

SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, OCTOBER 27, 1904.

Published by Authority.

WELLINGTON, TUESDAY, NOVEMBER 1, 1904.

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

IN pursuance of all powers and authorities enabling me under "The Government Railways Act, 1900," I, Joseph George Ward, 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 thirteenth day of November, one thousand nine hundred and four, 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. 02/7, of the 9th October, 1902.

As witness my hand, this twenty-seventh day of October, one thousand nine hundred and four.

J. G. WARD,  
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 3	0 2	0 6	0 4	21	2 9	1 10	5 6	3 8
2	0 4	0 3	0 8	0 6	22	2 10	1 11	5 8	3 10
3	0 6	0 4	1 0	0 8	23	3 0	2 0	6 0	4 0
4	0 7	0 5	1 2	0 10	24	3 1	2 1	6 2	4 2
5	0 9	0 6	1 6	1 0	25	3 3	2 2	6 6	4 4
6	0 10	0 7	1 8	1 2	26	3 4	2 3	6 8	4 6
7	1 0	0 8	2 0	1 4	27	3 6	2 4	7 0	4 8
8	1 1	0 9	2 2	1 5	28	3 7	2 5	7 2	4 10
9	1 3	0 10	2 5	1 8	29	3 9	2 6	7 6	5 0
10	1 4	0 11	2 8	1 10	30	3 10	2 7	7 8	5 2
11	1 6	1 0	3 0	2 0	31	4 0	2 8	8 0	5 4
12	1 7	1 1	3 2	2 2	32	4 1	2 9	8 2	5 6
13	1 9	1 2	3 6	2 4	33	4 3	2 10	8 6	5 8
14	1 10	1 3	3 8	2 6	34	4 4	2 11	8 8	5 10
15	2 0	1 4	4 0	2 8	35	4 6	3 0	9 0	6 0
16	2 1	1 5	4 2	2 10	36	4 7	3 1	9 2	6 2
17	2 3	1 6	4 6	3 0	37	4 9	3 2	9 6	6 4
18	2 4	1 7	4 8	3 2	38	4 10	3 3	9 8	6 6
19	2 6	1 8	5 0	3 4	39	5 0	3 4	10 0	6 8
20	2 7	1 9	5 2	3 6	40	5 1	3 5	10 2	6 10

## 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	5 3	3 6	10 6	7 0	91	10 7	6 10	21 2	13 8
42	5 4	3 7	10 8	7 2	92	10 9	6 11	21 6	13 10
43	5 6	3 8	11 0	7 4	93	10 10	6 11	21 8	13 10
44	5 7	3 9	11 2	7 6	94	10 11	7 0	21 10	14 0
45	5 9	3 10	11 6	7 8	95	11 0	7 1	22 0	14 2
46	5 10	3 11	11 8	7 10	96	11 2	7 2	22 4	14 4
47	6 0	4 0	12 0	8 0	97	11 3	7 2	22 6	14 4
48	6 1	4 1	12 2	8 2	98	11 4	7 3	22 8	14 6
49	6 3	4 2	12 6	8 4	99	11 5	7 4	22 10	14 8
50	6 4	4 3	12 8	8 6	100	11 7	7 5	23 2	14 10
51	6 5	4 4	12 10	8 8	101	11 8	7 5	23 4	14 10
52	6 7	4 5	13 2	8 10	102	11 9	7 6	23 6	15 0
53	6 8	4 5	13 4	8 10	103	11 10	7 6	23 8	15 0
54	6 9	4 6	13 6	9 0	104	11 11	7 7	23 10	15 2
55	6 10	4 7	13 8	9 2	105	12 0	7 7	24 0	15 2
56	7 0	4 8	14 0	9 4	106	12 1	7 8	24 2	15 4
57	7 1	4 8	14 2	9 4	107	12 2	7 8	24 4	15 4
58	7 2	4 9	14 4	9 6	108	12 3	7 9	24 6	15 6
59	7 3	4 10	14 6	9 8	109	12 4	7 9	24 8	15 6
60	7 5	4 11	14 10	9 10	110	12 5	7 10	24 10	15 8
61	7 6	4 11	15 0	9 10	111	12 6	7 10	25 0	15 8
62	7 7	5 0	15 2	10 0	112	12 7	7 11	25 2	15 10
63	7 8	5 1	15 4	10 2	113	12 8	7 11	25 4	15 10
64	7 10	5 2	15 8	10 4	114	12 9	8 0	25 6	16 0
65	7 11	5 2	15 10	10 4	115	12 10	8 0	25 8	16 0
66	8 0	5 3	16 0	10 6	116	12 11	8 1	25 10	16 2
67	8 1	5 4	16 2	10 8	117	13 0	8 1	26 0	16 2
68	8 3	5 5	16 6	10 10	118	13 1	8 2	26 2	16 4
69	8 4	5 5	16 8	10 10	119	13 2	8 2	26 4	16 4
70	8 5	5 6	16 10	11 0	120	13 3	8 3	26 6	16 6
71	8 6	5 7	17 0	11 2	121	13 4	8 3	26 8	16 6
72	8 8	5 8	17 4	11 4	122	13 5	8 4	26 10	16 8
73	8 9	5 8	17 6	11 4	123	13 6	8 4	27 0	16 8
74	8 10	5 9	17 8	11 6	124	13 7	8 5	27 2	16 10
75	8 11	5 10	17 10	11 8	125	13 8	8 5	27 4	16 10
76	9 1	5 11	18 2	11 10	126	13 9	8 6	27 6	17 0
77	9 2	5 11	18 4	11 10	127	13 10	8 6	27 8	17 0
78	9 3	6 0	18 6	12 0	128	13 11	8 7	27 10	17 2
79	9 4	6 1	18 8	12 2	129	14 0	8 7	28 0	17 2
80	9 6	6 2	19 0	12 4	130	14 1	8 8	28 2	17 4
81	9 7	6 2	19 2	12 4	131	14 2	8 8	28 4	17 4
82	9 8	6 3	19 4	12 6	132	14 3	8 9	28 6	17 6
83	9 9	6 4	19 6	12 8	133	14 4	8 9	28 8	17 6
84	9 11	6 5	19 10	12 10	134	14 5	8 10	28 10	17 8
85	10 0	6 5	20 0	12 10	135	14 6	8 10	29 0	17 8
86	10 1	6 6	20 2	13 0	136	14 7	8 11	29 2	17 10
87	10 2	6 7	20 4	13 2	137	14 8	8 11	29 4	17 10
88	10 4	6 8	20 8	13 4	138	14 9	9 0	29 6	18 0
89	10 5	6 8	20 10	13 4	139	14 10	9 0	29 8	18 0
90	10 6	6 9	21 0	13 6	140	14 11	9 1	29 10	18 2

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	15	0	9	1	30	0	18	2	191	19	2	11	2	38	4	22	4
142	15	1	9	2	30	2	18	4	192	19	3	11	3	38	6	22	6
143	15	2	9	2	30	4	18	4	193	19	4	11	3	38	8	22	6
144	15	3	9	3	30	6	18	6	194	19	5	11	4	38	10	22	8
145	15	4	9	3	30	8	18	6	195	19	6	11	4	39	0	22	8
146	15	5	9	4	30	10	18	8	196	19	7	11	5	39	2	22	10
147	15	6	9	4	31	0	18	8	197	19	8	11	5	39	4	22	10
148	15	7	9	5	31	2	18	10	198	19	9	11	6	39	6	23	0
149	15	8	9	5	31	4	18	10	199	19	10	11	6	39	8	23	0
150	15	9	9	6	31	6	19	0	200	19	11	11	7	39	10	23	2
151	15	10	9	6	31	8	19	0	201	20	0	11	7	40	0	23	2
152	15	11	9	7	31	10	19	2	202	20	1	11	8	40	2	23	4
153	16	0	9	7	32	0	19	2	203	20	2	11	8	40	4	23	4
154	16	1	9	8	32	2	19	4	204	20	3	11	9	40	6	23	6
155	16	2	9	8	32	4	19	4	205	20	4	11	9	40	8	23	6
156	16	3	9	9	32	6	19	6	206	20	5	11	10	40	10	23	8
157	16	4	9	9	32	8	19	6	207	20	6	11	10	41	0	23	8
158	16	5	9	10	32	10	19	8	208	20	7	11	11	41	2	23	10
159	16	6	9	10	33	0	19	8	209	20	8	11	11	41	4	23	10
160	16	7	9	11	33	2	19	10	210	20	9	12	0	41	6	24	0
161	16	8	9	11	33	4	19	10	211	20	10	12	0	41	8	24	0
162	16	9	10	0	33	6	20	0	212	20	11	12	1	41	10	24	2
163	16	10	10	0	33	8	20	0	213	21	0	12	1	42	0	24	2
164	16	11	10	1	33	10	20	2	214	21	1	12	2	42	2	24	4
165	17	0	10	1	34	0	20	2	215	21	2	12	2	42	4	24	4
166	17	1	10	2	34	2	20	4	216	21	3	12	3	42	6	24	6
167	17	2	10	2	34	4	20	4	217	21	4	12	3	42	8	24	6
168	17	3	10	3	34	6	20	6	218	21	5	12	4	42	10	24	8
169	17	4	10	3	34	8	20	6	219	21	6	12	4	43	0	24	8
170	17	5	10	4	34	10	20	8	220	21	7	12	5	43	2	24	10
171	17	6	10	4	35	0	20	8	221	21	8	12	5	43	4	24	10
172	17	7	10	5	35	2	20	10	222	21	9	12	6	43	6	25	0
173	17	8	10	5	35	4	20	10	223	21	10	12	6	43	8	25	0
174	17	9	10	6	35	6	21	0	224	21	11	12	7	43	10	25	2
175	17	10	10	6	35	8	21	0	225	22	0	12	7	44	0	25	2
176	17	11	10	7	35	10	21	2	226	22	1	12	8	44	2	25	4
177	18	0	10	7	36	0	21	2	227	22	2	12	8	44	4	25	4
178	18	1	10	8	36	2	21	4	228	22	3	12	9	44	6	25	6
179	18	2	10	8	36	4	21	4	229	22	4	12	9	44	8	25	6
180	18	3	10	9	36	6	21	6	230	22	5	12	10	44	10	25	8
181	18	4	10	9	36	8	21	6	231	22	6	12	10	45	0	25	8
182	18	5	10	10	36	10	21	8	232	22	7	12	11	45	2	25	10
183	18	6	10	10	37	0	21	8	233	22	8	12	11	45	4	25	10
184	18	7	10	11	37	2	21	10	234	22	9	13	0	45	6	26	0
185	18	8	10	11	37	4	21	10	235	22	10	13	0	45	8	26	0
186	18	9	11	0	37	6	22	0	236	22	11	13	1	45	10	26	2
187	18	10	11	0	37	8	22	0	237	23	0	13	1	46	0	26	2
188	18	11	11	1	37	10	22	2	238	23	1	13	2	46	2	26	4
189	19	0	11	1	38	0	22	2	239	23	2	13	2	46	4	26	4
190	19	1	11	2	38	2	22	4	240	23	3	13	3	46	6	26	6

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.								
241	23	4	13	3	46	8	26	6	281	26	8	14	11	53	4	29	10	
242	23	5	13	4	46	10	26	8	282	26	9	15	0	53	6	30	0	
243	23	6	13	4	47	0	26	8	283	26	10	15	0	53	8	30	0	
244	23	7	13	5	47	2	26	10	284	26	11	15	1	53	10	30	2	
245	23	8	13	5	47	4	26	10	285	27	0	15	1	54	0	30	2	
246	23	9	13	6	47	6	27	0	286	27	1	15	2	54	2	30	4	
247	23	10	13	6	47	8	27	0	287	27	2	15	2	54	4	30	4	
248	23	11	13	7	47	10	27	2	288	27	3	15	3	54	6	30	6	
249	24	0	13	7	48	0	27	2	289	27	4	15	3	54	8	30	6	
250	24	1	13	8	48	2	27	4	290	27	5	15	4	54	10	30	8	
251	24	2	13	8	48	4	27	4	291	27	6	15	4	55	0	30	8	
252	24	3	13	9	48	6	27	6	292	27	7	15	5	55	2	30	10	
253	24	4	13	9	48	8	27	6	293	27	8	15	5	55	4	30	10	
254	24	5	13	10	48	10	27	8	294	27	9	15	6	55	6	31	0	
255	24	6	13	10	49	0	27	8	295	27	10	15	6	55	8	31	0	
256	24	7	13	11	49	2	27	10	296	27	11	15	7	55	10	31	2	
257	24	8	13	11	49	4	27	10	297	28	0	15	7	56	0	31	2	
258	24	9	14	0	49	6	28	0	298	28	1	15	8	56	2	31	4	
259	24	10	14	0	49	8	28	0	299	28	2	15	8	56	4	31	4	
260	24	11	14	1	49	10	28	2	300	28	3	15	9	56	6	31	6	
261	25	0	14	1	50	0	28	2	310	29	1	16	2	58	2	32	4	
262	25	1	14	2	50	2	28	4	320	29	11	16	7	59	10	33	2	
263	25	2	14	2	50	4	28	4	330	30	9	17	0	61	6	34	0	
264	25	3	14	3	50	6	28	6	340	31	7	17	5	63	2	34	10	
265	25	4	14	3	50	8	28	6	350	32	5	17	10	64	10	35	8	
266	25	5	14	4	50	10	28	8	360	33	3	18	3	66	6	36	6	
267	25	6	14	4	51	0	28	8	370	34	1	18	8	68	2	37	4	
268	25	7	14	5	51	2	28	10	380	34	11	19	1	69	10	38	2	
269	25	8	14	5	51	4	28	10	390	35	9	19	6	71	6	39	0	
270	25	9	14	6	51	6	29	0	400	36	7	19	11	73	2	39	10	
271	25	10	14	6	51	8	29	0	410	37	5	20	4	74	10	40	8	
272	25	11	14	7	51	10	29	2	420	38	3	20	9	76	6	41	6	
273	26	0	14	7	52	0	29	2	430	39	1	21	2	78	2	42	4	
274	26	1	14	8	52	2	29	4	440	39	11	21	7	79	10	43	2	
275	26	2	14	8	52	4	29	4	450	40	9	22	0	81	6	44	0	
276	26	3	14	9	52	6	29	6	460	41	7	22	5	83	2	44	10	
277	26	4	14	9	52	8	29	6	470	42	5	22	10	84	10	45	8	
278	26	5	14	10	52	10	29	8	480	43	3	23	3	86	6	46	6	
279	26	6	14	10	53	0	29	8	490	44	1	23	8	88	2	47	4	
280	26	7	14	11	53	2	29	10	500	44	11	24	1	89	10	48	2	

3. Single tickets are available as follows :—  
 For distances up to and including 20 miles, for day of issue only.  
 For distances over 20 miles, for one month\* from date of issue.

\* That is to say, from the 15th of one month to the 15th, inclusive, of the succeeding month. But in all cases single tickets issued on the last day of any month are available only up to and including the last day of the succeeding month. Thus, a ticket for 50 miles issued on the 31st January would be available only up to and including the 28th (or in leap years the 29th)—being the last day—of February.

PASSENGERS.

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

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

\* That is to say, from the 15th of one month to the 15th, inclusive, of the third succeeding month. 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 third succeeding month. Thus, a ticket for 50 miles issued on 30th November is available only up to and including the 28th (or in leap years the 29th)—being the last day—of February, and a ticket for 250 miles issued on 31st January is available only up to and including the 30th April.

4. 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.

5. Except in cases where break of journey is necessitated by the train service, 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 for distances under 21 miles the journey must be completed on the day the ticket is taken out.

6. Passengers holding ordinary, season, commutation, or excursion 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.

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

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

9. 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.

9A. Passengers holding return tickets must, on the outward journey, present them whole; if torn, both halves must be shown to the guard.

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

The journey must be commenced on the date that ticket is taken out, and may be broken at any station where the train is timed to stop after travelling 25 miles from the original starting station, provided the specified time for which the tickets are available is not exceeded.

Holiday excursion tickets may be issued to jockeys and trainers travelling in charge of racehorses *en route* to race-meetings, and to exhibitors or attendants in charge of exhibits *en route* to shows, one week earlier than the dates upon which such tickets are advertised as issuable to the general public to such race-meeting or show.

Volunteer Tickets.

11. Upon written order from the officer commanding the district, tickets will be issued to Volunteers in uniform without charge.

Volunteers in uniform travelling to drills, encampments, and rifle contests, when not provided with orders for tickets, will be charged half the return fare for either the single or double journey.

Public-school Cadets.

Public-school cadets, not exceeding fifteen years of age, travelling together in parties of not less than twelve to attend battalion parades, rifle competitions, and annual competitions in manual firing and physical exercises, will be charged school-parties' rates (Regulation 31). Masters in charge, 1d. per mile, second class.

PASSENGERS.

Tickets at these rates will only be issued at the option of the Department. Two days' notice to be given to the District Manager.

Navy Recruits.

12. Second-class 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 His 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 His 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 His Majesty's warship '†' for the purpose of ‡

of †, Applicant.  
"Signed by applicant, before me, this day of , 19 ,  
Justice of the Peace."

Certificates need not be stamped.

Return tickets 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."

School-boarders.

13. Tickets, available for return for two months from date of issue, will be issued, at three-fourths of the ordinary return fare, to school-boarders returning home for holidays at the end of recognised school-terms only. Applicant must hand to the Stationmaster a certificate in the following form, signed by the master or mistress of the school:—

"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 , 19 , for holidays; and I request that you will issue a class return ticket accordingly, from Station to Station. (Signed)  
"Headmaster [or Mistress], School."

Season Tickets.

14. Application for Season Tickets (and Commutation Tickets when such are not stocked) must be made on a form obtainable at any railway ticket-office, and must be lodged with the Manager or Stationmaster at least twenty-four hours before the tickets are required.

15. Fares will be charged as follows:—

Miles.	FIRST CLASS.				Miles.	SECOND CLASS.			
	12 Months.	6 Months.	3 Months.	1 Month.		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 0 0	0 8 0	2	2 5 0	1 4 0	0 14 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 0
4	6 0 0	3 5 0	1 17 6	0 15 0	4	4 10 0	2 7 6	1 9 0	0 10 0
5	7 0 0	4 0 0	2 5 0	0 18 0	5	5 10 0	3 0 0	1 14 0	0 13 0
6	8 0 0	4 10 0	2 12 6	1 0 0	6	6 5 0	3 7 6	1 18 0	0 15 0
7	9 0 0	5 0 0	2 17 6	1 1 0	7	7 0 0	3 15 0	2 2 0	0 16 0
8	10 0 0	5 10 0	3 2 6	1 4 0	8	7 15 0	4 2 6	2 6 0	0 17 6
9	10 10 0	5 17 6	3 7 6	1 6 0	9	8 5 0	4 10 6	2 10 0	0 19 0
10	11 0 0	6 5 0	3 12 0	1 8 0	10	8 12 6	4 15 0	2 12 6	1 0 0
11	11 10 0	6 10 0	3 15 0	1 10 0	11	9 0 0	4 18 0	2 14 0	1 1 0
12	12 0 0	6 15 0	3 18 0	1 11 0	12	9 7 6	5 1 0	2 15 6	1 2 0
13	12 10 0	7 0 0	4 1 0	1 12 0	13	9 15 0	5 4 0	2 17 0	1 3 0
14	13 0 0	7 5 0	4 4 0	1 13 0	14	10 0 0	5 7 0	2 18 6	1 4 0
15	13 10 0	7 10 0	4 6 0	1 14 0	15	10 5 0	5 10 0	3 0 0	1 5 0
16	14 0 0	7 15 0	4 8 0	1 15 0	16	10 10 0	5 12 6	3 1 6	1 5 6
17	14 10 0	8 0 0	4 10 0	1 16 0	17	10 15 0	5 15 0	3 3 0	1 6 0
18	15 0 0	8 5 0	4 12 0	1 17 0	18	11 0 0	5 17 6	3 4 6	1 6 6
19	15 10 0	8 10 0	4 14 0	1 18 0	19	11 5 0	6 0 0	3 6 0	1 7 0
20	16 0 0	8 15 0	4 16 0	1 19 0	20	11 10 0	6 2 6	3 7 6	1 7 6

## PASSENGERS.

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.
6 0	3 0	1 9	0 9	3 6	2 0	1 3	0 6

**Annual Season Tickets.**

16. Annual Season Tickets, available only for use on the New Zealand Government Railways for one year from date of issue, will be issued at the following rates, viz :—

	Transferable.	Not Transferable.
	£	£
Available over lines of both Islands ... ..	*65	60
Available over North Island lines ... ..	*40	35
Available over Middle Island lines ... ..	*55	50
<b>SECTIONAL TICKETS.</b>		
For distances not exceeding 150 miles ... ..	*30	25
151 miles and over, 2s. per mile added to the charge for 150 miles.		
Maximum charge { North Island ... ..	*40	35
{ Middle Island ... ..	*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.

A charge of £1 will be made for each ticket issued in lieu of annual season ticket lost.

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

**Family Season Tickets.**

18. 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.**

19. 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, nor to tickets issued under Regulation No. 16.

**Transfer of Season Tickets.**

20. Season Tickets other than Annual (Regulation 16) 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. (For conditions of transfer of annual tickets see Regulation No. 16.)

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.

## PASSENGERS.

**Single Commutation Tickets.**

21. 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.**

22. 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.

Family Commutation Tickets 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 10 0	0 7 6	12 .. ..	2 5 0	1 14 0
3 .. ..	0 14 0	0 10 6	13 .. ..	2 8 6	1 16 6
4 .. ..	0 18 0	0 13 6	14 .. ..	2 12 0	1 19 0
5 .. ..	1 1 6	0 16 6	15 .. ..	2 15 6	2 1 6
6 .. ..	1 4 0	0 19 0	16 .. ..	2 19 0	2 4 0
7 .. ..	1 7 6	1 1 6	17 .. ..	3 2 6	2 6 6
8 .. ..	1 11 0	1 4 0	18 .. ..	3 6 0	2 9 0
9 .. ..	1 14 6	1 6 6	19 .. ..	3 9 6	2 11 6
10 .. ..	1 18 0	1 9 0	20 .. ..	3 13 0	2 14 0
11 .. ..	2 1 6	1 11 6			

**Workers' Commutation Tickets.**

23. 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.



## PASSENGERS.

No reduction in charge is made for children.

Passengers holding twelve-trip workers' tickets will be charged the full ordinary first-class fare when travelling in first-class carriages.

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' Tickets.**

24. Tickets will be issued to newspaper reporters permanently engaged on the staff of any registered newspaper at the rates and subject to the conditions specified below, viz. :—

Ordinary single and return tickets ... At one-fourth of the ordinary fares. Minimum charge, 6d. first class, 4d. second class, single or return.

Season tickets ... At one-fourth of the ordinary or annual season-ticket rates (Regulations 15 and 16). Maximum charge, £10.

No reduction in charge will be made for Commutation Tickets.

Newspaper reporters' tickets will be available only for use when the holder is travelling for the purpose of reporting.

Application for newspaper reporters' ordinary and season tickets must be accompanied by a certificate in the following form, signed by the editor or proprietor of the newspaper :—

"Please issue to reporter of the newspaper a reporter's (a) class (b) ticket at one-fourth of the ordinary rates, and available between Station and Station from (c)

"I certify that the ticket referred to above is required for Press-reporting purposes only; that it will only be used by a *bonâ fide* reporter permanently employed on the staff of the newspaper, and exclusively engaged on Press business. , Editor [or Proprietor] Newspaper."

(a) Insert "first," or "second." (b) Insert "single," "return," "monthly," "quarterly," "half-yearly," or "yearly," as required. (c) Insert date ticket required.

Newspaper proprietors must furnish the General Manager of Railways with a list giving names and signatures of the persons on the staff of their respective papers who are authorised to sign certificates. Certificates signed by persons other than those so notified to the General Manager of Railways will not be recognised.

**Newsboys' Season Tickets.**

25. 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 *bonâ fide* newsboy wholly engaged on the staff of the newspaper, and not following any other profession or occupation. The maximum weight of books, periodicals, and newspapers which newsboys are allowed to carry free of charge is 56 lb. Newsboys 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.**

26. 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

## PASSENGERS.

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:—

"I hereby certify that \* , residing at † , is a *bonâ 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."

These tickets are not available for use on Sundays.

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

**School Season Tickets.**

27. 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.

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

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

School Tickets will be available for any distance not exceeding 60 miles. They are not transferable, and are available only for use by the holder when travelling to and from school for the purpose of receiving tuition; if used for any other purpose the tickets will be forfeited.

**Free School Season Tickets.**

28. Free Second-class Quarterly Tickets may be issued to school children not over fifteen 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.

Such tickets may also be issued to holders of junior or secondary technical scholarships, and for the purpose of enabling pupils not over nineteen years of age to attend a district high school or a secondary school as defined by "The Manual and Technical Instruction Act, 1900," provided that such pupils have passed the Sixth Standard or are holders of scholarships, exhibitions, or free places tenable at such district high school or secondary school.

Application for these tickets must be accompanied by a certificate in the following form, and duly signed by the Schoolmaster having charge of the school:—

"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."

These tickets are available for distances not exceeding sixty miles. They are not transferable, and are available only for use by the holder when travelling to and from school for the purpose of receiving tuition; if used for any other purpose the tickets will be forfeited.

**Technical Schools Season Tickets.**

29. Technical schools season tickets, available for any distance not exceeding sixty miles, and for three months from date of issue, will be issued to *bonâ fide* students not exceeding twenty years of age attending technical schools or classes 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 school for the purpose of receiving tuition. If used for any other purpose the ticket will be forfeited.

PASSENGERS.

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.

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

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 *bonâ fide* student or scholar in attendance at \_\_\_\_\_ Technical School\* \_\_\_\_\_, and request that a † \_\_\_\_\_ class ‡ ticket, available for use on § \_\_\_\_\_, be issued to enable || \_\_\_\_\_ to attend the Technical 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." § Insert day of week on which tuition will be received. || Insert "him" or "her."

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

**Technical Schools Commutation Tickets.**

30. Twenty-trip Commutation Tickets, available for ten outward and ten return trips within three months from date of issue, will be issued to *bonâ fide* students and scholars attending technical schools or classes 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.		Miles.	Second Class.	
	s.	d.		s.	d.
2	5	0	12	21	8
3	6	8	13	23	4
4	8	4	14	25	0
5	10	0	15	26	8
6	11	8	16	28	4
7	13	4	17	30	0
8	15	0	18	31	8
9	16	8	19	33	4
10	18	4	20	35	0
11	20	0			

PASSENGERS.

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

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 *bonâ fide* student or scholar in attendance at \_\_\_\_\_ Technical School [Class]\*, and request that a † class ‡ ticket, available for use on § \_\_\_\_\_, be issued to enable || \_\_\_\_\_ to attend the Technical 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 twenty-trip." §Insert day of week on which tuition will be received. ||Insert "him" or "her."

These tickets are available for distances not exceeding sixty miles, and will be issued conditionally on a roll of attendance being kept at each technical 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, *bonâ 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.	
1 to 4 ...	s. d. 0 3	s. d. 0 5	s. d. 0 6	s. d. 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 16 ...	0 7	0 11	1 2	1 2
17 to 20 ...	0 8	1 0	1 4	1 4
21 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

## PASSENGERS.

**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.

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 and senior scholars, carried at these fares by any school-excursion train must not exceed the number of children under 15 years of age who are 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 8 to whom school-excursion tickets are issued.

Unsold tickets must be returned to the Railway Department before the excursion train starts on its outward journey, or at destination station before the commencement of the homeward 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, seven 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 three-fourths the ordinary return fare 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, Hockey, 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, hockey, 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 return tickets, indorsed available for return up to and including the day after issue only, will be issued at three-fourths the ordinary second-class return fare 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. Teams will be furnished with a certificate signed by the Railway Manager, and authorising the concession specified herein. Certificate must be shown to guard with tickets of team.

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 :

## PASSENGERS.

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—or second-class ordinary return fares for first-class carriages if cheaper.

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.

Application for these concessions must first be made to the District Manager.

**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 holders 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 at the following rates :—

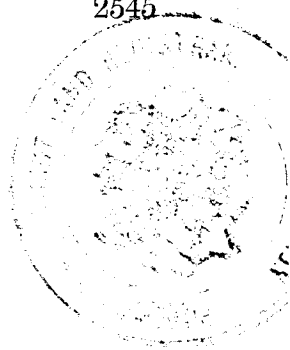
(a.) Available over lines of both Islands for six weeks from	£
date of issue ... ..	7
(b.) Available over North Island lines for four weeks from	
date of issue ... ..	4
(c.) Available over Middle Island lines for four weeks from	
date of issue ... ..	5

These tickets are available over Government lines only, and are obtainable as follows : *a* and *b* at Auckland, Onehunga, Rotorua, Thames, Napier, Hastings, Woodville, Masterton, Wanganui, New Plymouth, and Wellington ; *a* and *c* at Lyttelton, Christchurch, Ashburton, Timaru, Oamaru, Palmerston South, Port Chalmers, Dunedin, Mosgiel, Milton, Lawrence, Clinton, Invercargill, and Bluff Railway-stations.

Tourist 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 Stationmaster at any of the abovementioned stations 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 :—



## PASSENGERS.

"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.

Tickets under this regulation will be granted for seven days previous to and not later than the first day of the show or parade, and will be available for return for one month from date of issue. The Department reserves the right to decline any application.

### Delegates to Meetings of Religious Bodies and Friendly Societies.

40. Delegates travelling to attend annual meetings of religious bodies and friendly societies 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:—

"I hereby certify that Rev. (Mr.) \_\_\_\_\_ is a duly-appointed delegate to  
 (a) meeting to be held at (b) \_\_\_\_\_, from (c) \_\_\_\_\_ to (e) \_\_\_\_\_  
 " \_\_\_\_\_, 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 or friendly society 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, Maori Councils, and Tangis.

41. Maoris travelling to attend sittings of the Native Land Court, Maori Councils, or tangis may, at the option of the Railway Department, be granted return tickets at three-fourths the ordinary return fares. Application, specifying the date on and place at which the Court, Council, or tangi will be held, must first be made to the District Manager at least seven days before the opening of the Court or Council, and at least one day before tickets are required for the tangi.

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.

## PASSENGERS.

**Reserved Carriages.**

43. Except otherwise specified, the charge for a reserved compartment will be as for six first-class ordinary fares computed on the mileage from the station at which the car is reserved.

For invalids, Judges of Supreme Court, and Commandant of Forces the charge will be as for four first-class ordinary fares computed on the actual mileage for which reserved car is used.

The Department does not undertake to supply reserved carriages or compartments, and reserves to itself the right to decline any application.

Where more than the minimum number of passengers travel in a reserved car ordinary fares must be paid for the actual number of passengers in the car, but the fares of the passengers in excess of the minimum shall be computed on the actual distance they travel.

**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 80 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.

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 for the first three hours, after which 10s. will be charged for each additional hour that engine is kept in steam waiting orders.

Special trains will be permitted to wait five hours at the station of destination,



## PASSENGERS.

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.

48. 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	0 9	0 6	1 2	0 9
"	Te Akeake	1 0	0 8	1 6	1 0
"	Opua	2 0	1 4	3 0	2 0
Taumarere	"	1 6	1 0	2 3	1 6
"	Te Akeake	0 6	0 4	0 9	0 6
Te Akeake	Opua	1 0	0 8	1 6	1 0

## WHANGAREI SECTION.

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

## PASSENGERS.

## 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 9	0 5	1 2	0 9
Auckland to or from Morningside	0 9	0 6	1 3	0 10
Auckland to or from Mount Albert	1 0	0 7	1 6	1 0
Auckland to or from Avondale	1 0	0 8	1 6	1 2
Auckland to or from New Lynn	1 3	0 10	2 3	1 6
Auckland to or from Waikumete	1 5	0 11	2 5	1 6
Auckland to or from Henderson	1 9	1 1	2 9	1 8
Auckland to or from Remuera	0 7	0 5	0 11	0 8
Auckland to or from Green Lane	0 7	0 5	1 0	0 8
Auckland to or from Ellerslie	0 9	0 6	1 3	0 10
Auckland to or from Penrose	0 10	0 7	1 6	1 0
Auckland to or from Te Papapa	1 0	0 8	1 6	1 0
Auckland to or from Onehunga	1 0	0 9	1 6	1 0
Auckland to or from Westfield	1 1	0 9	2 0	1 5
Auckland to or from Otahuhu	1 3	0 10	2 0	1 6
Auckland to or from Papatoitoi	1 6	1 0	2 11	2 0
Newmarket to or from Mount Eden	0 4	0 3	0 6	0 4
Newmarket to or from Kingsland	0 6	0 4	0 11	0 8
Newmarket to or from Morningside	0 6	0 4	0 11	0 8
Newmarket to or from Mount Albert	0 9	0 6	1 3	0 10
Newmarket to or from Avondale	0 10	0 7	1 6	1 0
Newmarket to or from New Lynn	1 0	0 7	1 10	1 2
Newmarket to or from Waikumete	1 3	0 9	2 0	1 3
Newmarket to or from Henderson	1 6	1 0	2 4	1 6
Newmarket to or from Remuera	0 3	0 2	0 5	0 4
Newmarket to or from Green Lane	0 4	0 3	0 6	0 4
Newmarket to or from Te Papapa	0 9	0 6	1 3	0 10
Newmarket to or from Onehunga	0 10	0 7	1 6	1 0
Newmarket to or from Otahuhu	1 0	0 8	1 9	1 2
Newmarket to or from Papatoitoi	1 3	0 10	2 5	1 8
Remuera to or from Green Lane	0 3	0 2	0 5	0 4
Remuera to or from Onehunga	0 9	0 6	1 5	1 0
Mount Eden to or from Kingsland	0 3	0 2	0 5	0 4
Mount Eden to or from Morningside	0 4	0 3	0 6	0 4
Mount Eden to or from Mount Albert	0 6	0 4	0 11	0 8
Mount Eden to or from Avondale	0 7	0 5	1 0	0 8
Mount Eden to or from New Lynn	0 10	0 7	1 6	1 0
Mount Eden to or from Waikumete	1 1	0 8	1 10	1 1
Mount Eden to or from Henderson	1 3	0 10	2 2	1 4

Workers' Weekly Tickets (second class) will be issued on the following suburban lines: Henderson-Auckland; Onehunga-Auckland; Otahuhu-Auckland. They will be subject to the conditions specified below, and charged as follows:—

For distances not exceeding two miles	..	..	..	1s. 6d.
For distances over two miles, and not exceeding ten miles	..	..	..	2s. 0d.
Auckland to or from Waikumete	..	..	..	2s. 3d.
Auckland to or from Henderson	..	..	..	3s. 0d.
Newmarket to or from Henderson	..	..	..	2s. 6d.

## PASSENGERS.

The tickets will be issued from any station on any one of the suburban lines specified to any station on the same line.

The tickets will not be issued between stations situated on different suburban lines. They will expire on Saturday of the week in which issued, and are limited to one outward and one homeward trip per day, and for use on the outward journey by trains arriving at their destination-station before 8 a.m. On the homeward journey they may be used by any time-table train (mail and express trains excepted) after 9 a.m.

The tickets will be available only for use between the stations specified thereon, and will be issued only to persons resident in the neighbourhood of the issuing station, and for use by the purchaser when travelling second class only. They are not available for break of journey nor for use on Sundays, and are not transferable. No reduction in charge will be made for children.

Holders of workers' weekly second-class tickets will be charged the full ordinary first-class fare when found travelling in first-class carriages.

The portions of a ticket are available only for use on the day of the week named thereon, provided such portions are used on the specified days and during the week for which the ticket is available. Portions not so used are not available for use at any other time.

At officered stations applications for workers' tickets must be made at least ten minutes before time of departure of the train by which the ticket is intended to be used. Tickets from flag-stations can be obtained from guard of train.

## Hot Lakes District.

The maximum return fare first class from or to Auckland, Newmarket, Remuera, Ellerslie, Penrose, and Onehunga, to or from Matatoki-Thames and intermediate stations, will be 30s.

## ROUND TRIPS.

Round-trip Tickets, available for three 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: 21s. first class, 15s. second class.

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

First class, 32s. 6d.; second class, 21s.

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

First class, 39s.; second class, 24s.

Holders of above excursion tickets to Thames, Rotorua, and Hangatiki 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 WAIKUMETE 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, AND HURUNUI-BLUFF SECTIONS.

Workers' Weekly Tickets (second class) will be issued on the following suburban lines: Wellington-Napier-New Plymouth Section: Lower Hutt-Te Aro. Hurunui-Bluff Section: Lyttelton-Christchurch; Christchurch-Islington; Port

## PASSENGERS.

Chalmers-Dunedin; Dunedin-Mosgiel. They will be subject to the conditions specified below, and charged as follows:—

For distances not exceeding two miles .. .. 1s. 6d.  
For distances over two miles, and not exceeding ten miles .. 2s. 0d.

The tickets will be issued from any station on any one of the suburban lines specified to any station on the same line.

The tickets will not be issued between stations situated on different suburban lines. They will expire on Saturday of the week in which issued, and are limited to one outward and one homeward trip per day, and for use on the outward journey by trains arriving at the destination-station before 8 a.m. On the homeward journey they may be used by any time table train (mail and express trains excepted) after 9 a.m.

The tickets will be available only for use between the stations specified thereon, and will be issued only to persons resident in the neighbourhood of the issuing station, and for use by the purchaser when travelling second class only. They are not available for break of journey nor for use on Sundays, and are not transferable. No reduction in charge will be made for children.

Holders of workers' weekly second-class tickets will be charged the full ordinary first-class fare when found travelling in first-class carriages.

The portions of a ticket are available only for use on the day of the week named thereon, provided such portions are used on the specified days and during the week for which the ticket is available. Portions not so used are not available for use at any other time.

At officered stations applications for workers' tickets must be made at least ten minutes before time of departure of the train by which the ticket is intended to be used. Tickets from flag-stations can be obtained from guard of train.

## 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 The Gorge-Makino Road-Foxton and intermediate stations shall not be less than the fares to Woodville.
- (b.) The fares from Makino Road-Foxton-The Gorge 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-Hayward's and intermediate stations to and from Woodville-Konini and intermediate stations shall not exceed the fares Wellington to Woodville.

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

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

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

From and to	To and from	Single.		Return.	
		1st.	2nd.	1st.	2nd.
Te Aro ..	Wellington ..	s. d.	s. d.	s. d.	s. d.
	Kaiwarra ..	0 3	0 2	0 6	0 4
	Ngahauranga ..	0 6	0 4	0 9	0 6
	Petone ..	0 9	0 6	1 3	0 10
	Lower Hutt ..	1 1	0 9	1 6	1 0
Wellington	Lower Hutt ..	1 3	0 10	1 6	1 0
	Kaiwarra ..	0 4	0 3	0 6	0 4
	Ngahauranga ..	0 7	0 5	1 0	0 8
	Petone ..	1 0	0 8	1 6	1 0
Kaiwarra ..	Lower Hutt ..	1 1	0 9	1 6	1 0
	Lower Hutt ..	1 0	0 8	1 6	1 0

## PASSENGERS.

## NEW PLYMOUTH BREAKWATER LINE.

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

## 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.

## 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.

Season tickets and school season tickets issued between stations on the Waimangaroa Branch and main line stations will be charged the following rates in addition to the ordinary rates:—

## Season Tickets.

	12 Months.	6 Months.	3 Months.	1 Month.
First class .. ..	s. d. 15 0	s. d. 10 0	s. d. 6 6	s. d. 3 0
Second class .. ..	12 0	7 6	4 6	2 0

School season tickets, 2s. per quarter, either class.

## 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.
Single .. ..	s. d. 14 9	s. d. 11 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, 8 miles.
„ Caversham, 2 miles.
„ Burnside, 4 miles.
„ Abbotsford, 5 miles.

## PASSENGERS.

For the purpose of charging season and commutation tickets the distances will be counted as follows:—

Pelichet Bay and Burke's, 3 miles.  
 " St. Leonards, 4 miles.  
 " Port Chalmers, 7 miles.  
 Dunedin and Cattle-yards, 3 miles.

Fares and season-ticket rates from stations on the Dunedin-Port Chalmers line to and from Port Chalmers Upper and Lower will be computed on the basis of the shorter distance.

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

From or to	To or from	Single.		Return.	
		First.	Second.	First.	Second.
Christchurch	Linwood	s. d.	s. d.	s. d.	s. d.
"	Opawa	0 3	0 2	0 6	0 4
"	Woolston	0 4	0 3	0 6	0 4
"	Heathcote	0 6	0 4	0 9	0 6
"	Lyttelton	0 9	0 6	1 3	0 10
Linwood	Lyttelton	1 0	0 8	1 6	1 0
Christchurch	Addington	0 10	0 7	1 6	1 0
"	Riccarton	0 4	0 3	0 6	0 4
"	Papanui	0 6	0 4	0 9	0 6
"	Styx	0 9	0 6	1 3	0 10
"	Belfast	1 0	0 8	1 9	1 2
"	Chaney's	1 3	0 10	2 3	1 6
"	Middleton	1 4	0 11	2 6	1 8
"	Sockburn	0 7	0 5	1 0	0 8
"	Hornby	0 9	0 6	1 3	0 10
"	Islington	0 10	0 7	1 6	1 0
"	Prebbleton	1 0	0 8	1 9	1 2
"	Templeton	1 3	0 10	2 3	1 6
Dunedin	Pelichet Bay	1 3	0 10	2 3	1 6
"	Ravensbourne	0 3	0 2	0 6	0 4
"	Burke's	0 4	0 3	0 6	0 4
"	St. Leonards	0 7	0 5	1 0	0 8
"	Sawyer's Bay	0 9	0 6	1 3	0 10
"	Mussel Bay	1 0	0 8	1 6	1 0
"	Port Chalmers	1 1	0 9	1 6	1 0
Ravensbourne	Mussel Bay	1 1	0 9	1 6	1 0
"	Port Chalmers	0 10	0 7	1 6	1 0
Pelichet Bay	Port Chalmers	0 10	0 7	1 6	1 0
"	Ravensbourne	0 4	0 3	0 6	0 4
"	Burke's	0 7	0 5	1 0	0 8
"	St. Leonards	0 9	0 6	1 3	0 10
"	Sawyer's Bay	1 0	0 8	1 6	1 0
"	Mussel Bay	1 0	0 8	1 6	1 0
"	Port Chalmers	1 0	0 8	1 6	1 0
Dunedin	Kensington	1 0	0 8	1 6	1 0
"	Caversham	0 4	0 3	0 6	0 4
"	Cattle-yards	0 4	0 3	0 6	0 4
"	Burnside	0 7	0 5	1 0	0 7
"	Abbotsford	0 7	0 5	1 0	0 8
"	Wingatui	0 9	0 6	1 3	0 10
"	Mosgiel	1 3	0 10	2 3	1 6
Kensington	Mosgiel	1 3	0 10	2 3	1 6
Cattle-yards	Caversham	0 4	0 3	0 8	0 4
Invercargill	Clyde Street	0 3	0 2	0 6	0 4
"	Kew	0 4	0 3	0 6	0 4
"	Clifton	0 6	0 4	0 8	0 6
"	Woodend	0 9	0 6	1 1	0 9
"	Awarua	1 1	0 9	1 8	1 0
"	Greenhills	1 5	0 11	2 0	1 3
"	Ocean Beach	2 0	1 2	2 6	1 6
"	Bluff	2 0	1 2	2 6	1 6
Clyde Street	Ocean Beach	2 0	1 2	2 6	1 6
"	Bluff	2 0	1 2	2 6	1 6

PASSENGERS.

In no case shall the fares between any two stations on the Invercargill-Bluff line exceed the fares between Invercargill and the outer station.

OAMARU TO DUNEDIN.

Return .. .. . First. Second.  
 Issued on Tuesdays and Fridays only. Available for return for one month from date of issue.  
 15s. 10s.

Through Booking by Rail and Steamer between Dunedin and Portobello.

From	To	Single.		Return.	
		First.	Second.	First.	Second.
Portobello ..	Dunedin ..	s. d. 1 7	s. d. 1 3	s. d. 2 6	s. d. 2 0
" ..	Pelichet Bay ..	..	..	2 6	2 0
Pelichet Bay ..	Portobello ..	..	..	2 6	2 0
Dunedin ..	" ..	..	..	2 6	2 0

Through Booking by Rail and Steamer to Queenstown.

From	Via Waimea.				Via Invercargill.			
	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.
Lyttelton ..	2 1 5	1 2 10	4 2 10	2 5 8	2 6 5	1 5 4	4 12 10	2 10 8
Christchurch ..	2 1 5	1 2 10	4 2 10	2 5 8	2 5 7	1 4 11	4 11 2	2 9 10
Ashburton ..	1 17 3	1 0 9	3 14 6	2 1 6	2 1 5	1 2 10	4 2 10	2 5 8
Timaru ..	1 13 10	18 8	3 6 2	1 17 4	1 17 3	1 0 9	3 14 6	2 1 6
Oamaru ..	1 8 3	16 3	2 16 6	1 12 6	1 13 1	10 18 8	3 6 2	1 17 4
Palmerston ..	1 5 2	14 8	2 10 4	1 9 4	1 9 6	16 10 2	19 0 1	13 8
Port Chalmers ..	1 2 5	13 4	2 4 10	1 6 8	1 6 10	15 6 2	13 8 1	11 0
Dunedin ..	1 1 9	13 0	2 3 6	1 6 0	1 6 10	15 2	12 2 1	10 4
Balclutha ..	0 17 5	10 10	1 14 10	1 1 8	1 1 9	13 0	2 3 6	1 6 0
Gore ..	0 12 11	8 4	1 5 10	0 16 8	0 17 10	11 0	1 15 8	1 2 0
Invercargill ..	0 16 9	10 6	1 13 6	0 14 2	0 14 2	9 1	1 8 4	0 18 2
Bluff ..	0 18 2	11 2	1 16 4	1 2 4	0 15 11	10 1	1 11 10	1 0 2

First-class tickets include saloon steamer-passage, second-class tickets include steerage steamer-passage, on Lake Wakatipu.  
 Single tickets are available for one month from date of issue.  
 Return tickets available for three months.

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 three months from date of issue.

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

	£	s.	d.
From Christchurch and Papanui ..	...	1	8 0
" Kaiapoi ..	...	1	6 0
" Dunedin ..	...	3	5 0
" Invercargill ..	...	4	5 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

## PASSENGERS.

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 three 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 ... ..	£4 17 6	£4 5 0
Christchurch ... ..	4 10 0	4 2 6

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 three 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.
Christchurch ( <i>via</i> Waimea line) ... ..	£ 3 13 6	£ 2 0 0
Christchurch ( <i>via</i> Waimea line or Invercargill) ... ..	4 0 0	2 4 6
Dunedin ( <i>via</i> Waimea line only) ... ..	1 15 0	1 0 6
Dunedin ( <i>via</i> Waimea line or Invercargill) ... ..	2 2 6	1 5 0
Invercargill ( <i>via</i> Kingston line only) ... ..	1 0 0	0 14 0
Invercargill ( <i>via</i> either Kingston, or Gore and Waimea line) ... ..	1 5 0	0 15 6

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), 60s. (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 three 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> ... ..	£ 4 4 6
2.	From Dunedin to Queenstown ( <i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Lawrence; or <i>vice versa</i> ... ..	3 9 6
3.	From Dunedin to Queenstown ( <i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Omakau; or <i>vice versa</i> ... ..	4 7 0
4.	From Dunedin to Queenstown ( <i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Omakau; or <i>vice versa</i> ... ..	3 7 0

\* Including steamer and coach fares.

These tickets are available *via* Waimea line only.

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.



## PART II.—LUGGAGE, PARCELS, HORSES, ETC.

### 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 on a continuous line of railway, 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. The Department will not check luggage that is not fully and legibly addressed.

4. Luggage to be checked must, if being forwarded from an officered station, 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. Luggage to be forwarded from stations at which there are no officers in charge must be taken to the Guard's van, and be there handed to the Guard of the train by which it is to be forwarded immediately on arrival of the train at the station from which the luggage is to be conveyed. If the luggage is to be checked, the person delivering it must obtain from the Guard of train a check for each package delivered. The Department will not be responsible for the despatch of luggage that is not presented at Guard's van while train is standing at flag stations. Charges on excess luggage, whether checked or unchecked, must be paid to Guard, from whom a ticket must be obtained for the amount paid.

6. The checks obtained for the luggage must be surrendered by the person who takes delivery of the luggage at destination.

7. 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.

8. All charges on luggage which exceeds the weight specified in regulation No. 25, 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.

9. Passengers are not bound to see personally to the checking or excessing of their luggage, nor, except as provided in clause 10, 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.

10. 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, and must, in the case of checked luggage, deliver to the Guard of the train the checks received for same,

## LUGGAGE, PARCELS, HORSES, ETC.

failing which, the luggage, whether checked or unchecked, shall be treated as "lost luggage," and taken to the next officered station and there stored at the risk and expense of the owner.

11. 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.

12. 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.

13. No luggage will be allowed to be taken into carriages unless it can be placed under the seat without inconvenience to other passengers, neither shall any person take into or carry in a railway-carriage any luggage which the railway officers deem to be inconvenient or objectionable.

14. Railway employés 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.

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

16. 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.

17. Checked luggage for officered stations not claimed within twelve hours of arrival at destination will be placed in the cloak-room and charged accordingly. Checked luggage for stations at which there are no officers in charge not claimed while train is standing at the station will be taken to next officered station and treated as lost luggage, and be charged accordingly.

18. Unchecked luggage not claimed immediately on arrival at destination will be treated as lost luggage, and charged accordingly.

19. 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.

20. 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.

21. No person shall be entitled to check or send any luggage to any railway-station beyond the station of destination for which his ticket is available; nor shall any person send or carry as luggage any packages containing goods that are other than his own *bond fide* property, or his samples for exhibition only.

22. ORDINARY ADULT PASSENGERS will be allowed to take with them, free of charge, 112 lb. weight—children travelling on half-tickets 56 lb.—consisting either of *bond fide* personal luggage, tourists', sportsmen's, or artists' gear, or any goods (except furniture, house-fittings, live poultry, and bulky musical instruments) which they may purchase *bond fide* for their own domestic use.

23. 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.

24. 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.

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

26. For every 56 lb. or fraction of 56 lb. above the weight allowed, for every 50 miles or fraction of 50 miles, the charge will be 1s.

27. 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

## LUGGAGE, PARCELS, HORSES, ETC.

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 ordinary bicycle seated for one rider only. Motor bicycles double rate.

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 3d. 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 s. d.  
package, in addition to cloak-room charges ... .. 0 4  
Maximum charges per package ... .. 2 6

Checked luggage for stations at which there are no officers in charge not claimed while train is standing at station will be treated and charged as "lost luggage."

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 s. d.  
parcel not exceeding 56 lb. ... .. 0 2  
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 storage rates will be charged.

Checked luggage for officered stations 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) they must surrender their Left-luggage Tickets and pay all storage charges which have accrued, when a fresh Left-luggage Ticket will be issued for the remaining packages without the initial charge; storage charges, as provided above, will be made on the remaining packages when the same are ultimately claimed.

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 13th section of "The Government Railways Act, 1900," 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 parcel will be made for each day or part of a day after twenty-four hours. Any parcel not claimed within three months may be sold.

The liability of the Minister for loss or damage is limited by the 13th section of

## LUGGAGE, PARCELS, HORSES, ETC.

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.

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

*By Passenger Train.*—Companies of not less than six adult passengers will be allowed to take, free of charge, 2 cwt. of effects for each adult ticket held. All effects in excess of the quantities specified will, if loaded in Guard's van or in same vehicle as the company's free luggage, be charged 6d. for each 56 lb. or fractional part thereof for every 50 miles or fraction of 50 miles. If loaded and conveyed in special trucks the charge will be: For each ordinary four-wheel truck, 6d. per mile; for each LA truck, 9d. per mile; for each bogie truck, 1s. per mile. Minimum charge: Ordinary four-wheel truck, 15s.; LA truck, 20s.; bogie truck, £1 10s.

*By Goods Train.*—Scenery, Class A; luggage, half-rates (Class B); but in no case are charges to exceed the rates for conveyance by passenger train.

All loading and unloading must be done by owners at their own risk and responsibility.

29. Packages of checked luggage containing bullion, cash, china, valuable documents, gold and silver plate or jewellery, glass, instruments (mathematical, musical, or surgical), machines, stamps, and articles of a nature liable to injury are hereby declared to be "special goods." The liability of the Minister in respect thereto is limited to £10 for any one package, unless the passenger before despatching such luggage declares the nature and value of, and obtains a receipt for, the same. On "special goods" so declared a charge of 1 per cent. on the declared value will be made for insuring the same. Packages exceeding £500 in value will be carried by special contract only.

30. The Department reserves the right to inspect any luggage before insuring or accepting same for transit, and to call upon senders to open out such luggage at their own expense.

**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 presented at the railway-station for booking at least ten minutes before the advertised time of departure of the train by which they are to be carried. The Railway Department will not be responsible for loss of, or delay to, bicycles, tricycles, or velocipedes unless this regulation is complied with.

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

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

	s.	d.
For distances 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

Bicycle tickets are not available for break of journey.

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.

Bicycles, motor, seating one rider will (when accompanying passengers) be charged double the rate for ordinary bicycles.

Bicycles, motor, seating more than one rider will (when accompanying passengers) be charged double the ordinary bicycle rates for first seat, and full ordinary bicycle rates additional for each seat after the first.

Tricycles, motor (when accompanying passengers), will be charged quadruple the rates for ordinary bicycles.

Each passenger will only be allowed to take one bicycle, tricycle (ordinary or motor), 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 (ordinary) 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, 52s. 6d.; 6 months, 30s.; 3 months, 17s. 6d. Motor bicycles will be charged double rates.

Bicycle Season Tickets for distances not over 12 miles will be issued at half the above rates for three-monthly tickets to students and scholars who are holders of

LUGGAGE, PARCELS, HORSES, ETC.

"The Government Railways Act, 1900," 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

Where parcels exceed 1 cwt. and do not exceed 2 cwt. the excess weight above 1 cwt. will be charged at the same scale as parcels below 1 cwt.—*e.g.*, 142 lb., 100 miles:—

112 lb. ...	...	...	...	...	s. d.
30 lb., as 56 lb. ...	...	...	...	...	4 0
					2 6

Total ... .. 6 6

Articles exceeding 2 cwt. in weight will not be accepted for conveyance as parcels. 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, ordinary, complete, not packed in cases or crates, 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.

Bicycles, motor, not packed in cases or crates, to seat one rider, rate and a half; for each seat after the first, 50 per cent. additional. To be computed on actual weight in each case.

Tricycles, motor, not packed in cases or crates, will be charged two and a half times ordinary parcel rates on actual weight.

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 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.

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

**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.*

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

LUGGAGE, PARCELS, HORSES, ETC.

Single newspapers will be conveyed, irrespective of distance, at the uniform charge of  $\frac{1}{4}$ d. per copy, otherwise at the scale preceding.

Letters for newspaper proprietors containing *bonâ fide* press matter for publication, when so indorsed, will be conveyed, irrespective of distance, at the uniform charge of 1d. per letter.

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 by which they are to be conveyed. The owners of horses must provide 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.

Requisitions for horse-boxes and carriage-trucks must be made twenty-four hours before the vehicles are required.

Horses will be charged as follows, except otherwise specified:—

	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

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 [Name] entered hereon is travelling from station to station for breeding purposes only."

Ponies up to 14 hands in height, foals one year old and under, mules, and asses, half-rate.

Horses, Shetland and polo ponies, foals, mules, asses, and hounds when conveyed in cattle-trucks, will be charged at the rates for cattle in truck-loads, or at the rate for horses in horse-boxes or in the case of hounds at the rate for dogs if cheaper. When charged at cattle rate the Department will reserve the right to forward by goods trains if inconvenient to do so by mixed trains.

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.

Horses conveyed in U.G. trucks by express and mail trains, at the convenience of the Department, will be charged as follows, each horse:—

	s. d.
For the first 10 miles ... ..	10 0
For each additional mile ... ..	0 3

Minimum charge as for two horses.

Where the owner of a horse insists upon having the half of a U.G. truck for his horse the charge will be as for three horses at the rates specified above.

Entire horses, rate and a half, subject to conditions above.

The Department reserves to itself the right to decline to convey horses by mail and express trains, and will not convey them by such trains when loaded in four-wheeled vehicles.

Racehorses travelling to and from race-meetings by other than express and mail trains will be charged as follows:—

To THE RACES ordinary rates, except in cases where a separate box is insisted on by the owner, when rate and a half will be charged.

FROM THE RACES, if sold, ordinary rates. If unsold they will be conveyed from the original destination-station to the original forwarding-station free of charge on production of a satisfactory certificate in the following form, signed by the secretary of the jockey club and owner of the horses:—

LUGGAGE, PARCELS, HORSES, ETC.

To the Stationmaster, \_\_\_\_\_  
 I HEREBY certify that the racehorses<sup>(a)</sup> \_\_\_\_\_ entered and accepted for the  
 (b) race-meeting, and that they are returning from the races unsold.

Secretary { Jockey } Club.  
 { Racing }

I hereby certify that the racehorses<sup>(a)</sup> \_\_\_\_\_ are kept and used for racing pur-  
 poses only, that they were, on the outward journey, conveyed by rail from  
 Station to \_\_\_\_\_ Station, on \_\_\_\_\_, for the purpose of competing at the<sup>(b)</sup>  
 race-meeting, and are now returning from the meeting unsold, and that I am entitled  
 to have them conveyed by rail from \_\_\_\_\_ Station to \_\_\_\_\_ Station free of  
 charge.

\_\_\_\_\_, Owner.

(a) Insert names of racehorses. (b) Name of meeting.

The return journey must be made within two months of the date of the journey  
 to the town where the race-meeting was held, and not later than fourteen days from  
 the last day of the race-meeting.

When racehorses for one consignee are booked two in a box going to the race-  
 meeting, they must be returned together loaded in one box, otherwise freight at  
 ordinary rates will be charged for the additional box used for the return journey.

Racehorses which on the outward journey have been conveyed in U.G. trucks by  
 express or mail trains will, when returning from the races, be conveyed free, under  
 the same conditions as racehorses conveyed by other than express and mail trains.

**Hunters and Polo Ponies**, the property of members of hunt and polo  
 clubs, and **Volunteers' Horses** taking part in military sports, conveyed on the  
 outward journey by rail, will be returned free of charge from the original destination-  
 station to the original forwarding-station, on production of a certificate in the  
 following form, signed by the master of the hunt, the secretary of the polo club or  
 military sports, certifying that the hunters, polo ponies, or Volunteers' horses, took  
 part in the hunt, polo, or military sports meeting, as the case may be :—

I HEREBY certify that the<sup>(a)</sup> \_\_\_\_\_, the property of Mr. \_\_\_\_\_, took part in  
 the<sup>(b)</sup> \_\_\_\_\_  
 { Master of Hunt.  
 { Secretary Polo Meeting.  
 { Secretary of Military Sports.

I hereby certify that the<sup>(a)</sup> \_\_\_\_\_, consigned by me for conveyance by rail to  
 \_\_\_\_\_, were on the outward journey conveyed by rail from \_\_\_\_\_ to \_\_\_\_\_,  
 on \_\_\_\_\_, and that I am entitled to have them carried back free on return journey.  
 \_\_\_\_\_, Owner.

(a) Insert number of horses, and whether hunters, polo ponies, or Volunteers' horses.  
 (b) Name of hunt, polo meeting, or military sports.

The return journey must be made within two weeks of date of outward journey.

When hunters, polo ponies, or Volunteers' horses are booked two or more in a  
 truck or horse-box going to the hunt or polo meeting, or military sports, they must  
 be returned together loaded in one truck or box, otherwise ordinary rates will be  
 charged for the additional truck or box used for the return journey.

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

Carriages will be charged as follows :—

	For any Distance not exceeding 10 Miles.		For every Mile after the first 10 Miles.	
	s.	d.	s.	d.
Two-wheeled carriages, either set up or in pieces, each	10	0	0	3
Four-wheeled " " " " "	10	0	0	4

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.



## LUGGAGE, PARCELS, HORSES, ETC.

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‡ \_\_\_\_\_"

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

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.

**Motor Cars** will be charged at the same rates as a four-wheeled carriage.

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

**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.

**Dogs**, whether loose or packed in hampers, crates, boxes, or sacks, will be charged as follows:—

For every 25 miles or fractional part of 25 miles, for the first twelve dogs,	s.	d.
per head ... ..	0	6
Maximum charge per head ... ..	5	0

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

The charges on dogs must be prepaid.

Puppies properly secured in crates, baskets, or sacks so as to prevent injury to other goods will be charged at parcels rates.

**Hounds**, the property of members of hunt clubs, conveyed on the outward journey by rail, will be returned free of charge from the original destination-station to the original forwarding-station, on production of a certificate in the following form, signed by the master of the hunt, certifying that the hounds took part in the hunt meeting:—

"I hereby certify that the (a) \_\_\_\_\_, the property of Mr. \_\_\_\_\_, took part in the (b) \_\_\_\_\_, Master of Hunt."

(a) Insert number of hounds.

(b) Insert name of hunting meeting.

"I hereby certify that the (a) \_\_\_\_\_, consigned by me for conveyance by rail to \_\_\_\_\_, were on the outward journey conveyed by rail from \_\_\_\_\_ to \_\_\_\_\_, on \_\_\_\_\_, and that I am entitled to have them carried back free on return journey."

(a) Insert number of hounds.

The return journey must be made within two weeks of date of outward journey.

When hounds are sent to the hunt in trucks with hunters they must be returned in same manner, otherwise ordinary rates will be charged for the return journey.

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

LUGGAGE, PARCELS, HORSES, ETC.

**Stud Stock for Breeding Purposes.**

Valuable cattle, stud sheep, pigs, and dogs consigned for breeding purposes will, if returned within three months, and stallions and brood mares consigned for breeding purposes if returned within five months, 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 to stand for stud purposes only, and will not be travelled on circuit."

Homeward Journey,—

(b) "I hereby certify that the \* entered hereon has stood at solely for stud purposes, and that it was conveyed by rail from † to ‡ on §, and has not been travelled on circuit since that date."

\* 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 or for damage to pigeons or crates. All loading is to be done by owners, who must take all responsibility in connection therewith.

**Fruit, Vegetables, Mushrooms, and Nuts.**

The maximum charges for New-Zealand-grown fresh fruit, vegetables, mushrooms, and nuts, 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, vegetables, mushrooms, and nuts charged at these maximum rates, consigned as Parcels to Auckland, Wellington, Te Aro, Christchurch, Dunedin, or Invercargill.

Returned empty fruit, vegetable, mushroom, and nut 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

In addition, a charge of 3d. for each 28 lb., or part of 28 lb., will be made for game, dead hares, dead rabbits, 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.

## LUGGAGE, PARCELS, HORSES, ETC.

Milk consigned to cheese-factories for cheese-making and to *bona fide* milk condensing factories for the manufacture of condensed milk will be charged  $\frac{3}{4}$ d. per gallon for distances of 15 miles and under, and  $\frac{1}{4}$ d. per gallon for the next 15 miles, and  $\frac{1}{4}$ d. per gallon for each additional 30 miles or fraction thereof; provided that the consignment-note is indorsed by the consignor that the milk is *bona fide* for cheese-making or milk-condensing purposes, as the case may be.

Minimum charge, 6d.

Milk empties will be returned free, but at sole risk of owners, who must do all loading and unloading.

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, and must load and unload.

Cream will be charged same rates as milk.

## Corpses.

Sixpence per mile. Minimum, £1.

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

Corpses will be accepted for carriage by mail and express trains only at the option of the Department and after arrangements have been made with the District Manager. All corpses so carried will be charged 1s. per mile; minimum charge, £2.

## Miscellaneous.

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

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 13th section of "The Government Railways Act, 1900," 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.

## 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 at cattle rates, 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, carriages, 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.*

Horse, one only ... ..	s. d. 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, either set up or in pieces not exceeding 15 cwt. each ... ..	15 0
(Vehicles exceeding 15 cwt., see Part IV.)	
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 Paparoa and Maungaturoto are accepted for delivery at Pahi and Whakapirau only.

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

Parcels, not exceeding—

14lb.	56lb.	112lb.
s. d. 0 6	s. d. 0 9	s. d. 1 0

## Carriages—

Carriages, two-wheeled, either set up or in pieces, each	s. d. 5 0
Carriages, four-wheeled, either set up or in pieces, each	7 6

All charges on parcels and carriages consigned to ports on Manukau Harbour, or from ports on Manukau Harbour to flag-stations on the Auckland Section, must be prepaid.

LUGGAGE, PARCELS, HORSES, ETC.

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.

Cream consigned from or to creamery at Marton to or from butter-factory or creamery at Aromoho will be charged  $\frac{3}{4}$ d. per gallon.

*New Plymouth Breakwater Line.*

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

		s.	d.
For each two-wheeled vehicle	...	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:—

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

WESTPORT SECTION.

Parcels between stations on the main line (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch line will be charged 3d. per parcel in addition to the ordinary parcel rates.

## 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 0
12	8 6	8 0	7 3	6 6	2 6	9 0	1 0
13	9 0	8 6	7 8	6 10	2 8	10 0	1 1
14	9 6	9 0	8 1	7 2	2 10	10 6	1 1
15	10 0	9 6	8 6	7 6	3 0	11 0	1 2
16	10 8	10 0	8 11	7 10	3 2	11 6	1 3
17	11 4	10 6	9 4	8 2	3 3	12 0	1 4
18	12 0	11 0	9 9	8 6	3 5	12 6	1 5
19	12 8	11 6	10 2	8 10	3 6	13 0	1 6
20	13 4	12 0	10 7	9 2	3 8	13 6	1 6
21	14 0	12 6	11 0	9 6	3 10	14 0	1 7
22	14 8	13 0	11 5	9 10	3 11	14 6	1 8
23	15 4	13 6	11 10	10 2	4 1	15 0	1 9
24	16 0	14 0	12 3	10 6	4 2	15 6	1 10
25	16 8	14 6	12 8	10 10	4 4	16 0	1 11
26	17 4	15 0	13 0	11 2	4 6	16 6	2 0
27	18 0	15 6	13 5	11 6	4 7	17 0	2 1
28	18 8	16 0	13 9	11 10	4 9	17 6	2 2
29	19 4	16 6	14 2	12 2	4 10	18 0	2 3
30	20 0	17 0	14 6	12 5	5 0	18 6	2 4
31	20 8	17 6	14 11	12 8	5 2	18 9	2 5
32	21 4	18 0	15 3	12 11	5 3	19 0	2 6
33	22 0	18 6	15 8	13 2	5 4	19 3	2 7
34	22 8	19 0	16 1	13 5	5 5	19 6	2 8
35	23 4	19 6	16 6	13 8	5 6	19 9	2 9
36	24 0	20 0	16 11	13 11	5 7	20 0	2 9
37	24 8	20 6	17 4	14 2	5 8	20 3	2 10
38	25 4	21 0	17 9	14 5	5 9	20 6	2 11
39	26 0	21 6	18 2	14 8	5 10	20 9	3 0
40	26 6	22 0	18 7	14 11	5 11	21 0	3 0
41	27 0	22 6	19 0	15 2	6 0	21 3	3 1
42	27 6	23 0	19 5	15 5	6 1	21 6	3 2
43	28 0	23 6	19 10	15 8	6 2	21 9	3 3
44	28 6	24 0	20 5	15 11	6 3	22 0	3 4
45	29 0	24 6	20 10	16 2	6 4	22 3	3 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.
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 0	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 2	1 0	15 0	3 10	2 10	2 0
15	2 4	1 1	15 0	4 0	3 0	2 2
16	2 6	1 2	15 0	4 2	3 2	2 3
17	2 8	1 3	15 0	4 4	3 3	2 5
18	2 10	1 3	15 0	4 6	3 5	2 6
19	3 0	1 4	15 0	4 8	3 6	2 8
20	3 0	1 4	15 0	4 10	3 8	2 9
21	3 2	1 5	15 6	5 0	3 10	2 11
22	3 4	1 5	16 0	5 2	3 11	3 0
23	3 6	1 5	16 6	5 4	4 1	3 2
24	3 8	1 6	17 0	5 6	4 2	3 3
25	3 10	1 6	17 6	5 8	4 4	3 4
26	4 0	1 6	18 0	5 10	4 6	3 5
27	4 2	1 7	18 6	6 0	4 7	3 6
28	4 4	1 7	19 0	6 2	4 9	3 7
29	4 6	1 7	19 6	6 4	4 10	3 8
30	4 8	1 8	20 0	6 6	5 0	3 9
31	4 10	1 8	20 6	6 8	5 2	3 10
32	5 0	1 8	21 0	6 10	5 3	3 11
33	5 2	1 9	21 6	7 0	5 5	4 0
34	5 4	1 9	22 0	7 2	5 6	4 1
35	5 6	1 9	22 6	7 4	5 8	4 2
36	5 6	1 10	23 0	7 6	5 10	4 3
37	5 8	1 10	23 6	7 8	5 11	4 4
38	5 10	1 10	24 0	7 10	6 1	4 5
39	6 0	1 11	24 6	8 0	6 2	4 6
40	6 0	1 11	25 0	8 2	6 4	4 7
41	6 2	1 11	25 6	8 4	6 6	4 8
42	6 4	2 0	26 0	8 6	6 7	4 9
43	6 6	2 0	26 6	8 8	6 9	4 10
44	6 8	2 0	27 0	8 10	6 10	4 11
45	6 10	2 1	27 6	9 0	7 0	5 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.
	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	3 6
47	30 0	25 6	21 8	16 8	6 6	22 9	3 7
48	30 6	26 0	22 1	16 11	6 7	23 0	3 8
49	31 0	26 5	22 6	17 2	6 8	23 3	3 9
50	31 6	26 10	22 11	17 5	6 9	23 6	3 10
51	32 0	27 3	23 4	17 8	6 10	23 9	3 11
52	32 6	27 8	23 9	17 11	6 11	24 0	4 0
53	33 0	28 1	24 2	18 2	7 0	24 3	4 1
54	33 6	28 6	24 6	18 5	7 1	24 6	4 2
55	34 0	28 11	24 10	18 8	7 2	24 9	4 3
56	34 6	29 4	25 2	18 11	7 3	25 0	4 4
57	34 11	29 8	25 5	19 2	7 4	25 3	4 5
58	35 4	30 0	25 8	19 5	7 5	25 6	4 5
59	35 9	30 4	25 11	19 8	7 6	25 9	4 5
60	36 2	30 8	26 2	19 11	7 7	26 0	4 6
61	36 7	31 0	26 5	20 2	7 8	26 3	4 6
62	37 0	31 4	26 8	20 5	7 9	26 6	4 6
63	37 5	31 8	26 11	20 8	7 10	26 9	4 7
64	37 10	32 0	27 2	20 11	7 11	27 0	4 7
65	38 3	32 4	27 5	21 2	8 0	27 3	4 7
66	38 8	32 8	27 8	21 5	8 1	27 6	4 8
67	39 1	33 0	27 11	21 8	8 2	27 9	4 8
68	39 6	33 4	28 2	21 11	8 3	28 0	4 9
69	39 11	33 7	28 5	22 2	8 4	28 3	4 9
70	40 2	33 10	28 8	22 4	8 5	28 6	4 9
71	40 6	34 1	28 11	22 6	8 6	28 9	4 10
72	40 10	34 4	29 2	22 8	8 6	29 0	4 10
73	41 2	34 7	29 4	22 10	8 7	29 3	4 11
74	41 6	34 10	29 6	23 0	8 7	29 6	4 11
75	41 10	35 1	29 8	23 2	8 8	29 9	4 11
76	42 2	35 4	29 10	23 4	8 8	30 0	5 0
77	42 6	35 7	30 0	23 6	8 9	30 3	5 0
78	42 10	35 10	30 2	23 8	8 9	30 6	5 0
79	43 2	36 1	30 4	23 10	8 10	30 9	5 1
80	43 6	36 4	30 6	24 0	8 10	31 0	5 1
81	43 10	36 7	30 8	24 1	8 11	31 3	5 1
82	44 2	36 10	30 10	24 3	8 11	31 6	5 2
83	44 6	37 1	31 0	24 4	9 0	31 9	5 2
84	44 10	37 4	31 2	24 6	9 0	32 0	5 2
85	45 2	37 7	31 4	24 7	9 1	32 3	5 3
86	45 6	37 10	31 6	24 9	9 1	32 6	5 3
87	45 10	38 1	31 8	24 10	9 2	32 9	5 3
88	46 2	38 4	31 10	25 0	9 2	33 0	5 4
89	46 6	38 7	32 0	25 1	9 3	33 3	5 4
90	46 10	38 10	32 2	25 3	9 3	33 6	5 4
91	47 1	40 0	32 5	25 4	9 4	33 9	5 5
92	47 4	40 2	32 7	25 6	9 4	34 0	5 5
93	47 7	40 4	32 9	25 7	9 5	34 3	5 5
94	47 10	40 6	32 10	25 9	9 5	34 6	5 6
95	48 1	40 8	33 0	25 10	9 6	34 9	5 6



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 0	2 1	28 0	9 2	7 2	5 1
47	7 2	2 1	28 6	9 4	7 3	5 2
48	7 4	2 2	29 0	9 6	7 5	5 3
49	7 6	2 2	29 6	9 8	7 6	5 4
50	7 8	2 2	30 0	9 10	7 8	5 5
51	7 10	2 3	30 6	9 11	7 9	5 6
52	8 0	2 3	31 0	10 0	7 10	5 7
53	8 2	2 3	31 6	10 1	7 10	5 8
54	8 4	2 4	32 0	10 2	7 11	5 9
55	8 6	2 4	32 6	10 3	8 0	5 10
56	8 8	2 4	33 0	10 4	8 1	5 11
57	8 10	2 5	33 6	10 5	8 2	6 0
58	8 10	2 5	34 0	10 6	8 2	6 1
59	8 10	2 5	34 6	10 7	8 3	6 2
60	9 0	2 6	35 0	10 8	8 4	6 3
61	9 0	2 6	35 6	10 9	8 5	6 4
62	9 0	2 6	36 0	10 10	8 6	6 4
63	9 2	2 6	36 6	10 11	8 6	6 5
64	9 2	2 7	37 0	11 0	8 7	6 5
65	9 2	2 7	37 6	11 1	8 8	6 6
66	9 4	2 8	38 0	11 2	8 9	6 6
67	9 4	2 8	38 6	11 3	8 10	6 7
68	9 6	2 8	39 0	11 4	8 10	6 7
69	9 6	2 9	39 6	11 5	8 11	6 8
70	9 6	2 9	40 0	11 6	9 0	6 8
71	9 8	2 9	40 4	11 7	9 1	6 9
72	9 8	2 10	40 8	11 8	9 2	6 9
73	9 10	2 10	41 0	11 9	9 2	6 10
74	9 10	2 11	41 4	11 10	9 3	6 10
75	9 10	2 11	41 8	11 11	9 4	6 11
76	10 0	2 11	42 0	12 0	9 4	6 11
77	10 0	2 11	42 4	12 0	9 5	7 0
78	10 0	2 11	42 8	12 1	9 5	7 0
79	10 2	2 11	43 0	12 1	9 6	7 1
80	10 2	3 0	43 4	12 2	9 6	7 1
81	10 2	3 0	43 8	12 3	9 6	7 2
82	10 4	3 0	44 0	12 3	9 7	7 2
83	10 4	3 0	44 4	12 3	9 7	7 3
84	10 4	3 0	44 8	12 4	9 8	7 3
85	10 6	3 0	45 0	12 4	9 8	7 4
86	10 6	3 0	45 4	12 5	9 8	7 4
87	10 6	3 0	45 8	12 5	9 9	7 5
88	10 8	3 1	46 0	12 6	9 9	7 5
89	10 8	3 1	46 4	12 6	9 10	7 6
90	10 8	3 1	46 8	12 7	9 10	7 6
91	10 10	3 1	47 0	12 7	9 10	7 7
92	10 10	3 1	47 4	12 8	9 11	7 7
93	11 0	3 1	47 8	12 8	9 11	7 8
94	11 0	3 1	48 0	12 9	10 0	7 8
95	11 0	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 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	5 6
97	48 7	41 0	33 3	26 1	9 7	35 3	5 7
98	48 10	41 2	33 4	26 3	9 7	35 6	5 7
99	49 1	41 4	33 6	26 4	9 8	35 9	5 7
100	49 4	41 6	33 7	26 6	9 8	36 0	5 7
101	49 7	41 8	33 9	26 8	9 9	36 3	5 8
102	49 10	41 10	33 10	26 9	9 9	36 6	5 8
103	50 1	42 0	34 0	26 11	9 10	36 9	5 8
104	50 4	42 2	34 1	27 0	9 10	37 0	5 8
105	50 7	42 4	34 3	27 2	9 11	37 3	5 9
106	50 10	42 6	34 4	27 3	9 11	37 6	5 9
107	51 1	42 8	34 6	27 5	10 0	37 9	5 9
108	51 4	42 10	34 7	27 6	10 0	38 0	5 9
109	51 7	43 0	34 9	27 8	10 1	38 3	5 10
110	51 10	43 2	34 10	27 9	10 1	38 6	5 10
111	52 1	43 4	35 0	27 11	10 2	38 9	5 10
112	52 4	43 6	35 1	28 0	10 2	39 0	5 10
113	52 7	43 8	35 3	28 2	10 3	39 3	5 11
114	52 10	43 10	35 4	28 3	10 3	39 6	5 11
115	53 1	44 0	35 6	28 5	10 4	39 9	5 11
116	53 4	44 2	35 7	28 6	10 4	40 0	5 11
117	53 7	44 4	35 9	28 8	10 5	40 3	6 0
118	53 10	44 6	35 10	28 9	10 5	40 6	6 0
119	54 1	44 8	36 0	28 11	10 6	40 9	6 0
120	54 4	44 10	36 1	29 0	10 6	41 0	6 0
121	54 7	45 0	36 3	29 2	10 7	41 3	6 1
122	54 10	45 2	36 4	29 3	10 7	41 6	6 1
123	55 1	45 4	36 6	29 5	10 8	41 9	6 1
124	55 4	45 6	36 7	29 6	10 8	42 0	6 1
125	55 7	45 8	36 9	29 8	10 9	42 3	6 2
126	55 10	45 10	36 10	29 9	10 9	42 6	6 2
127	56 1	46 0	37 0	29 11	10 10	42 9	6 2
128	56 4	46 2	37 1	30 0	10 10	43 0	6 2
129	56 7	46 4	37 3	30 2	10 11	43 3	6 3
130	56 10	46 6	37 4	30 3	10 11	43 6	6 3
131	57 1	46 8	37 7	30 4	11 0	43 9	6 3
132	57 4	46 10	37 9	30 6	11 0	44 0	6 4
133	57 7	47 0	37 10	30 7	11 1	44 3	6 4
134	57 10	47 2	38 0	30 9	11 1	44 6	6 4
135	58 1	47 4	38 1	30 10	11 2	44 9	6 4
136	58 4	47 6	38 3	31 0	11 2	45 0	6 5
137	58 7	47 8	38 4	31 1	11 3	45 3	6 5
138	58 10	47 10	38 6	31 3	11 3	45 6	6 5
139	59 1	48 0	38 7	31 4	11 4	45 9	6 5
140	59 4	48 2	38 9	31 6	11 4	46 0	6 6
141	59 7	48 4	38 10	31 7	11 5	46 3	6 6
142	59 10	48 6	39 0	31 9	11 5	46 6	6 6
143	60 1	48 8	39 1	31 10	11 6	46 9	6 6
144	60 4	48 10	39 3	32 0	11 6	47 0	6 7
145	60 7	49 0	39 4	32 1	11 7	47 3	6 7
146	61 0	49 2	39 6	32 3	11 7	47 6	6 7
147	61 1	49 4	39 7	32 4	11 8	47 9	6 7
148	61 4	49 6	39 10	32 6	11 8	48 0	6 8
149	61 7	49 8	40 0	32 7	11 9	48 3	6 8
150	61 10	49 10	40 1	32 9	11 9	48 6	6 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.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
96	11 0	3 2	48 8	12 10	10 0	7 9
97	11 2	3 2	49 0	12 10	10 1	7 10
98	11 2	3 2	49 4	12 11	10 1	7 10
99	11 2	3 2	49 8	12 11	10 2	7 11
100	11 2	3 2	50 0	13 0	10 2	7 11
101	11 4	3 2	50 3	13 0	10 2	8 0
102	11 4	3 2	50 6	13 1	10 3	8 0
103	11 4	3 2	50 9	13 1	10 3	8 1
104	11 4	3 3	51 0	13 2	10 4	8 1
105	11 6	3 3	51 3	13 2	10 4	8 2
106	11 6	3 3	51 6	13 3	10 4	8 2
107	11 6	3 3	51 9	13 3	10 5	8 3
108	11 6	3 3	52 0	13 4	10 5	8 3
109	11 8	3 3	52 3	13 4	10 6	8 4
110	11 8	3 3	52 6	13 5	10 6	8 4
111	11 8	3 3	52 9	13 5	10 6	8 5
112	11 8	3 4	53 0	13 6	10 7	8 5
113	11 10	3 4	53 3	13 6	10 7	8 6
114	11 10	3 4	53 6	13 7	10 8	8 6
115	11 10	3 4	53 9	13 7	10 8	8 7
116	11 10	3 4	54 0	13 8	10 8	8 7
117	12 0	3 4	54 3	13 8	10 9	8 8
118	12 0	3 4	54 6	13 9	10 9	8 8
119	12 0	3 4	54 9	13 9	10 10	8 9
120	12 0	3 5	55 0	13 10	10 10	8 9
121	12 2	3 5	55 3	13 10	10 10	8 10
122	12 2	3 5	55 6	13 11	10 11	8 10
123	12 2	3 5	55 9	13 11	10 11	8 11
124	12 2	3 5	56 0	14 0	11 0	8 11
125	12 4	3 5	56 3	14 0	11 0	9 0
126	12 4	3 5	56 6	14 1	11 0	9 0
127	12 4	3 5	56 9	14 1	11 1	9 1
128	12 4	3 6	57 0	14 2	11 1	9 1
129	12 6	3 6	57 3	14 2	11 2	9 2
130	12 6	3 6	57 6	14 3	11 2	9 2
131	12 6	3 6	57 9	14 3	11 2	9 3
132	12 8	3 6	58 0	14 4	11 3	9 3
133	12 8	3 6	58 3	14 4	11 3	9 4
134	12 8	3 6	58 6	14 5	11 4	9 4
135	12 8	3 6	58 9	14 5	11 4	9 5
136	12 10	3 6	59 0	14 6	11 4	9 5
137	12 10	3 7	59 3	14 6	11 5	9 6
138	12 10	3 7	59 6	14 7	11 5	9 6
139	12 10	3 7	59 9	14 7	11 6	9 7
140	13 0	3 7	60 0	14 8	11 6	9 7
141	13 0	3 7	60 3	14 8	11 6	9 8
142	13 0	3 7	60 6	14 9	11 7	9 8
143	13 0	3 7	60 9	14 9	11 7	9 9
144	13 2	3 8	61 0	14 10	11 8	9 9
145	13 2	3 8	61 3	14 10	11 8	9 10
146	13 2	3 8	61 6	14 11	11 8	9 10
147	13 2	3 8	61 9	14 11	11 9	9 11
148	13 4	3 8	62 0	15 0	11 9	9 11
149	13 4	3 8	62 3	15 0	11 10	10 0
150	13 4	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	6 8
160	62 8	50 6	40 6	33 2	12 2	51 0	6 9
165	63 6	51 1	40 11	33 7	12 5	52 3	6 10
170	64 4	51 9	41 4	34 0	12 7	53 6	6 11
175	65 2	52 4	41 9	34 5	12 10	54 9	7 0
180	66 0	53 0	42 2	34 10	13 0	56 0	7 0
185	66 10	53 7	42 7	35 3	13 3	57 3	7 1
190	67 8	54 3	43 0	35 8	13 5	58 6	7 2
195	68 6	54 10	43 5	36 1	13 8	59 9	7 3
200	69 4	55 6	43 10	36 6	13 10	61 0	7 4
205	70 2	56 1	44 3	36 11	14 1	62 3	7 5
210	71 0	56 9	44 8	37 4	14 3	63 6	7 5
215	71 10	57 4	45 1	37 9	14 6	64 9	7 6
220	72 8	58 0	45 6	38 2	14 8	66 0	7 7
225	73 6	58 7	45 11	38 7	14 11	67 3	7 8
230	74 4	59 3	46 4	39 0	15 1	68 6	7 9
235	75 2	59 10	46 9	39 5	15 4	69 9	7 10
240	76 0	60 6	47 2	39 10	15 6	71 0	7 10
245	76 10	61 1	47 7	40 3	15 8	72 3	7 11
250	77 8	61 9	48 0	40 8	15 11	73 6	8 0
255	78 6	62 4	48 5	41 1	16 1	74 9	8 1
260	79 4	62 11	48 10	41 6	16 4	76 0	8 2
265	80 2	63 4	49 3	41 11	16 6	77 3	8 3
270	81 0	63 9	49 8	42 4	16 9	78 6	8 3
275	81 10	64 2	50 1	42 9	16 11	79 9	8 4
280	82 8	64 7	50 6	43 2	17 2	81 0	8 5
285	83 6	65 0	50 11	43 7	17 4	82 3	8 6
290	84 4	65 5	51 4	44 0	17 7	83 6	8 7
295	85 2	65 10	51 9	44 5	17 9	84 9	8 8
300	86 0	66 3	52 2	44 10	18 0	86 0	8 8
305	86 10	66 8	52 7	45 3	18 2	87 3	8 9
310	87 8	67 1	53 0	45 8	18 5	88 6	8 10
315	88 6	67 6	53 5	46 1	18 7	89 9	8 11
320	89 4	67 11	53 10	46 6	18 10	91 0	9 0
325	90 2	68 4	54 3	46 11	19 0	92 3	9 1
330	91 0	68 9	54 8	47 4	19 3	93 6	9 1
335	91 10	69 2	55 1	47 9	19 5	94 9	9 2
340	92 8	69 7	55 6	48 2	19 8	96 0	9 3
345	93 6	70 0	55 11	48 7	19 11	97 3	9 4
350	94 4	70 5	56 4	49 0	20 1	98 6	9 5
355	95 2	70 10	56 9	49 5	20 4	99 9	9 6
360	96 0	71 3	57 2	49 10	20 6	101 0	9 6
365	96 10	71 8	57 7	50 3	20 9	102 3	9 7
370	97 8	72 1	58 0	50 8	20 11	103 6	9 8
375	98 6	72 6	58 5	51 1	21 2	104 9	9 9
380	99 4	72 11	58 10	51 6	21 4	106 0	9 10
385	100 2	73 4	59 3	51 11	21 7	107 3	9 11
390	101 0	73 9	59 8	52 4	21 9	108 6	9 11
395	101 10	74 2	60 1	52 9	22 0	109 9	10 0
400	102 8	74 7	60 6	53 2	22 2	111 0	10 1

GOODS.

CLASSIFIED RATES—continued.

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

H.	K.	M.	N.	P.	O.
Double-dumped.	—	Single and Double-foot.	—	—	—
For each additional five miles or fraction thereof beyond 400, 2d. 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.						
Where the rate per ton exceeds	...	8	0	10	0	12	0	14	0	16	0	20	0		
But does not exceed	...	8	0	10	0	12	0	14	0	16	0	20	0		
Not exceeding 28 lb.	...	0	9	0	9	0	9	0	9	0	9	1	0		
Above 28 lb. and not exceeding	56 lb.	0	9	0	9	0	9	1	1	1	2	1	5	1	6
"	84 lb.	0	11	0	11	0	11	1	2	1	4	1	9	1	11
"	1 cwt.	1	0	1	0	1	0	1	3	1	6	2	0	2	3
"	1 1/4 "	1	0	1	0	1	1	1	3	1	6	2	0	2	5
"	1 1/2 "	1	0	1	1	1	3	1	5	1	8	2	2	2	7
"	1 3/4 "	1	0	1	2	1	4	1	6	1	9	2	3	2	8
"	2 "	1	2	1	5	1	7	1	11	2	2	8	3	2	8
"	2 1/4 "	1	3	1	7	1	9	2	0	2	4	2	11	3	6
"	2 1/2 "	1	4	1	8	1	11	2	3	2	6	3	2	3	9
"	2 3/4 "	1	5	1	9	2	0	2	4	2	8	3	5	4	4
"	3 "	1	6	1	11	2	2	2	7	2	11	3	8	4	4
"	3 1/4 "	1	7	2	1	2	4	2	9	3	2	3	11	4	9
"	3 1/2 "	1	8	2	2	2	6	2	11	3	4	4	2	5	0
"	3 3/4 "	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 28 lb.	...	1	0	1	0	1	6	1	6	1	6	1	6	1	6
Above 28 lb. and not exceeding	56 lb.	1	9	1	9	1	11	1	11	2	2	2	2	2	6
"	84 lb.	2	3	2	3	2	5	2	5	2	8	2	8	3	4
"	1 cwt.	2	8	2	8	2	11	2	11	3	2	3	2	4	0
"	1 1/4 "	2	10	2	11	3	3	3	5	3	8	3	9	4	6
"	1 1/2 "	3	0	3	2	3	7	3	9	4	2	4	5	5	0
"	1 3/4 "	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
"	2 1/4 "	3	8	4	1	4	8	5	3	5	8	6	3	6	9
"	2 1/2 "	4	0	4	7	5	3	5	9	6	4	6	11	7	5
"	2 3/4 "	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
"	3 1/4 "	5	2	5	10	6	7	7	4	8	0	8	9	9	5
"	3 1/2 "	5	6	6	4	7	1	7	10	8	8	9	4	10	0
"	3 3/4 "	5	10	6	9	7	6	8	5	9	3	10	0	10	8
"	3 1/2 "	6	2	7	1	8	0	8	10	9	9	10	7	11	3



GOODS.

REGULATIONS—continued.

(2.) Scale for Small Lots—continued.

	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
Where the rate per ton exceeds ...	52	0	56	0	60	0	64	0	68	0	72	0	76	0
But does not exceed ...	56	0	60	0	64	0	68	0	72	0	76	0	80	0
Not exceeding 28 lb. ...	2	0	2	0	2	0	2	0	2	0	3	0	3	0
Above 28 lb. and not exceeding 56 lb. ...	2	8	3	0	3	0	3	3	3	9	4	0	4	3
" 56 lb. ... 84 lb. ...	3	4	4	0	4	0	4	0	4	6	5	0	5	3
" 84 lb. ... 1 cwt. ...	4	0	4	9	4	9	4	9	5	6	6	4	6	4
" 1 cwt. ... 1½ " ...	4	8	5	4	5	5	5	6	6	4	6	11	7	1
" 1½ " ... 1¾ " ...	5	3	5	10	6	1	6	3	7	0	7	6	7	10
" 1¾ " ... 2 " ...	5	10	6	5	6	10	7	1	7	9	8	2	8	7
" 2 " ... 2¼ " ...	6	6	6	11	7	5	7	11	8	5	8	9	9	3
" 2¼ " ... 2½ " ...	7	3	7	9	8	3	8	10	9	4	9	9	10	5
" 2½ " ... 2¾ " ...	8	0	8	7	9	2	9	8	10	4	10	10	11	5
" 2¾ " ... 3 " ...	8	9	9	4	10	0	10	7	11	3	11	10	12	6
" 3 " ... 3¼ " ...	9	5	10	1	10	10	11	5	12	2	12	9	13	6
" 3¼ " ... 3½ " ...	10	2	10	11	11	8	12	4	13	1	13	10	14	7
" 3½ " ... 3¾ " ...	11	0	11	9	12	7	13	2	14	1	14	9	15	8
" 3¾ " ... 4 " ...	11	8	12	6	13	4	14	1	15	0	15	9	16	8
" 4 " ...	12	5	13	2	14	2	14	11	15	11	16	8	17	8

	80	0	84	0	88	0	92	0	96	0	100	0	104	0
Where the rate per ton exceeds ...	80	0	84	0	88	0	92	0	96	0	100	0	104	0
But does not exceed ...	84	0	88	0	92	0	96	0	100	0	104	0	108	0
Not exceeding 28 lb. ...	3	0	3	0	3	0	3	0	3	0	3	0	3	0
Above 28 lb. and not exceeding 56 lb. ...	4	6	4	9	4	9	5	0	5	0	5	0	5	0
" 56 lb. ... 84 lb. ...	5	9	6	0	6	0	6	6	6	6	6	9	7	6
" 84 lb. ... 1 cwt. ...	7	1	7	10	7	10	8	8	8	8	9	6	10	3
" 1 cwt. ... 1½ " ...	7	9	8	6	8	7	9	3	9	6	10	2	10	10
" 1½ " ... 1¾ " ...	8	6	9	1	9	3	9	11	10	2	10	10	11	5
" 1¾ " ... 2 " ...	9	1	9	7	9	11	10	6	10	10	11	5	11	11
" 2 " ... 2¼ " ...	9	8	10	1	10	7	11	0	11	6	12	1	12	6
" 2¼ " ... 2½ " ...	10	10	11	4	11	10	12	4	12	11	13	5	14	0
" 2½ " ... 2¾ " ...	12	0	12	7	13	0	13	8	14	4	14	10	15	6
" 2¾ " ... 3 " ...	13	1	13	9	14	3	15	0	15	8	16	3	16	10
" 3 " ... 3¼ " ...	14	2	14	10	15	6	16	3	17	0	17	7	18	3
" 3¼ " ... 3½ " ...	15	3	16	0	16	8	17	6	18	3	19	0	19	8
" 3½ " ... 3¾ " ...	16	5	17	2	17	11	18	9	19	7	20	5	21	1
" 3¾ " ... 4 " ...	17	6	18	3	19	2	19	11	20	10	21	9	22	6
" 4 " ...	18	6	19	5	20	3	21	2	22	0	23	1	23	9

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.

Minimum quantity (except for bonedust and other artificial manures, for which it will be 5 cwt.), 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—2,200 lb. to the ton.

Oats (crushed) and other grain by actual weight.

60 lb. of wheat, 50 lb. of barley, or 40 lb. 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, except where otherwise specified, be 5s. per four-wheel truck. 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 cramage is 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, vegetable marrows, 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.

Except where otherwise specified the load of any four-wheel-truck 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, except otherwise specified, be loaded up to 6 tons per four-wheel truck, provided the gauge limit is not exceeded.

The load of an LA truck containing lime-gas refuse, lime (native produce), limestone, scrap iron, old iron rails for scrap, broken glass, must not exceed 12 tons in weight, and will be charged double the classified or local rates.

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.

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

## GOODS.

REGULATIONS—*continued.*

two and two-third ( $2\frac{2}{3}$ ) times the classified or local rates; double-bogie trucks containing 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.

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, not otherwise specified, exceeds 6 tons 10 cwt., and 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.

When the weight of an LA truck containing lime-gas refuse, lime (native produce), limestone, scrap-iron, old iron rails for scrap, and broken glass exceeds 12 tons 10 cwt., the whole of the quantity in excess of 12 tons will be removed and loaded on another truck, and charged as a separate consignment for the actual weight.

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

## (5.) Class H.

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  $2\frac{1}{2}$  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  $2\frac{1}{2}$  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.

*Sawn Timber, Squared Logs, and Mouldings.*

Minimum quantities will be as follows:—

Distance.	Each Four-wheeled Truck, (Not otherwise specified).	Each LA Truck.	Each Double-bogie Truck, or Pair of Timber-trucks.
Up to 75 miles	1,200 superficial feet...	1,500 sup. ft.	2,000 superficial feet.
Over 75 miles	2,000 „ ...	3,000 „	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,  $\frac{1}{2}$ d. per 100 superficial feet, and for each additional mile,  $\frac{1}{4}$ d. per 100 superficial feet. Where this rate is charged the minimum quantity will be 100 ft., 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.

## GOODS.

REGULATIONS—*continued.*

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.

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.

*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. Where drover travels by goods trains he will be required to take all risk of accident and to indemnify the Department against any responsibility in connection therewith.

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 signing indemnity form and paying 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 (the total weight of package not exceeding 2½ cwt.), will be charged rate and a half,

## GOODS.

REGULATIONS—*continued.*

Class A. If loose they 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 *bonâ 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 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 cattle, stud sheep, pigs, and dogs consigned for breeding purposes will, if returned within three months, and stallions and brood mares consigned for breeding purposes if returned within five months, 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 indorsed on the consignment-note:—

## On Outward Journey,—

I hereby certify that the \* entered hereon is proceeding to stand for stud purposes only, and will not be travelled on circuit.

## Homeward Journey,—

I certify that the \* entered hereon has stood at solely for stud purposes, and that it was consigned and conveyed by rail from † to ‡ on §, and has not been travelled on circuit since that date.

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

## (8.) Class N.

Minimum quantity, 4 tons, except for offal and imported cement, for which it will be 2 tons. Any less quantity will, except otherwise specified, be charged at such minimum, or at the classified rate Class E (rate and a half). Waste-paper, rags in bales or bundles, sacking, cotton-waste, and other fibrous materials for paper-making consigned to paper-mills, will be charged as such minimum or at half-rate Class C. Imported cement in quantities less than 2 tons will be charged as 2 tons, or at classified rates for Class D.

Charcoal and coke in consignments of less than 4 tons must be packed in bags.

Except in the case of imported cement, for which no loading or unloading will be charged, the Railway Department may require loading or unloading to be done by the owner. For each loading or unloading done by the Railway Department 1s. per ton will be charged. When crange is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the Department.

## (9.) Class P.

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 crange is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the Department.

## (10.) Class Q.

Minimum quantity, 4 tons per ordinary four-wheel truck, n.o.s., 8 tons per LA truck, and 15 tons per double-bogie truck. Any less quantities will be charged

## GOODS.

REGULATIONS—*continued.*

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 crantage 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 in truck-loads of not less than 6 tons 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, or, in the case of kilns established since that date, the price approved by the Railway Department.
- (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 *bonâ 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 (or, in the case of kilns established since that date, the price approved by the Railway Department), 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.

**(12.) Road-metal and Tar 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, 1s. 9d. per ton.

Tar in 5-ton lots consigned to local bodies will be charged Class N.

Minimum charge, 2s. 6d. per ton.

The Railway Department may require loading or unloading to be done by the owner. For each loading or unloading done by the Department 1s. per ton will be charged. When crantage is charged for or provided 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, Vegetables, Mushrooms, and Nuts.**

The maximum charges for New-Zealand-grown fresh fruit, vegetables, mushrooms, and nuts packed, 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

GOODS.

REGULATIONS—*continued.*

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

Returned empty fruit, vegetable, mushrooms and nut 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 within six months 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."

**(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, 6d. per ordinary four-wheel truck per mile; 9d. per LA truck per mile; 1s. per double-bogie truck per mile. Minimum charge—per ordinary four-wheel truck, 15s.; per LA, 20s.; per double-bogie truck, 30s.

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

	s.	d.
Per carriage containing passengers . . . . .	2	6 per mile.
Per four-wheel truck, n.o.s. . . . .	1	0 "
Per LA . . . . .	1	6 "
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.

## GOODS.

REGULATIONS—*continued.***(20.) Carts, Drays, Express Wagons, and Wagons, either set up or 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.) Furniture Vans.**

Furniture conveyed in furniture vans will be charged Class B, computed on the gross weight of van and contents.

Furniture vans returning empty after having been conveyed loaded by rail, or when being forwarded empty to be returned loaded by rail, will be conveyed at the rate for wagons (Reg. 20, Pt. III.), no extra charge being made for vans over 1 ton in weight.

All loading and unloading must be done by owners.

**(22.) 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-boxes, butter-kegs, and egg-boxes		} Free.
Returned empty fish-boxes, casks, and sacks.		
Fruit and vegetable packages previously carried over the railways full		

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.

**(23.) 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.

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.”

**(24.) Stock, Implements, Dogs, Poultry, Produce, &c., exhibited at Agricultural, Horticultural, Dog, and Poultry Shows; Ploughs for use at Prize Ploughing Matches; 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; ploughs for use at prize Ploughing Matches; 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, Ploughing Match, Parade, or Dog Trial; such rates must be prepaid, and the consignor must obtain from the Stationmaster at the forwarding station, if an officered station, or Guard of train if a flag-station, a certificate as per form A below. Returning from the Show, Ploughing Match, Parade, or Dog Trial they will be carried as follows:—



GOODS.

REGULATIONS—*continued.*

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, Ploughing Match, Parade, or Dog Trial, will, on production of certificates in writing as per forms A and B below, 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, Ploughing Match, Parade, or Dog Trial, the exhibits will, on production of a certificate in writing as per forms A and C, be carried back *free*, but at *owners' risk*, and one-half of the railway freight paid for conveyance to the Show, Ploughing Match, Parade, or Dog Trial will be refunded on arrival of the returned exhibits at the original forwarding station.

Full ordinary rates will be charged for all vehicles used on the homeward journey in excess of the number of vehicles used for conveyance of the exhibits on the outward journey, and no rebate of any portion of the outward freight will be allowed in respect of the returned exhibits contained in the additional wagons.

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.

(A.) CERTIFICATE FOR EXHIBITS TO SHOWS, PLOUGHING MATCHES, HORSE PARADES, AND DOG TRIALS.

I HEREBY certify that the under-mentioned exhibits, consigned from<sup>(a)</sup> Station to<sup>(a)</sup> Station for exhibition at<sup>(b)</sup>, have been charged at full ordinary rates for the journey to be made.

Truck No.	Name and Address of Owner.	Particulars of Exhibits.

, Stationmaster or Guard.

(B.) CERTIFICATE FOR RETURNED EXHIBITS.

(To be used when only a part of original consignment is returned.)

To the Stationmaster,  
I HEREBY certify that the under-mentioned were exhibited by Mr. at  
<sup>(b)</sup>, and that they are unsold, the balance of original consignment having been disposed of.

Description of Exhibits.	Number in Society's Catalogue.

Secretary to<sup>(b)</sup>

I hereby certify that the exhibits specified in the foregoing certificate, signed by the Secretary to the<sup>(b)</sup>, formed a portion of the consignment enumerated in certificate A attached hereto; that they duly competed at<sup>(b)</sup>, and are returning unsold, and are still my property, and that they are entitled to be conveyed back to<sup>(a)</sup> free of charge, in consideration of which I agree to take all risk and responsibility for loss or damage.

, Owner.

<sup>(a)</sup> Insert name of station.

<sup>(b)</sup> Insert name of Show, Parade, &c.

## GOODS.

REGULATIONS—*continued.*

## (C.) CERTIFICATE FOR RETURNED EXHIBITS.

*(To be used when the whole of original consignment is returned.)*

To the Stationmaster,  
 I HEREBY certify that the under-mentioned were exhibited by Mr. \_\_\_\_\_ at the  
 (b) \_\_\_\_\_, and that no sales or exchanges have been effected since the exhibits were  
 conveyed by rail to the (b) \_\_\_\_\_.

Description of Exhibits.	Number in Society's Catalogue.

Secretary to (b) \_\_\_\_\_

I hereby certify that the exhibits specified in the foregoing certificate, signed by the Secretary of (b) \_\_\_\_\_, are identical with those enumerated in certificate A attached; that they duly competed at (b) \_\_\_\_\_; that the whole consignment as conveyed on the outward journey and now being returned from the (b) \_\_\_\_\_ is unsold and still my property, and that I am entitled to have it returned free of charge, and to receive a refund of one-half of the railway freight paid for its conveyance to the (b) \_\_\_\_\_, in consideration of which I agree to take all risk and responsibility for loss or damage.

\_\_\_\_\_, Owner.

(a) Insert name of station.

(b) Insert name of Show, Parade, &amp;c.

**(25.) 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."

**(26.) 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.

**(27.) 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.

**(28.) 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.

**(29.) 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.

## GOODS.

REGULATIONS—*continued.***(30.) 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.

**(31.) Trucks for Conveyance of Mails.**

A charge of 3d. per mile will be made for each four-wheel truck used for conveyance of mails by mail and express trains; bogie-trucks double rate. Charges to be computed on actual distance trucks are used for the mails. No charge to be made where truck is sent by ordinary mixed or goods trains.

**(32.) 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, M, 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.

Private tarpaulins used for the protection of coal, &c., during transit by rail will be returned to original sending station free.

**(33.) Haulage and Handling Charges.**

The following charges will be made at each station where haulage and handling services are performed, viz. :—

Goods hauled or conveyed between private stores, Government sheds, public sidings, 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 and redelivered to ships, this charge to include one week's storage.

Haulage of timber between private stores, Government sheds, public sidings, 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.

**(34.) Storage.**

Storage at the rate of sixpence (6d.) per ton *per day* (exclusive of Sundays) will be charged on all goods not removed by consignee within twelve working-hours of their arrival, except at country stations, where 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.

## GOODS.

REGULATIONS—*continued.***(35.) 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 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.

**(36.) 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.

**(37.) 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 four-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, private stores, and public 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.

**(38.) Miscellaneous.**

Five chains and over will be taken as an additional mile; less than 5 chains will be omitted.

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

## GOODS.

REGULATIONS—*continued.*

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.

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

Except where otherwise specified, LA trucks will be treated as ordinary four-wheeled trucks.

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

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

In computing rates and charges any fraction less than  $\frac{1}{4}$ d. in the result will be omitted;  $\frac{1}{4}$ d. and above will be taken as 1d.

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 13th section of "The Government Railways Act, 1900," 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.

## GOODS.

REGULATIONS—*continued.***(39.) 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.

**(40.) 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.

**(41.) New Plymouth Industrial Exhibition.**

In consideration of their being carried solely at the risk of consignors, and of the Government being freed of all liability in connection therewith, exhibits consigned for exhibition at the New Plymouth Industrial Exhibition, to be held at New Plymouth from 26th December, 1904, will be carried free on the New Zealand Government railways, provided that each package shall be consigned to the secretary of the Exhibition and marked legibly "For exhibition at New Plymouth Industrial Exhibition."

All loading and unloading shall be done at the expense of the consignors, and, in the event of the exhibits or any part thereof being sold, the full ordinary railrage charges must be paid.

Under similar conditions, and on the production of a certificate from the secretary of the Exhibition stating that the exhibits have not been transferred, exchanged, or sold, and are still the property of the original consignors, free railrage will be granted on the return journey.

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**PART IV.—GOODS—LOCAL RATES.**


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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, and H will be charged as Class A, weight or measurement, as the Department may direct.

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

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

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

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

The Railway Department may require owners to unload timber from the Railway Wharf at Opuā. For unloading done by the Railway Department at Opuā 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.

## GOODS.

LOCAL RATES—*continued.*

## 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 5s. 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.

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

Timber consigned from Hikurangi and Mangahuru to Opau will be charged 9d. per 100 superficial feet.

Sawn timber consigned from Foote's Siding, Mander and Bradley's Siding, and Whakapara to Opau will be charged 1s. 1d. per 100 superficial feet.

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

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

Log-timber, Whakapara to Opau, will be charged 1s. 1d. per 100 superficial feet.

## KAIHU SECTION.

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

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 2s. 2d. per ton, except otherwise specified.





GOODS.

LOCAL RATES—*continued.*

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.

Tinned fish, Tuakau to Auckland, will be charged 15s. per ton.

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
Furniture of every description, packed or unpacked, per ton weight ...	23	0
Dangerous goods, per ton weight ...	23	0
Four-wheeled vehicles (exceeding 15 cwt.), per ton weight ...	23	0
Goods of Classes E, F, N, P, and Q, per ton ...	10	0
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
Empty egg and butter boxes ...	Free.	
Tanks, iron, plain or corrugated, each ...	4	0
Timber, sawn, 500 ft. and under, per 100 ft. ...	1	6
Timber, sawn, over 500ft. and under 1000ft., per 100ft. ...	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 1000ft. to be charged as 1000ft. when cheaper to do so.

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

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.

Goods booked through between stations on the Auckland Section and ports on the Manukau Harbour will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Onehunga Wharf as specified in Parts III., IV., and VI. hereof:—

	s.	d.
Furniture of every description, packed or unpacked, per ton weight ..	40	0
Goods of Class E, except manures (consignments under 10 cwt. rate and a half), per ton weight ..	6	3
Bricks, manure in bags, coal in bags, per ton weight ..	5	0
Goods, not otherwise specified, per ton weight ..	10	0
Minimum charge for tonnage rates ..	1	0
Timber and mouldings (minimum charge, 1s.), per 100 superficial feet ..	1	0

## GOODS.

LOCAL RATES—*continued.*

					s.	d.
Ploughs and disc harrows, each	..	..	..	..	4	0
Drays set up or in pieces, each	..	..	..	..	7	6
Pianos and organs (packed) each	..	..	..	..	12	6
Tanks, each	..	..	..	..	5	0
Stoves, each	..	..	..	..	2	6
Powder (blasting or sporting), for each 56 lb. or fractional part thereof	..	..	..	..	2	6

All charges on goods consigned to ports on Manukau Harbour, or from ports on Manukau Harbour 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.		Sawn.	Log.	Sawn.	Log.	Sawn.	Log.
	s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Ahuroa and Tahekeroa ...	...	...	...	...	2 2	...	...	...
Kanohi ...	1 9	1 9	2 0	1 9	2 0	1 11	2 1	
Kaukapakapa ...	1 8	1 8	1 11	1 8	1 11	1 10	2 0	
Helensville ...	1 4	...	...	1 4	1 6	1 6	1 6	
Ohirangi, Kumeu, and intermediate stations ...	1 4	...	...	...	...	...	...	
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 11	0 9*	0 11	...	...	
Onehunga Town ...	0 8*	...	...	0 8*	...	...	...	
Hunua, Papakura ...	1 0	...	...	1 0	...	...	...	
Waikumete ...	0 7	...	...	0 7	...	...	...	
Auckland ...	...	...	...	...	...	...	0 11†	

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. † Includes wharfage at Onehunga.

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.

Timber not otherwise specified from Ngatira to Tirohia, Thames, and intermediate stations will be charged 2s. 6d. per 100 superficial feet.

Timber not otherwise specified from Mamaku to Paeroa, 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, other than white-pine, from Mangapeehi, Otorohanga, Ngatira, and Mamaku to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations, will be charged 3s. per 100 superficial feet.

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.

GOODS.

LOCAL RATES—*continued.*

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

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

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.

GISBORNE SECTION.

CLASS K.—TIMBER.

White-pine timber from Kaiteratahi to Gisborne will be charged 8d. per 100 superficial feet.

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.

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 Port Ahuriri.	To Foxton.	To Farndon.	To Wanganui.	To Hastings.
Whakatu, Tomoana, Hastings	s. d. 0 11*	s. d. ...	s. d. ...	s. d. ...	s. d. ...
Farndon	s. d. 0 8*	s. d. ...	s. d. ...	s. d. ...	s. d. ...
Port Ahuriri	s. d. ...	s. d. ...	s. d. 0 8*	s. d. ...	s. d. 0 11
Carnarvon	s. d. ...	s. d. 0 9*	s. d. ...	s. d. ...	s. d. ...
Turakina and Ratana	s. d. ...	s. d. ...	s. d. ...	s. d. 1 6	s. d. ...
Wangaehu	s. d. ...	s. d. ...	s. d. ...	s. d. 1 3	s. d. ...

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

CLASS K.—TIMBER.

Timber consigned from sawmills to Port Ahuriri, 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. 0 9	s. d. 0 9	s. d. 0 10	s. d. 0 10	s. d. 0 11	s. d. 0 11	s. d. 1 0	s. d. 1 0	s. d. 1 1	s. d. 1 1
Miles ...	31	32	33	34	35	36	37	38	39	40
	s. d. 1 1	s. d. 1 1	s. d. 1 2	s. d. 1 2	s. d. 1 2	s. d. 1 2	s. d. 1 2	s. d. 1 2	s. d. 1 3	s. d. 1 3
Miles ...	41	42	43	44	45	46	47	48	49	50
	s. d. 1 3	s. d. 1 3	s. d. 1 3	s. d. 1 3	s. d. 1 4	s. d. 1 4	s. d. 1 4	s. d. 1 4	s. d. 1 4	s. d. 1 4
Miles ...	51	52	53	54	55	56	57	58	59	60
	s. d. 1 5	s. d. 1 5	s. d. 1 5	s. d. 1 5	s. d. 1 5	s. d. 1 5	s. d. 1 6	s. d. 1 6	s. d. 1 6	s. d. 1 6
Miles ...	61	62	63	64	65	66	67	68	69	70
	s. d. 1 6	s. d. 1 6	s. d. 1 7	s. d. 1 7	s. d. 1 7	s. d. 1 7	s. d. 1 7	s. d. 1 7	s. d. 1 8	s. d. 1 8
Miles ...	71	72	73	74	75	76	77	78	79	80
	s. d. 1 8	s. d. 1 8	s. d. 1 8	s. d. 1 8	s. d. 1 9	s. d. 1 9	s. d. 1 9	s. d. 1 9	s. d. 1 9	s. d. 1 9

For every additional mile ½d. 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 Port Ahuriri, New

GOODS.

LOCAL RATES—*continued.*

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, Newman, and intermediate stations, 2s. 8d. per 100 superficial feet.

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

Timber previously carried not less than 30 miles by rail to Booth's Siding, will be charged as follows, per 100 superficial feet, Booth's Siding to Wellington :—

Timber, except otherwise specified	...	...	...	s. d.
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 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 at Wellington, will be charged as follows at per 100 superficial feet :—	...	...	...	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
"    "    "    "    "    "	...	...	...	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 Port Ahuriri 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 Port Ahuriri and the Railway-station, or private stores and sidings, at Port Ahuriri 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 Port Ahuriri and the Port Ahuriri 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 ship's 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 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 for shipment requiring storage at New Plymouth 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 New Plymouth, 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 manure consigned from Petone to Wellington will be charged at the following rates, loading and unloading in all cases to be done by owners:—

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

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

Manures other than street, stable, and farmyard, Petone to Wellington, will be charged 2s. 6d. per ton. Minimum quantity, 5 tons 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, loading and unloading in all cases to be done by owners:—

Cased meat, tallow, pelts, and manure, other than street, stable, and farmyard, per ton, 2s. 6d. Minimum quantity, 5 tons per truck.

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

## 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 ...	2	3	s. d.
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	6	
Haulage, Class H, double-dumped wool from shed to ship's side, owners to load, ships to take delivery in the trucks alongside, per bale ...	0	4	
Class H (except double-dumped wool), haulage between ship's side and station, owners to load and unload at railway-station, ship to receive from or deliver into trucks alongside, per bale ...	0	2	
Timber, haulage between ships and station-sidings, owners to load and unload at railway-station, ships to receive from and deliver into trucks alongside, per 100 superficial feet ...	0	2	
Classes F, N, P, haulage between ships and station-sidings, owner to load and unload at railway-station, ships to receive from and deliver into trucks alongside, per ton ...	1	0	
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	

Ships' goods' storage: 2s. per ton per week or fraction thereof will be charged on all goods (when not otherwise provided) if not removed within five working-hours of arrival, 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

GOODS.

LOCAL RATES—*continued.*

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	s. d. ... 0 8
Live-stock—	
In double-bogie trucks, per truck	... 10 0
In four-wheel trucks, per truck	... 5 0

WESTLAND SECTION.

The maximum rate for goods of Classes A, B, C, D, conveyed between Greymouth, Brunner, and intermediate stations, will be 5s. per ton.

Goods of Classes A, B, C, D, and, except where otherwise specified, goods of Classes E and 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 1 cwt.), and tallow, from Hokitika to Greymouth, will be charged 8s. 6d. per ton.

Goods of Class E, consigned direct from ship at Greymouth to Kumara, or from Kumara to Greymouth for shipment, will be charged 6s. 6d. per ton, including wharfages and all charges at Greymouth.

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.

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.

Except where otherwise specified, timber consigned to Greymouth 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 eighteen miles	... 1 1
Over eighteen miles and not over twenty-one miles	... 1 2
Over twenty-one miles and not over forty miles	... 1 3
Over forty miles and not over fifty miles	... 1 4

These rates include all charges on timber for export except delivery to ship. 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, and to Greymouth 1s. 4d. per 100 superficial feet. Timber from Stafford to Greymouth will be charged 1s. 1d. per 100 superficial feet. The rates from Ho Ho and Stafford to Greymouth include all charges (except delivery to ship) on timber for export.

Timber from Kaiata and Dobson to Greymouth 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.

Timber for export beyond the Colony of New Zealand, previously carried to Greymouth by rail, will be charged 2d. per 100 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.

Except where otherwise specified, coals and coal-dross consigned to port for shipment will be charged 1s. 10d. per ton for distances not over 8 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.

## GOODS.

LOCAL RATES—*continued.*

Coal to Greymouth from the Black Ball Coal Company's mine will be charged 2s. 6d. per ton. This charge includes weighing and delivering to the ship at Greymouth Wharf on coal for export.

Coal consigned from Reefton to Greymouth for shipment will be charged Class Q, including all charges.

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

Coke, Brunner 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, Brunner 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 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 33 for conveyance between Greymouth Station and wharf.

## HYDRAULIC CRANES.

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

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

## WESTPORT SECTION.

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 from Ngakawau to Granity 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 8 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.

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:—



## GOODS.

LOCAL RATES—*continued.*

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 specified in Regulation 33, 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 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.

Timber from Belgrove to Stoke and Bishopdale will be charged 1s. 2d. per 100 superficial feet.

## CLASSES N AND P.

Goods of Class P, except native bark, will be charged as Class N.

## PICTON SECTION.

Goods of Classes A, B, C, D conveyed between Picton, Blenheim, and intermediate stations will be charged as Class A, unless otherwise specified.

Ships' goods of Classes A, B, C, D from Picton to Blenheim and intermediate stations will be charged as Class B. Maximum charge, including wharfage, loading, unloading, 7s. 6d. per ton, weight or measurement, according to ship's bill of lading.

Except where otherwise specified, the maximum charge for goods of Classes A, B, C, D consigned from Blenheim and intermediate stations 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 from Blenheim and intermediate stations 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:—

	s.	d.
For the first month or fraction of a month, at per ton ..	0	6
For each week or fraction of a week afterwards, at per ton ..	0	1

The Department does not guarantee storage room.

## CLASS F.—HAY, ETC.

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

Lime gas-refuse, Picton to Blenheim, will be charged 15s. per truck, including sheeting, wharfage, and loading.

Chaff ex Sounds, stored at Picton, will be charged 7s. 6d. per truck, including haulage from store to wharf, wharfage, and handling at ship's side.

## GOODS.

LOCAL RATES—*continued.*

## CLASS H.—WOOL, ETC.

Class H consigned from Blenheim and intermediate stations 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 or the Port (Nelson) and Stations on Picton Section.*

Goods booked through between Wellington and stations between Picton and Blenheim inclusive, and between the Port (Nelson) and stations between Picton and Blenheim inclusive, 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 .. .. .	0	9
Chaff, per sack .. .. .	0	5
Timber, per 100 superficial feet .. .. .	2	6

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

## HURUNUI-BLUFF SECTION.

## CRANAGE.

*Rates for use of 15-ton Crane at Lyttelton.*

Cranage (including labour) per hour .. .. .	15s.
Cranage (including labour) per ton .. .. .	3s.
Minimum charge .. .. .	15s.

## 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 AND INVERCARGILL.

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

	s.	d.
To Christchurch by ... ..	0	11
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 Invercargill, when they are consigned to the Jetty.

CLASS H.—WOOL, ETC.

*Undumped.*

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

From	To Addington.	To Christchurch.	To Lyttelton.	To Timaru.	To Washdyke.
	s.	d.	s.	d.	s.
Annat ... ..	...	...	3	6	...
Springfield ... ..	3	0	3	6	...
Whitecliffs ... ..	...	3	0	6	...
South Malvern ... ..	...	3	0	6	...
Sheffield ... ..	2	6	2	6	...
Glentunnel ... ..	2	6	2	6	...
Coalgate ... ..	2	6	2	6	...
Homebush ... ..	2	6	2	6	...
Racecourse Hill ... ..	2	6	2	6	...
Hawkins ... ..	...	2	6	...	...
Eversley ... ..	...	...	...	*2	3
Winscombe ... ..	...	...	...	2	3
Fairlie ... ..	...	...	...	*2	3
Cricklewood ... ..	...	...	...	*2	0
Albury ... ..	...	...	...	2	0
Washdyke ... ..	...	...	...	0	8
Smithfield ... ..	...	...	...	0	6

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

To Timaru—

From stations on the main line, within 15 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.

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.
Clydevale (Upper Station) ... ..	6	6
"    (Lower Station) ... ..	6	0
Greenfield ... ..	6	0
Hillend Station ... ..	5	9

## GOODS.

LOCAL RATES—*continued.*

To Bluff—

From Ocean Beach, 6d. per bale.

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

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 10
" 70 "	"	"	80 "	1 11
" 80 "	"	"	90 "	2 1

GOODS.

LOCAL RATES—*continued.*

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	...	...	6	1 "
" 90	" 100	...	...	6	3 "
" 100	" 110	...	...	6	5 "
" 110	" 120	...	...	6	6 "
" 120	" 130	...	...	6	8 "
" 130	" 140	...	...	6	9 "
" 140	" 150	...	...	6	11 "
" 150	" 160	...	...	7	0 "
" 160	" 170	...	...	7	2 "

For every additional 10 miles or fraction thereof 1½d. per ton will be added.

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 AND CHRISTCHURCH.

Goods of Classes A, B, C, D, between Christchurch and Rangiora, including collection and delivery within the Borough of Rangiora and delivery at Christchurch, will be charged 8s. per ton.

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

KAIAPOI AND CHRISTCHURCH.

Goods of Classes A, B, C, and D conveyed between Christchurch and Kaiapoi will be charged 6s. per ton, including delivery at Christchurch.

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 2 per ton.

Goods of Classes A, B, C, D, from Lyttelton to Christchurch, to private sidings, will be charged ... 4 3

Goods of Classes A, B, C, D, from Christchurch to Lyttelton, will be charged ... 4 3

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.

GOODS.

LOCAL RATES—*continued.*

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.

CHRISTCHURCH TO CHANEY'S.

Nightsoil in hermetically sealed air-tight pans, will be charged 2s. 6d. per ton. Minimum, 5 tons per four-wheeled truck.

Returned empty cess-pans will be conveyed free.

All loading and unloading of nightsoil and returned empty cess-pans must be done by owners.

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	0 0
But does not exceed ..	8 0	10 0	12 0	14 0	16 0	18 0	20 0	22 0	0 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 10	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 0	1 2	1 3	1 5
" 1½ "	1 0	1 0	1 0	1 1	1 1	1 3	1 5	1 6	1 8
" 1¾ "	1 0	1 0	1 1	1 3	1 5	1 7	1 9	1 11	1 11
" 2 "	1 0	1 0	1 3	1 5	1 7	1 10	2 1	2 3	2 6
" 2½ "	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9	2 9
" 2¾ "	1 2	1 5	1 8	2 0	2 2	2 6	2 9	3 0	3 0
" 3 "	1 3	1 6	1 10	2 2	2 5	2 9	3 0	3 4	3 4
" 3½ "	1 4	1 8	2 0	2 4	2 7	3 0	3 3	3 7	3 7
" 3¾ "	1 5	1 9	2 2	2 6	2 10	3 2	3 6	3 10	3 10
" 3 "	1 6	1 11	2 3	2 8	3 0	3 5	3 9	4 2	4 2
" 3½ "	1 7	2 0	2 5	2 10	3 2	3 7	4 0	4 5	4 5

Where the rate per ton exceeds 22s., the freight is to be ascertained by taking the small-lots charge at 22s. and adding it to the charge for the difference between 22s. and the proper rate per ton; provided that the total charge as ascertained by this method shall not exceed the small-lots charge under Regulation 2, Pt. III.

LYTTELTON STATION.

For all goods of Classes A, B, C, and D not taken delivery of by consignees within five working-hours after arrival, the storage charges will be, for each week or fraction of a week, at per ton ... .. 2 0  
 Minimum charge ... .. 1 0  
 For all goods of Class H not taken delivery of by consignees within five working-hours after arrival, the storage charges will be, for each week or fraction of a week, for each bale, including handling ... .. 1 0  
 For all goods of Class E not taken delivery of by the consignees within five working-hours after arrival, and, at the option of the Department, kept

GOODS.

LOCAL RATES—*continued.*

in the railway-wagons or unloaded and stored at the risk of the owner, and for stacking in shed and delivering to the ship, including storage thereon, for the first week or fraction of a week, at per ton	s. d.
For storage, for each additional week or fraction of a week, for each ton	2 6
Haulage, Class H, double-dumped wool, between railway-station or private stores and ship, including handling at ship's side, per bale	0 1
Class H (except double-dumped wool), haulage between railway-station or private stores and ship, including handling at ship's side, per bale	0 6
	0 3

GOODS FOR TRANSHIPMENT AT LYTTELTON.

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

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

FROZEN 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.

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 measure.

## GOODS.

LOCAL RATES—*continued.*

ment, 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.

*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.

## 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 PORT CHALMERS.

	s. d.
Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin ...	4 6
Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers ...	4 6

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

## 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.

Fat, bones, offal, oil, tallow, bar iron, iron castings, sulphur, tar, sulphuric acid, and raw materials used in the manufacture of acids and manures, between Dunedin and Burnside or Cattle-yards, will be charged 3s. per ton; when consigned to private sidings, 2s. 6d. per ton. Minimum quantity, 2 tons.

## DUNEDIN AND PORT CHALMERS TO MILTON AND BENHAR.

White-lead, Cornish stone, flint, calcined bone, baryta, manganese, borax, metallic oxides, and other raw materials used in the manufacture of earthenware, Dunedin or Port Chalmers to Milton, 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 C 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.
Caversham ... ..	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.	"
To Oamaru ... ..	15s.	"
To Invercargill ... ..	18s.	"

Minimum quantity, 4 tons.

FAT, MATAURA TO WALLACETOWN.

Fat, packed, Mataura to Wallacetown, will be charged 12s. 6d. per ton. 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	"

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.

## GOODS.

## LOCAL RATES—continued.

## 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, at the option of the Department, either kept in the railway-wagons or stored at the risk of the owner, and for delivering to the ship, the charges will be,—

	s. d.
For the first week or fraction of a week, per 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 each additional week or fraction of a week, for each ton	0 1
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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.

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.

## GOODS.

LOCAL RATES—*continued.*

## 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, millet, omnibuses, tramcars, cane, 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.

## 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.

The maximum weight of any package containing fish shall be 2 cwt. Packages of fish exceeding 2 cwt. will not be accepted for carriage.

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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

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, not otherwise specified.	A
Packed. Owners' risk. <i>Dangerous</i>	A
Acid, sulphuric, New Zealand manufacture](in 4-ton lots). Owners' risk	A
<i>Dangerous</i>	D
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
Ammonia, anhydrous, New Zealand manufacture, in iron drums or steel cylinders. Owners' risk. <i>Dangerous</i>	B
Ammonia, sulphate of, New Zealand manufacture, in bags, for manure. Owners' risk	E
Ammunition, not otherwise specified. Double rate. Owners' risk.	A
<i>Dangerous</i>	D
Anchors and Chain Cables	A
Animals, living, not otherwise specified. In crates or cases. Owners' risk	A
Animals and Birds, stuffed, in cases. Rate and a quarter. As parcels, see Part II.	Part II.
Antimony, smelted	C
Anvils	D
Apparatus, distillery. Double rate. Owners' risk	A
Arrowroot, packed	A
Arsenic, packed	A
Asbestos	C
Ashes. Owners' risk	Q
Asphalt	D
Axes, loose	A
Axes, packed	B
Axles	C
Bacon, loose. Owners' risk	O
Bacon, packed	D
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, owner's 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	O
Barley, grain, in bags. Owners' risk	E
Barley, pearl, packed. Owners' risk	E
Barley-meal, manufactured from New Zealand produce. Owners' risk	E
Basils, in bales	B
Baskets and Basketware, not otherwise specified. Rate and a half. (If through Parcels, rate and a quarter)	A
Baskets, Coal, Supplejack. Locally manufactured	A
Baskets, Commercial Travellers'. Empty, not "returned empties"	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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
Bath-chairs. Rate and a half. (If through Parcels, rate and a quarter)...	A <sup>2</sup>
Beans, imported, packed	B
Beans, colonial produce, whole or crushed	E
Bean-meal, manufactured from New Zealand produce. Owners' risk	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
Benzine, not otherwise specified. Owners' risk. <i>Dangerous</i> . Rate and a half	A
Benzine, New Zealand manufacture (in 4-ton lots). Owners' risk. <i>Dangerous</i>	A
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, ordinary, complete (not packed in cases), to seat one rider, each machine as for 28 lb. Rate and a quarter. Owners' risk. <i>Special goods</i>	As parcels, see Part II.
Tandems, triplets, quadruplets, motors, &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
Bicycles, motor, packed in cases (if through Parcels, rate and a half). 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 } " "	
Binder-twine	D
Birds, mutton, preserved	D
Birds in cages. Rate and a quarter. Owners' risk	As parcels, see Part II.
Birds and Animals, stuffed, in cases. Rate and a quarter	" "
Biscuits, in tins and cases. Owners' risk	A
Biscuits, in tins and cases, beyond 140 miles (minimum rate as Class A for 140 miles). Owners' risk	B
Biscuits, in bags and casks	C
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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Boats, to and from regattas, accompanied by their crews ...	<i>See Part III.</i>
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 Part III.</i>
Botles, empty, packed, not otherwise specified. Owners' risk ...	C
Boulders. Owners' risk ...	Q
Boxes, cardboard or strawboard, colonial manufacture, packed in crates or cases. Rate and a half. Owners' risk ...	A
Boxes, bonnet and hat, paper. Rate and a quarter	As parcels, <i>see Part II.</i>
Boxes, pasteboard, containing millinery, feathers, &c. Rate and a quarter	As parcels, <i>see Part II.</i>
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 Part II.</i>
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
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 ...	D
Butter, packed, in consignments of not less than 5 cwt. Rate and a half	E
Butter-boxes in pieces, packed in crates, not "returned empties." Half-rate	B
Butter-boxes, empty, not "returned empties" ...	D
Cabin Bread. Owners' risk ...	C
Cables, chain ...	D
Cages, bird. Double rate. Owners' risk ...	A
Cake, linseed. Owners' risk ...	E
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
Calf-meal, manufactured from New Zealand produce. Owners' risk ...	E
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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
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, unpacked. Owners' risk. <i>Special goods</i>	See Part II.
Carriages and Gigs, either set up or in pieces, packed. 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
Cars, motor, as four-wheeled carriages	See Part II.
Carts, Daisy, in pieces, packed, total weight of each cart not to exceed 2½ cwt. Double rate. Owners' risk (or as carriages and gigs if cheaper; if set up to be charged as carriages, Part II.)	A
Carts, either set up or in pieces, unpacked	See Part III.
Carts, either set up or in pieces, packed. 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. Minimum quantity, 2 tons. Rate and a half (but in no case are total charges to exceed Class D)	N
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)	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	D
Cheese, loose or in bags. Owners' risk	B
Cheese, packed, consigned from makers' factories, in consignments of not less than 5 cwt. Rate and a half	E
Cheese, packed (ex factory), previously carried by rail to grading-stove, and reconsigned in consignments of not less than 5 cwt. Rate and a half	E
Cheese-boxes, in shooks, not "returned empties." Half-rate	B
Chicken-raiser, manufactured from New Zealand produce. Owners' risk	E
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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
China, in boxes or cases. Owners' risk. <i>Special goods</i> ... ..	B
Chinese Crackers, in packages not exceeding 14 lb. 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
Concentrates. Owners' risk ... ..	Q
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
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 ... ..	See Part II.
Cotton-waste, not otherwise specified ... ..	B



## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
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	As milk, <i>see</i> Part II.
Cream, preserved, packed, consigned direct from local factories, in consignments of not less than 10 cwt. Rate and a half	E
Cream of Tartar, packed	A
Creosote	D
Crockery	<i>See</i> Earthenware.
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, total weight of each cart not to exceed 2½ cwt. Double rate. Owners' risk (or as carriages and gigs if cheaper; if set up, charge as a carriage, as per Part II.)	A
Dates, packed	A
Deer, dead. Owners' risk	C
Demijohns, glass, in wickerwork. Owners' risk	B
Demijohns, glass, without wickerwork. Rate and a half. Owners' risk	B
Demijohns, earthenware. Owners' risk	D
Dholl, packed	E
Disinfectants, packed	B
Documents, valuable. Double rate. Owners' risk. <i>Special goods</i>	As parcels, <i>see</i> Part II.
Dogs. Owners' risk. <i>Special goods</i>	<i>See</i> Part II.
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, unpacked	<i>See</i> Part III.
Drays, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Dray Shafts and Wheels	B
Dress-stands. Rate and a quarter	As parcels, <i>see</i> Part II.
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.	C
Eggs, only when safely packed. Owners' risk	C
Empties, cases, for carriage of fruit	<i>See</i> Part III.

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
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. The full cases, &c., to be conveyed between the same stations as the empties	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, unpacked	See Part III.
Express-wagons, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Express Shafts and Wheels	B
Fancy Goods, packed. Rate and a quarter. Owners' risk	A
Fascinés. Owners' risk	F
Fat	C
Feathers, packed. Double rate. Owners' risk	A
Felloes, manufactured	C
Felloes, unmanufactured	D
Felt	B
Fencing, patent (steel, 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, cut for decorating purposes. Owners' risk	D
Fibre, cocoanut	B
Field-rollers. Owners' risk. <i>Special goods</i>	C
Figs, packed	A
Firearms, packed	A
Firearms, unpacked	As parcels, see Part II.
Fire-bars and Bearers, Dumb-plates, and Furnace-doors	D
Fireirons	A
Firewood. Owners' risk	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
Flour, packed	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
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
Fowl-grit, New Zealand produce. Owner's risk	E
Frames, picture. Rate and a half. Owners' risk	A
Fruit, fresh, n.o.s., 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
Fruit, preserved, packed, not otherwise specified	A
Fruit, preserved, New Zealand manufacture, packed	B
Fruit-pulp, New Zealand manufacture. Owners' risk	D
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
Furniture in Furniture Vans (see also Part III.)	B
Furs, not otherwise specified, packed. Double rate. <i>Special goods</i>	A
Furs, New Zealand manufacture. Owners' risk. <i>Special goods</i>	A
Fuze, 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. <i>Dangerous</i>	A
Gasaliers. Owners' risk	A
Gas, liquefied carbonic acid, in solid-drawn steel tubes. Owners' risk. <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	D
Gas-water, in 5-ton lots. Owners' risk	N
Gates, house and garden. Owners' risk	B
Gates, field, set up or in pieces	D
Germina, packed. Owners' risk	E
Gigs, either set up or in pieces, unpacked. Owners' risk. <i>Special goods</i> See Part II.	
Gigs, either set up or in pieces, packed. 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.	

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

			CLASS
Glassware, packed, not otherwise specified.	Owners' risk.	<i>Special goods</i>	A
Glucose, packed	...	...	B
Glue and Glue Pieces, packed	...	...	D
Goats. Owners' risk.	<i>Special goods</i>	...	M
Gold Coin. Double rate. Owners' risk.	<i>Special goods</i>	As parcels, see Part II.	
Gold, manufactured or unmanufactured.	Double rates.	Owners' risk.	
	<i>Special goods</i>	As parcels, see Part II.	
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 and marram. Owners' risk	...	...	F
Grass, brushmakers'	...	...	D
Grates. Loose, owners' risk.	<i>Special goods</i>	...	A
Grates, packed	...	...	A
Gravel. Owners' risk	...	...	Q
Gravestones. Owners' risk	...	...	D
Grease, lubricating	...	...	D
Greenstone, rough. Owners' risk	...	...	A
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
Hair, raw, for manufacturing purposes, pressed, in bales or bags	...	...	C
Hammers	...	...	B
Hams, loose. Owners' risk	...	...	C
Hams, packed	...	...	D
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
Harrows. 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, not otherwise specified, packed. Owners' risk	...	...	A
Hessian, in bales, for manufacture of cornsacks	...	...	D
Hides, green or salted. To be taken at 40 to the ton	...	...	B
Hides, dried	...	...	B
Hobby-horses. Owners' risk	...	...	A
Hollowware. Owners' risk	...	...	A
Honey, not otherwise specified, in bottles, tins, or jars. Owners' risk	...	...	A

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Honey, not otherwise specified, in kegs or casks. Owners' risk	B
Honey, extracted, packed, locally produced. Owners' risk	D
Hoofs and Horns	D
Hops, packed. Owners' risk	C
Horse-covers	B
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	A
Joinery. Owners' risk	A
Kapok, in bales	A
Kauri-gum	C
Kerosene, not otherwise specified. Owners' risk	A
Kerosene, New Zealand manufacture, not otherwise specified. Owners' risk	B
Kerosene, New Zealand manufacture (in 4-ton lots). Owners' risk	C
Kianit. Owners' risk	E

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
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 ...	K
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, not otherwise specified ...	C
Lard, packed in consignments of not less than 10 cwt. Rate and a half ...	E
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
Leather Shavings, for manufacture of manure ...	E
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.	A
Machines, sewing, packed. <i>Special goods</i> ...	A
Machines, washing. Owners' risk. <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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
Maize-meal, manufactured from New Zealand produce. Owners' risk	E
Malt. Owners' risk	E
Manganese-ore. Owners' risk	N
Mangolds. Owners' risk	F
Manila Fibre. Owners' risk	B
Manures, street, stable, and farmyard. Owners' risk	F
Manures, other than street, stable, and farmyard. Owners' risk	E
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
Marrows, vegetable. Owners' risk	F
Maslin, packed, manufactured from New Zealand products. Owners' risk	E
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, dried. New Zealand manufacture, packed	B
Milk, dried. New Zealand manufacture, packed. Consigned direct from local factories	D
Milk, preserved, not otherwise specified, packed	A
Milk, Preserved, N.Z. manufacture, packed	C
Milk, preserved, packed, consigned direct from local factories in consignments of not less than 10 cwt. Rate and a half	E
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	C
Moss, hydraulic- or steam-pressed, packed in bales	D
Motor cars, as four-wheeled carriages	See Part II.
Mouldings, in bundles. Owners' risk	K
Mouldings, gilt and fancy, in bundles	A
Mushrooms Packed. Rate and a half (but in no case are total charges to exceed Class D). See also Parts II. and III.	E
Musical Instruments, packed. If unpacked, rate and a half. Owners' risk. <i>Special goods</i>	A
Mustard, packed	A
Mutton-birds, preserved	D
Myrobolans	D

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
Myrbane, oil of. Owners' risk. (Not to be loaded in same truck as chlorate of potash) ... ..	A
Nails, iron, packed ... ..	C
Naphtha and Naphthaline, not otherwise specified. Rate and a half. Owners' risk. <i>Dangerous</i> ... ..	A
Naphtha, New Zealand manufacture (in 4-ton lots). 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 cocoanuts). Not otherwise specified ... ..	A
Nuts, cocoa, packed ... ..	C
Nuts, New-Zealand-grown, fresh, packed, rate and a half (not to exceed Class D). (See also Parts II. and III.) ... ..	E
Nuts, iron, packed ... ..	C
Oars ... ..	A
Oat-dust. Owners' risk ... ..	E
Oatfina, 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, not otherwise specified, in 2-ton lots. Owners' risk ... ..	D
Oil, shale, and lubricating, New Zealand manufacture, not otherwise specified. Owners' risk ... ..	D
Oil, shale, and lubricating, New Zealand manufacture, in 4-ton lots. Half-rate. Owners' risk ... ..	B
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, sulphur, and other, not otherwise specified. Owners' risk ... ..	Q
Ostriches, living. Owners' risk ... ..	M
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



GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Paraffin-wax, in bags, New Zealand manufacture, in 2-ton lots	B
Parcels, left. Owners' risk. <i>Special goods</i>	See Part II.
Parcels, unspecified. Owners' risk. <i>Special goods</i>	See Part II.
Patent fencing (steel wire and lathwood). Owners' risk	D
Pearl barley, packed. Owners' risk	E
Pea-meal, manufactured from New Zealand produce. 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.
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
Phosphate rock. Owners' risk	Q
Phosphorized Grain. Double rate. <i>Dangerous</i>	A
Pianos, packed. Owners' risk. <i>Special goods</i>	A
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
Pig-meal, manufactured from New Zealand produce. Owners' risk	E
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>	D
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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
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
Potash, sulphate of. Owners' risk	E
Pots, iron. Owners' risk. <i>Special goods</i>	See Castings.
Potatoes	E
Poultry, living, in crates or cases. Owners' risk	C
Poultry, dead. Owners' risk	C
Poultry food, manufactured from New Zealand produce. Owners' risk	E
Poultry-meal, manufactured from New Zealand produce. Owners' risk	E
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
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. (See also Parts II. and III.)	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.
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
Ranges, loose. Owners' risk. <i>Special goods</i>	A
Ranges, packed	A
Rape-seed	E

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
Battans	C
Reapers-and-binders, set up, minimum charge as for 1 ton. Owners' risk.	C
<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	B
Retorts, clay. Owners' risk	D
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
Rye-meal, manufactured from New Zealand produce. Owners' risk	E
Sacking, old, for paper-making. Owners' risk	N
Sacks, loose	A
Sacks, in bags and bales	E
Saddlery, packed	B
Saddlery, loose. Owners' risk	A
Safes, bread, meat, and milk. Owners' risk	A
Safes, iron	B
Sago	B
Sails, ships'	B
Salmon, ova and fry, for acclimatisation societies	Free of charge.
Salt, common, not otherwise specified, in bags. Rate and a half	E
Salt, table	D
Salt, manure, or for agricultural or pastoral purposes. Owners' risk	E
Salt pans, earthenware, New Zealand manufacture. Owners' risk	N
Salt petre ckd	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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Seeds, garden. Owners' risk. <i>If cast, 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 <i>Class D</i> .....	E
Seeds, returning from seed-cleaning establishments .....	See Part III.
Semolina, packed. Owners' risk .....	E
Settlers' 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, not otherwise specified. Owners' risk .....	N
Shale, New Zealand. Owners' risk .....	Q
Shale-oil, New Zealand manufacture. Not otherwise specified. Owners' risk .....	D
Shale-oil, New Zealand manufacture (in 4-ton lots). Owners' risk. Half- rate .....	B
Shale-oil, in two-ton lots. Not otherwise specified. Owners' risk .....	D
Sharps, packed .....	E
Shavings, not otherwise specified, packed .....	C
Shavings, leather, for manufacture of manure .....	E
Sheep. Owners' risk. <i>Special goods</i> .....	M
Sheep-dip, not otherwise specified, packed. Owners' risk .....	B
Sheep-dip, colonial manufacture. 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 or salted, in bundles not exceeding 1 cwt. ....	B
Sheepskins (green or salted), 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 frozen-meat companies, for manufacture of coverings for frozen meat ..	D
Shellac, packed .....	B
Shells, not otherwise specified, loose or packed in bags. Owners' risk .....	E
Shells, ornamental .....	A
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, cut 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. <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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
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, caustic, packed (in 2-ton lots). 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
Stereotype Casts, consigned by or to newspaper proprietors	See Part II.
Stock-lick	D
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, loose. Owners' risk. <i>Special goods</i>	A
Stoves and Stovepipes. Packed	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
Strawboard, packed	B
Sugar, loaf, loose. Owners' risk	A

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

## CLASSIFICATION—continued.

	CLASS
Sugar, packed	B
Sulkies, to seat one person, with wheels removed, and not exceeding 1 cwt. per vehicle. Double rate. Owners' risk. (If wheels are not removed, to be charged as carriages, Part II.)	A
Sulkies, in pieces, packed, not exceeding 2½ cwt. per vehicle. Double rate. Owners' risk. (Or as carriages and gigs if cheaper; if set up, charge as a carriage, as per Part II.)	A
Sulphate of potash. Owners' risk	E
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
Supplejacks, for basket making. Owners' risk	F
Surveyors' Pegs, and trig. pipes	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	C
Tan-pit refuse. Owners' risk	Q
Tanks, corrugated iron, empty. Double rate	A
Tanks, iron, empty, up to 400 gallons. Minimum charge 2s. 6d. each. Owners' risk	A
Tanks, iron, empty, over 400 gallons. Minimum charge 2s. 6d. each. Rate and a half. Owners' risk	A
Tanks, containing water	C
Tanks, containing gas-water. Owners' risk	D
Tapioca	B
Tar, not otherwise specified	D
Tar, New Zealand manufacture (in 4-ton lots). Half-rate	B
Tarred Shingle. Owners' risk	N
Tar for local bodies (in 5-ton lots). (See Part III.)	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
Thorley's foods (for cattle and poultry feeding)	D
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.	A
Tobacco, smoking	A
Tobacco-leaf, in bags. Owners' risk	E
Tobacco, sheepwash, packed	B
Tools, loose	A
Tools, packed	B
Tow, dressed, pressed. If unpressed, rate and a half. (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

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
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, ordinary, packed in cases (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i> ...	A
Tricycles, ordinary, and tricycle-wheels, unpacked. Rate and a quarter. Owners' risk. <i>Special goods</i> ...	As parcels, see Part II.
Tricycles, motor, packed in cases (if through Parcels, rate and a half). Owners' risk. <i>Special goods</i> ...	A
Tricycles, motor, unpacked. Owners' risk. <i>Special goods</i> ...	As parcels, see Part II.
Tricycle-wheels, packed (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i> ...	A
Trimnings, upholsterers' ...	A
Trimnings, coach ...	A
Trinkets. Double rate. Owners' risk. <i>Special goods</i> ...	As parcels, see Part II.
Trollies, bush, under 2 tons ...	B
Trollies, 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 or marram 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). ( <i>See also</i> Parts II. and III.) ...	E
Vegetable refuse, in bags. Owners' risk ...	Q
Vegetable marrows. Owners' risk ...	F
Velocipedes ...	See Tricycles.
Venetian Red, packed, consigned to paper-mills. Owners' risk ...	D
Venison ...	C
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, unpacked ...	See Part III.
Wagons, express, either set up or in pieces, packed. Minimum, 1 ton per truck ...	C
Washers, iron and lead ...	C
Waste, cotton, not otherwise specified ...	B

## GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Waste, cotton, and other fibrous materials for paper-making. Owners' risk	N
Watches, packed. Double rate. Owners' risk. <i>Special goods</i> As parcels, <i>see</i> Part II.	Part II.
Water, in tanks	C
Water, gas, in tanks	D
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, <i>see</i> Part II.	Part II.
Yeast, in casks. Owners' risk	A
Zinc, packed	B
Zinc, perforated. Owners' risk	A
Zinc and Tin Spouting and Ridging. Owners' risk	A
Zinc, scrap. Owners' risk	N
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.

No vessel shall discharge or take in live-stock at any railway wharf on Sundays except in cases of extreme urgency, and the captain or agent of the vessel shall give the Railway Stationmaster at the port at least two hours' notice in writing of the intention to load or discharge the stock, and must, before the loading or discharging is commenced, obtain the written consent of the Railway Stationmaster thereto; and all such cases shall be reported by the Stationmaster to the District Manager.

## KAWAKAWA SECTION.

## OPIA WHARF STATION RATES.

Goods and live-stock conveyed to or from Opiu 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 Opiu 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 :—

## WHARVES.

## WHANGAREI RAILWAY WHARF—continued.

## Rates—continued.

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.		

## 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.

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

## KAIHU SECTION.

## DARGAVILLE WHARF.

	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.

For every vessel not over 20 tons gross register trading within the Kai-para Heads, lying at the wharf, per quarter, payable in advance	s.	d.
...	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 0½
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.

## WHARVES.

## AUCKLAND SECTION.

## HELENSVILLE WHARF.

<i>Rates.</i>		s.	d.
Goods and live-stock conveyed between the wharf and stations inland by rail	...	Free.	
On all goods not otherwise specified, per ton	...	2	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.	

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

Goods transhipped from boats or other craft into boats or other craft not landed on the wharf will be charged half the ordinary wharf rates.

*Storage.*

On goods not taken away within twelve working-hours, 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.			

*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.*

<i>Rates.</i>		s.	d.
Goods, landed, not otherwise specified, weight or measurement, at the option of the Department, per ton	...	2	0
Goods, shipped, not otherwise specified, for export beyond the Provincial District of Auckland, weight or measurement, at the option of the Department, per ton	...	1	0
Goods 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

## WHARVES.

## ONEHUNGA WHARF—continued.

Rates—continued.		s.	d.
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	"
Oats	...	12	"
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 $\frac{1}{4}$
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
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Exceptional cargoes (as may be determined by the Railway Department) to be charged per day, or otherwise by special arrangement. The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

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

## 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

## WHARVES.

## MERCER WHARF—continued.

<i>Rates—continued.</i>		s.	d.
Flax and tow	... ..	Free.	
Tallow, per ton	... ..	1	3
Hides, each	... ..	0	0½
Sheepskins and rabbitskins, per bale, not exceeding 2 cwt.	... ..	0	2
For every vehicle of four wheels	... ..	5	0
"    two wheels	... ..	2	6
Agricultural produce, not otherwise specified, per ton	... ..	1	0
Fencing wire and materials, per ton	... ..	0	6
Other goods not enumerated above, per ton, weight or measurement, at the option of the Wharfinger	... ..	2	0
Minimum charge in all cases	... ..	0	6
Returned empties	... ..	Free.	

*Labour.*

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.			

## 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 (Sunday 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.



## WHARVES.

## WANGANUI STATION.

*Ships' Goods.*

Except otherwise specified, 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.

Goods waiting Customs examination will be allowed four days' free storage.

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.

When a horse is used to haul on the discharge of cargo from any vessel, the master of such vessel shall pay to the Railway Department 3d. per ton weight or measurement, at the option of the Department, for all cargo discharged by horse-power. The Railway Department will provide all labour in the Customs examining-shed for arranging, sorting, weighing, marking, and examining goods, and for setting up casks for gauging, charging for such services as follows:—

	s.	d.
For setting up, gauging, and marking casks, per cask	...	0 3
For opening and weighing tobacco and cigars, per case or package	...	0 3
For weighing and marking sugar, per ton	...	0 6
For weighing and marking all other packages not otherwise specified, per package	...	0 0½

## 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.

## GREYMOUTH SECTION.

## GREYMOUTH WHARF.

*Charges for Use of Wharf.*

	s.	d.
For every vessel lying at a wharf, per ton net register, per trip	...	0 6
For every vessel coming in ballast for coal or timber, for the first four days, per ton net register	...	0 1
For each additional day, per ton net register	...	0 0½
Maximum charge on any vessel, per trip	...	110 0
Minimum charge on any vessel coming for coal or timber in ballast	...	5 0
For every vessel, sailing or steam, with one-eighth cargo (or less), calculated at ship's measurement on the net register, one-eighth rates to be charged.	...	









## WHARVES.

## NELSON WHARF—continued.

<i>Miscellaneous—continued.</i>		s.	d.
Tobacco, half-tierces	...	1	6
„ kegs, cases, and quarter-tierces	...	1	0
Cigars and cigarettes, not exceeding 50 lb. gross weight	...	1	0
„ exceeding 50 lb. and not exceeding 100 lb. gross weight	...	2	0
„ each additional 50 lb. gross weight or fraction thereof	...	1	0
Sugar, per ton	...	1	0
Kerosene, per case	...	0	6
Goods, weight or measurement, according as freight shall be paid thereon or at option of the Department, per ton	...	2	0
Minimum charge	...	0	6
Bondmarking, per package	...	0	0½
Yarding sheep, 1d. per head per day; minimum charge, 1s. Yarding cattle, 6d. per head per day; minimum charge, 2s.			

<i>Cranage.</i>		s.	d.
For use of crane on wharf, per ton	...	0	6
For use of donkey-engine, per day	...	30	0
For use of shear-legs, for lifting heavy weights, per ton	...	5	0
Exceptional cargoes (as may be determined by the Railway Department) by special agreement.			

All ropes and gear for use in making lift with shear-legs must be provided by the persons requiring the use of shear-legs.

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

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

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

For vessels under 50 tons net register	..	..	Two days.
For vessels from 50 to 100 tons net register	..	..	Three days.
For vessels from 101 to 150 tons net register	..	..	Five days.
For vessels from 151 to 200 tons net register	..	..	Seven days.
For vessels from 201 to 250 tons net register	..	..	Nine days.
For vessels from 251 to 300 tons net register	..	..	Ten days.

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

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

	£	s.	d.
For vessels under 50 tons net register	..	..	0 10 0
For vessels from 50 to 100 tons net register	..	..	0 15 0
For vessels from 101 to 150 tons net register	..	..	1 0 0
For vessels from 151 to 200 tons net register	..	..	1 10 0
For vessels from 201 to 250 tons net register	..	..	2 0 0
For vessels from 251 to 400 tons net register	..	..	2 10 0
For vessels above 400 tons net register	..	..	3 0 0

## PICTON SECTION.

## PICTON WHARF.

<i>Rates.</i>		s.	d.
Grain or flour, not otherwise specified, per ton	...	1	6
Class E goods for shipment at Picton previously carried to Picton by rail, per ton	...	1	0
Posts and rails per 100, and firewood per cord	...	0	6
Sawn timber, per 100 superficial feet	...	0	3
Single bag or parcel, not exceeding 2ft. measurement	...	0	3
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.	

## WHARVES.

## PICTON WHARF—continued.

<i>Rates—continued.</i>		s.	d.
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, each	...	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.

Except where otherwise specified, 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	0 $\frac{1}{2}$
For each additional working-day or part thereof after the first month	...	0	0 $\frac{3}{4}$
For each additional ton above 150 tons, for the first month, per working-day or part thereof	...	0	0 $\frac{1}{2}$
For each additional working-day or part thereof after the first month	...	0	0 $\frac{1}{2}$
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.

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,  $\frac{1}{4}$ d. 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.