New Zealand lime consigned from local kilns direct to farmers to be used for manuring farm-lands may, at the option and convenience of the Railway Department, be conveyed by rail for distances not exceeding 100 miles free of charge: Provided—

- (a.) That application for the concession is made by the proprietor of the lime-kiln to, and approved by, the General Manager, New Zealand Government Railways, Wellington, at least fourteen days prior to the date on which it is desired to forward the first consignment of lime. Application must specify the name of the lime-kiln, the railway-station from which the lime will be forwarded, and the net price to be charged to the farmer throughout the season.
- (b.) That the price charged to the farmers for the lime to be conveyed free under this regulation does not exceed the price charged by the sender for agricultural lime on the 1st day of May, 1898.

* Insert "stallion" "bull," "cow," "ram," "hog," &c., as required. † Insert name of original consignor and sending station. ‡ Insert name of original consignee and receiving station. § Insert date.

GOODS.

REGULATIONS—*continued.*

(c.) That a certificate in the following form is indorsed on the consignment-note: "I hereby certify that the lime entered hereon is consigned to a *bond fide* farmer, and is for use in manuring farm-land cultivated by him, that the price charged to the consignee does not exceed the price charged by me for agricultural lime on 1st May, 1898, and that no undue preference has been given in fulfilling this order."

The Railway Department reserves to itself the sole right to decline any application, and to withdraw approval in the event of infringement of any of the foregoing regulations. These regulations will cease to operate on the 31st August, 1900.

(12.) Road-metal for Local Bodies.

Road-metal, scoria, boulders, shingle, gravel, and other materials for road-making, consigned to public bodies, in lots of not less than 10 tons, carried at the convenience of the Railway Department, will be charged at half the classified rates for Class Q.

Minimum charge per ton.

The Railway Department may require loading or unloading to be done by the owner. For loading or unloading done by the Department 1s. per ton will be charged. When arranged to be done by the owner, a charge of 6d. per ton only will be charged for each loading or unloading done by the Department.

(13.) Native Coal for Export to Places outside the Colony of New Zealand.

Native coal (brown, anthracite or bituminous) for export to places outside the Colony of New Zealand, consigned from collieries to vessels clearing for ports beyond the Colony of New Zealand, will be charged 25 per cent. less than the classified or local rates.

(14.) Fruit and Vegetables.

Maximum charges for fruit and vegetables, fresh, New-Zealand-grown, consigned to Auckland, Christchurch, Dunedin, or Invercargill, will be as follows for any distance:—

	s.	d.
Not exceeding 56 lb.	0	6
Over 56 lb., but not exceeding 112 lb.	1	0
For every additional 56 lb. or fraction thereof ...	0	6

In addition, a charge of 3d. for each cwt., or part of a cwt., will be made for fruit and vegetables charged at these maximum rates, consigned to Auckland, Christchurch, Dunedin, or Invercargill.

Returned empty fruit and vegetable packages will be carried free.

(15.) Game, Dead Hares, Dead Rabbits, and Fresh Fish.

The maximum charges for game, dead hares, dead rabbits, and fresh fish will be as follows for any distance:—

	s.	d.
Not exceeding 7 lb.	0	6
Over 7 lb., but not exceeding 14 lb.	1	0
Over 14 lb., but not exceeding 28 lb.	1	6

In addition, a charge of 3d. for each 28 lb., or part of 28 lb., will be made for game, dead hares, dead rabbits, and fresh fish, charged at these maximum rates, consigned to Auckland, Christchurch, Dunedin, or Invercargill.

(16.) Seeds returning from Seed-cleaning Establishments.

New-Zealand-grown seeds forwarded by the grower direct by rail to seed-cleaning establishments to be cleaned will, if returned from the original consignee to the original sender, be carried back to the original sending station free of charge, provided that such seed was grown in the vicinity of the original forwarding station and is for use by grower in the locality where grown, and that a certificate in following form is indorsed on the consignment-note when the seed is being forwarded to the seed-cleaning establishment: "I hereby certify that the seed entered hereon is New-Zealand-grown; that it was grown in the vicinity of _____ Station, and is being forwarded to _____ for the purpose of being cleaned, and will, when returned, be used by me in the locality where grown."

When seed is returned under this regulation the consignment-note must be indorsed as follows: "The seed entered hereon is New-Zealand-grown, and was received for cleaning on _____, and is entitled to be carried back free."

GOODS.

REGULATIONS—continued.

(17.) Goods and Live-stock conveyed by Special Trains.

Special trains ordered by consignors for conveyance of goods and live-stock which could be worked by the ordinary train service will be charged 10s. per mile; minimum charge, £3. This charge will be in addition to the ordinary charges for the conveyance of the goods. The mileage will be counted one way only. The distance which a train has to run empty to commence a service will be charged at the rate of 5s. per mile.

(18.) Circuses.

Circuses conveyed by ordinary trains will be charged as follows:—

Animals, living, including animals in cages, at live-stock rates.

Vehicles, empty, at rates for carts, drays, &c.

Vehicles loaded with material, or in same truck with material, as material. (See below.)

Material, 9d. per 4-wheel truck per mile; 1s. 6d. per double-bogie truck per mile.

Minimum charge—per 4-wheel truck, 15s.; per double-bogie truck, 30s.

Circuses which could be conveyed by ordinary trains, but which special trains are ordered by the owners, will be charged as follows:—

Per carriage containing passengers ...	...	...	per mile.
Per 4-wheel truck ...	...	1 0	"
Per double-bogie truck ...	...	2 0	"
Minimum charge ...	...	20 0	"

Minimum charge for a special train, £20.

The distance which a train has to run to commence a service will be charged at the rate of 5s. per mile.

Special trains will be run only at the option of the Department.

All loading and unloading to be performed by the owners at their own risk and responsibility.

(19.) Locomotive Engines.

Locomotive engines running on their own wheels will be charged 1s. 6d. per mile; minimum charge, £1.

(20.) Carts, Drays, Express Wagons, and Wagons, either in pieces, each.

		s.	d.	
For any distance of not more than 10 miles ...	...	1	0	per mile.
For every mile after the first 10 miles ...	...	0	3	"
Minimum charge ...	...	10	0	"

Heavy wagons, over one ton in weight, rate and a half.

When two or more vehicles as above, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled truck, they will be charged full rates for the first vehicle and half rates for each additional vehicle, but will be carried at owner's risk.

A double-bogie truck will be treated as two four-wheeled trucks.

(21.) Returned Empties.

Returned empties are packages which have on the outward journey been carried over the railways full and are being consigned from the original consignee and the original receiving station to the original consignor and sending station.

		s.	d.	
For any distance of not more than 25 miles ...	...	0	4	per cwt.
For any distance over 25 miles and not more than 50 miles ...	...	0	6	"
For each 50 miles or part of 50 miles beyond the first 50 ...	...	0	3	"
Minimum, charge as for 1 cwt.				
Returned empty butter- and egg-boxes ...	...			} Free.
Returned empty fruit and vegetable packages ...	...		

Returned 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.

(22.) Empty Cases for Carriage of Fruit, and Shooks for Manufacture of Fruit-cases.

Empty cases, manufactured from New Zealand timber, consigned to fruit-growers—not "returned empties," but to be reconsigned over the railway full, and, when so reconsigned, to contain only New-Zealand-grown fresh fruit—will be carried free.

GOODS.

REGULATIONS—*continued.*

Shooks, New Zealand timber, consigned to fruit-growers for manufacture of cases to be used for carriage by rail of New-Zealand-grown fresh fruit will be carried free. Consignment notes for empty cases, and shooks, carried under this regulation to be indorsed by senders as follows: "These cases [*or* shooks] are to be used for packing New-Zealand-grown fresh fruit to be conveyed by rail."

(23.) Stock, Implements, Dogs, Poultry, Produce, &c., exhibited at Agricultural, Horticultural, Dog, and Poultry Shows; Entire Horses exhibited at Horse Parades; and Collie Dogs competing at Dog Trials.

Stock, implements, dogs, poultry, produce, &c., consigned for exhibition at Agricultural, Horticultural, Dog, and Poultry Shows; entire horses consigned for exhibition at Horse Parades; and collie dogs competing at Dog Trials—will be charged full tariff rates going to the Show, Parade, or Dog Trial; such rates must be prepaid. Returning from the Show, Parade, or Dog Trial they will be carried as follows:—

For all exhibits which may have been sold, ordinary rates will be charged.

If part of a consignment is sold, the balance, if returned to the original sending station within one month from the closing of the Show, Parade, or Dog Trial will, on production of a certificate in writing from the Secretary that such balance is *unsold*, be carried back *free*, but at *owners' risk*.

If the whole of a consignment is returned unsold to the original sending station within one month from the closing of the Show, Parade, or Dog Trial, the exhibits will, on production of a certificate in writing from the Secretary that they are all *unsold*, be carried back *free*, but at *owners' risk*, and one-half of the railway freight paid for conveyance to the Show, Parade, or Dog Trial will be refunded on arrival of the returned exhibits at the original forwarding station.

All loading, unloading, collection, and delivery to be performed by the owners at their own risk and expense.

Poultry-pens and -coops for use at poultry-shows will be conveyed under this regulation.

(24.) Threshing- and Sheep-shearing -machines, Chaff-cutters, Hay-presses, with Engines (Portable or Traction).

Threshing-machines, sheep-shearing machines, chaff-cutters, and hay-presses, with engines (portable or traction), consigned to country stations for threshing, sheep-shearing, chaff-cutting, or pressing purposes, will, if returned within two months from the original receiving station to the original sending station, be carried back at half the ordinary rates.

A certificate in the following form, signed by the owner, must be attached to the consignment note: "I hereby certify that the _____, consigned by me from _____ to _____ Station, has been working in this district, and that on it was conveyed by rail from _____ to _____ Station."

(25.) 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.

(26.) Boats for use at Regattas.

Racing and other boats for use in contests at regattas will be conveyed free both ways, provided they are accompanied by their crews.

(27.) Food-products for Charitable Institutions.

Food-products donated to charitable institutions will be conveyed over the New Zealand Government Railways at owner's risk at half-rates, on written authority of District Manager.

Written application for this concession, supported by the recommendation of a Charitable Aid Board, must in every case be made to District Manager before the goods are presented for carriage.

GOODS.

REGULATIONS—*continued.***(28.) 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 of 10s. will be made.

(29.) 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. Double bogie-trucks will be charged double rates.

(30.) Tarpaulins.

Consignors shall make good all damage to tarpaulins arising from goods insufficiently or negligently covered, secured, or protected.

The Department does not undertake to provide tarpaulins for goods of Classes F, K, N, P, Q, nor labour for covering such goods when loaded by consignor, and will take no responsibility on these classes of goods on account of damage from water unless insured. Tarpaulins, if supplied for these classes of goods will be charged for as follows:—

Distance.	Rate per Tarpaulin.	
	s.	d.
Not exceeding 100 miles	1	0
Over 100 miles and not exceeding 250 miles	2	0
Over 250 miles	3	0

Tarpaulins not released within eight working hours from time of arrival will be charged demurrage at the rate of 1s. per tarpaulin per day or part of a day after the first eight hours.

When owners of goods do their own loading and require the use of tarpaulins they must provide the labour for sheeting the truck.

(31.) 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. 6d. 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.

(32.) 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 ton *per week* or fraction of a week will be charged; minimum charge, 6d.

Where the goods are stored upon railway land, and are not protected in any way by the Department, half above rates will be charged; minimum charge, 6d.

Storage charges will in all cases be computed at weight or measurement at the option of the department, and in accordance with the weight on which the freight charges are based.

All stations except those at Invercargill, Port Chalmers, Dunedin, Oamaru, Timaru, Christchurch, Lyttelton, Napier, Palmerston North, Wanganui, Wellington, New Plymouth, Hokitika, Greymouth, and the head stations on all other sections, are deemed to be country stations for the purpose of charging storage.

(33.) Demurrage.

Charges for demurrage on trucks will be made as follows: On four-wheel 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 four-wheel trucks, not otherwise specified, delivered to order, not loaded

GOODS.

REGULATIONS—*continued.*

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.

Empty trucks will be allowed to remain at lime-kilns, coal-pits, sand-pits, or ballast-pits for eight working hours for the purpose of loading, after which demurrage will be charged at the rate of 10s. per four-wheel truck per day or part of a day.

Double-bogie trucks will be charged double rates.

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

(34.) 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, onions, and potatoes, $\frac{1}{2}$ d. per bag.

Other goods, 1d. per cwt.

When goods are weighed on the truck weighbridge, and the weights given are per truck-load, 1s. per four-wheeled 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 Department may refuse to supply weights.

(35.) Private Stores and Sidings.

Where the loading or unloading of traffic is done by owners at private stores and sidings, the Department 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 4-wheel truck and 20s. per double-bogie 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 1 ton 10 cwt. 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 while in their sidings, and must give up the same in good order as required.

(36.) 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.

Poisonous or injurious substances will not be received on the Railways unless securely packed.

The Department may decline to receive broken, damaged, insecurely packed, or leaky packages.

The Department will not be responsible for loss of or damage to goods arising from their being insufficiently protected or packed.

Consignors shall make good all damage to trucks or sheets arising from goods insufficiently or negligently covered, secured, or protected.

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

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

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 packing used, provided that the charge shall not be less than for such case or other packing when consigned alone.

GOODS.

REGULATIONS—*continued.*

Except otherwise specified double-bogie trucks will be charged twice the rate for four-wheeled trucks.

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

	Under $\frac{1}{2}$ cwt. as	...	$\frac{1}{2}$ cwt.
Over $\frac{1}{2}$ cwt., but not over $\frac{3}{4}$ "	"	...	"
" $\frac{3}{4}$ "	" $\frac{3}{4}$ "	...	"
" $\frac{3}{4}$ "	" 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. Five chains and over will be taken as an additional mile; less than 5 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 Department as warehousemen at the owners' sole risk, subject to the by-laws and regulations.

When goods, live-stock, parcels, and luggage, specified in Part V. as at "owners' risk," are charged at the ordinary rates, such goods, live-stock, parcels, and luggage 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 following limitations, 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 189th section of "The Public Works Act, 1894," the liability of the Minister for loss or damage is limited in respect to certain classes of goods termed "Special Goods," unless such goods are declared by the consignor to be "Special Goods," and the value is stated in the consignment-note.

The following are the limitations in value, viz. :—	£	s.	d.
Each horse, per head	15	0	0
" cattle, "	8	0	0
" sheep, goat, pig, or other quadruped, not otherwise specified, per head	0	15	0
" dog, per head	2	0	0
Poultry, or other birds, per head	0	3	6
Any package containing any special goods not otherwise specified	10	0	0

Goods declared to be "Special Goods" are specified in Part V. Any package or animal which exceeds in value the sum of £500 is also declared to be "Special Goods," and will be carried under special contract only. When goods are declared in the consignment-note to be "Special Goods," and the value is also stated therein, a charge of 1 per cent. on such value will be made for insuring the same, except in the case of horses or other live-stock, for which the charge for insurance shall be 5 per cent. on the declared value. The value of each package must be separately stated.

The Minister reserves the right to inspect all goods, live-stock, parcels, and luggage before insuring or accepting same for transit. For this purpose, if considered necessary, any package must be opened by the sender at his own expense.

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

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

(37.) Imperial Institute, London.

Exhibits consigned for shipment to the Agent-General for New Zealand, and marked "For exhibition at the Imperial Institute, London," will be carried free of railway charge.

(38.) Exhibits for Museums.

Exhibits consigned to Public Museums in New Zealand, and marked by sender or certified by curator as "For exhibition at _____ Museum," will be carried free of railway charge.

GOODS.

REGULATIONS—*continued.***(39.) Western Australian International Mining and Industrial Exhibition.**

Exhibits consigned for exhibition at the Western Australian International Mining and Industrial Exhibition to be held at Coolgardie, commencing on the 21st March, 1899, 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 Secretary of the Exhibition, and legibly marked "For exhibition at the Western Australian International Mining and Industrial Exhibition, Coolgardie." 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 will be conveyed free, provided no sale or exchange has been effected. A certificate to this effect, signed by the Secretary of the Exhibition, must be produced before the goods can be received for transit free of charge.

GOODS

PART IV.—GOODS—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 10s. per ton, weight or measurement, as the Department may direct.

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

Goods of Class F in quantities under a truck load will be charged 5s. per ton. Owners to load and unload.

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

Goods of Classes M and N, £1 per truck.

Goods of Class K, 1s. per 100 superficial feet.

WHANGAREI SECTION.

Goods of Classes A, B, C, D, and H will be charged as Class A, except otherwise specified.

Goods of Classes A, B, C, D, and H conveyed between Opau, Kamo, and intermediate stations will be charged 3s. per ton, weight or measurement at the option of the Department. Ships to place in and take delivery of goods from trucks at Opau Wharf. Quantities of less than one ton will be charged, *pro rata*, at this rate instead of at the rates specified under Regulation 2 of Part III. Minimum charge, 9d.

Carts, drays, express wagons, and wagons will be charged at the rate of 1s. per mile for the first 10 miles, and 3d. per mile for each additional mile. Minimum charge, 5s.

Goods of Classes P and Q consigned from Waro to Opau for shipment will be charged 2s. 6d. per ton, including weighing and delivery to ship by skip.

Goods of Classes P and Q consigned from Ruatangata to Opau for shipment will be charged 2s. per ton, including weighing and delivery to ship by skip.

CLASS K.—TIMBER.

The Railway Department may require owners to unload timber from the Railway Wharf at Opau. For unloading done by the Railway Department at Opau the following charges will be made, per 100 superficial feet:—

	s.	d.
At the skids	0	0½
At the Railway Wharf	0	3

All logs unloaded at the skids shall be taken delivery of by consignees in the harbour within the booms. Delivery will be deemed to be complete when the logs are placed within the booms.

Timber consigned from Hikurangi and Mangahuru to Opau will be charged 9d. per hundred superficial feet.

Sawn timber consigned from Foote's Siding and Whakapara to Opau will be charged 1s. 1d. per hundred superficial feet.

Timber, Otonga to Opau, will be charged 1s. 1d. per 100 superficial feet.

Timber from Waitutu to Opau will be charged 1s. 3d. per 100 superficial feet.

KAIHU SECTION.

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

Class P will be charged as Class N.

Timber consigned to Dargaville for shipment will be charged as follows, per 100 superficial feet:—

	Sawn.	Log.
	s. d.	s. d.
For distances not over 10 miles	0 8	0 9
Over 10 miles and not over 17 miles	0 9	0 10
Over 17 miles	0 10	0 11

GOODS.

LOCAL RATES—*continued.*

The Railway Department may require owners to unload timber from the railway-wagons at Dargaville. For unloading done by the Railway at Dargaville the following charges will be made, per 100 superficial feet :—

	s. d.
At the skids	0 0½
At the Railway Wharf	0 3

All logs unloaded at the skids shall be taken delivery of by consignees in the river within the booms. Delivery will be deemed to be complete when the logs are placed within the booms.

Storage: On all timber not removed from the booms within one week 1d. per 100 superficial feet per day will be charged.

Log timber from Maropiu and stations north thereof, consigned to sawmills at Kaihu Booms, will be charged 6d. per 10⁰ superficial feet; minimum quantity, 2,500 superficial feet per pair of timber-trucks. Loading and unloading to be done by owners.

AUCKLAND SECTION.

When goods of Classes A, B, C, D, E are consigned to Auckland, except such as are consigned to private sidings at that station, or to the Auckland Railway Wharf for shipment there, both the classified rates, Part III., and the local rates will be increased by 1s. 6d. per ton, except otherwise specified.

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

Between Auckland or Newmarket and		A, B, C, D, H, per ton.
		s. d.
Onehunga Town		4 0
Onehunga Wharf		5 3

The rate to the wharf includes all charges on Classes A, B, C, D, H, 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 E, PER TON.

	s. d.
Auckland or Newmarket to Onehunga Town	3 6
" " to Onehunga Wharf*	4 6
Onehunga Town to Auckland (consignor to load; includes delivery at Auckland)	4 6
Onehunga Town to Auckland (railway to load and deliver at Auckland)	5 0
Onehunga Town to Newmarket	3 6
Onehunga Wharf to Auckland (does not include delivery at Auckland)*	4 6
" 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.

Sugar for shipment will be charged 5s. per ton for conveyance by rail from Auckland Railway Wharf to Onehunga Railway Wharf including 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 per ton on goods of Classes A, B, C, D, carried between Auckland, Newmarket, or Onehunga and the stations named, except otherwise specified :—

Between Auckland, Newmarket, or Onehunga and	A		B		C		D	
	s.	d.	s.	d.	s.	d.	s.	d.
Te Aroha	} 25	0	} 25	0	} 25	0	} 25	0
Paeroa								
Thames								

*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.

GOODS.

LOCAL RATES—*continued.*

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

Class H, undumped, consigned to Auckland will be charged as follows from the stations named :—

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

From Murray's, Tatum, and Morrinsville, 6s. per bale.

Copra, candlenuts, peanuts, rape-seed, linseed, sodas, and other material for use in the manufacture or packing of oil, soap, candles, and acids; machinery, either set up or in pieces; and empties, from Auckland, Newmarket, Mount Eden, and Onehunga to Westfield, will be charged 3s. 6d. per ton, including all charges. Minimum charge, 7s.

Oil, soap, candles, soda crystals, refined tallow, sulphuric acid, and oilcake, and their by-products and empties, from Westfield to Auckland, Newmarket, Mount Eden, and Onehunga, will be charged 3s. 6d. per ton; minimum charge, 7s.

Gaswater, and raw materials for the manufacture of manures other than street, stable, and farmyard, from Auckland to Westfield, will be charged 2s. 6d. per ton; minimum charge, 12s. 6d.

Manures (other than street, stable, and farmyard) in 5 ton lots between Westfield and Auckland will be charged at Class P rates, including use of tarpaulin.

Nightsoil in hermetically sealed, air-tight pans from Auckland, Newmarket, and Mount Eden to New Lynn will be charged 2s. 6d. per ton. Minimum quantity, 5 tons per four-wheeled, and 13 tons per double-bogie truck. Returned empty cess-pans will be conveyed free. All loading and unloading must be done by owners.

Pumice for export will be charged 6s. per ton for conveyance from Firth's Siding to Auckland, including the use of tarpaulins. Minimum quantity, 5 tons per truck.

Coal, native, brown, between Onehunga and Auckland will be charged 1s 9d. per ton.

Coal, not otherwise specified, between Onehunga and Auckland will be charged 2s. 6d. per ton.

Coal-slack, native, for lime-burning, ore-roasting, and brick-burning purposes, from Huntly or Kimihia, will be charged as follows to the stations named :—

	s.	d.
Te Kuiti	5	0
Te Aroha	4	6
Paeroa	5	3

Minimum quantity, 6 tons per truck.

Coal-slack, native, delivered on railway-trucks at pit's mouth at a price not exceeding 2s. per ton, will be charged at the rate of 6s. per ton for conveyance from Huntly or Kimihia to Komata-Thames and intermediate stations. Minimum quantity, 6 tons per truck.

Consignment-note must be indorsed by consignor as follows: "I hereby certify that the price obtained for the coal-slack entered hereon does not exceed 2s. per ton delivered on railway-trucks in railway-siding."

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

Zinc shavings packed in cases, Thames to Paeroa, will be charged 8s. 6d. per ton.

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

Class A	20s.
Classes B, C, D	15s.

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

Goods and live-stock booked through between stations on the Auckland Section and ports on the Kaipara will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Helensville as specified in Parts III., IV., and VI. hereof, ships to place in and take delivery of goods and live-stock from trucks at Helensville Wharf :—

	s.	d.
Goods, not otherwise specified, per ton weight ...	11	6
Grass-seed, per sack	0	8
Chaff, per sack	0	6
Furniture of every description, packed or unpacked, per ton weight	23	0
Dangerous goods, per ton weight	23	0

GOODS.

LOCAL RATES—continued.

	s.	d.
Drapery, per ton weight... ..	14	0
Minimum charge	1	0
Powder, blasting or sporting, per 112 lb. or fractional part thereof	2	0
Drays, either set up or in pieces, each	12	6
Tanks, iron, plain or corrugated, each	4	0
Timber, sawn, 500 ft. and under, per 100 ft.	1	6
Timber, sawn, over 500 ft. and under 1,000 ft., per 100 ft.	1	3
Timber, sawn, 1,000 ft. and over, per 100 ft.	1	0
Mouldings, per 100 ft.	2	0
Sheep, for the first 100, per head	1	0
Sheep, each additional, per head, by arrangement.		
Stud rams, each	2	6
Stud rams, ten and over, property of one owner, each	2	0
Cattle, one only	15	0
Cattle, two or three, property of one owner, each	13	6
Cattle, lots over three, by arrangement.		
Heavy weights, over 1 ton, per ton	20	0

These charges are exclusive of cost of transhipment and delivery on the Dargaville-Tangiteroria service.

Consignments of timber under 1,000 ft. to be charged as 1,000 ft. when cheaper to do so.

Stud rams under ten to be charged as ten when it is cheaper to do so.

Goods for Paparoa and Maungaturoto are chargeable (cost of transhipment) 4s. per ton in addition to the rates specified. Heavy weights (over 1 ton), by arrangement.

Live stock for Paparoa and Maungaturoto is accepted for delivery at Pahi and Whakapirau only.

All charges on goods and live-stock consigned to ports on the Kaipara, or from ports on the Kaipara to flag-stations on the Auckland Section, must be prepaid.

CLASS K.

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

From	To Newmarket.		To Mount Eden.		To Auckland.		To Onehunga Wharf.	
	Sawn.	Log.	Sawn.	Log.	Sawn.	Log.	Sawn.	Log.
	s.	d.	s.	d.	s.	d.	s.	d.
Kanohi	1	9	2	0	1	9	2	0
Kaukapakapa	1	8	1	11	1	8	1	11
Helensville	1	4	1	6	1	6	1	6
Ohirangi, Waitakerei, and intermediate stations	1	4	1	6	1	6	1	9
Helensville, Waimauku, and intermediate stations	1	4	1	6	...	...	...	...
Waitakerei	1	1	1	3	...	...	...	...
Onehunga Wharf	0	9*	0	9	0	9*	0	11
Onehunga Town	0	8*	...	...	0	8*	...	...
Hunua, Papakura	1	0	...	...	1	0	...	...
Waikumete	0	7	...	...	0	7	...	...

These rates are exclusive of loading and unloading charges. The rates marked * will also apply to sawn timber from Auckland and Newmarket to Onehunga Town and Wharf. The rates from Helensville, and to and from Onehunga Wharf, are inclusive of wharfage.

Loading kauri logs at Helensville timber-slip will be charged 2½d. per 100 superficial feet.

Skidding kauri logs at Auckland, ½d. per 100 superficial feet.

Consignees shall take delivery of logs at Auckland in the harbour within the booms. Delivery will be deemed to be complete when the logs are placed within the booms and advice of arrival has been handed to the consignees.

Sawn timber, Helensville to Remuera-Onehunga Wharf and intermediate stations will be charged 1s. 6d. per 100 superficial feet.

GOODS.

LOCAL RATES—continued.

Timber not otherwise specified from Mamaku to Paeros, Te Aroha, and intermediate stations will be charged 2s. 6d. per 100 superficial feet, and to Komata-Thames and intermediate stations 2s. 8d. per 100 superficial feet.

Tawa timber from Mamaku to Komata-Thames and intermediate stations will be charged at the rates for white-pine timber.

Timber from Thames and Shortland to Paeroa-Te Aroha and intermediate stations will be charged 6d. per 100 superficial feet less than classified rates.

Tawa timber from Mamaku to Te Aroha-Paeroa and intermediate stations will be charged 1s. 9d. per 100 superficial feet.

The maximum rates for white-pine timber will be as follows:—

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

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

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

Except where otherwise specified, all goods and live-stock hauled between the Auckland Railway-station and the Railway Wharf will be charged 2s. 6d. per truck. Double-bogie trucks will be charged double rate.

Goods and live-stock consigned direct from or to the Auckland Railway Wharf to or from stations on the Auckland Section (Auckland excepted) will be hauled between the Railway Wharf and Railway-station at Auckland free of charge.

Lime and sulphur, loaded at Auckland, previously carried to Auckland by rail, will be hauled from the Railway-station to the Railway Wharf at Auckland free of charge.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

For the purpose of computing the rates and charges on goods and live-stock conveyed over the Government railway, the distance between any two stations shall be determined on the basis of the shorter railway route, provided that the rates and charges as determined under this regulation shall in no case exceed the through rates and charges *via* the Wellington and Manawatu Railway Company's line.

MILEAGE.

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

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.

GOODS.

LOCAL RATES—continued.

CLASS H.—WOOL, ETC.

Class H, undumped, will be charged as follows per bale from the stations named below :—

From	To Spit.	To Foxton.	To Farndon.	To Wanganui.	To Hastings.	To Wellington.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Whakatu, Tomoana, Hastings	0 11*	...	...	...	...	...
Farndon	0 8*	...	...	...	...	...
Spit	...	...	0 8*	...	0 11	...
Carnarvon	...	0 9*	...	...	...	...
Turakina and Ratana	...	...	...	1 6	...	...
Wangaehu and Baker's Crossing	...	...	...	1 3	...	...
Woodville-Matamau and intermediate stations	6 0†	...	...	...	...	...
Mangamahoe	...	...	...	...	...	6 8
Mauriceville	...	...	...	...	...	6 4
Kopuaranga	...	...	...	...	...	6 1
Opaki	...	...	...	...	...	6 1
Masterton, Carterton, and intermediate stations	...	...	...	...	...	5 1
Greytown	...	...	...	...	...	5 1

* These rates will also apply to scoured wool in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III. † This rate will also apply to wool from Spit to Woodville-Matamau and intermediate stations.

CLASS K.—TIMBER.

Timber consigned from sawmills 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.

The maximum rates for white-pine timber will be as follows :—
8d. per 100 superficial feet for all distances from 1 to 20 miles inclusive, and at the following rates per 100 superficial feet for distances beyond :—

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

GOODS.

LOCAL RATES—*continued.*

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

Timber, other than white-pine, for export to places outside the Colony of New Zealand, and rimu for export, consigned direct to the ship at Spit, New Plymouth Breakwater, Waitara, Wanganui, or Foxton, 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. Timber consigned from sawmills to Lower Hutt, Wellington, and intermediate stations will be charged 3d. per 100 superficial feet less than the classified rates; minimum charge, 8d. per 100 superficial feet.

The maximum rate for rimu, not otherwise specified, consigned from sawmills to Lower Hutt, Wellington, and intermediate stations, will be as follows:—

From Hukanui and Newman, 2s. 8d. per 100 superficial feet.
From Eketahuna, Opaki, and intermediate stations, 2s. 6d. per 100 superficial feet.

Timber, previously carried not less than thirty miles by rail to Booth's Siding or to Greytown will be charged as follows, per 100 superficial feet, Booth's Siding or Greytown to Wellington:—

		s. d.
Timber, except otherwise specified	...	1 7
Timber, other than white-pine, for export to places outside the Colony of New Zealand, and rimu for export, consigned direct to the ship	...	1 4

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

From 48 to 50 miles	...	...	...	s. d.
Over 50 miles and not over 60 miles	...	...	...	1 10
" 60 " " 70 "	...	...	...	1 11
" 70 " " 80 "	...	...	...	2 0
" 80 " " 90 "	...	...	...	2 1
" 90 " " 100 "	...	...	...	2 3
" 90 " " 100 "	...	...	...	2 4

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.

Goods of Class P (except native coal, anthracite or bituminous) will be charged as Class N except otherwise specified.

Coal between Spit and Napier will be charged as Class Q.

Coal between Wanganui and Aramoho Junction will be charged as Class Q.

NAPIER BREAKWATER LINE.

Goods hauled between the Napier Harbour Board's line at Spit and the Railway-station, or private stores and sidings, at Spit will be charged 1s. per ton; minimum charge per truck, 2s.

Goods from or for Napier and stations south thereof will be charged as follows for haulage between the Napier Harbour Board's line at Spit and the Spit Railway-station:—

- Wool, 1d. per bale.
- Timber, 1d. per 100 superficial feet.
- Live-stock, 2s. per truck.
- Other goods, 3d. per ton.
- Minimum charge, 3d.

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:—

GOODS.

LOCAL RATES—*continued.*

Between the Breakwater and Morley Street Goods Depot and New Plymouth Station, 3s. per ton. Quantities of less than 1 ton will be charged *pro rata* at this rate, instead of at the rates specified under Regulation 2 of Part III. Minimum charge, 9d.

Goods to be despatched inland by rail will be charged 1s. per ton for redespaching (minimum charge, 6d.), such charge to be in addition to the classified rates from the Breakwater.

Goods for shipment requiring storage at the Goods Depot 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 Depot, 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.

Goods of Classes A, B, C, D, conveyed between New Plymouth Station and the Taranaki Freezing-works Company's siding at Moturoa, will be charged 2s. 6d. per ton.

Cased meat, tallow, pelts, and Class H (undumped) 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, 3 tons.
- Class H, undumped, per bale, 8d. Minimum quantity, 12 bales per truck.

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

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

- Cased meat, tallow, pelts, and manure, other than street, stable, and farm-yard, per ton, 2s. 6d. Minimum quantity, 5 tons per truck.
- Class H, undumped, per bale, 6d. Minimum quantity, 12 bales per truck.

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

Coal-dross for lime-burning purposes, from Wellington to Mauriceville, will be charged at the classified rates for Class P.

PORT TRAFFIC, WELLINGTON STATION.

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	s. d. 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
Haulage, Class H, double-dumped wool from shed to ship's side, ship to take delivery in the trucks alongside, per 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
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
Classes F, N, P, haulage between ships and station sidings, owner to load and unload, per ton	1 0
Goods for transshipment, 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
Tallying goods of classes A, B, C, D, E, and H to or from Harbour Board sheds or to or from ships at Railway Wharf or breastwork and railway-sidings, per ton, weight or measurement	0 6
For use of crane, per ton	0 6

GOODS.

LOCAL RATES—*continued.*

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.

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
Coal for use of Wellington-Manawatu Railway Company, hauled from the Railway Wharf at Wellington to the company's station at Wellington in the company's own wagons, will be charged per ton						
...	...	...	...	...	0	8
Live-stock—						
In double-bogie trucks, per truck	...	...	...	...	10	0
In four-wheel trucks, 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.

GREYMOUTH-BRUNNER SECTION.

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

Timber will be charged 9d. per 100 superficial feet, with the exception of timber from Kaiata and Dobson to Greymouth, which will be charged—sawn, 7d., and log, 8d. per 100 superficial feet.

Timber, not otherwise specified, loaded at Greymouth will be charged 3d. per 100 superficial feet for haulage from sidings to ships, including wharfage.

Timber loaded at Greymouth, previously carried to Greymouth by rail, will be charged 2d. per 100 superficial feet for haulage from sidings to ships.

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.

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.

Clay and bricks from Brunner Sidings to Greymouth will be charged 2s. per ton, including weighing.

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

Railway plant and material, in full truck-loads, Greymouth to Brunner, 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.

GOODS.

LOCAL RATES—continued.

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.

The following are the classified rates to be charged on the Greymouth-Brunner Section of the Government Railway for traffic interchanged with the New Zealand Midland Railway Company, except otherwise specified:—

		Miles	1	2	3	4	5	6	7	8
<i>Class</i>			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
A	Merchandise .. per ton		2 0	2 6	2 9	3 3	3 9	4 3	4 9	5 3
B	" .. "		2 0	2 6	2 9	3 0	3 5	3 11	4 5	4 11
C	" .. "		2 0	2 6	2 9	2 9	3 1	3 7	4 1	4 7
D	" .. "		2 0	2 6	2 9	2 9	2 9	3 3	3 9	4 3
E	Grain, &c. .. "		2 0	2 6	2 9	2 9	2 9	2 9	2 9	3 0
F	Hay, straw, &c. per truck		5 0	6 6	7 6	8 0	8 6	9 0	9 0	9 0
H	Wool, &c., undumped per bale		1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
H	Ditto, double-dumped "		1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9
K	Timber per 100 super. ft.		0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7
M	Cattle, sheep, &c., per four-wheel truck		12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
N	Special per ton		1 9	1 9	2 0	2 0	2 0	2 0	2 0	2 0
P	Native coal "		1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9
Q	" "		1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9

Except where otherwise specified, timber for export consigned to Greymouth from stations on the New Zealand Midland Railway will be charged 7d. per 100 superficial feet for conveyance upon the Government Railway from Brunner to Greymouth, including all charges.

Railway sleepers consigned to Greymouth from stations on the New Zealand Midland Railway will be charged as timber if cheaper than Class Q.

Coal consigned to Greymouth from the Black Ball Coal Company's mine will be charged 1s. 8d. per ton for conveyance upon the Government Railway from Brunner to Greymouth. This charge includes weighing and delivering to the ship at Greymouth Wharf on coal for export.

GREYMOUTH-HOKITIKA SECTION.

Goods of Classes A, B, C, D, and E, and, except where otherwise specified, goods of Class F, consigned direct from ship at Greymouth to stations on the Hokitika line, or from stations on the Hokitika line to Greymouth for shipment, will be charged 8s. 6d. per ton, weight or measurement, at the option of the Department, including wharfage and all charges.

Beer, in bulk, from or to Hokitika to or from Greymouth or Greymouth Wharf will be charged 8s. 6d. per ton. The rate to and from the wharf includes wharfage.

Hides, sheepskins (in bundles not exceeding 1ewt.), and tallow, from Hokitika to Greymouth, will be charged 8s. 6d. per ton.

Chaff consigned direct from ship at Greymouth to Kumara, or from Kumara to Greymouth for shipment, will be charged 7s. per ton, including wharfage and all charges at Greymouth. Minimum quantity, 2 tons, calculated at twenty-five bags to the ton.

Except where otherwise specified, goods of Class E will be charged as Class D.

Wool, undumped, from Hokitika consigned direct to ship at Greymouth will be charged 2s. 6d. per bale, including wharfage and handling at ship's side at Greymouth.

Goods of Class N (except coke) will be charged as Class D.

GOODS.

LOCAL RATES—*continued.*

Except where otherwise specified, timber consigned to Greymouth from the Hokitika line will be charged as follows, per 100 superficial feet :—

	s.	d.
From one to seven miles	0	8
Over seven miles and not over eleven miles	0	10
Over eleven miles and not over fifteen miles	1	0
Over fifteen miles and not over twenty-four miles	1	1

These rates include all charges on timber for export. Where the classified rates for timber for local use at Greymouth are less than these rates, the classified rates will be charged.

Timber from Ho Ho to Hokitika will be charged 7d. per 100 superficial feet.

Goods of Class Q will be charged as Class P, except otherwise specified.

Railway sleepers will be charged Class Q or as timber if cheaper than Class Q.

Except where otherwise specified, goods from or for the Hokitika line for or from ship at Greymouth will be charged under Regulation 31 for conveyance between Greymouth Station and wharf.

HOKITIKA-BRUNNER SECTION.

TIMBER-DRYING SHED.

Timber consigned to Greymouth by rail for export beyond the Colony of New Zealand will be charged 1d. per hundred superficial feet in addition to the classified or local rates, such charge to include four months' storage in the timber-drying shed at Greymouth. For storage in the timber-drying shed for each month or fractional part of a month after the first four months an additional charge of 1d. per hundred superficial feet will be made.

Timber for export beyond the Colony of New Zealand, previously carried to Greymouth by rail, will be charged 2d. per hundred superficial feet for haulage from timber-drying shed to ship's side and the use of sheets to cover such timber. All damage to sheets so used to be paid for by consignors of timber.

The unloading, handling, and loading of all timber placed in or removed from the drying-shed must be done by owners.

These regulations will also apply to timber *ex* the Midland Railway when consigned to Greymouth for export beyond the colony.

Timber other than specified above will not be received into the timber-drying shed at Greymouth.

WESTPORT SECTION.

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

Timber, not otherwise specified, minimum charge, 10d. per 100 superficial feet.

Logs from Sergeant's Hill and Fairdown to Westport will be charged 8d. per 100 superficial feet.

Log timber consigned from stations on the Waimangaroa Branch to Birchfield will be charged 8d. per 100 superficial feet.

Timber consigned for export will be charged as follows :—

	Per 100 Superficial Feet.	
	s.	d.
From one to seven miles	0	8
Over seven and not over eleven miles	0	10
Over eleven and not over fifteen miles... ..	1	0
Over fifteen and not over twenty-two miles	1	1
Over twenty-two and not over twenty-seven miles	1	2
Over twenty-seven and not over thirty-one miles	1	3

Timber, coal, and lime in railway-wagons shunted from or to the Cape Foulwind line to or from sidings in Westport Station-yard will be charged 2s. per truck.

Coal and coal dross consigned to Westport 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; minimum quantity, 5 tons per truck. This charge includes weighing and discharging from the coal-staiths on coal for export.

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

Coal and coal-dross consigned from Conn's Creek to Waimangaroa will be charged 1s. per ton.

GOODS.

LOCAL RATES—*continued.*

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 and sheep 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 classified or local rates on the Government railway, as follows:—

Between the Junction and Conn's Creek: Sheep, 3d. per head; 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 Waimangaroa: 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.

Owners of sheep must take all risk and responsibility, and do all loading and unloading.

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, Regulation 31, Part III., weight or measurement, according to bill of lading; other goods by weight or measurement, as the Department directs.

CLASSES C AND D.

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

CLASS F.—FIREWOOD.

Firewood consigned direct from Motupiko will be charged at the following through rates per truck: To Nelson, 22s.; Port, 22s. 6d.

CLASS H.

Class H, undumped, consigned from Belgrove, Foxhill, and Wai-iti 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.

PICTON SECTION.

Goods of Classes A, B, C, D will be charged as Class A, except otherwise specified. Ships' goods of Classes A, B, C, D, from Picton, will be charged as Class B. Maximum charge, including wharfage, loading, unloading, 7s. 6d. per ton, weight or measurement, according to ships' bill of lading.

Except where otherwise specified, the maximum charge for goods of Classes A, B, C, D consigned to Picton will be 7s. 6d. per ton weight or measurement, at the option of the Railway Department, including wharfage and labour at ship's side at Picton when such goods are for export.

Fresh meat consigned 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, including wharfage and handling at ship's side; if to private sidings, 4s. 6d. a ton.

Storage at Blenheim on goods of 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.

The Department does not guarantee storage room.

GOODS.

LOCAL RATES—*continued.*

CLASS F.—HAY, ETC.

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

CLASS H.—WOOL, ETC.

Class H consigned 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 Class H must be in truck-loads of not less than 13 double-dumped full-sized bales, or 14 double-dumped small-sized bales. Undumped Class H must be in truck-loads of not less than 23 bales. If in lesser loads the classified rates will be charged.

CLASS P.

Goods of Class P will be charged as Class N, except otherwise specified.

Native coals, ex ship, Picton to Grovetown or Blenheim, will be charged 5s. per ton, including wharfage; owners to load and unload.

THROUGH BOOKING BETWEEN WELLINGTON AND STATIONS ON PICTON SECTION.

Goods booked through between Wellington and stations on Picton Section, landed at or shipped from Picton, will be charged at the following through rates for conveyance by rail and steamer, including wharfage at Picton, loading or unloading, and use of tarpaulins:—

	s.	d.
Classes A, B, C, D, per ton	15	0
Small lots exceeding 28 lb. and not exceeding 3 cwt. each ...	2	6
Small lots exceeding 3 cwt. and not exceeding 5 cwt. each ...	3	0
Hay and straw, pressed, per ton	17	6
Flax, native, pressed, per ton	15	0
Tow, native, pressed, per ton	20	0
Wool, rabbit- and sheep-skins, undumped, per bale ...	3	6
Wool, double-dumped, per bale	4	6
Flour, wheat, beans, peas, barley, potatoes, pollard, onions, oats, bran, and grass-seed, per sack	1	0
Chaff, per sack	0	6½
Timber, per 100 superficial feet	2	6

Goods not otherwise provided for will be charged according to ships' bill of lading, or by weight or measurement, at the option of the Railway Department.

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 ships' bill of lading, or at the option of the Department; minimum quantity, 10 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 Bluff	25s.	"
" Timaru and Oamaru	11s.	"
" Timaru and Bluff	30s.	"
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 5 cwt. and over, will be charged at the rate of 18s. per ton. Quantities of less than 5 cwt. will be charged as follows: Consignments not exceeding 28 lb., 56 lb., and 84 lb. at the small-lots rate (Regulation 2), computed on the basis of the classified rates. Maximum charge, 3s. 2d. Consignments exceeding 84 lb. at 3s. 2d. for the first hundredweight and 1d. for each additional quarter or fraction of a quarter.

GOODS.

LOCAL RATES—continued.

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	0 11 per ton.
To Dunedin by	1 1 „
To Invercargill by	1 4 „

But such increase will not be made when goods are consigned to private sidings at those stations; or, in the case of Dunedin, when they are consigned to the Railway Wharf for shipment in vessels lying there; or, in the case of Invercargill, when they are consigned to the Jetty.

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

CLASS H.—WOOL, ETC.

Undumped.

The following rates will be charged on Class H, undumped, per bale:—

From	To Addington and Christchurch.	To Lyttelton.	To Woolston.	To Timaru.	To Washdyke.
	s. d.	s. d.	s. d.	s. d.	s. d.
Culverden	4 10	5 4	5 4	...	...
Balmoral	4 10	5 4	...	...	...
Medbury	4 7	5 1	...	...	...
Hawarden	4 5	4 10	...	...	...
Waikari	4 2	4 7	...	...	...
Waipara	3 5	3 11	...	...	...
Springfield, Whitecliffs	*3 0	*3 6	...	...	...
South Malvern	*3 0	3 6	...	...	...
Sheffield, Racecourse Hill, Glentunnel, Coalgate, Homebush	*2 6	*3 0	...	...	...
Darfield, Hawkins	2 6	3 0	...	...	...
Eversley, Winscombe ... ..	...	...	...	*2 3	...
Fairlie ... ..	...	...	...	*2 3	*2 3
Cricklewood ... ..	...	...	...	*2 0	...
Albury ... ..	...	...	...	*2 0	2 0
Coal Creek ... ..	...	...	...	2 0	...
Cave ... ..	...	...	...	1 9	...
Sutherland's ... ..	...	...	...	1 6	...
Washdyke, Smithfield ... ..	...	...	...	0 8	...

The rates marked * will also apply to scoured wool, undumped, in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III.

From stations between Ealing and Deborah, inclusive, and from stations on the Albury, Waimate, Duntroon, Ngapara, and Livingston branches, classified rates up to 71 miles inclusive, and ¼d. per bale per mile for each additional mile when not otherwise specified.

To Timaru—

From stations on the main line, within 25 miles distance, 1s. per bale for distances up to and including 14 miles, and 1¼d. per bale for each additional mile. Scoured wool, 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.

GOODS.

LOCAL RATES—*continued.*

From Waimate, and stations on the Waimate District Railway, 4d. per bale less than the classified rates.

To Oamaru or Breakwater—

From Waimate, and stations on the Waimate District Railway, 4d. per bale less than the classified rates.

From Hakataramea and Kurow, 6d. per bale less than the classified rates.

From Hilles, Duntroon, and intermediate stations, 4d. per bale less than the classified rates.

To Dunedin or Port Chalmers—

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

From Hyde, Ranfurly, and intermediate stations, 6d. per bale less than the classified rates.

To Dunedin or Port Chalmers—

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

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

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

Class H, undumped, consigned direct to Port Chalmers or Dunedin, will be charged at the following through rates per bale for conveyance by steamer and rail from the places named—steamer to place in trucks at Balclutha Jetty:—

From	Through Rail and Steamer Rate, per Bale, exclusive of Handling.	
	To Port Chalmers.	To Dunedin.
	s. d.	s. d.
Clydevale (Upper Station)	6 7	6 1
„ (Lower Station)	6 1	5 7
Greenfield	6 1	5 7
Hillend Station	5 10	5 4

To Bluff—

From Heriot, Waipahi, and intermediate stations, 4d. per bale less than the classified rates.

From Invercargill, 1s. 4d. per bale.

From Ocean Beach, 6d. per bale.

Double-dumped.

The following rates will be charged on Class H double-dumped per bale:—

From stations between Ealing and Deborah inclusive, and from stations on the Albury, Waimate, Duntroon, Ngapara, and Livingston Branches, classified rates up to 71 miles inclusive, and ½d. per bale per mile for each additional mile, when not otherwise specified.

From Invercargill to Bluff, 2s. 4d. per bale.

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 charge, 8d. per 100 superficial feet.

Timber from Springburn to Tinwald and Ashburton will be charged 6d. per 100 superficial feet less than the classified rates. Timber from Buccleugh to Tinwald and Ashburton will be charged the same rates as from Springburn.

Timber from Rangitata to Ashburton, Timaru, and intermediate stations will be charged 6d. per 100 superficial feet less than the classified rates. Minimum charge, 8d. per 100 superficial feet.

The maximum rate for timber consigned from Owaka-Glenomaru and intermediate stations to Caversham-Pelichet Bay and intermediate stations will be 2s. 6d. per 100 superficial feet.

GOODS.

LOCAL RATES—continued.

Timber from sawmills in Southland, consigned to Kensington and Dunedin, will be charged 1s., and to Pelichet Bay, Orari, and intermediate stations, including branches, 9d., per 100 superficial feet less than the classified rates.

The maximum rates for white-pine timber will be as follows :—

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

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

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

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 :—

From 30 to 50 miles	...	...	...	...	s. d.
Over 50 miles and not over 60 miles	...	...	...	...	1 8
" 60 "	"	"	70 "	...	1 9
" 70 "	"	"	80 "	...	1 10
" 80 "	"	"	90 "	...	1 11
" 80 "	"	"	90 "	...	2 1

ROUGH STONE AND STONE PILES.

Stone and stone piles, rough, will be charged classified rates for distances not exceeding 51 miles, and at the following rates for distances over 51 miles :—

Over 51 miles and not over 60 miles	...	...	...	s. d.
" 60 "	"	"	70 "	5 7 per ton.
" 70 "	"	"	80 "	5 9 "
" 80 "	"	"	90 "	5 11 "
" 90 "	"	"	100 "	6 1 "
" 100 "	"	"	110 "	6 3 "
" 110 "	"	"	120 "	6 5 "
" 120 "	"	"	130 "	6 6 "
" 130 "	"	"	140 "	6 8 "
" 140 "	"	"	150 "	6 9 "
" 150 "	"	"	160 "	6 11 "
" 160 "	"	"	170 "	7 0 "
" 160 "	"	"	170 "	7 2 "

For every additional 10 miles or fraction thereof $\frac{1}{2}$ d. per ton will be added.

GOODS.

LOCAL RATES—*continued.*

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

SHUNTING BETWEEN PRIVATE SIDINGS, RICCARTON AND ADDINGTON.

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 Lyttelton to Christchurch, not to private sidings, will be charged	...	...	5	5	per ton.
Goods of Classes A, B, C, D, from Lyttelton to Christchurch, to private sidings, will be charged	...	...	4	6	"
Goods of Classes A, B, C, D, from Christchurch to Lyttelton, will be charged	...	...	4	6	"

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

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

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 Parts III. and IV. 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.

KAIAPOI TO 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.

GOODS.

LOCAL RATES—continued.

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.

SOUTHBRIDGE BRANCH.

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

Where the rate per ton exceeds	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	8 0	10 0	12 0	14 0	16 0	18 0	20 0	22 0	
But does not exceed ..	8 0	10 0	12 0	14 0	16 0	18 0	20 0	22 0	
Not exceeding 28 lb.	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 10	0 10
Above 28 lb.	0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 11	0 11
" 56 "	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	1 0
" 84 "	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 1
" 1 cwt.	1 0	1 0	1 0	1 0	1 0	1 2	1 3	1 5	1 8
" 1 1/4 "	1 0	1 0	1 0	1 1	1 3	1 5	1 7	1 9	1 11
" 1 1/2 "	1 0	1 0	1 3	1 5	1 7	1 10	2 0	2 2	2 6
" 1 3/4 "	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9	3 0
" 2 "	1 2	1 5	1 8	2 0	2 2	2 6	2 9	3 0	3 4
" 2 1/4 "	1 3	1 6	1 10	2 2	2 5	2 9	3 0	3 4	3 7
" 2 1/2 "	1 4	1 8	2 0	2 4	2 7	3 0	3 3	3 7	3 10
" 2 3/4 "	1 5	1 9	2 2	2 6	2 10	3 2	3 6	3 10	4 2
" 3 "	1 6	1 11	2 3	2 8	3 0	3 5	3 9	4 2	4 5
" 3 1/4 "	1 7	2 0	2 5	2 10	3 2	3 7	4 0	4 5	

LYTTELTON STATION.

For all goods of Classes A, B, C, and D not taken delivery of by consignees within 5 working hours after arrival, the storage charges will be, for each week or fraction of a week, at per ton	s. d.	2 0
Minimum charge	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	1 0	
When delivered to ship's side an additional charge for haulage will be made, at the rate of, per ton	1 6	
Frozen meat and butter in insulated trucks from shed to ship's side will be charged, per ton	2 6	
Minimum charge	5 0	
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	2 6	
For each additional week or fraction of a week up to the seventh week inclusive, for each ton	0 2	
For each additional week or fraction of a week, for each ton	0 1	
On goods consigned to the station for delivery on shore and delivered instead to vessels, a charge for haulage will be made at the rate of, per ton	0 6	
On goods consigned to private sidings but not placed there, being delivered instead to vessels, a charge for haulage will be made at the rate of, per ton	0 6	

GOODS FOR TRANSHIPMENT AT LYTTELTON.

When goods are landed ex ship and taken into shed for redelivery they will be charged 5s. 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:—

GOODS.

LOCAL RATES—*continued.*

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

MEAT, FAIRFIELD TO BELFAST.

Frozen meat, Fairfield to Belfast, will be charged 15s. per ton. Minimum quantity, 20 tons.

PELTS, FAIRFIELD TO WOOLSTON.

Pelts from Fairfield to Woolston will be charged 15s. per ton. Minimum quantity, 4 tons per truck. Owners to load and unload.

PELTS, SMITHFIELD TO ISLINGTON.

Pelts from Smithfield to Islington will be charged 18s. per ton. Minimum quantity, 4 tons per truck. Owners to load and unload.

PELTS, TIMARU TO WOOLSTON.

Pelts, from Timaru to Woolston, will be charged 20s. per ton. Minimum quantity 4 tons per truck. Owners to load and unload.

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	2 0	1 6
Coal and other minerals, including loading, unloading being done by consignees, per ton	1 6	1 6
Grain, flour, and other produce, per ton	1 6	1 6
Class F, chaff, &c., not otherwise specified, per ton	1 6	1 6
Class H, screw-pressed, per bale	0 9	0 6
Posts and rails, per truck	6 6	6 6
Live stock, per truck	5 0	5 0
Timber, except Australian and Tasmanian, per 100 superficial feet	0 4	0 4
Timber, Australian and Tasmanian, per 100 superficial feet	0 6	0 6
Returned empties, each	0 6	0 6
Minimum charge in all cases	0 6	0 6

Goods to or from Government sheds will be loaded or unloaded by the Department, and those to or from private or Harbour Board sidings by the owners or Harbour Board tenants.

Loading or unloading at the Breakwater will be performed by the Department.

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 being added to the mileage to or from Oamaru.

DEAD MEAT, OAMARU TO PORT CHALMERS.

Dead meat, from Oamaru to Port Chalmers, will be charged 15s. per ton.

DUNEDIN OR PORT CHALMERS AND OAMARU.

Goods of Classes A, B, C, and D, between Dunedin or Port Chalmers and Oamaru, will be charged 12s. 6d. per ton, except otherwise specified.

GOODS.

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LOCAL RATES—*continued.*

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.

PELTS, MAHENO TO WOOLSTON.

Pelts, from Maheno to Woolston, will be charged 22s. ton. Minimum quantity, 4 tons per truck. Owners to load and unload.

STONE AND STONE PILES TO PORT CHALMERS AND DUNEDIN.

Stone and stone piles, rough, from Oamaru, Weston, Maheno, and intermediate stations to Port Chalmers or Dunedin, will be charged 5s. 6d. per ton.

DUNEDIN AND CHRISTCHURCH.

Cement and clinker, New Zealand manufacture, Dunedin to Christchurch, will be charged 15s. per ton. This rate is exclusive of charge for tarpaulins. Minimum, 6 tons per truck. Owners to load and unload.

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	5	7
Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers	4	6

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

CLASSES N AND Q, FROM PORT CHALMERS QUARRY.

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

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.

DUNEDIN AND BURNSIDE.

Goods of Class E, oil, soap, tallow, candles, bar iron, iron castings, manures (other than street, stable, and farmyard), sulphur, linseed, guano, tar, raw materials used in the manufacture of manures (other than street, stable, and farmyard) and acids, sulphuric acid, in 2-ton lots, between Dunedin and Burnside or the Cattle-yards, will be charged 3s. 7d. per ton; when consigned to private sidings, 2s. 6d. per ton.

DUNEDIN AND PORT CHALMERS TO MILTON AND BENHAR.

Whitelead, 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, or Benhar, will be charged Class D.

DUNEDIN TO MILTON, BALCLUTHA, WAITAHUNA, AND LAWRENCE.

Goods of Classes A and B, from Dunedin to Milton, Balclutha, Waitahuna, and Lawrence, will be charged as Class C.

Small lots of goods of Classes A, B, and C, from Dunedin to Milton, Balclutha, Waitahuna, and Lawrence, will be charged *pro rata* at the Class O rates, instead of

GOODS.

LOCAL RATES—*continued.*

under Regulation 2, Part III. Minimum charge, 9d. The charge for small lots of other classes of goods is not to exceed the charge for small lots of Class C goods.

DUNEDIN AND INVERCARGILL.

Goods of Classes A, B, C, and D not otherwise specified below, between Dunedin and Invercargill, in quantities of 5 cwt. and over, will be charged 18s. per ton. Quantities of less than 5 cwt. will be charged as follows: Consignments not exceeding 28 lb., 56 lb., and 84 lb. at the small-lots rate (Regulation 2), computed on the basis of the classified rates. Maximum charge, 3s. 6d. Consignments exceeding 84 lb. at 3s. 6d. for the first cwt., and 3d. for each additional cwt. or fraction of a cwt. These rates cover all charges.

Threshing-machines, reapers-and-binders, winnowing-machines, bulky machinery, carriages and gigs in pieces unpainted and in the rough, and furniture between Dunedin and Invercargill, in quantities of 5 cwt. and over, will be charged 30s. per ton. Quantities of less than 5 cwt. will be charged 5s. 6d. for the first cwt., and 6d. for each additional cwt. or fraction of a cwt. These rates 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.
Oaveraham	2	Burke's	4
Burnside	4	Sawyer's Bay	7
Abbotsford	5	Port Chalmers Lower Station	8
Ravensbourne	2		

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

BURNSIDE TO CHRISTCHURCH, TIMARU, OAMARU, AND INVERCARGILL.

Bar iron and castings, locally manufactured, consigned direct from Burnside Iron-works 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.

Minimum quantity, 4 tons.

FERNHILL BRANCH LINE.

Coal from or to Fernhill to or from stations beyond Abbotsford will be charged 4½d. per ton in addition to the classified rates and charges from or to Abbotsford.

PELTS, GORE TO WOOLSTON.

Pelts, from Gore to Woolston, will be charged 35s. per ton. Minimum quantity, 4 tons per truck. Owners to load and unload.

FAT, MATAURA TO WALLACETOWN.

Fat, packed, Mataura to Wallacetown, will be charged 12s. 6d. per ton. Owners to load and unload.

PELTS, OCEAN BEACH, INVERCARGILL, AND ONE-TREE POINT TO WOOLSTON.

Pelts, Ocean Beach, Invercargill, and One-tree Point to Woolston, will be charged 41s. per ton. Minimum quantity, 4 tons per truck. Owners to load and unload.

BLUFF AND INVERCARGILL.

Goods of Classes A, B, C, and D, from Bluff to Invercargill, not to private sidings	7	10	per ton
Goods of Classes A, B, C, and D, from Bluff to Invercargill, to private sidings	6	6	"
Goods of Classes A, B, C, and D, from Invercargill to Bluff	6	6	"

GOODS.

LOCAL RATES—*continued.*

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	2 6
Coal and other minerals, loading and discharging being done by consignees, per ton	1 0
Grain, flour, and other produce, per ton	1 6
Class H, screw-pressed, per bale	0 9
Timber, per 100 superficial feet, loading and discharging being done by consignees	0 3½
Posts and rails, per truck	6 6
Live-stock, per truck	5 0
Returned empties, each	0 6

All timber booked from or to country stations to or from 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.

Gravel consigned from Invercargill Jetty to country stations will be charged ordinary rates, one mile for the Jetty branch-line being added to the mileage from Invercargill. Minimum quantity, 6 tons per truck.

BRICKS, TILES, AND CLAY TO INVERCARGILL.

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

	s. d.
Buxton's to Invercargill	1 6 per ton.

Minimum quantity, 5 tons per truck.

BLUFF STATION.

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

	s. d.
For the first week or fraction of a week, at per ton or fraction of a ton	2 0
All labour in store for loading, unloading, and stacking must be provided by consignors; and, if trucks are standing for unloading after the time specified, demurrage will be charged.	
For the second week or fraction thereof, per ton or fraction of a ton	0 6
For each additional week or fraction of a week, for each ton or fraction of a ton	0 2
Haulage Class H, double-dumped wool, between railway-station or private stores and ship's side, ship to take delivery in trucks alongside, per bale	0 4
Haulage Class H, double-dumped wool, between railway-station or private stores and ship, including handling at ship's side, per bale	0 6
Class H (except double-dumped wool), haulage between railway-station or private stores and ship, ship to receive from or deliver into trucks alongside, per bale	0 2
Class H (except double-dumped wool), haulage between railway-station or private stores and ship, including handling at ship's side, per bale	0 3

BLUFF AND OCEAN BEACH.

The following rates will be charged between Bluff and Ocean Beach:—

Cased meats, tallow, pelts, and sheep's runners in casks, 2s. 6d. per ton; minimum quantity, 4 tons per truck.

GOODS.

LOCAL RATES—*continued*.

Native coal and manures (other than street, stable, and farmyard), 2s. per ton; minimum quantity, 5 tons per truck.

Ballast, ships', 1s. 6d. per ton; minimum quantity, 5 tons per truck.

COAL FROM NIGHTCAPS.

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

PAPER AND PAPER-BAGS FROM LOCAL PAPER-MILLS.

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

SHIPS' GOODS ON PORT LINES.

The following ships' goods will be carried by measurement at half-rates on the lines stated below, viz.: Cardboard boxes packed, combines, grass-seed-cleaning machines, omnibuses, tramcars, flock and kapok in bales, wickerware, wire and spring mattresses, and theatrical scenery.

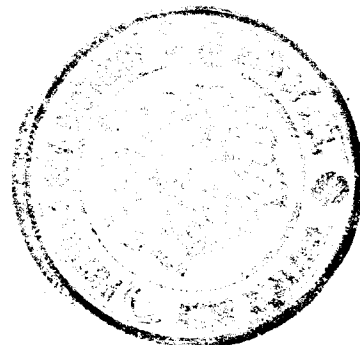
Lines:—

Onehunga-Auckland.
Picton-Blenheim.

Lyttelton-Christchurch.
Port Chalmers-Dunedin.

Breakwater-New Plymouth.

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.



PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK, PARCELS, AND LUG- GAGE.

All goods, live-stock, parcels, and luggage 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 Department shall determine in what class they shall be charged.

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

Packages containing safety small-arm cartridges must be labelled, "Explosive safety small-arm cartridges."

Poisoned and phosphorised grain will only be accepted for carriage when double-bagged in new bags securely sewn, and having the words "POISONED GRAIN" painted thereon in 3 in. letters.

Packages containing "*dangerous goods*" (other than fuse, safety small-arm cartridges, and Chinese crackers) will not be accepted for carriage through the Parcels Department.

The maximum weight of Chinese crackers accepted for carriage through Parcels Department by any one train will be 14 lb.

Where goods are described as "packed" it is intended that they shall be properly and securely packed in cases, casks, bags, crates, or otherwise, for safe transit by rail, in the manner in which such goods are usually packed in the trade, and that they shall 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 word "half-rate," where specified, means that the "*classified rate*" per ton will be halved, and applies to that rate only, except in cases where goods charged at the "local rate" are carried by measurement, when the "local rate" will be halved.

	CLASS
Acid, acetic and tartaric, packed. Owners' risk	A
Acid, carbolic, packed in casks or wrought-iron drums. Owners' risk.	A
Acids, not otherwise specified, packed. Double rate. Owners' risk.	A
<i>Dangerous</i>	A
Acid, sulphuric, New Zealand manufacture, packed, in consignments of not less than 2 tons. Owners' risk. <i>Dangerous</i>	A
Acid, sulphurous, packed. Owners' risk	A
Ale	As beer
Almonds, packed	A
Alum, packed	C
Ambrosia, packed. Owners' risk	E
Ammonia gas, compressed, in solid-drawn steel tubes. Owners' risk.	A
<i>Dangerous</i>	A
Ammunition, not otherwise specified. Double rate. Owners' risk.	A
<i>Dangerous</i>	A
Anchors and Chain Cables	D
Animals, living, not otherwise specified. In crates or cases. Owners' risk.	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE

CLASSIFICATION—continued.

	CLASS
Animals and Birds, stuffed, in cases. Rate and a quarter. As parcels, see	Part II.
Antimony, smelted	C
Anvils	D
Apparatus, distillery. Double rate. Owners' risk	A
Arrowroot, packed	A
Arsenic, packed	A
Ashes. Owners' risk	Q
Asphalt	D
Axes, loose	A
Axes, packed	B
Axles	C
Bacon, loose. Owners' risk	B
Bacon, packed	C
Bags, paper, not otherwise specified	A
Bags, paper, colonial manufacture	D
Ballast, ships. Owners' risk	Q
Bank-notes. Double rate. <i>Special goods</i> As parcels, see	Part II.
Banners, packed. If loose, owners' risk	A
Bark, not otherwise specified, packed, in bags or bundles. Owners' risk	D
Bark, not otherwise specified, loose. Owners' risk	C
Bark, native, loose, or packed in bags or bundles. Owners' risk	P
Bark extract, in casks	C
Barley, grain, in bags. Owners' risk	E
Barley, pearl, packed. Owners' risk	E
Basils, in bales	B
Baskets and Basketware. Rate and a half. (If through Parcels, rate and a quarter)	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 half. (If through Parcels, rate and a quarter)...	A
Beans, imported, packed	B
Beans, colonial produce, whole or crushed	E
Beds and Bedding, packed. If loose, rate and a half, owners' risk. <i>Special goods</i>	A
Bedsteads, packed, in cases	A
Bedsteads (loose), in sacking, matting, straw bands, partially or wholly exposed. Rate and a quarter. Owners' risk. <i>Special goods</i>	A
Beef, salt, packed	C
Beehives. Owners' risk	C
Beer, bottled, packed. Owners' risk	B
Beer, in bulk (4 hhds. to the ton)	C
Beeswax	A
Beetroot. Owners' risk	F
Bellit. Double rate. Owners' risk. <i>Dangerous</i>	A
Bellona. 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 accompanying passengers. Owners' risk. <i>Special goods.</i> See Part II.	
Bicycles, complete (not packed in cases), to seat one rider, each machine as for 28lb. Rate and a quarter. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Tandems, triplets, quadruplets, &c. (not packed in cases). Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Bicycles, packed in cases (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Bicycle-wheels, packed (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Bicycle-wheels, not packed. Rate and a quarter. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Bills of Exchange and other Securities. <i>Special goods.</i> } Double rate } " "	

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Binder-twine	D
Birds, mutton, preserved	D
Birds in cages. Rate and a quarter. Owners' risk	As parcels, <i>see</i> 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
Biscuits, settlers'. Owners' risk	C
Bisulphide of carbon. Double rate. Owners' risk. <i>Dangerous</i>	A
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. Owners' risk	D
Bleaching Liquids. Double rate. Owners' risk. <i>Dangerous</i>	A
Blight Specific. Owners' 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
Boats, to and from regattas, accompanied by their crews	<i>See</i> Part III.
Boiler-fluid. 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
Bolts and Nuts, packed	C
Bone-dust, packed. Owners' risk	E
Bones. Owners' risk	Q
Books, packed. Owners' risk	A
Boots, packed	B
Bottles, druggists', packed. Owners' risk	A
Bottles, empty, old, collected in New Zealand. Owners' risk	N
Bottles, empty, "returned empties." Owners' risk	<i>See</i> Part III.
Bottles, empty, packed, not otherwise specified. Owners' risk	C
Boulders. Owners' risk	Q
Boxes, cardboard, colonial manufacture, packed in crates. Rate and a half. Owners' risk	A
Boxes, bonnet and hat, paper. Rate and a quarter	As parcels, <i>see</i> Part II.
Boxes, pasteboard, containing millinery, feathers, &c. Rate and a quarter	As parcels, <i>see</i> Part II.
Boxes, empty, not "returned empties," not otherwise specified	A
Brads, packed	B
Bran, packed. Owners' risk	E
Brass (rod, sheet, wire, nails)	B
Brass, scrap. Owners' risk	N
Brattice-cloth. Owners' risk	D
Bread, packed. Owners' risk	C
Bread, unpacked	As parcels, <i>see</i> Part II.
Bread, cabin. Owners' risk	C
Breeze. Owners' risk	P
Bricks, Bath	C
Bricks, imported. Owners' risk	N
Bricks, scouring, clay, native produce. Owners' risk	P
Bricks, native produce. Owners' risk	Q
Bridge-cylinders, in pieces. Owners' risk. <i>Special goods</i>	D
Briquettes, coal. Owners' risk	P
Britannia-metal Goods, packed	A
Bromine. Double rate. Owners' risk. <i>Dangerous</i>	A
Brooms, corn, packed, not otherwise specified. Double rate	A
Brooms, corn, New Zealand manufacture, packed. Rate and a half	A
Brooms, not otherwise specified, packed	A
Brushware	A
Buckets, tin or other metal, in nests. Owners' risk	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Buckets, tubs, &c., wood	A
Bush-trolleys, under 2 tons	B
Bush-trolleys, 2 tons and over. Owners to load and unload	D
Butter, packed	C
Butter, packed, in consignments of not less than 10 cwt. Rate and a half	E
Butter-boxes in pieces, packed in crates, not "returned empties." Half-rate	B
Cabin bread. Owners' risk	C
Cables, chain	D
Cages, bird. Double rate. Owners' risk	A
Cake, linseed. Owners' risk	B
Calcium, carbide of, in hermetically-sealed tins packed in strong wooden cases, or in air-tight and damp-proof iron drums. Owners' risk.	
<i>Dangerous</i>	A
Calfskins	B
Calves. Owners' risk. <i>Special goods</i>	M
Candied Peel, packed	A
Candles, packed	A
Canoes. Minimum as for 5 cwt. Owners' risk	A
Canvas, in bolts or bales	B
Cardboard boxes, colonial manufacture, packed in crates. Rate and a half.	
Owners' risk	A
Carpeting, packed	A
Carpeting, unpacked. Rate and a half	A
Carriages, either set up or in pieces. Owners' risk. <i>Special goods</i>	See Part II.
Carriages and Gigs in pieces, unpainted, and in the rough. Minimum, 15 cwt. per truck. Owners' risk	A
Carriage-shafts and -wheels. Owners' risk	A
Carriage-covers (returned empty free)	A
Carrots. Owners' risk	F
Cars, tram	A
Carts, Daisy, in pieces, packed in three packages, total weight of each cart not to exceed 2 cwt. Double rate. Owners' risk	A
Carts, either set up or in pieces	See Part III.
Carts, in pieces, unpainted and in the rough. Minimum, 1 ton per truck	C
Carts, hand. Rate and a quarter	As parcels, see Part II.
Cartridges, not otherwise specified, packed. Double rate. Owners' risk.	
<i>Dangerous</i>	A
Cartridges, safety, small-arm, packed. Owners' risk. <i>Dangerous.</i> (If sent through Parcels, single rate)	A
Cases, empty, for carriage of fruit	See Part III.
Cases, empty, not "returned empties," not otherwise specified	A
Cash. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Casks, empty, not "returned empties," not otherwise specified	A
Castings, not otherwise specified. 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
Casts, stereotype, consigned by or to newspaper proprietors.	See Part II.
Cattle. Owners' risk. <i>Special goods</i>	M
Cement, not otherwise specified. Owners' risk	D
Cement, manufactured from colonial products. Rate and a half. Owners' risk	E
Chaff. Owners' risk	F
Chaff-cutters. Owners' risk. <i>Special goods</i>	C
Chain (not cable)	C
Chairs, Bath and basket. Rate and a half. (If through Parcels, rate and a quarter)	
Chairs, Bath and basket	A
Chalk, not otherwise specified	C
Chalk, native. Owners' risk	N
Chandeliers, packed. Owners' risk. <i>Special goods</i>	A
Charcoal, crushed or uncrushed. Owners' risk	N
Cheese, packed, not otherwise specified	C
Cheese, loose or in bags. Owners' risk	B
Cheese, packed, consigned from makers' factories, in consignments of not less than 10 cwt. Rate and a half	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
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. Rate and a half. Owners' risk	A
China-clay. Owners' risk	N
China, parcels containing. Rate and a quarter	As parcels, see Part II.
China in casks or crates. Owners' risk. <i>Special goods</i>	C
China in boxes or cases. Owners' risk. <i>Special goods</i>	B
Chinese Crackers, in packages not exceeding 14lb. weight. Double rate. Owners' risk. <i>Dangerous</i>	As parcels, see Part II.
Chinese Crackers. Double rate. Owners' risk. <i>Dangerous</i>	A
Chinese Goods, packed. Owners' risk	A
Chlorate of Potash. Owners' risk. (Not to be loaded in same truck as Oil of Myrbane)	A
Chloride of Sulphur. Double rate. Owners' risk. <i>Dangerous</i>	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, not otherwise specified, bottled, packed. Owners' risk	B
Cider, in bulk	C
Cider, New-Zealand-made, in cases or jars	C
Cigars and Cigarettes, packed. Double rate. Owners' risk	A
Cinders. Owners' risk	Q
Circuses. Owners' risk. <i>Special goods</i>	See Part III.
Clay, imported. Owners' risk	N
Clay scouring-bricks, native produce. Owners' risk	P
Clay, native. Owners' risk	Q
Clocks, packed. Owners' risk. <i>Special goods</i>	A
Closets, earth	A
Cloth, wire. Owners' risk	A
Clothes-props. Owners' risk	F
Coal, imported. Owners' risk	N
Coal, native brown. Owners' risk	Q
Coal, native, anthracite or bituminous. Owners' risk	P
Coal, native, for export to places outside New Zealand. Owners' risk	See Part III.
Coal, cinders Owners' risk	Q
Cocconut fibre	B
Cocoa, packed	A
Cocoa, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
Cocconuts, packed	C
Coffee, ground or roasted, packed	A
Coffee, raw, packed	B
Coffins, empty. Double rate	A
Coin. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Coke. Owners' risk	N
Collodion, in hermetically sealed tins or bottles packed in sawdust in cases not exceeding 56 lb. each. Double rate. Owners' risk. <i>Dangerous</i>	A
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, 2 tons and over. Owners to load and unload	D
Contractors' plant, under 2 tons	B
Copper (rod, sheet, nails, wire, and rivets)	B
Copper, ingot and bar	C
Copper-ore. Owners' risk	Q
Copper, scrap. Owners' risk	N
Copper, sulphate of, packed	B
Copperas	B
Cordage	B
Cordials, packed. Owners' risk	A

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GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Cordials, in bulk	B
Corks. Rate and a half	A
Corn-flour, packed	A
Cornices, in bundles, 40 cubic feet to the ton. Owners' risk	A
Corpses	<i>See Part II.</i>
Cotton-waste, not otherwise specified	B
Cotton-waste and other fibrous materials for paper-making. Owners' risk	N
Counters, shop	A
Coverings used for fresh meat conveyed by rail, returned	Free
Covers, carriage (returned empty free)	A
Covers, horse	B
Cowtips	B
Crabs and crab-winchies	C
Cream. Owners' risk	<i>As milk, see Part II.</i>
Cream of Tartar, packed	A
Creosote	D
Crockery	<i>See Earthenware</i>
Crowbars	D
Crucibles	B
Currants, packed	A
Curry Powder, packed	A
Cutlery, packed	A
Cyanide	D
Cylinders, bridge, in pieces. Owners' risk. <i>Special goods</i>	D
Dairy Produce, not otherwise specified	B
Daisy Carts, in pieces, packed in three packages, total weight of each cart not to exceed 2 cwt. Double rate. Owners' risk	A
Dates, packed	A
Demijohns, glass, in wickerwork. Owners' risk	B
Demijohns, glass, without wickerwork. Rate and a half. Owners' risk	B
Demijohns, earthenware. Owners' risk	D
Dholl, packed	E
Disinfectants, packed	B
Documents, valuable. Double rate. Owners' risk. <i>Special goods</i>	<i>As parcels, see Part II.</i>
Dogs. <i>Special goods.</i> Owners' risk	<i>See Part II.</i>
Door-fittings. Owners' risk	B
Door-frames	C
Doors, wooden. Owners' risk	C
Doors, glass, not otherwise specified. Owners' risk	A
Doors, glass, packed. Owners' risk	C
Drain-pipes, concrete. Owners' risk	N
Drapery, packed. Owners' risk	A
Drays, either set up or in pieces	<i>See Part III.</i>
Dray-shafts and -wheels	B
Drays, in pieces, unpainted, and in the rough. Minimum, 1 ton per truck	C
Dress-stands. Rate and a quarter	<i>As parcels, see Part II.</i>
Driers, packed	A
Drugs, packed. Owners' risk	A
Duck, in bolts or bales	B
Dumb-plates	D
Dyes, packed	A
Dyewoods, not otherwise specified	C
Dynamite. Double rate. Owners' risk. <i>Dangerous</i>	A
Earth. Owners' risk	Q
Earth-closets	A
Earthenware, not otherwise specified, in casks or crates. Owners' risk	C
<i>Special goods</i>	C
Earthenware, not otherwise specified, in boxes or cases. Owners' risk	B
<i>Special goods</i>	B
Earthenware, native, packed, consigned direct from local factories, in lots of not less than 20 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	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Empties, cases, for carriage of fruit	See Part III.
Empties, returned, not otherwise specified	See Part III.
Empties, returned fruit and vegetable packages	Free
Empties, casks, cases, kegs, jars, tins, tubs, and crates, not "returned empties," but to be reconsigned by railway full	As "returned empties," see Part III.
Empties, not "returned empties," not otherwise specified	A
Encaustic Tiles	C
Engines, locomotive, running on their own wheels. Owners' risk. <i>Special goods</i>	See Part III.
Engines, portable and traction. Owners' risk. <i>Special goods</i>	B
Engravings, loose. Double rate. Owners' risk. <i>Special goods</i>	A
Engravings, in cases. Rate and a quarter. Owners' risk. <i>Special goods</i>	A
Explosive Materials, not otherwise specified (excepting lithofracteur, nitro-glycerine, dualine, glyoxiline, methylic nitrate, glonine oil, gun-cotton, pyrolithe, metallic sodium, which will not be carried). Double rate. Owners' risk. <i>Dangerous</i>	A
Express-wagons, either set up or in pieces	See Part III.
Express-wagons in pieces, unpainted, and in the rough. Minimum, 1 ton per truck	C
Express-shafts and -wheels	B
Fancy Goods, packed. Rate and a quarter. Owners' risk	A
Fascines. Owners' risk	F
Fat	C
Feathers, packed. Double rate. Owners' risk	A
Felloes, manufactured	C
Felloes, unmanufactured	D
Felt	B
Fencing, patent (wire and lathwood). Owners' risk	D
Fencing-posts and stakes, hewn or sawn. Owners' risk	F
Fencing-posts, patent. Owners' risk	F
Fenders. Owners' risk	A
Ferns, out for decorating purposes. Owners' risk	D
Fibre, coccanut	B
Field-rollers. Owners' risk. <i>Special goods</i>	C
Figs, packed	A
Firearms, packed	A
Firearms, unpacked	As parcels, see Part II.
Fire-bars and -bearers, Dumb-plates, and Furnace-doors	D
Fireirons	A
Firewood. Owners' risk	F
Fireworks, packed. Double rate. Owners' risk. <i>Dangerous</i>	A
Fish, in brine	C
Fish, in tins	A
Fish, dried. Owners' risk	C
Fish, fresh, under 2 tons. Owners' risk. (See also Parts II. and III.)	D
Fish, fresh, 2-ton lots and over. Half rates. Owners' risk	C
Fish-cans, empty, for carriage of ova for acclimatisation purposes	Free
Fish-food for Acclimatisation Societies	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. (Loose dressed flax will not be accepted for carriage)	D
Flax, native, dressed, screw-pressed. Otherwise rate and a half. (Loose dressed flax will not be accepted for carriage)	E
Flax, green. Owners' risk	F
Flax Straw. Owners' risk. (Loose flax straw will not be accepted for carriage)	F
Flax Matting	B
Flock, in bales	A
Floorcloth	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Flour, packed	E
Flour-bags, in bags or bales	D
Flower-pots, packed	C
Flower-pots, loose. Owners to load and unload	B
Flowers, artificial. Rate and a quarter	As parcels, see Part II.
Flowers, cut. Half-rate. Owners' risk	As parcels, see Part II.
Flues, shell	See Boilers
Fluid, boiler. Owners' risk	B
Fodder molasses for feeding stock	D
Fog-signals. Double rate. Owners' risk. <i>Dangerous</i>	A
Food, fish, for acclimatisation societies	Free
Foot-rot Preparation	D
Forks, hay or other agricultural	A
Frames, picture. Rate and a half. Owners' risk	A
Fruit, fresh packed. Owners' risk	D
Fruit, fresh, New-Zealand-grown, packed, rate and a half (but in no case are total charges to exceed Class D). (See also Parts II. and III.)	E
Fruit, dried	A
Fry, salmon and trout, for Acclimatisation Societies	Free of charge.
Fungus, in bales or bags	B
Furnace doors	D
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. Owners' risk. <i>Special goods</i>	A
Furniture, skeleton. Double rate. Owners' risk. <i>Special goods</i>	A
Furniture, marble tops. Double rate. Owners' risk. <i>Special goods</i>	A
Furs, packed. Double rate. <i>Special goods</i>	A
Fuzes, packed. Owners' risk. <i>Dangerous</i> . (See also Part II.)	A
Fuzees. Double rate. Owners' risk. <i>Dangerous</i>	A
Game, dead. Owners' risk. (See also Parts II. and III.)	A
Garden-roots	D
Garden-seats. Owners' risk. If cast, <i>special goods</i>	B
Gas, ammonia, compressed, in solid drawn steel tubes. Owners' risk.	A
<i>Dangerous</i>	A
Gasaliers. Owners' risk	A
Gas, liquefied carbonic acid, in solid drawn steel tubes. Owners' risk.	A
<i>Dangerous</i>	A
Gasoline and Gazogen. Double rate. Owners' risk. <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
Gigs, either set up or in pieces. Owners' risk. <i>Special goods</i>	See Part II.
Gigs, in pieces, unpainted, and in the rough. Minimum, 15 cwt. per truck. Owners' risk	A
Gig shafts and wheels. Owners' risk	A
Ginger, packed	A
Girders, iron	B
Glass, broken, packed. Owners' risk	F
Glass Doors, packed. Owners' risk	C
Glass, parcels containing. Rate and a quarter	As parcels, see Part II.
Glass, plate, packed. Owners' risk. <i>Special goods</i>	A
Glass, window, packed. Owners' risk. <i>Special goods</i>	A
Glasses, looking, packed. Owners' risk. <i>Special goods</i>	A
Glasses, looking, not packed. Double rate. Owners' risk. <i>Special goods</i>	A
Glassware, 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.	A
Glassware, packed, not otherwise specified. Owners' risk. <i>Special goods</i>	A
Glucose, packed	B
Glue and Glue Pieces, packed	C
Goats. Owners' risk. <i>Special goods</i>	M

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Gold Coin. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Gold, manufactured or unmanufactured. Double rates. Owners' risk.	As parcels, see Part II.
<i>Special goods</i>	
Grain, in bags, not otherwise specified	E
Grain, poisoned, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters	D
Grain, phosphorized, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters. Double rates. <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
Groats, colonial manufacture, in bags	E
Guano, packed. Owners' risk	E
Gum, kauri	C
Gum, shellac, packed	B
Gunpowder. Double rate. Owners' risk. <i>Dangerous</i>	A
Guttering (zinc, tin, copper, brass, or iron)	A
Haberdashery, packed. Owners' risk	A
Hair, upholsterers'	A
Hair, plasterers'	C
Hammers	B
Hams, loose. Owners' risk	B
Hams, packed	C
Handles, wooden, not otherwise specified, packed	B
Handles, wooden, packed, consigned direct from factory	D
Hand-trucks	C
Hardware, not otherwise specified. Owners' risk	A
Hares, dead, not otherwise specified. Owners' risk. (See also Parts II. and III.)	A
Hares, dead, packed in cases or crates, in consignments of not less than 10 cwt. Owners' risk	C
Harmoniums, packed. Owners' risk. <i>Special goods</i>	A
Harmoniums, not packed. Rate and a half. Owners' risk. <i>Special goods</i>	A
Harness, packed	B
Harness, loose. Owners' risk	A
Harrow. Owners' risk. <i>Special goods</i>	C
Hat-boxes. Double rate	A
Hats, packed. Double rate	A
Hay, pressed or unpressed. Owners' risk. (Loose hay will not be accepted for carriage)	F
Hearthstones. Owners' risk	D
Hessian, packed. Owners' risk	A
Hides, green or salted. To be taken at 40 to the ton	B
Hides, dried	B
Hobby-horses. Owners' risk	A
Holloware. Owners' risk	A
Honey, not otherwise specified, in bottles, tins, or jars. Owners' risk	A
Honey, not otherwise specified, in kegs or casks. Owners' risk	B
Honey, extracted, packed, locally produced, not otherwise specified. Owners' risk	C
Honey, extracted, for export, in consignments of not less than 10 cwt. Owners' risk	D
Hoofs and Horns	D
Hops, packed. Owners' risk	C
Horsecovers	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Horsefeed, mixed, pressed. If unpressed, double rate. Owners' risk	E
Horsefeed, green. Owners' risk	E;
Horse-powers. Owners' risk. <i>Special goods</i>	C
Horses. Owners' risk. <i>Special goods</i>	See Part II.
Horseshoes	C
Hose, indiarubber. Owners' risk	A
Hosiery, packed. Owners' risk	A
Houses, wooden, packed	C
House-blocks, split. Owners' risk	F
Hurdles, iron and wood	D
Husks, grain. Owners' risk	F
Ice, packed. Owners' risk	C
Images, marble, packed. If unpacked, double rate. Owners' risk. <i>Special goods</i>	A
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. If unpacked, rate and a half. Owners' risk. <i>Special goods</i>	A
Instruments, scientific. Owners' risk	A
Iron, corrugated, not otherwise specified, loose. Owners' risk	C
Iron, corrugated, not otherwise specified, packed. Owners' risk	D
Iron, corrugated, loose, New Zealand manufacture, consigned direct from maker's factory	D
Iron, corrugated, packed, New Zealand manufacture, consigned direct from maker's factory, rate and a half	E
Iron, galvanised, loose, New Zealand manufacture, consigned direct from maker's factory	D
Iron, galvanised, packed, New Zealand manufacture, consigned direct from maker's factory, rate and a half	E
Iron, galvanised, loose, not otherwise specified	C
Iron, galvanised, packed, not otherwise specified	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, nitrate of. Double rate. Owners' risk. <i>Dangerous</i>	A
Iron, oxide of. Owners' risk	N
Iron, perchloride of. Double rate. Owners' risk. <i>Dangerous</i>	A
Iron, pig. Owners' risk	N
Iron rails, new, and fastenings. Owners' risk	N
Iron rails, old, for scrap. Owners' risk	F
Iron rails, old, not for scrap. Owners' risk	N
Iron, scrap. Owners' risk	F
Jadoo, hydraulic- or steam-pressed, packed, in bales	D
Jam, not otherwise specified, packed	A
Jam, packed, consigned direct from local factories in consignments of not less than 10 cwt.	B
Japanned Ware. Owners' risk	A
Jewellery. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Joinery. Owners' risk	A
Kapok, in bales	A
Kauri-gum	C
Kerosene. Owners' risk	A
Kianit. Owners' risk	P
Lace, packed. Double rate. Owners' risk. <i>Special goods</i>	A
Ladders (measurement to be taken over all extreme dimensions as if solid). Owners' risk	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Lamps, hall and street, loose. Double rate	A
Lamps and Lampware, not otherwise specified, packed. Owners' risk	A
Lampblack	B
Lamp-posts, iron. Owners' risk	B
Lard	C
Lasts, packed	B
Laths, not otherwise specified, in bundles	C
Laths (native timber), in truck-loads (measurement to be calculated per bundle). Owners' risk	K
Lead, pig, sheet, and pipe. Owners' risk	D
Lead, red and white	D
Lead, scrap. Owners' risk	N
Leather, bookbinders' or fancy	A
Leather, in bales or bundles	B
Library exchanges	See Part II.
Lignite. Owners' risk	Q
Lime gas-refuse. Owners' risk	F
Lime, not otherwise specified. Owners' risk	N
Lime, native produce. Owners' risk	F
Lime, native, for manuring farm-lands. Owners' risk	See Part III.
Limejuice, in cases. Owners' risk	A
Limejuice, in casks	C
Limestone. Owners' risk	F
Linoleum	A
Linseed. Owners' risk	E
Linseed-cake. Owners' risk	E
Linseed-meal	B
Liquorice	A
Liquors, in glass, not otherwise specified. Owners' risk	A
Liquors, in bulk, not otherwise specified	B
Locomotive Engines, running on their own wheels. Owners' risk. <i>Special goods</i>	See Part III.
Logs, squared. Owners' risk	K
Logwood	D
Looking-glasses, packed. Owners' risk. <i>Special goods</i>	A
Looking-glasses, not packed. Double rate. Owners' risk. <i>Special goods</i>	A
Luggage, not otherwise specified. <i>Special goods</i>	B
Luggage, left. Owners' risk. <i>Special goods</i>	See Part II.
Luggage, passengers. <i>Special goods</i>	See Part II.
Luggage, theatrical companies', by goods trains. Half-rate. <i>Special goods</i>	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
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.
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, refrigerating and paper-making. Owners' risk. <i>Special goods</i>	C
Machinery, not otherwise specified, including cylinders, sole-plates, and fly-wheels. Owners' risk. <i>Special goods</i>	B
Magnite, packed. Owners' risk	A
Maize. Owners' risk	E
Malt. Owners' risk	E
Manganese-ore. Owners' risk	N
Mangolds. Owners' risk	F
Manilla-fibre. Owners' risk	B
Manures, street, stable, and farmyard. Owners' risk	F
Manures, other than street, stable, and farmyard. Owners' risk	E

GOGDS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Manure, salt. Owners' risk	E
Maps, packed. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Marble Images, packed. If unpacked, double rate. Owners' risk. <i>Special goods</i>	A
Marble, loose and polished. Owners' risk. <i>Special goods</i>	A
Marble, manufactured, packed. Owners' risk. <i>Special goods</i>	B
Marble, rough blocks. Owners' risk	N
Marble Slabs, rough. Owners' risk. <i>Special goods</i>	B
Marble Tiles, packed. Owners' risk. <i>Special goods</i>	B
Marble Tops (furniture). Double rate. Owners' risk. <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. Owners' risk	A
Meal, oat, packed. Owners' risk	E
Meal, linseed	B
Meat, chilled	C
Meat, fresh. Owners' risk. (Coverings returned free)	C
Meat, frozen	D
Meat, preserved, in casks, cases, or tins	D
Merry-go-rounds. Owners' risk. <i>Special goods</i>	B
Metal, road. Owners' risk	Q
Metal, road, for local bodies	See Part III.
Metal, scrap, not otherwise specified. Owners' risk	N
Meters, gas or water. Owners' risk	B
Milk. Owners' risk	See Part II'
Milk, preserved, not otherwise specified, packed	A
Milk, preserved, packed, consigned direct from local factories in consignments of not less than 10cwt.	B
Millinery, packed. Double rate	A
Millstones. Owners' risk	C
Mining machinery and plant, not otherwise specified. Owners' risk. <i>Special goods</i>	D
Mining-props. Owners' risk	F
Molasses, not otherwise specified, in casks	C
Molasses, fodder, for feeding stock	D
Money. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Monkeys, pile-driving	D
Moss, hand pressed, packed, in bags or bales	O
Moss, hydraulic or steam pressed, packed in bales	D
Mouldings, in bundles. Owners' risk	K
Mouldings, gilt and fancy, in bundles	A
Mushrooms	A
Musical Instruments, packed. If unpacked, rate and a half. Owners' risk. <i>Special goods</i>	A
Mustard, packed	A
Mutton-birds, preserved	D
Myrabolams	D
Myrbane, oil of. Owners' risk. (Not to be loaded in same truck as chlorate of potash)	A
Nails, iron, packed	C
Naptha and Naphthaline. Rate and a half. Owners' risk. <i>Dangerous</i>	A
Naves, manufactured	C
Naves, unmanufactured	D
Netting, wire. Owners' risk	D
Netting, rope, packed	B
Newspapers	See Part II.
Nuts, edible (except coconuts)	A
Nuts, cocoa, packed	C
Nuts, iron, packed	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Oars	A
Oatana, packed. Owners' risk	E
Oats. Owners' risk	E
Oats, crushed Owners' risk	E
Oatmeal, packed. Owners' risk	E
Ochre	B
Offal. Owners' risk	N
Oil, packed, not otherwise specified. Owners' risk	B
Oil, Chinese. Owners' risk	B
Oil of Myrbane. Owners' risk. (Not to be loaded in same truck as chlorate of potash)	A
Oil, gas. Double rate. Owners' risk. <i>Dangerous</i>	A
Oil-shale, in 2-ton lots. Owners' risk	D
Oilcake, not otherwise specified	D
Oilcake, New-Zealand-made. Owners' risk	E
Oilcloth	A
Oily Canvas, Paper, Rags, or Waste. Owners' risk. <i>Dangerous</i>	A
Oleo	C
Omnibuses	A
Onions, packed. Owners' risk	E
Opium. Double rate	A
Ore, copper, iron, and other, not otherwise specified. Owners' risk	Q
Ova, trout and salmon for acclimatisation societies	Free of charge.
Ovens, camp and colonial. Owners' risk. <i>Special goods</i>	B
Oxide of iron. Owners' risk	N
Oysters and other Shellfish, under 2 tons. Owners' risk	D
Oysters and other Shellfish, 2-ton lots and over. Half rates. Owners' risk	C
Oysters, in bottles, packed. Owners' risk	A
Oyster-shells, packed, for manufacture of manures	E
Paints, packed. Owners' risk	B
Palings. Owners' risk	K
Paper, waste. Owners' risk	N
Paper Bags, not otherwise specified	A
Paper Bags, colonial manufacture	D
Paper, not otherwise specified, in reams or bales	B
Paper, colonial manufacture, in reams or bales	D
Paperhangings	A
Paper-making machinery. Owners' risk. <i>Special goods</i>	C
Papier-maché Goods. Owners' risk	A
Parcels, left. Owners' risk. <i>Special goods</i>	See Part II.
Parcels, unspecified. Owners' risk. <i>Special goods</i>	See Part II.
Patent fencing (wire and lathwood). Owners' risk	D
Pearl barley, packed. Owners' risk	E
Peas, colonial produce, whole or crushed	E
Peas, imported	B
Peas, split, packed	E
Peat. Owners' risk	Q
Pegs, surveyors'	D
Pelts, green or limed, in bags or casks	D
Pelts, limed, in 2-ton lots, owners to load and unload	D
Pepper, packed	A
Perambulators accompanying passengers. <i>Special goods.</i>	See Part II.
Perambulators in parts, packed in cases, crates, or boxes. Owners' risk	A
Perambulators, loose. Rate and a quarter. Owners' risk. As parcels, see Part II.	A
Perambulators, packed, not otherwise specified. Rate and a half	A
Perfumery. Owners' risk	A
Perry, in bottles. Owners' risk	A
Perry, in bulk	C
Petroleum, not otherwise specified. Owners' risk. <i>Dangerous</i>	A
Petroleum, native, crude, in 2-ton lots. Owners' risk	D
Pewter, scrap. Owners' risk	N
Phosphorus. Double rate. <i>Dangerous</i>	A
Phosphorized Grain. Double rate. <i>Dangerous</i>	A
Pianos, packed. Owners' risk. <i>Special goods</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION--continued.

	CLASS
Pianos, unpacked. Rate and a half. Owners' risk. <i>Special goods</i>	A
Pickles, packed. Owners' risk	B
Picks	B
Pictures, loose. Double rate. Owners' risk. <i>Special goods</i>	A
Pictures, packed. Rate and a half. Owners' risk. <i>Special goods</i>	A
Picture-frames. Rate and a half. Owners' risk	A
Pigs. Owners' risk. <i>Special goods</i>	M
Pigeons, homing	See Part II.
Piles or Heavy Timber. Owners' risk	K
Piles, stone, rough. Owners' risk	Q
Piles, iron, cast. <i>Special goods</i>	D
Piles, iron, wrought	D
Pile-shoes	D
Pipeclay, packed	D
Pipes, smoking. Owners' risk	A
Pipes, cast-iron, water or gas. Owners' risk, <i>Special goods</i>	D
Pipes, concrete, drain. Owners' risk	N
Pipes, earthenware, drain. Owners' risk	N
Pipes, unglazed earthenware, flangeless, drain. Owners' risk	Q
Pipes, copper, brass, and wrought iron	B
Pipes, unflanged wrought-iron, and wrought-iron fluming, for mining purposes; minimum quantity, 2 tons per single truck, 5 tons per double-bogie truck. Class D. Any less quantity will be charged as such minimum, or at the classified rates for Class B. Owners' risk. <i>Special goods.</i>	
Pitch	D
Plants, packed. Owners' risk	C
Plaster. Owners' risk	D
Plaster-of-paris, packed	C
Plaster-of-paris Ornaments, loose. Double rate. Owners' risk	A
Plaster-of-paris Ornaments, packed. Rate and a half. Owners' risk	A
Plate, gold and silver. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Plated Goods. Rate and a half. Owners' risk. <i>Special goods</i>	A
Plate-glass, packed. Owners' risk. <i>Special goods</i>	A
Ploughs	B
Ploughshares. Owners' risk. <i>Special goods</i>	B
Poles, hop. Owners' risk	Q
Pollard, packed	E
Pollard, phosphorized, in tins or drums hermetically sealed, consigned for destruction of rabbits	D
Pork, salt, packed	C
Porter	As beer.
Posts, lamp-iron, loose. Owners' risk	B
Posts, fencing, hewn or sawn. Owners' risk	F
Posts and Rails fencing. Owners' risk	F
Posts, patent fencing. Owners' risk	F
Posts, verandah, iron, loose. Owners' risk. <i>Special goods</i>	B
Potash	B
Potash, chlorate of. Owners' risk. (Not to be loaded in same truck as oil of myrbane)	A
Pots, iron. Owners' risk. <i>Special goods</i>	See Castings.
Potatoes	E
Poultry, living in crates or cases. Owners' risk. (See also Part II.)	B
Poultry, dead. Owners' risk	B
Powder, baking	A
Powder, bleaching	B
Powder, blasting. Double rate. Owners' risk. <i>Dangerous</i>	A
Precious Stones. Double rate. Owners' risk. <i>Special goods</i>	See Jewellery.
Preserves, in bottles. Owners' risk	A
Preserves, not otherwise described, in cases	A
Presses, copying. If loose, owners' risk	A
Printing Materials and Type. Owners' risk	B
Props, clothes. Owners' risk	F
Props, mining. Owners' risk	F
Provisions, preserved	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Pudrolithe. Double rate. Owners' risk. <i>Dangerous</i>	A
Pumice-stone, not otherwise specified. Owners' risk	Q
Pumice-stone, packed and consigned for export (including use of Railway tarpaulins). Owners' risk	Q
Pumpkins. Owners' risk	F
Pumps. Owners' risk	B
Puppies in crates, baskets, or sacks. Owners' risk	See Part II.
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. Half-rate. Owners' risk. (<i>See also Parts II. and III.</i>)	C
Rabbits, living, in crates or cases. Owners' risk	See Part II.
Rabbit-traps, packed	C
Racecourse Stalls. Rate and a quarter As parcels, see Part II.	Part II.
Rackarock. Double rate. Owners' risk. <i>Dangerous</i>	A
Racks, sheep. Owners' risk. <i>Special goods</i>	C
Rags, in bales or bundles. Owners' risk	N
Railings, iron. Owners' risk. If cast, <i>Special goods</i>	B
Rails, fencing. Owners' risk	F
Rails, iron and steel, new, and fastenings. Owners' risk	N
Rails, iron, old, for scrap. Owners' risk	F
Rails, iron, old, not for scrap. Owners' risk	N
Raisins, packed	A
Rape-seed	E
Rattans	C
Reapers-and-binders, set up, minimum charge as for 1 ton. Owners' risk. <i>Special goods</i>	B
Reapers-and-binders, packed. Owners' risk. <i>Special goods</i>	C
Refrigerating machinery. Owners' risk. <i>Special goods</i>	C
Refuse from Gold-smelting	B
Resin	D
Retorts, clay. Owners' risk	B
Retorts, iron. Owners' risk	C
Rice	C
Ridging, zinc or tin. If loose, owners' risk	A
Riding-galleries. Owners' risk. <i>Special goods</i>	B
Rims for wheels, manufactured	C
Rims for wheels, unmanufactured	D
Rivets, iron, packed	C
Road-metal. Owners' risk	Q
Road-metal, for local bodies	See Part III.
Roburite. Double rate. Owners' risk. <i>Dangerous</i>	A
Rock-salt	E
Roots—turnips, mangolds, beet. Owners' risk	F
Root, chicory	E
Roots, garden	D
Roots, not otherwise specified	E
Rope, hemp or wire	C
Rope, old. Owners' risk	N
Ruddle, packed	B
Rugs, woollen, packed. Owners' risk	A
Runners, sheep, in casks	D
Rye	E
Sacking, old, for paper-making. Owners' risk	N
Sacks, loose	A
Sacks, in bags and bales	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Saddlery, packed	B
Saddlery, loose. Owners' risk	A
Safes, bread, meat, and milk. Owners' risk	A
Safes, iron	B
Sago	B
Sails, ships'	B
Salmon ova and fry, for acclimatisation societies	Free of charge.
Salt for curing hides. Owners' risk	D
Salt, packed, not otherwise specified	D
Salt, manure, or for agricultural or pastoral purposes. Owners' risk	E
Saltpetre, packed	C
Sand. Owners' risk	Q
Sardines, packed	A
Sashes, window, glazed, not otherwise specified. Owners' risk. <i>Special goods</i>	A
Sashes, window, glazed, packed. Owners' risk	C
Sashweights, loose. Owners' risk	A
Sashweights, packed	C
Sausage-skins, packed	A
Sawdust, in bags. Owners' risk	F
Saws, loose	As parcels, see Part II.
Saws, packed	A
Scales and Scale-beams. Owners' risk	A
Scenery, theatrical. Owners' risk	A
Scheelite. Owners' risk	N
Scoria. Owners' risk	Q
Screwjacks	B
Screws, packed	B
Scrim, packed	A
Scythes, packed	A
Seats, garden. Owners' risk. If cast, <i>Special goods</i>	B
Seaweed, in bulk. Owners' risk	F
Seeds, for crushing for oil. Owners' risk	E
Seeds, garden, and agricultural seeds not specified	B
Seeds, turnip, clover, mangold	D
Seeds, grass. Rate and a half; but in no case are total charges to exceed Class D	E
Seeds, returning from seed-cleaning establishments	See Part III.
Semolina, packed. Owners' risk	E
Semblers' biscuits. Owners' risk	C
Shafts and Wheels, dray, express	B
Shafts and Wheels, carriage and gig. Owners' risk	A
Shags' heads, consigned from country stations to acclimatisation societies	Free.
Shale. Owners' risk	Q
Shale-oil, in 2-ton lots. Owners' risk	D
Sharps, packed	E
Shavings, packed	C
Sheep. Owners' risk. <i>Special goods</i>	M
Sheep dip, not otherwise specified, packed. Owners' risk	B
Sheep-dip, colonial manufacture, consigned from the factory. Owners' risk	D
Sheep-feeding boxes, minimum charge as for 10 cwt. Owners' risk	C
Sheep Medicines, not otherwise specified, colonial manufacture	D
Sheep-racks. Owners' risk. <i>Special goods</i>	C
Sheep-runners, in casks	D
Sheepskins, green, in bundles not exceeding 1 cwt.	B
Sheepskins (green), loose, or in bundles exceeding 1 cwt. Owners to load and unload. (If loaded or unloaded by Railway Department, rate and a quarter.) Owners' risk	B
Sheepskins, dried, in bales	H
Sheepskins, dried, in bundles	B
Sheepskins, salted, in bales. Owners' risk	H
Sheeting, in bales, for manufacture of flour-bags	D
Sheeting, in bales, for fellmongeries, or consigned to or to be used by freezing-meat companies, for manufacture of coverings for frozen meat	D
Shellac, packed	B
Shells for footpaths, in sacks. Owners' risk	D

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Shells, oyster, packed, for manufacture of manures	E
Sherbert, in bottles. Owners' risk	A
Shingle, not otherwise specified. Owners' risk	Q
Shingle, tarred. Owners' risk	N
Shingles, roofing. Owners' risk	K
Shooks	D
Shooks, for manufacture of fruit-cases	See Part III.
Shooting-galleries. Owners' risk. <i>Special goods</i>	B
Shop-fittings or Counters, packed. If loose, owners' risk	A
Shot, packed	B
Shovels	B
Shrubs, in packages. Owners' risk	C
Shrubs, out for decorating purposes. Owners' risk	D
Sieves. Owners' risk	A
Signboards	A
Silk Goods. Rate and a half. Owners' risk. <i>Special goods</i>	A
Silver Coin. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Silver, manufactured or unmanufactured. Double rate. Owners' risk.	As parcels, see Part II.
<i>Special goods</i>	As parcels, see Part II.
Slate Slabs, for furniture and house-fitting, imported. Owners' risk.	A
<i>Special goods</i>	A
Slate Slabs, for furniture and house-fitting, New Zealand manufacture. Owners' risk. <i>Special goods</i>	B
Slate Slabs, imported, for tanks and slate ridging. Owners' risk	B
Slate Slabs, for tanks and slate ridging, New Zealand manufacture. Owners' risk	P
Slates, roofing, imported. Owners' risk	N
Slates, roofing, New Zealand manufacture. Owners' risk	P
Slates, school, packed. Owners' risk	A
Sleepers, railway. Owners' risk	Q
Slops, in cases. If in bales, owners' risk	A
Snow, packed. Owners' risk	C
Snuff	A
Soap, fancy	A
Soap, not otherwise specified, 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-ash, packed	D
Soda, bicarbonate of, packed	A
Soda, caustic, not otherwise specified, packed. Owners' risk	C
Soda, caustic, packed, consigned to paper-mills. Owners' risk	D
Soda Crystals, packed	D
Soot, in bags, as manure. Owners' risk	E
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, tin or zinc. Owners' risk	A
Springs	B
Stakes, fencing, hewn or sawn. Owners' risk	F
Stalls, racecourse. Rate and a quarter	As parcels, see Part II.
Stamps. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Standards (iron) for fencing, in bundles	D
Standards (iron) for fencing, loose	C
Staples, packed	C
Starch	A
Stationery. Owners' risk	A
Staves	D
Steel (angle, bar, rod, hoop, sheet, and plate), unmanufactured	D
Steel (angle, bar, rod, hoop, sheet, and plate), manufactured	C
Steel Rails, new, and Fastenings. Owners' risk	N

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Stereotype Casts, consigned by or to newspaper proprietors ...	See Part II.
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 Piles, rough. Owners' risk ...	Q
Stone, pumice. Owners' risk ...	Q
Stone, pumice, packed. Consigned for export (including use of Railway tarpaulins). Owners' risk ...	Q
Stone, rough. Owners' risk ...	Q
Stones, scythe packed ...	B
Stout ...	As Beer
Stoves and Stovepipes. Owners' risk ...	A
Strainers, iron, for fencing ...	D
Straw, pressed or unpressed. Owners' risk. (Loose straw will not be accepted for carriage) ...	F
Straw-flax. Owners' risk. (Loose straw-flax will not be accepted for carriage) ...	F
Sugar, loaf, loose. Owners' risk ...	A
Sugar, packed ...	B
Sulkies, with wheels removed. Double rate. Owners' risk ...	A
Sulphide of sodium, packed. Owners' risk ...	C
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. Owners' risk ...	Q
Tallow ...	Q
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. Owners' risk ...	A
Tanks, containing water ...	C
Tanks, containing gas-water ...	C
Tapioca ...	B
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). Owners' risk ...	B
Tents, in bundles ...	B
Theatrical Companies' Luggage, by goods-trains. Half-rate. <i>Special goods</i> ...	B
Theatrical scenery. Owners' risk ...	A
Tiles, encaustic ...	C
Tiles, earthenware, imported. Owners' risk ...	N
Tiles, earthenware, native. Owners' risk ...	Q
Timber, Australian and Tasmanian. Rate and a half. Owners' risk ...	K
Timber, sawn or balk, not otherwise specified. Owners' risk ...	K
Tin, ingot and bar ...	C
Tin Plates and Gold Grating ...	B
Tin Plates, packed, consigned to rabbit-factories ...	D
Tin, scrap. Owners' risk ...	N
Tinware, packed. If loose, owners' risk ...	A
Title-deeds. Double rate. Owners' risk. <i>Special goods</i> As parcels, see Part II.	As parcels, see Part II.
Tobacco, smoking ...	A
Tobacco-leaf, in bags. Owners' risk ...	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Tobacco, sheepwash, packed	B
Tools, loose	A
Tools, packed	B
Tow, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	D
Tow, native, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	E
Toys, loose. Rate and a half. Owners' risk. <i>Special goods</i>	A
Toys, packed. Rate and a quarter. Owners' risk. <i>Special goods</i>	A
Tramcars	A
Treacle, in bottles. Owners' risk	A
Treacle, in casks or tins	C
Trees, not otherwise specified, in packages. Owners' risk	C
Trees and shrubs consigned to Public Domain Boards for planting in public domains	Free of charge.
Tricycles accompanying passengers. Owners' risk. <i>Special goods</i>	See Part II.
Tricycles, packed in cases (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Tricycle-wheels, packed (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Tricycles and tricycle wheels, unpacked. Rate and a quarter. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Trimmings, upholsterers'	A
Trimmings, coach	A
Trinkets. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Trolleys, bush, under 2 tons	B
Trolleys, bush, 2 tons and over. Owners to load and unload	D
Troughing, zinc and tin. Owners' risk	A
Trout ova and fry, for acclimatisation societies	Free of charge.
Trunks, empty, not "returned empties"	A
Tubing, copper, brass, and iron	B
Tubs, tin or other metal. Owners' risk	A
Tubs, wooden	A
Turf. Owners' risk	Q
Turnery, loose. Owners' risk	A
Turnery, packed	B
Turnips. Owners' risk	F
Turpentine. Owners' risk	A
Tussock-grass. Owners' risk	F
Twine, not otherwise specified	B
Twine, binder	D
Type, not otherwise specified. Owners' risk	B
Type set for reproducing purposes consigned by or to newspaper proprietors	See Part II.
Umber, for paper-making purposes	D
Umbrellas, in cases. If in bundles, owners' risk	A
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). (See also Parts II. and III.)	E
Vegetable refuse, in bags. Owners' risk	Q
Velocipedes	See Tricycles.
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, either set up or in pieces. <i>Special goods</i>	See Part III.
Wagons, empty, railway	See Part III.
Wagons, express, either set up or in pieces	See Part III.

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

		CLASS
Wagons, express, in pieces, unpainted and in the rough. Minimum, 1 ton per truck	... ..	C
Washers, iron and lead	... ..	C
Waste, cotton, not otherwise specified	... ..	B
Waste, cotton, and other fibrous materials for paper-making. Owners' risk	... ..	N
Watches, packed. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.	
Water, in tanks	... ..	C
Water, gas, in tanks	... ..	C
Water, gas, in 5-ton lots. Owners' risk	... ..	N
Waters, aerated, of all kinds	... ..	B
Weed-killer, colonial manufacture, consigned direct from makers' factories. Owners' risk	... ..	D
Wheat. Owners' risk	... ..	E
Wheatmeal, packed. Owners' risk	... ..	E
Wheels, iron, cast, or wrought. If cast, owners' risk. <i>Special goods</i>	... ..	C
Wheelbarrows	... ..	C
Wheels and Shafts, dray and express	... ..	B
Whips	... ..	A
Whiting, not otherwise specified	... ..	C
Whiting, native. Owners' risk	... ..	N
Willows, in bundles	... ..	D
Willows, green. Owners' risk	... ..	N
Winches, crab	... ..	C
Window-frames	... ..	C
Window-sashes, glazed, not otherwise specified. Owners' risk. <i>Special goods</i>	... ..	A
Window-sashes, glazed, packed. Owners' risk	... ..	C
Wine, not otherwise specified, in cases or jars. Owners' risk	... ..	A
Wine, not otherwise specified, in bulk	... ..	A
Wine, New Zealand made, in cases or jars. Owners' risk	... ..	C
Wine, New Zealand made, in bulk	... ..	C
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, in bales	... ..	H
Wool in bags or fadges	... ..	A
Woollen Goods, packed. Owners' risk	... ..	A
Woolpacks, in bales and bundles	... ..	D
Writings. Double rate. Owners' risk. <i>Special goods</i>	As parcels, see Part II.	
Yeast, in casks. Owners' risk	... ..	A
Zinc, packed	... ..	B
Zinc, perforated. Owners' risk	... ..	A
Zinc, and Tin Spouting and Ridging. Owners' risk	... ..	N
Zinc, scrap. Owners' risk	... ..	A
Zinc shavings	... ..	C

WHARVES.

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 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 and live-stock conveyed to or from Opuia Wharf or Station to inland Stations by railway—Free.

On goods and live-stock loaded from or into ships lying at the wharf, but not conveyed to or from the Opuia Wharf or Station to inland Stations by railway, the following rates shall be paid by the owners, masters, or agents of ships or vessels :—
On all goods not otherwise specified, by weight or measurement, as the s. d.

Department may direct, per ton	...	...	2	0
Cattle and horses, per head	...	...	2	6
Sheep, pigs, and goats, per head	...	...	0	3
Wool, per bale	...	...	0	6
Timber, per 100 superficial feet	...	...	0	3
Classes F, N, P, Q, per ton	...	...	0	3
Minimum charge	...	...	0	6

Goods transhipped from or into ships, into or from 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 and live-stock conveyed to or from wharf by the railway ... Free.

On goods and live-stock 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, by 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 F, N, P, Q, per ton	...	...	0	3
Minimum charge	...	...	0	6

Goods transhipped from or into steamers, lighters, &c., into or from steamers, lighters, &c., lying alongside the wharf, half-rates.

WHARVES.

WHANGAREI RAILWAY WHARF—*continued.**Labour.*

The Department may require the owners of goods to find all labour for landing or shipping goods. On all goods not otherwise provided for, for which the Department finds labour, 1s. per ton will be charged, weight or measurement at the option of the Department.

Exceptional cargoes (as may be determined by the Department) to be charged by special agreement.

For unloading charges on timber shipped at Opau see Local Rates (Part IV.).

Charges for Use of Wharf.

	s.	d.
On every vessel lying at the wharf, per working-day or part thereof, per ton gross register up to 150 tons	...	0 0½
For each ton above 150 tons	...	0 0¼
Minimum charge per day	...	1 0

KAIHU SECTION.

DARGAVILLE WHARF.

Rates.

	s.	d.
Goods and live-stock conveyed between the wharf and stations inland by rail	Free.	
On all goods not otherwise specified (by weight or measurement, as the Department may direct), per ton	...	2 0
Cattle and horses, per head	...	2 6
Sheep, pigs, and goats, per head	...	0 6
Timber, per 100 superficial feet	...	0 3
Classes F, N, P, and Q, per ton	...	1 0
Minimum charge	...	0 6

Goods transhipped from or into vessels into or from vessels lying at the wharf, half-rates.

The Department may require the owners of goods to find all labour for landing or shipping goods. On all goods not otherwise provided for, for which the Department finds labour, 1s. per ton will be charged for landing or shipping. For unloading charges on timber shipped at Dargaville, see Local Rates (Part IV.).

Charges for Use of Wharf.

	s.	d.
For every vessel not over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	...	15 0
For every vessel over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	...	30 0
For every vessel, not otherwise specified, lying at the wharf, per working-day or part thereof, per ton gross register up to 150 tons	...	0 0½
For each ton above 150 tons	...	0 0¼
Minimum charge per day or part thereof	...	2 6

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

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

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

AUCKLAND SECTION.

HELENSVILLE WHARF.

Rates.

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

WHARVES.

HELENSVILLE WHARF—*continued.*

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, per ton, per week	s. d.
or fraction thereof	... 1 0
On timber not taken away within one week, per 100 superficial feet, per week or fraction thereof	... 0 6
Working-hours, 8 a.m. to 5 p.m. on week-days.	

Cranage.

On all timber, per 100 superficial feet	... 0 2
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RAILWAY WHARF, AUCKLAND.

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

ONEHUNGA WHARF.

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 Government Railways, for loading, unloading, haulage, and storage.

Rates.

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 and live-stock shipped for places within the Provincial District of Auckland	Free.
Goods of Classes A, B, C, D, H, and parcels, carried by rail between Auckland or Newmarket and Onehunga Wharf	Free.
Ships' stores, tools, and materials, for repairs to ships	Free.
Returned empties	Free.
Bonedust, guano, and manures, other than street, stable, and farmyard, carried by rail	Free.
Goods, Class E, not otherwise specified, per ton	... 1 0
Cattle and horses, per head (two calves as one head cattle)	... 1 6
Sheep, pigs, and goats, per head	... 0 1
Timber, per 100 superficial feet	... 0 2
Goods of Classes F, N, P, Q, per ton	... 0 3
Native coal	Free.
Wool, sheepskins, and rabbitskins, in bales not over 4 cwt., per bale	... 0 3
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 import wharfage only; and in addition, when goods are passed over wharf from one ship to another, per ton	... 1 0

The weights will be computed as follows:—

Bran	... 15 sacks to the ton.
Barley	... 12 "
Chaff	... 20 "
Carrots	... 12 "
Grass-seed	... 15 "
Malt	... 12 "
Onions	... 12 "

WHARVES.

ONEHUNGA WHARF—continued.

Oats	... ..	12 sacks	to the ton.
Pollard	... ..	12	"
Potatoes	... ..	12	"
Sharps	... ..	12	"
Vegetables	... ..	12	"
Other goods (in sacks)	... ..	10	"
Goods not otherwise specified	... ..	By weight.	

Charges for Use of Wharf.

	s.	d.
For every vessel under 20 tons gross register, and every vessel trading within the Manukau Heads, lying at the wharf, per quarter, payable in advance	10	0
For every other vessel lying at the wharf, per working-day or part thereof, per ton gross register	0	0 1/4
Minimum charge per working-day or part thereof	1	0
For every wagon drawn by one horse, each time	1	0
For each additional horse, each time	0	6
For each express, cart, or other vehicle, drawn by one horse, each time	0	6
For every barrow or hand-truck, each time	0	2
Carts, barrows, or hand-carts, with local ships' stores, and tools and materials for ships' repairs		Free.

Cranage.

For use of crane on wharf, per ton 0 6
 Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise by special arrangement. The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.
 The working-hours are from 8 a.m. to 5 p.m. on week-days.

MERCER WHARF.

	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 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 (native), per ton		Free.
Lime, limestone, sand, per ton	0	6
Shells, undressed building stones, or shingle, per ton	0	6
Drainpipes, 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	0 1/2
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.

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

WHARVES

PAEROA WHARF.

<i>Rates.</i>		s.	d.
On all goods not carried by rail (Classes F, H, K, M, N, P, Q excepted) per ton	...	1	0
On all goods not otherwise specified, per ton	...	3	0
Class E, per ton	...	1	0
Classes F, N, P, Q, not otherwise specified, per ton	...	0	6
Chaff conveyed by rail to Paeroa	...	Free.	
Coals, native, brown, from coal-mines in Waikato, conveyed by rail to Paeroa	...	Free.	
Cattle and horses, per head	...	0	6
Sheep, pigs, and goats, per head	...	0	1
Wool, per bale	...	0	3
Timber, per 100 superficial feet	...	0	3
Minimum charge	...	0	3
Returned empties	...	Free.	
For every vehicle, four-wheel	...	2	6
For every vehicle, two-wheel	...	1	3

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.

	s.	d.
On goods not otherwise specified not taken away within twelve working-hours, per ton, per week or fraction thereof	1	0
On goods consigned to mines outside the Town of Paeroa not taken away within three days, per ton, per week or fraction thereof	1	0
On timber not taken away within one week, per 100 superficial feet, per week or fraction thereof	0	6

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

WELLINGTON-NAPIER-NEW PLYMOUTH 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 it 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 superficial feet	...	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
Drainpipes, 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

WHARVES.

FOXTON WHARF—*continued.*

<i>Rates—continued.</i>		s.	d.
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 the wharf.

Labour.

Packages exceeding half a ton weight, by arrangement.
Timber, for each handling by the Railway, 3d. per 100 superficial feet will be charged. Handling not compulsory.

Storage.

Storage will be charged on all import goods or merchandise not taken away within twelve working-hours, 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, 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 superficial feet, 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 twenty-four hours, and on goods received from or to be forwarded by railway after seventy-two hours.

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

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.

KAIWARRA RAILWAY WHARF.

Rates.

	s.	d.
Gunpowder and explosives landed or shipped, per ton or part of a ton	2	6

Regulations.

Gunpowder and explosives may be landed or shipped from this wharf between the hours of sunrise and sunset only.

The owner must give all particulars in writing of the quantities and description of such goods to the Railway Stationmaster at Wellington during working-hours, stating the dates and times it is proposed to land or ship them, at least two hours before the goods are landed or shipped; and no goods shall be landed on or shipped from the wharf without the written consent of the Railway Stationmaster at Wellington is first had and obtained.

The owner of such goods shall not allow them to remain on the Railway Wharf after dark; and must have a man continuously in charge of them for their proper custody whilst on the wharf.

No person is allowed to smoke, or to strike lights, or light any fire on or about the wharf, or on any vessel lying thereat.

No goods, other than gunpowder or explosives, may be landed or shipped at the wharf.

Every person committing any breach of these regulations shall, upon conviction, be liable to a penalty not exceeding £10.

WHARVES.

WESTPORT SECTION.

WESTPORT WHARF.

Charges for Use of Wharf.

	s.	d.
For every vessel lying at a wharf, per day, per ton net register	.. 0	0½
Minimum charge	..	5 0
Maximum charge on any vessel, per trip	..	110 0

Rates.

On all goods and luggage not otherwise specified, per ton weight or measurement, at the option of the Department	..	2 0
Minimum charge	..	0 3
Wool, per bale	..	0 6
Flax and tow, per bale	..	0 3
Sheepskins, per bale not exceeding 2 cwt.	..	0 3
Hides, each	..	0 1
Shingles, per 1,000	..	0 6
Palings, per 100	..	0 6
Slates, per 1,000	..	2 0
Minerals, per ton	..	0 6
Timber not otherwise specified, per 100 superficial feet	..	0 2
Timber (carried by rail for export)	..	Free.
Cattle and horses, per head (first 20)	..	2 0
" " " (each additional)	..	1 6
Sheep, pigs, goats, &c., per head (first 50)	..	0 3
" " " (each additional)	..	0 1
Poultry, each	..	0 1
Vehicles, four-wheel	..	5 0
" " two-wheel	..	2 6
Lime for export (when conveyed by rail)	..	Free.

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	..	1 0
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Cranage.

For use of steam-crane on wharf or in yard, per ton (minimum charge 15s.)	0	6
Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise by special agreement.		
The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.		
Minimum charge for use of 12-ton steam-crane	..	20 0

Storage.

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

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

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

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

NELSON SECTION.

NELSON WHARF.

Rates, including Labour.

	s.	d.
Wharfage on all goods and luggage not otherwise specified, per ton weight or measurement, at the option of the Department	..	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

WHARVES.

NELSON WHARF—continued.

<i>Rates, including Labour—continued.</i>		s.	d.
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
Classes E and F, not otherwise specified, per ton	...	1	6
Minimum charge	...	0	3
Returned empties	...		Free.

Rates, excluding Labour.

Posts and rails per 100, and firewood per cord	...	0	6
Sawn timber, per 100 superficial 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 or from lighters, &c., from or into vessels lying alongside the wharf.

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

Vessels lying alongside the wharf without landing or receiving cargo shall pay 1d. 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 from ports situated in Golden and Tasman Bays for export beyond the Provincial District of Nelson landed on Nelson Wharf and reshipped direct from the wharf, or stored in the railway-sheds to await the arrival of ship, will be charged half inwards wharfage rates only. If removed from the Nelson Wharf or railway-shed full rates will be charged.

Water supplied to Shipping.

A charge of 4s. per 1,000 gallons will be made for water supplied to any vessel. Minimum charge, 2s.

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.

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, per ton, per week

	s.	d.
or part of a week	1	6
Receiving and delivering, per ton	1	0
Wool, flax, and tow per bale, and tallow per cask (storage)	0	6
Receiving and delivering ditto	0	6

WHARVES.

PICTON WHARF—continued.

<i>Rates—continued.</i>		s. d.
Horses, not otherwise specified, for the first head	...	2 6
Horses, not otherwise specified, each additional, per head	...	1 6
Cattle, not otherwise specified, for the first head	...	2 6
Cattle, not otherwise specified, each additional, per head	...	0 6
Horses and cattle from or to settlers in Pelorus and Queen Charlotte Sounds	...	Free.
Sheep or pigs, not otherwise specified, not exceeding 50, each	...	0 2
Sheep or pigs, not otherwise specified, all over 50, each	...	0 1
Sheep for or from settlers in Pelorus and Queen Charlotte Sounds conveyed to or from Picton by rail	...	Free.
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) per 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
Passengers' luggage carried in hand	...	Free.
Ships' stores carried in hand	...	Free.
All goods and produce coming from or going to settlers in Queen Charlotte and Pelorus Sounds	...	Free.

Empties at per ton measurement, including labour, half-rates.
 All goods and live-stock landed on the Government lands adjacent to the wharves shall be subject to the same dues as if landed on wharf.
 Goods and live-stock loaded or unloaded from or into lighters into or from ships lying alongside the wharf, half-rates.
 Minimum charge on any goods, 6d.

Labour.

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

Charges for Use of Wharf.

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

HURUNUI-BLUFF 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 Wharves.

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

WHARVES.

PORT CHALMERS WHARVES—*continued.**Rates—continued.*

For live stock which are not carried by rail to or from Port Chalmers, landed at or shipped from the railway wharves at Port Chalmers, the following charges will be made:—

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

Charges for Use of the Wharves.

For every vessel lying at the wharves, or within the limits of the railway, for each day or part thereof, for each ton net register, ¼d. Maximum charge per ton net register, 1d. per month. 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 wharfage charge.