



SUPPLEMENT
TO THE
NEW ZEALAND GAZETTE

OF
THURSDAY, DECEMBER 12, 1912.

Published by Authority.

WELLINGTON, TUESDAY, DECEMBER 17, 1912.

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, 1908, and its amendments, and of all other powers enabling me in this behalf, I, William Herbert Herries, Minister of Railways, do hereby fix the following alterations 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 third day of February, one thousand nine hundred and thirteen, from which date all previous scales are declared to be hereby revoked.

As witness my hand, this sixteenth day of December, one thousand nine hundred and twelve.

W. H. HERRIES,
Minister of 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 6	28	3 7	2 5	7 2	4 10
9	1 3	0 10	2 6	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

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PASSENGERS.

SCHEDULE OF FARES— <i>continued.</i>					SCHEDULE OF FARES— <i>continued.</i>												
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.							
41	5	3	3	6	10	6	7	0	91	11	6	7	8	23	0	15	4
42	5	4	3	7	10	8	7	2	92	11	7	7	9	23	2	15	6
43	5	6	3	8	11	0	7	4	93	11	9	7	10	23	6	15	8
44	5	7	3	9	11	2	7	6	94	11	10	7	11	23	8	15	10
45	5	9	3	10	11	6	7	8	95	12	0	8	0	24	0	16	0
46	5	10	3	11	11	8	7	10	96	12	1	8	1	24	2	16	2
47	6	0	4	0	12	0	8	0	97	12	3	8	2	24	6	16	4
48	6	1	4	1	12	2	8	2	98	12	4	8	3	24	8	16	6
49	6	3	4	2	12	6	8	4	99	12	6	8	4	25	0	16	8
50	6	4	4	3	12	8	8	6	100	12	7	8	5	25	2	16	10
51	6	6	4	4	13	0	8	8	101	12	9	8	6	25	6	17	0
52	6	7	4	5	13	2	8	10	102	12	10	8	7	25	8	17	2
53	6	9	4	6	13	6	9	0	103	13	0	8	8	26	0	17	4
54	6	10	4	7	13	8	9	2	104	13	1	8	9	26	2	17	6
55	7	0	4	8	14	0	9	4	105	13	3	8	10	26	6	17	8
56	7	1	4	9	14	2	9	6	106	13	4	8	11	26	8	17	10
57	7	3	4	10	14	6	9	8	107	13	6	9	0	27	0	18	0
58	7	4	4	11	14	8	9	10	108	13	7	9	1	27	2	18	2
59	7	6	5	0	15	0	10	0	109	13	9	9	2	27	6	18	4
60	7	7	5	1	15	2	10	2	110	13	10	9	3	27	8	18	6
61	7	9	5	2	15	6	10	4	111	14	0	9	4	28	0	18	8
62	7	10	5	3	15	8	10	6	112	14	1	9	5	28	2	18	10
63	8	0	5	4	16	0	10	8	113	14	3	9	6	28	6	19	0
64	8	1	5	5	16	2	10	10	114	14	4	9	7	28	8	19	2
65	8	3	5	6	16	6	11	0	115	14	6	9	8	29	0	19	4
66	8	4	5	7	16	8	11	2	116	14	7	9	9	29	2	19	6
67	8	6	5	8	17	0	11	4	117	14	9	9	10	29	6	19	8
68	8	7	5	9	17	2	11	6	118	14	10	9	11	29	8	19	10
69	8	9	5	10	17	6	11	8	119	15	0	10	0	30	0	20	0
70	8	10	5	11	17	8	11	10	120	15	1	10	1	30	2	20	2
71	9	0	6	0	18	0	12	0	121	15	3	10	2	30	6	20	4
72	9	1	6	1	18	2	12	2	122	15	4	10	3	30	8	20	6
73	9	3	6	2	18	6	12	4	123	15	6	10	4	31	0	20	8
74	9	4	6	3	18	8	12	6	124	15	7	10	5	31	2	20	10
75	9	6	6	4	19	0	12	8	125	15	9	10	6	31	6	21	0
76	9	7	6	5	19	2	12	10	126	15	10	10	7	31	8	21	2
77	9	9	6	6	19	6	13	0	127	16	0	10	8	32	0	21	4
78	9	10	6	7	19	8	13	2	128	16	1	10	9	32	2	21	6
79	10	0	6	8	20	0	13	4	129	16	3	10	10	32	6	21	8
80	10	1	6	9	20	2	13	6	130	16	4	10	11	32	8	21	10
81	10	3	6	10	20	6	13	8	131	16	6	11	0	33	0	22	0
82	10	4	6	11	20	8	13	10	132	16	7	11	1	33	2	22	2
83	10	6	7	0	21	0	14	0	133	16	9	11	2	33	6	22	4
84	10	7	7	1	21	2	14	2	134	16	10	11	3	33	8	22	6
85	10	9	7	2	21	6	14	4	135	17	0	11	4	34	0	22	8
86	10	10	7	3	21	8	14	6	136	17	1	11	5	34	2	22	10
87	11	0	7	4	22	0	14	8	137	17	3	11	6	34	6	23	0
88	11	1	7	5	22	2	14	10	138	17	4	11	7	34	8	23	2
89	11	3	7	6	22	6	15	0	139	17	6	11	8	35	0	23	4
90	11	4	7	7	22	8	15	2	140	17	7	11	9	35	2	23	6

PASSENGERS.

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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.							
141	17	9	11	10	35	6	23	8	191	24	0	16	0	48	0	32	0
142	17	10	11	11	35	8	23	10	192	24	1	16	1	48	2	32	2
143	18	0	12	0	36	0	24	0	193	24	3	16	2	48	6	32	4
144	18	1	12	1	36	2	24	2	194	24	4	16	3	48	8	32	6
145	18	3	12	2	36	6	24	4	195	24	6	16	4	49	0	32	8
146	18	4	12	3	36	8	24	6	196	24	7	16	5	49	2	32	10
147	18	6	12	4	37	0	24	8	197	24	9	16	6	49	6	33	0
148	18	7	12	5	37	2	24	10	198	24	10	16	7	49	8	33	2
149	18	9	12	6	37	6	25	0	199	25	0	16	8	50	0	33	4
150	18	10	12	7	37	8	25	2	200	25	1	16	9	50	2	33	6
151	19	0	12	8	38	0	25	4	201	25	3	16	10	50	6	33	8
152	19	1	12	9	38	2	25	6	202	25	4	16	11	50	8	33	10
153	19	3	12	10	38	6	25	8	203	25	6	17	0	51	0	34	0
154	19	4	12	11	38	8	25	10	204	25	7	17	1	51	2	34	2
155	19	6	13	0	39	0	26	0	205	25	9	17	2	51	6	34	4
156	19	7	13	1	39	2	26	2	206	25	10	17	3	51	8	34	6
157	19	9	13	2	39	6	26	4	207	26	0	17	4	52	0	34	8
158	19	10	13	3	39	8	26	6	208	26	1	17	5	52	2	34	10
159	20	0	13	4	40	0	26	8	209	26	3	17	6	52	6	35	0
160	20	1	13	5	40	2	26	10	210	26	4	17	7	52	8	35	2
161	20	3	13	6	40	6	27	0	211	26	6	17	8	53	0	35	4
162	20	4	13	7	40	8	27	2	212	26	7	17	9	53	2	35	6
163	20	6	13	8	41	0	27	4	213	26	9	17	10	53	6	35	8
164	20	7	13	9	41	2	27	6	214	26	10	17	11	53	8	35	10
165	20	9	13	10	41	6	27	8	215	27	0	18	0	54	0	36	0
166	20	10	13	11	41	8	27	10	216	27	1	18	1	54	2	36	2
167	21	0	14	0	42	0	28	0	217	27	3	18	2	54	6	36	4
168	21	1	14	1	42	2	28	2	218	27	4	18	3	54	8	36	6
169	21	3	14	2	42	6	28	4	219	27	6	18	4	55	0	36	8
170	21	4	14	3	42	8	28	6	220	27	7	18	5	55	2	36	10
171	21	6	14	4	43	0	28	8	221	27	9	18	6	55	6	37	0
172	21	7	14	5	43	2	28	10	222	27	10	18	7	55	8	37	2
173	21	9	14	6	43	6	29	0	223	28	0	18	8	56	0	37	4
174	21	10	14	7	43	8	29	2	224	28	1	18	9	56	2	37	6
175	22	0	14	8	44	0	29	4	225	28	3	18	10	56	6	37	8
176	22	1	14	9	44	2	29	6	226	28	4	18	11	56	8	37	10
177	22	3	14	10	44	6	29	8	227	28	6	19	0	57	0	38	0
178	22	4	14	11	44	8	29	10	228	28	7	19	1	57	2	38	2
179	22	6	15	0	45	0	30	0	229	28	9	19	2	57	6	38	4
180	22	7	15	1	45	2	30	2	230	28	10	19	3	57	8	38	6
181	22	9	15	2	45	6	30	4	231	29	0	19	4	58	0	38	8
182	22	10	15	3	45	8	30	6	232	29	1	19	5	58	2	38	10
183	23	0	15	4	46	0	30	8	233	29	3	19	6	58	6	39	0
184	23	1	15	5	46	2	30	10	234	29	4	19	7	58	8	39	2
185	23	3	15	6	46	6	31	0	235	29	6	19	8	59	0	39	4
186	23	4	15	7	46	8	31	2	236	29	7	19	9	59	2	39	6
187	23	6	15	8	47	0	31	4	237	29	9	19	10	59	6	39	8
188	23	7	15	9	47	2	31	6	238	29	10	19	11	59	8	39	10
189	23	9	15	10	47	6	31	8	239	30	0	20	0	60	0	40	0
190	23	10	15	11	47	8	31	10	240	30	1	20	1	60	2	40	2

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PASSENGERS.

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.				
No. of Miles.	Fares.				No. of Miles.	Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
241	30 3	20 2	60 6	40 4	281	35 3	23 6	70 6	47 0
242	30 4	20 3	60 8	40 6	282	35 4	23 7	70 8	47 2
243	30 6	20 4	61 0	40 8	283	35 6	23 8	71 0	47 4
244	30 7	20 5	61 2	40 10	284	35 7	23 9	71 2	47 6
245	30 9	20 6	61 6	41 0	285	35 9	23 10	71 6	47 8
246	30 10	20 7	61 8	41 2	286	35 10	23 11	71 8	47 10
247	31 0	20 8	62 0	41 4	287	36 0	24 0	72 0	48 0
248	31 1	20 9	62 2	41 6	288	36 1	24 1	72 2	48 2
249	31 3	20 10	62 6	41 8	289	36 3	24 2	72 6	48 4
250	31 4	20 11	62 8	41 10	290	36 4	24 3	72 8	48 6
251	31 6	21 0	63 0	42 0	291	36 6	24 4	73 0	48 8
252	31 7	21 1	63 2	42 2	292	36 7	24 5	73 2	48 10
253	31 9	21 2	63 6	42 4	293	36 9	24 6	73 6	49 0
254	31 10	21 3	63 8	42 6	294	36 10	24 7	73 8	49 2
255	32 0	21 4	64 0	42 8	295	37 0	24 8	74 0	49 4
256	32 1	21 5	64 2	42 10	296	37 1	24 9	74 2	49 6
257	32 3	21 6	64 6	43 0	297	37 3	24 10	74 6	49 8
258	32 4	21 7	64 8	43 2	298	37 4	24 11	74 8	49 10
259	32 6	21 8	65 0	43 4	299	37 6	25 0	75 0	50 0
260	32 7	21 9	65 2	43 6	300	37 7	25 1	75 2	50 2
261	32 9	21 10	65 6	43 8	310	38 10	25 11	77 8	51 10
262	32 10	21 11	65 8	43 10	320	40 1	26 9	80 2	53 6
263	33 0	22 0	66 0	44 0	330	41 4	27 7	82 8	55 2
264	33 1	22 1	66 2	44 2	340	42 7	28 5	85 2	56 10
265	33 3	22 2	66 6	44 4	350	43 10	29 3	87 8	58 6
266	33 4	22 3	66 8	44 6	360	45 1	30 1	90 2	60 2
267	33 6	22 4	67 0	44 8	370	46 4	30 11	92 8	61 10
268	33 7	22 5	67 2	44 10	380	47 7	31 9	95 2	63 6
269	33 9	22 6	67 6	45 0	390	48 10	32 7	97 8	65 2
270	33 10	22 7	67 8	45 2	400	50 1	33 5	100 2	66 10
271	34 0	22 8	68 0	45 4	410	51 4	34 3	102 8	68 6
272	34 1	22 9	68 2	45 6	420	52 7	35 1	105 2	70 2
273	34 3	22 10	68 6	45 8	430	53 10	35 11	107 8	71 10
274	34 4	22 11	68 8	45 10	440	55 1	36 9	110 2	73 6
275	34 6	23 0	69 0	46 0	450	56 4	37 7	112 8	75 2
276	34 7	23 1	69 2	46 2	460	57 7	38 5	115 2	76 10
277	34 9	23 2	69 6	46 4	470	58 10	39 3	117 8	78 6
278	34 10	23 3	69 8	46 6	480	60 1	40 1	120 2	80 2
279	35 0	23 4	70 0	46 8	490	61 4	40 11	122 8	81 10
280	35 1	23 5	70 2	46 10	500	62 7	41 9	125 2	83 6
For each additional ten miles or fraction thereof beyond 500 miles					...	1 3	0 10	2 6	1 8

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.

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

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

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 (except sectional season tickets, Regulation 19), 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 6d. will be charged in addition to the ordinary fare. In the case of children under 12 years of age half the additional fee (3d.) only is to be charged.

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

11. Passengers travelling first class by mail and express trains running between Wellington (Thorndon) and Auckland and Christchurch and Invercargill, and holding tickets for a journey not less than a hundred miles to be made by such trains, may, if they so desire, reserve seats for the journey on production of their ticket and payment of a charge of 6d. for each seat so reserved.

First-class passengers joining train at stations other than Wellington (Thorndon), Auckland, Christchurch, Dunedin, and Invercargill and who desire to reserve seats must apply to the Stationmaster at the station from which they commence their journey, and on arrival of the train at that station they will be allotted any vacant seat that is available on payment of a fee of 6d., but no guarantee can be given that seats will then be available for reservation.

Seats will not be reserved for journeys of less than a hundred miles.

Sleeping-berths: Fares and Regulations.

11A. Sleeping-berth tickets will be issued at Auckland and Wellington to passengers by the Auckland-Wellington express trains who hold first-class tickets, and a charge of 10s. each will be made therefor.

Passengers joining trains at intermediate stopping-stations and who desire to reserve sleeping-berths should make application to the local Stationmaster before the time-table time of departure of the train from the starting-station, and deposit the amount chargeable for the berths, 10s., and, where necessary, 6d. for telegraphing.

Berths will be allotted in the order of priority of application, the requirements of through passengers being given first consideration.

The Department does not undertake to provide sleeping accommodation to meet all applications.

Passengers who have not reserved berths may obtain berthing on application to guard of train after train has left starting-station, provided there are vacant berths available.

Sleeping-berth tickets are not transferable, and are not available for break of journey.

Passengers holding sleeping-berth tickets must ride in the sleeping-carriages.

Sleeping-carriages will, as far as possible, be reserved for the use of passengers holding sleeping-berth tickets. The Department, however, reserves to itself the right to put passengers holding first-class tickets into the sleeping-carriages until it is necessary to make up berths for the night, when passengers who have not taken sleeping accommodation must remove to another part of the train.

On the north-bound train sleeping-berths will be made up after the train leaves Taihape.

Sleeping-berths on the south-bound train will be made up before train leaves Auckland, and passengers occupying sleeping-berths will be called at Ohakune for breakfast. The conductor will then remove the bedding, and convert the carriage into a day carriage, to be afterwards available for use by holders of first-class tickets.

Holiday Excursion Tickets.

12. 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 completed on or before the date on which the ticket expires, 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.

New Zealand Military Forces.

13. Upon written order from authorized officers tickets will be issued to Defence Department officers and employees travelling on the public service, and to officers and members of the Territorial Force and Senior Cadets travelling for training purposes, &c. Charges for tickets to be computed for single journeys at the ordinary single fares, for return journeys at 2d. per mile first class and 1d. per mile second class. Fares for return journeys to be computed on the actual distance travelled one way only.

Season tickets will be issued at half the rate for ordinary season tickets.

A charge of 5s. per mile will be made for each special train required by the Defence Department for the 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, mileage to be counted one way only. Minimum charge, £3. When an engine is ordered and not used, half the minimum charge will be made.

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 only be run at the option of the Railway Department. The Department also 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 utilized by the Railway Department.

Public-school Cadets.

13A. Public-school cadets, not exceeding 15 years of age, travelling together in parties of not less than twelve to attend battalion parades, rifle competitions, and

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annual competitions in manual firing and physical exercises, will be charged school-parties' rates; cadets over 15 but not exceeding 16 years of age will be charged at the rate for senior scholars (Regulation 34). Masters in charge, 1d. per mile, second class. Minimum fare for masters in charge, 6d., for either single or return journeys.

When an officer commanding a battalion travels in the same train as the battalion he may travel first class. For single journeys ordinary fares will be charged. For return journeys 2d. per mile will be charged for the actual distance travelled one way only.

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.

14. Second-class return tickets will be issued at the rate of 1d. per mile, mileage counted one way only, to youths not less than 15 and not exceeding 16 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 '† of ‡', for the purpose 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."

Boys Travelling to and from the Training-ship "Amokura."

15. Second-class return tickets at the rate of 1d. per mile, mileage counted one way only, will be issued to boys not exceeding 16 years of age when travelling to any port in New Zealand to join the training-ship "Amokura," or when travelling to present themselves for examination for that purpose.

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 the training-ship 'Amokura' for the purpose of † .

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

* Insert here name of port. † Insert here "being examined" or "joining the training-ship."

Similar tickets will also be issued to boys belonging to the training-ship "Amokura" when travelling to their homes for holidays on presentation of a certificate in the following form:—

"I hereby certify that the bearer, , is a lad belonging to the training-ship 'Amokura,' and that he is travelling from to for the purpose of spending his holidays at his home.

"(Signed) , Captain."

Certificates need not be stamped. Tickets will be available for return for one month from date of issue.

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School-boarders.

16. Tickets, available for return for two months from date of issue, will be issued at stations in the vicinity of the school, at three-fourths of the ordinary return fare, to school-boarders who are attending school for the purpose of receiving *bond fide* educational instruction, and who are solely engaged in their studies, and not following any occupation or employment, or in receipt of any salary or emolument therefrom, returning home for holidays within seven days after 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 *bond fide* school-boarder attending my school solely for the purpose of receiving educational instruction; that _____ is not following any employment, or in receipt of salary or emolument from any occupation; 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.

17. 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.

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

FOR EVERY MILE ABOVE 20 MILES.

FIRST CLASS.				SECOND CLASS.			
12 Months.	6 Months.	3 Months.	1 Month.	12 Months.	6 Months.	3 Months.	1 Month.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
5 9	2 9	1 6	0 6	3 3	1 9	1 0	0 4

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Annual Season Tickets.

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

	Transfer-able.	Not Transferable.
	£ s. d.	£ s. d.
Available over lines of both Islands	*75 0 0	70 0 0
SECTIONAL TICKETS.		
For distances not exceeding 150 miles	*27 10 0	22 10 0
151 miles to 250 miles inclusive, 1s. 6d. per mile added to the charge for 150 miles.		
251 miles to 350 miles inclusive, 1s. per mile added to the charge for 250 miles.		
351 miles to 700 miles inclusive, 6d. per mile added to the charge for 350 miles.		
Over 700 miles, 3d. per mile added to the charge for 700 miles.		
Maximum charge for either Island	*55 0 0	50 00

* These tickets will be transferred for business purposes temporarily once in any month during their currency from the holder to a member or employee 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.

Sectional tickets will be issued as for each Island, and in all cases the charge for the actual mileage in each Island will be computed separately at the initial rates.

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

Where sectional tickets are made available on Lake Wakatipu they will be charged as for 25 miles additional to the railway mileage.

Annual all-lines season tickets available over both Islands will be available for travel over Lake Wakatipu.

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

Family Season Tickets.

21. 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. All such tickets must be for the same currency. Boarders or other temporary or permanent lodgers do not come within the definition of a family and are not entitled to participate in the concession granted under this regulation.

Lost Season Tickets.

22. 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. 19.

Transfer of Season Tickets.

23. Season Tickets other than Annual (Regulation 19) 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. 19.)

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.

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Single Commutation Tickets.

24. Fifty-trip Tickets are issued for distances not over twenty-five 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	14	1 14 0	1 6 6
3	0 10 6	0 7 6	15	1 15 6	1 8 0
4	0 13 6	0 9 6	16	1 17 0	1 9 0
5	0 16 6	0 11 6	17	1 18 6	1 10 0
6	0 19 0	0 13 6	18	2 0 0	1 11 0
7	1 0 6	0 15 6	19	2 1 6	1 12 0
8	1 3 6	0 17 6	20	2 3 0	1 13 0
9	1 5 6	0 19 0	21	2 5 0	1 14 0
10	1 8 0	1 1 0	22	2 6 6	1 15 0
11	1 10 0	1 2 6	23	2 8 0	1 16 0
12	1 11 0	1 3 6	24	2 9 0	1 17 0
13	1 12 6	1 5 0	25	2 10 0	1 18 0

Family Commutation Tickets.

25. Fifty-trip Family Tickets are issued for distances not over twenty-five 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 *bonâ fide* relatives living with the purchaser in his house. Boarders or other temporary or permanent lodgers do not come within the definition, and are not entitled to participate in the use of the ticket.

If used by any other person the ticket will be forfeited.

Two children over 3 and not over 12 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	14	2 3 6	1 14 0
3	0 13 6	0 10 6	15	2 5 6	1 15 6
4	0 16 0	0 13 6	16	2 7 0	1 17 0
5	0 19 0	0 16 6	17	2 8 6	1 18 6
6	1 2 0	0 19 0	18	2 10 0	2 0 0
7	1 5 0	1 0 6	19	2 11 6	2 1 6
8	1 8 0	1 3 6	20	2 13 0	2 3 0
9	1 11 0	1 5 6	21	2 14 6	2 5 0
10	1 14 0	1 8 0	22	2 16 0	2 6 6
11	1 16 6	1 10 0	23	2 17 6	2 8 0
12	1 19 0	1 11 0	24	2 19 0	2 9 0
13	2 1 6	1 12 6	25	3 0 0	2 10 0

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Workers' Commutation Tickets.

26. Twelve-trip Tickets are issued for distances not over twenty-five miles. They will be sold only to persons resident in the neighbourhood of the issuing station. They are available only for the purchaser. They are available for a fortnight from date of issue. Portions not used on or before the date on which the ticket expires and portions punched or detached are not available for use. No reduction in charge is made for children. 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	10	5 6	18	9 6
3	2 0	11	6 0	19	10 0
4	2 6	12	6 6	20	10 6
5	3 0	13	7 0	21	11 0
6	3 6	14	7 6	22	11 6
7	4 0	15	8 0	23	12 0
8	4 6	16	8 6	24	12 6
9	5 0	17	9 0	25	13 0

Newspaper Reporters' Tickets.

27. Tickets will be issued to newspaper reporters permanently engaged on the staff of any newspaper registered and published in New Zealand 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 18 and 19). Maximum charge, £10.

No reduction in charge will be made for Commutation Tickets. Newspaper reporters' tickets will be available for use only 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 be used only by a *bond 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 authorized to sign certificates. Certificates signed by persons other than those so notified to the General Manager of Railways will not be recognized. Newspaper reporters' £10 tickets are available for travel over Lake Wakatipu.

Newsboys' Season Tickets.

28. 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

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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.

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

"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.

30. 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.

31. Free Second-class Quarterly Tickets, available for distances not exceeding 60 miles, may be issued to school pupils not over 19 years of age as follows:—

(1.) To pupils attending the public 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.

(2.) To pupils who are holders of scholarships tenable at a district high school or secondary school as defined by the Education Act, 1908, to enable them to attend any such district high school or secondary school.

(3.) To pupils of secondary schools, as defined by the Education Act, 1908, and of the secondary departments of district high schools to enable them to attend one or other of such schools, whichever shall be nearest.

(4.) To pupils attending private primary or secondary schools subject to inspection in accordance with section 170 of the Education Act, 1908.

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(5.) To holders of free places at a technical school recognized under the regulations or manual and technical instruction.

(6.) To pupils on the roll of a public or private primary or secondary school, or of a district high school, travelling to attend classes held at especially equipped manual-training centres and recognized under the regulations for manual and technical instruction.

Application for these tickets must be accompanied by a certificate in the following form, and duly signed by the head teacher, principal, or director, as the case may be, having charge of the school attended:—

“ I hereby certify that A.B., residing at _____, whose present age is _____ years _____ months, is entitled, under paragraph* of the regulations for Free School Season Tickets, to a free school ticket from _____ to _____ to enable him [her] to attend the _____ at _____ for the purpose of † instruction.”

* Insert the number of the clause (1, 2, &c.) of the Free School Season Ticket regulation.
 † Give the name of the school or of the manual training centre. (The school may be a public school, a private school, subject to inspection, a district high school, a secondary school, or a technical school.)
 ‡ State whether primary or secondary, technical or manual.

These tickets are not transferable, and are available for use by the holder only 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.

32. Technical schools season tickets, available for any distance not exceeding 60 miles, and for three months from date of issue, will be issued to *bonâ fide* students not exceeding 20 years of age attending technical schools or classes registered with the Minister of Education, subject to the following conditions:—

The tickets will be available for use only 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.

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 16 years of age	30s.	10s.
For students and scholars over sixteen but not exceeding 20 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.

33. 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 for use by the purchaser only when travelling to or from the technical school or class for the purpose of receiving tuition. If used for any other purpose the ticket will be forfeited.

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

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

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

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

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 60 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.

34. 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 :—

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SECOND CLASS.

Miles.	Available for Day of Issue only.			Stop-over Excursion Tickets. Scholars attending School 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 attending School, and Teachers.	Schools, Factories, Friendly Socie- ties. Adults.	
	s. d.	s. d.	s. d.	s. d.
1 to 4 ...	0 3	0 5	0 6	0 6
5 to 8 ...	0 4	0 7	0 9	0 9
9 to 12 ...	0 6	0 9	1 0	1 0
13 to 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

FIRST CLASS, double the above rates in each case.

Tickets at above rates will be issued only 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. 47.)

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.

35. 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 general 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.

36. Second-class ordinary return tickets at general fares, 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 at general fares will be issued available for first-class carriages. Minimum fare, 1s.

Second-class return tickets at general fares, 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 authorizing 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.

37. 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 :

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

Companies of twenty-five adults and upwards :

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 of companies consisting of not less than six adult passengers, exclusive of advance agents, will be granted the same concession as the company they represent.

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.

Railway Employes' Tickets.

38. 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 to be issued only on presentation of usual orders.

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

39. 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.

40. Tourist Excursion Tickets (first class) will be issued at the following rates:—

(a.) Available over lines of both Islands for seven weeks from	£
date of issue	10
(b.) Available over North Island lines for four weeks from	
date of issue	6
(c.) Available over Middle Island lines for four weeks from	
date of issue	6

These tickets are not transferable. They are available over Government lines only, and are obtainable as follow: (a), (b), and (c) at Wellington (Lambton), Wellington (Thorndon), and Christchurch; (a) and (b) at Auckland, Onehunga, Frankton Junction, Hamilton, Rotorua, Thames, New Plymouth, Hawera, Wanganui, Palmerston North, Te Aro, Masterton, Woodville, Waipawa, Hastings, and Napier; (a) and (c) at Nelson, Greymouth, Lyttelton, Ashburton, Timaru, Oamaru, Palmerston, Port Chalmers, Dunedin, Alexandra, Clyde, Mosgiel, Milton, Lawrence, Clinton, Gore, Invercargill, and Bluff Railway-stations.

Tourist excursion tickets (a) and (c) series are available for travel over Lake Wakatipu.

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 above-mentioned stations or the officer in charge, Queenstown, 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.

41. Judges proceeding to Agricultural, Horticultural, Dog, and Poultry Shows, Ploughing Matches, and Horse-parades, for the purpose of judging exhibits, may be granted first-class tickets at holiday-excursion fares, specified in Regulation 12, on production of Judge's ticket, and certificates in the following form:—

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

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

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

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.

42. 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 12, 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 authorized 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 and Maori Councils.

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

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

Tickets Not Transferable.

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

Reserved Carriages.

45. 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 and Judges of Supreme Court and Judge and members of the Arbitration Court 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.

46. Excursion Trains 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.

Where any empty running has to be made under this regulation the provision of clause 5 of Regulation 47 will apply.

Special Trains.

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

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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 utilized by the Department.

Public Vehicles.

48. 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.

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

Concession Tickets.

50. Tickets on which any concession is granted should be purchased half an hour before the departure time of the train by which they are intended to be used. The Department reserves to itself the right to decline any application for such tickets if this rule is not observed.

LOCAL FARES AND REGULATIONS.

51. 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.

NORTH ISLAND MAIN LINE AND BRANCHES AND SOUTH ISLAND MAIN LINE AND BRANCHES.**SUBURBAN TRAFFIC.***Workers Weekly Tickets.*

Workers' Weekly Tickets (second class) will be issued on the following suburban lines:—Auckland District: Swanson-Auckland; Onehunga-Auckland; Papakura-Auckland. Wellington District: Upper Hutt-Te Aro; Johnsonville-Wellington (Thorndon); and from Napier to Hastings. Christchurch District Lyttelton-Christchurch; Islington-Christchurch; Belfast-Christchurch.

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Dunedin District: Port Chalmers-Dunedin; Mosgiel-Dunedin. 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.
"	ten	"	eleven	" 2s. 3d.
"	eleven	"	thirteen	" 2s. 6d.
"	thirteen	"	fifteen	" 3s. 0d.
"	fifteen	"	seventeen	" 3s. 6d.
"	seventeen	"	eighteen	" 3s. 9d.
"	eighteen	"	twenty	" 4s. 0d.
"	twenty	"	twenty-five	" 4s. 6d.

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 for use only 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 for use only 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.

SUBURBAN FARES.

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

Except where otherwise specified the above fares will apply as under:—

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AUCKLAND DISTRICT.

From or to—	To or from—
Auckland Newmarket Mount Eden	{ Newmarket-Papakura. Te Papapa-Onehunga. Mount Eden-Waitakere. And intermediate stations and stopping places in each case.

The first return fare from or to Remuera to or from Onehunga will be 1s. 5d.
 The first return fare from or to Remuera to or from Green Lane will be 5d.
 The second single fare from or to Auckland to or from Mount Eden will be 3d.

WELLINGTON DISTRICT.

From or to—	To or from—
Te Aro Wellington (Lambton)	{ Wellington - Upper Hutt, and intermediate stations and stopping-places.
Wellington (Thorndon)	{ Ngaio-Plimmerton, and intermediate stations and stopping-places.
Napier	{ Awatoto-Hastings, and intermediate stations.

Fares from or to Te Aro to or from Upper Hutt will be: Single—First class, 2s. 6d.; second class, 1s. 6d. Return—First class, 3s. 6d.; second class, 2s. 3d.
 The return fare first class from or to Te Aro to or from Lower Hutt will be 1s. 6d.
 The fares from or to Kaiwarra to or from Lower Hutt will be computed at the above suburban fares on the actual mileage between the two stations.

CHRISTCHURCH DISTRICT.

From or to—	To or from—
Christchurch	{ Lyttelton-Burnham. Riccarton-Rangiora. And all intermediate stations and stopping-places in each case.

The fares from or to Linwood to or from Lyttelton will be computed at the above suburban fares on the actual mileage between the two stations.
 The second return fare from or to Christchurch to or from Prebbleton will be 1s. 6d.

DUNEDIN DISTRICT.

From or to—	To or from—
Dunedin Pelichet Bay	{ Pelichet Bay - Evensdale. Mussel Bay - Port Chalmers. And all intermediate stations and stopping-places in each case.
Dunedin	{ Kensington-Otokia, and all intermediate stations and stopping-places.

The fares from or to Ravensbourne to or from Mussel Bay and Port Chalmers, from or to Kensington to or from Mosgiel, from or to Burnside to or from Caversham, will be computed at the above suburban rates on the actual mileage between the two stations.

INVERCARGILL DISTRICT.

From or to—	To or from—
Invercargill	{ Bluff - Clyde Street, and all intermediate stations and stopping-places.

Single and return tickets on suburban lines are not available for break of journey.

Return tickets on suburban lines for distances of ten miles and under are available for return up to and including the day after issue or from Saturday till the following Monday. For distances over ten miles, for one month from date of issue.

WHANGAREI-KAWAKAWA SECTION.

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

NORTH ISLAND MAIN LINE AND BRANCHES.

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.

Hot Lakes District.

The maximum return fare from or to Auckland, Newmarket, Remuera, Ellerslie, Penrose, and Onehunga, to or from Tirohia-Thames and intermediate stations, will be 30s. first class, 20s. second class.

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: 24s. first class, 18s. second class.

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

First class, 37s. 6d.; second class, 27s. 6d.

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

First class, 46s. 6d.; second class, 33s. 6d.

Holder 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.

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

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	...	...

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.

MAIN TRUNK EXPRESS TRAINS.

Tickets for intermediate stations between Wellington (Thorndon) and Palmerston North are not available for travel by the north- or south-bound Main Trunk express trains. Passengers found on these trains with tickets for intermediate stations between Wellington (Thorndon) and Palmerston North shall pay the full ordinary rates for eighty-seven miles.

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.

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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.
	s. d.	s. d.	s. d.	s. d.
First class	15 0	10 0	6 6	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.
	s. d.	s. d.
Single	16 0	12 6
Return	21 0	16 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.

SOUTH ISLAND MAIN LINE AND BRANCHES.

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.
- „ Green Island, 4 miles.
- „ Abbotsford, 5 miles.

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 Burnside, 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.

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.
	15s.	10s.

Issued on Tuesdays and Fridays only. Available for return for one month from date of issue. Not available for break of journey.

Hanmer Plains Hot Springs.

Return excursion tickets for the through journey by rail and motor to Hanmer Plains will be issued from Invercargill, Dunedin, Oamaru, Timaru, Christchurch, Papanui, and Kaiapoi daily throughout the year, available for return for three months from date of issue.

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Return through fare by rail and motor, first class :—	£	s.	d.
From Christchurch and Papanui	1	6 0
" Kalapoi ... ..	...	1	4 0
" Timaru ... ..	...	2	7 6
" Oamaru ... ..	...	2	17 6
" Dunedin ... ..	...	3	10 0
" Invercargill ... ..	...	5	0 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.

The following fares will be charged for conveyance of passengers by motor between the places named:—

From and to		To and from	Single.	Return.
Culverden .. ..	.. ..	Leslie Hills or Montrose	s. d. 2 0	s. d. 4 0
" .. ..	.. ..	Waiau Ferry	4 0	8 0
" .. ..	.. ..	Hanmer	6 0	12 0
Hanmer .. ..	.. ..	Waiau Ferry	2 6	5 0
" .. ..	.. ..	Leslie Hills or Montrose	4 0	8 0
Waiau Ferry .. ..	.. ..	Leslie Hills or Montrose	3 0	6 0

Through Booking by Rail and Steamer between Pelichet Bay, Dunedin, and Portobello.

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

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

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.

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

From	First Class.	Second Class.
	£ s. d.	£ s. d.
Christchurch (<i>via</i> Waimea line)	4 12 0	3 7 6
Christchurch (<i>via</i> Waimea line or Invercargill)	5 7 6	3 15 0
Dunedin (<i>via</i> Waimea line only)	2 5 0	1 13 6
Dunedin (<i>via</i> Waimea line or Invercargill)	2 12 6	2 0 0
Invercargill (<i>via</i> Kingston line only)	1 6 6	1 0 0
Invercargill (<i>via</i> either Kingston, or Gore and Waimea line)	1 12 6	1 3 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), 67s. 6d. (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>	£ s. d. 4 5 0
2.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Lawrence; or <i>vice versa</i>	3 10 0
3.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Wanaka and Clyde; or <i>vice versa</i>	4 1 6
4.	From Dunedin to Queenstown (<i>via</i> Kingston); return to Dunedin <i>via</i> Arrow and Clyde; or <i>vice versa</i>	3 1 6

* 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 employe, 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

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

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, kerosene, house-fittings, live poultry, liquor, 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 *bonâ 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 *bonâ fide* sample bicycles (other than motor-bicycles), packed, free of charge.

Commercial travellers holding annual All-lines, North Island, Middle Island, or Sectional season tickets may obtain annual tickets for their *bonâ fide* samples for the lines over which their season tickets are available at the following rates:—

	Miles.	Per Cwt. up to 5 Cwt.	Each additional Cwt. up to 10 Cwt.
		£ s. d.	£ s. d.
For distances not exceeding ..	300	2 10 0	2 0 0
" ..	400	3 5 0	2 10 0
" ..	500	3 15 0	3 0 0
" ..	600	4 5 0	3 10 0
" ..	700	4 10 0	3 15 0
" ..	800	5 0 0	4 5 0
" ..	1,000	5 10 0	4 10 0
For distances over ..	1,000	5 15 0	5 0 0

In computing charges for annual luggage-tickets mileage will be counted one way only.

Commercial travellers who do not desire to take out annual tickets for their luggage will be charged as follows: For every 56 lb. or fraction of 56 lb. of *bonâ fide* samples in excess of the free allowance specified, for every 50 miles or fraction of 50 miles, 6d.

The maximum quantity of *bonâ fide* samples and personal luggage which any commercial traveller will be allowed to carry at either of the above rates 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.

All charges must be prepaid.

These rates apply only to *bonâ fide* samples. If the samples or any portion thereof are sold or otherwise disposed of ordinary parcels rates will be charged.

27A. *Bonâ fide* luggage may also be checked for the rail journey between officered stations on the North and South Island Main Line and branches, including the journey by the ferry steamers running between Lyttelton and Wellington. The charge will be 3d. per package. This charge covers the cost of cartage between railway stations and steamer at Wellington. Each package must be in good order and securely fastened. Bicycles, fruit, groceries, or merchandise of any description (other than *bonâ fide* samples) are not regarded by the shipping company as passenger's luggage and cannot be checked through.

28. THEATRICAL COMPANIES' LUGGAGE.—Luggage, the property of theatrical companies whose members travel by rail, 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 B, U, or 30 ft. Z truck, 1s. per mile; for each RB, UB, or 47 ft. 6 in. Z truck, 1s. 6d. per mile. Minimum

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charge: Ordinary four-wheel truck, 15s.; LA truck, 20s.; bogie R, U, or 30 ft. Z, £1 10s.; RB, UB, or 47 ft. 6 in. Z, £2 5s.

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.

Articles such as framed scenes, chairs, stools, long battens, steps, flats, to be charged as scenery. Rolls, cases, boxes, packages, to be charged as luggage.

Dynamics and other machinery to be charged at the classified rate to which they belong.

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, or 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, Perambulators, &c.

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 bicycles, tricycles, or velocipedes unless this regulation is complied with.

The Department will not be responsible for bicycles, tricycles, velocipedes, perambulators, or go-carts 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 treble the rate for ordinary bicycles. Minimum charge, 1s.

Bicycles, motor, seating more than one rider will (when accompanying passengers) be charged treble the ordinary bicycle rates for first seat, and full ordinary bicycle rates additional for each seat after the first. Minimum charge, 2s.

Bicycles, motor, with trailers or side-cars attached (when accompanying passengers), will be charged quadruple rates for ordinary bicycles. Minimum charge, 2s.

Tricycles, motor (when accompanying passengers), will be charged quadruple the rates for ordinary bicycles. Minimum charge, 2s.

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

Bicycles packed in crates accompanying passengers will be charged the ordinary excess-luggage rates.

Each passenger will be allowed to take one perambulator, or go-cart 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

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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 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 (other than motor bicycles), packed in cases or crates. 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.

Motor-bicycles, when charged with naphtha, petroleum, gas, or any inflammable liquid or vapour, will not be accepted for conveyance on any train.

Lost Luggage.

Luggage left in a train or found on Railway premises will be charged for	s.	d.
booking as lost luggage, at per 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 overnight, or after warehouses or sample-rooms are closed, or sent to railway-stations overnight for despatch by morning train, may be left in the cloak-room overnight, and stored free of charge, at owner's risk, up to eighteen hours, after which time full storage rates will be charged.

Where such samples arrive at stations during the daytime when warehouses and ample-rooms are open, ordinary left luggage charges will be made.

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

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the remaining packages without the initial charge; storage charges, at 1d. per package per day or part thereof, 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 12th section of the Government Railways Act, 1908, 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 56 lb. 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 12th section of the Government Railways Act, 1908, 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
					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,	Kapok in parcels, mattresses, or other packages,
Basketware,	Pasteboard boxes containing millinery, feathers, and other goods liable to damage by crushing,
Basket-chairs,	Perambulators and go-carts,
Bath-chairs,	Picture-frames and mouldings,
Bicycles packed in cases or crates,	Racecourse-stalls,
Birds in cages,	Stags heads, mounted or unmounted.
Bonnet-boxes, paper,	Stuffed birds and animals,
Cycle-trailers,	Tricycles, tricycle-wheels, and frames,
Cycle-wheels or frames,	Typewriters.
Dress-stands,	Wickerware.
Glass and china, except druggists' bottles,	
Hand-carts,	
Hat-boxes, paper,	

Bicycles, ordinary, not packed in cases or crates, to seat one rider, each machine to be charged as 28lb., 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.

Bicycles, motor, with trailers attached, will be charged double the rates for motor bicycles.

Tricycles, motor, not packed in cases or crates, will be charged two and a half times the ordinary parcel rates on actual weight; maximum charge as for a motor-car.

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

Canoes,	Fuze,
Crackers, Chinese, in packages not exceeding 14 lb.,	

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

Rate on Coin, Bullion, &c.

Packages containing bank-notes, bills of exchange, bullion, cash, coin, gold or silver plate, jewellery, platinum, stamps, and valuable documents will be accepted for conveyance only under the following conditions:—

Where the packages are accompanied by and are in the custody of passengers, and conveyed at owner's sole risk, each passenger must pay the full ordinary fare and hold a ticket.

All risk and responsibility for the safety of the goods shall be taken by the persons travelling in charge of them. Double ordinary parcel rates shall be prepaid on the goods, and the Railway Department shall be free from all responsibility.

When conveyed at Railway risk—

- (1.) The value of the package must be declared on consignment-note.
- (2.) The package shall, if the Department so requires, be opened by and at the expense of the consignor for inspection by the Railway Department's officer, and shall afterwards be securely closed by consignor in the presence of the Railway officer.
- (3.) A charge of 1 per cent. on declared value shall be paid for insurance in addition to double parcel rates for conveyance.

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

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.

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.

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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 Chief Accountant. 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

Single newspapers will be conveyed, irrespective of distance, at the uniform charge of ¼d. per copy, otherwise at the scale preceding.

Letters for newspaper proprietors containing *bona 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.

Where a U.G. wagon is supplied for the conveyance of horses by ordinary trains at the request of the owner, double rates will be charged for each horse conveyed therein unless the box is fully loaded. The Department does not undertake to provide U.G. wagons.

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:—

To the Stationmaster,
I HEREBY certify that the racehorses^(a) 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^(a) are kept and used for racing purposes only, that they were, on the outward journey, conveyed by rail from Station to Station, on , for the purpose of competing at the^(b) 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.

LUGGAGE, PARCELS, HORSES, ETC.

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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^(a) _____, the property of Mr. _____, took part in the^(b) _____, {
 Master of Hunt.
 Secretary Polo Meeting.
 Secretary of Military Sports.

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. _____, 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. 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.

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

Motor Cars, which can be loaded in a four-wheeled wagon, will be charged at the same rates as a four-wheeled carriage; if a bogie-wagon is required, double the four-wheeled carriage rates will be charged.

Motor wagons and busses will be charged as follows:—

	s.	d.
For any distances not exceeding 10 miles	15	0
For every mile after the first 10 miles	0	6

If a bogie-wagon is required, double rates will be charged.

Loading and unloading of motor-cars, wagons, or busses to be performed by owner.

Where covers are supplied for carriages or motors, a charge as per Regulation 32, Part III, will be made. If consignors supply their own covers they will be conveyed free of charge both ways.

Motor cars, wagons, or busses, when charged with naphtha, petroleum, gas, or any inflammable liquid or vapour, will not be accepted for conveyance on any train.

Dogs.

Dogs must be distinctly addressed with the name of consignor 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, except otherwise provided, whether loose or secured 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, per head	s.	d.
Maximum charge per head	0	6
	5	0

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

The charges on dogs must be prepaid.

Where the charge for a dog secured in a hamper, crate, box, &c., computed at parcels rate is greater than these rates, parcel rates will be charged.

Puppies properly secured in hampers, 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. _____, Owner.”

(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.

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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 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 returned-empty crates, in connection with pigeon-flying and pigeon-fanciers' clubs, will be conveyed by ordinary, mixed, and goods trains free of railway charges, at owners' risk and at the convenience of the Department. If sent by express and mail trains ordinary parcel rates will be charged. The Department will not be responsible 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 (see Regulation 22, Part III).

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.

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.

Test boxes containing samples of milk or cream sent to central offices for testing purposes will be conveyed at the ordinary milk rate. When returning empty they will be carried free on same conditions as returned milk-empties.

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 and humanized milk will be charged same rates and under the same conditions as ordinary milk.

Corpses.

Sixpence per mile. Minimum, £1.

Children not exceeding 12 years, 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 charge will be increased by one-sixth.

In accordance with the 12th section of the Government Railways Act, 1908, 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.

The Railway Department will not be responsible for the delivery of parcels, luggage, bicycles, tricycles, motor-cars, carriages, horses, dogs, or any other goods by any particular train or at any particular time.

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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.

NORTH ISLAND MAIN LINE AND BRANCHES.

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 transhipment 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.

Funerals from Auckland, Newmarket, and Mount Eden to Waikumete Cemetery.

The charge per corpse from Auckland, Newmarket, and Mount Eden to Waikumete by ordinary trains will be 10s.

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LUGGAGE, PARCELS, HORSES, ETC.

Cream between Marton and Aramoho.

Cream consigned from or to creamery at Marton to or from butter-factory or creamery at Aramoho 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

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.

WESTLAND SECTION.

Parcels consigned to Ross will be charged 3d. per parcel of 28lb. and under, and 4d. per parcel over 28lb., in addition to the ordinary parcel rates.

SOUTH ISLAND MAIN LINE AND BRANCHES.

Holders of through rail and motor tickets from stations beyond Culverden to Hanmer will be allowed to carry 112 lb. luggage free of charge for the rail portion of the journey. Luggage in excess of this weight will be charged as provided in Regulation 26.

For the motor portion of the journey, Culverden to Hanmer or intermediate calling-places, or *vice versa*, each passenger will be allowed to carry 56 lb. luggage free of charge. Luggage in excess of 56 lb. will be charged at the rate of $\frac{3}{4}$ d. per lb.

Commercial travellers' samples will not be accepted for conveyance beyond Culverden.

Parcels conveyed between Culverden and Hanmer or intermediate calling-places will be charged as follows:—

	s.	d.
Not exceeding 14 lb.	0	9
Over 14 lb. and not exceeding 28 lb.	1	3
Over 28 lb. " 56 lb.	2	0
Over 56 lb. " 84 lb.	2	6
Over 84 lb. " 112 lb.	3	0

The Department does not undertake to convey parcels and excess luggage by any particular car or at any particular time.

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

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.

Distance.	A.	B.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
46	29 6	25 0	21 3	16 5	6 5	22 6	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 6
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

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.
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.

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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	60 10	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

CLASSIFIED RATES—continued.

Distance.	H.	K.	M.	N.	P.	Q.
Miles.	Double-dumped, per Bale.	Per 100 Superficial Feet.	Single- and Double-flobr, 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.

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CLASSIFIED RATES—continued.

Distance.	A.	B.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Truck.	Undumped per Bale.
Not exceeding	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

CLASSIFIED RATES—continued.

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

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.	s. d.					
...	8	0	10	0	12	0	14	0	16	0	20	0	24	0
But does not exceed	8	0	10	0	12	0	14	0	16	0	20	0	24	0
Not exceeding 28 lb.	0	9	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
" 56 lb. " 84 lb.	0	11	0	11	0	11	1	2	1	4	1	9	1	11
" 84 lb. " 1 cwt.	1	0	1	0	1	0	1	3	1	6	2	0	2	3
" 1 cwt. " 1½ "	1	0	1	0	1	1	1	3	1	6	2	0	2	5
" 1½ " " 1¾ "	1	0	1	0	1	2	1	4	1	7	2	1	2	6
" 1¾ " " 2 "	1	0	1	1	1	3	1	5	1	8	2	2	2	7
" 2 " " 2½ "	1	0	1	2	1	4	1	6	1	9	2	3	2	8
" 2½ " " 3 "	1	2	1	5	1	7	1	11	2	2	2	8	3	2
" 3 " " 3½ "	1	3	1	7	1	9	2	0	2	4	2	11	3	6
" 3½ " " 4 "	1	4	1	8	1	11	2	3	2	6	3	2	3	9
" 4 " " 4½ "	1	5	1	9	2	0	2	4	2	8	3	5	4	0
" 4½ " " 5 "	1	6	1	11	2	2	2	7	2	11	3	8	4	4
" 5 " " 5½ "	1	7	2	1	2	4	2	9	3	2	3	11	4	9
" 5½ " " 6 "	1	8	2	2	2	6	2	11	3	4	4	2	5	0
" 6 " " 6½ "	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
" 56 lb. " 84 lb.	2	3	2	3	2	5	2	5	2	8	2	8	3	4
" 84 lb. " 1 cwt.	2	8	2	8	2	11	2	11	3	2	3	2	4	0
" 1 cwt. " 1½ "	2	10	2	11	3	3	3	5	3	8	3	9	4	6
" 1½ " " 1¾ "	3	0	3	2	3	7	3	9	4	2	4	5	5	0
" 1¾ " " 2 "	3	2	3	5	3	11	4	2	4	8	5	0	5	6
" 2 " " 2½ "	3	3	3	8	4	2	4	8	5	1	5	7	6	0
" 2½ " " 3 "	3	8	4	1	4	8	5	3	5	8	6	3	6	9
" 3 " " 3½ "	4	0	4	7	5	3	5	9	6	4	6	11	7	5
" 3½ " " 4 "	4	4	5	0	5	8	6	3	6	11	7	6	8	2
" 4 " " 4½ "	4	9	5	5	6	1	6	10	7	5	8	2	8	10
" 4½ " " 5 "	5	2	5	10	6	7	7	4	8	0	8	9	9	0
" 5 " " 5½ "	5	6	6	4	7	1	7	10	8	8	9	4	10	5
" 5½ " " 6 "	5	10	6	9	7	6	8	5	9	3	10	0	10	8
" 6 " " 6½ "	6	2	7	1	8	0	8	10	9	9	10	7	11	3

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REGULATIONS—continued.

(2.) Scale for Small Lots—continued.

Where the rate per ton exceeds	...	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
But does not exceed	...	52	0	56	0	60	0	64	0	68	0	72	0	76	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.	1 1/4 "	4	8	5	4	5	5	5	6	6	4	6	11	7	1
" 1 1/4 "	1 1/2 "	5	3	5	10	6	1	6	3	7	0	7	6	7	10
" 1 1/2 "	1 3/4 "	5	10	6	5	6	10	7	1	7	9	8	2	8	7
" 1 3/4 "	2 "	6	6	6	11	7	5	7	11	8	5	8	9	9	3
" 2 "	2 1/4 "	7	3	7	9	8	3	8	10	9	4	9	9	10	5
" 2 1/4 "	2 1/2 "	8	0	8	7	9	2	9	8	10	4	10	11	5	
" 2 1/2 "	2 3/4 "	8	9	9	4	10	0	10	7	11	3	11	10	12	6
" 2 3/4 "	3 "	9	5	10	1	10	10	11	5	12	2	12	9	13	6
" 3 "	3 1/4 "	10	2	10	11	11	8	12	4	13	1	13	10	14	7
" 3 1/4 "	3 1/2 "	11	0	11	9	12	7	13	2	14	1	14	9	15	8
" 3 1/2 "	3 3/4 "	11	8	12	6	13	4	14	1	15	0	15	9	16	8
" 3 3/4 "	...	12	5	13	2	14	2	14	11	15	11	16	8	17	8

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.	1 1/4 "	7	9	8	6	8	7	9	3	9	6	10	2	10	10
" 1 1/4 "	1 1/2 "	8	6	9	1	9	3	9	11	10	2	10	11	5	
" 1 1/2 "	1 3/4 "	9	1	9	7	9	11	10	6	10	10	11	5	11	11
" 1 3/4 "	2 "	9	8	10	1	10	7	11	0	11	6	12	1	12	6
" 2 "	2 1/4 "	10	10	11	4	11	10	12	4	12	11	13	5	14	0
" 2 1/4 "	2 1/2 "	12	0	12	7	13	0	13	8	14	4	14	10	15	6
" 2 1/2 "	2 3/4 "	13	1	13	9	14	3	15	0	15	8	16	3	16	10
" 2 3/4 "	3 "	14	2	14	10	15	6	16	3	17	0	17	7	18	3
" 3 "	3 1/4 "	15	3	16	0	16	8	17	6	18	3	19	0	19	8
" 3 1/4 "	3 1/2 "	16	5	17	2	17	11	18	9	19	7	20	5	21	1
" 3 1/2 "	3 3/4 "	17	6	18	3	19	2	19	11	20	10	21	9	22	6
" 3 3/4 "	...	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. s. d.
 2 cwt., S.L., at 108s. per ton ... 12 6
 2 cwt., S.L., at 16s. per ton ... 1 9

Freight-charge ... 14 3

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REGULATIONS—*continued.*

(3.) Class E.

Minimum quantity (except for bonedust and other artificial manures, for which it will be 5 cwt.), $1\frac{1}{2}$ 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, Port Ahuriri, Wellington (Thorndon), Wellington (Lambton), 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—12 bags of $3\frac{1}{2}$ bushels to the ton.

Barley—12 bags of 4 bushels to the ton.

Oats—14 bags of 4 bushels to the ton.

Flour, Bran, Pollard, and Oatmeal—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.

The maximum weight of any class of cereal or other agricultural produce (potatoes excepted) contained in any one sack to be carried by railway shall be 200 lb.

The maximum weight of potatoes contained in any one sack to be carried by railway shall be 224 lb.

Any sack of any class of cereal or other agricultural produce (potatoes excepted) containing a greater weight than 200 lb. shall be charged for at the rate of 10s. per ton in addition to the ordinary railrage charges.

Any sack of potatoes containing a greater weight than 224 lb. shall be charged for at the rate of 10s. per ton in addition to the ordinary railway charges.

(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 cranage 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, stakes, posts and rails (New Zealand timber), 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.

REGULATIONS—*continued.*

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.

Not more than 180 bags of chaff shall be loaded on any LA truck, and will be charged one and a quarter times the classified or local rates, and the loading and unloading charges will be made on the same basis.

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, and the load of an LA truck containing other goods of Class F must not exceed 9 tons in weight and will be charged one and a half times the classified or local rates, and the loading and unloading charges in each case will be made on the same basis.

The load of a bogie R or U 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 R and U trucks containing other goods of Class F must not exceed 12 tons in weight.

Double-bogie R or U trucks containing firewood, mining props, split house-blocks, posts and rails, lime-gas refuse, lime (native produce), limestone, street, stable, and farmyard manures, scrap-iron, old iron rails for scrap, broken glass will be charged two and two-third ($2\frac{2}{3}$) times the classified or local rates; R or U trucks containing other goods of Class F will be charged double the classified or local rates, and the loading and unloading charges in each case will be made on the same basis.

The load of a double-bogie RB or UB 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 25 tons in weight; and the load of a double-bogie RB or UB truck containing other goods of Class F must not exceed 18 tons in weight.

Double-bogie RB or UB 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 four times the classified or local rates; double-bogie RB or UB trucks containing other goods of Class F will be charged three times the classified or local rates, and the loading and unloading 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., double-bogie R or U truck exceeds 17 tons, and double-bogie RB or UB 26 tons, the whole of the weight in excess of 6 tons for the four-wheeled truck, 16 tons for the double-bogie R or U truck, and 25 tons for the double-bogie RB or UB 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.

When the load of an LA containing other goods of Class F exceeds 9 tons 10 cwt. the whole of the weight in excess of 9 tons will be removed and loaded on another truck and charged as a separate consignment for the actual weight.

Where the carrying capacity of a four-wheeled wagon (LA excepted) is marked thereon, it may be loaded up to the limit marked on the wagon, and in such cases the charges will be computed on the following basis:—

6 ton wagon	...	...	Single rate	F
8 ton wagon	...	...	Rate and $\frac{1}{3}$	F
10 ton wagon	...	...	Rate and $\frac{2}{3}$	F

and the loading and unloading charges in each case will be made on the same basis.

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

GOODS.

REGULATIONS—*continued.*

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

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

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

(6.) Class K.

Sawn Timber, Logs, and Mouldings.

Minimum quantities will be as follows:—

Distance.	Each Four-wheeled Truck. (Not otherwise specified).	Each La Truck.	Bogie Trucks E and U, or Pair of Timber-trucks.	Bogie Trucks, R3 and U3.
Up to 75 miles	1,200 sup. ft. ...	1,500 sup. ft.	2,000 sup. ft. ...	3,000 sup. ft.
Over 75 miles	2,000 „ ..	3,000 „	4,000 „ ...	5,000 sup. ft.

Any less quantity will be charged as such minimum, or at 1d. per 100 superficial feet per mile up to 40 miles; for each additional mile up to 80 miles, ½d. per 100 superficial feet, and for each additional mile, ¼d. per 100 superficial feet. Where this rate is charged the minimum quantity will be 100 ft., and the minimum rate 1s. per 100 superficial feet, without further charge for loading or unloading.

Mouldings will be carried solely at owners' risk.

Imported 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.

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

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

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

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

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

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

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

The Railway Department may require all loading and unloading to be done by the owner. For each loading or unloading done by the Railway Department 3d. per 100 superficial feet additional will be charged.

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

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GOODS.

REGULATIONS—*continued.*

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

Sheep and pigs conveyed in LA wagons will be charged two-thirds of the rate charged for J trucks.

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.
Cattle, one only	s. d. 7 0	d. 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.: provided the total weight of each package does not exceed 2½ cwt. Crates weighing over 2½ cwt. will be charged rate and a half, Class A, or at the rate for cattle, calves, sheep, goats, and pigs in small lots if cheaper. 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, Class A; in crates weighing over 2½ cwt., double rate, Class A. If loose they will be charged at the rate for cattle, calves, sheep, goats, and pigs in small lots.

GOODS.

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REGULATIONS—*continued.*

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

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

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

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

For distances of 100 miles and over, cattle and sheep certified by the consignor to be *bond fide* store stock, not consigned for slaughter, will be charged classified rates for the first thirteen trucks, and for each additional truck 20s. per truck less 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, but in no case shall charges exceed rate and a half Class E. 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 cramage is charged for or provided, 6d. per ton only will be charged for each loading or unloading done by the Department.

(9.) Class P.

Minimum quantity, 4 tons. Any less quantity will be charged as such minimum or at the classified rates for Class E (rate and a half).

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

REGULATIONS—*continued.*

(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 as such minimum, or at the classified rates for Class E (rate and a half), except in the case of bones and New-Zealand-ground phosphates, which will be charged as such minimum, or as Class E.

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

(11.) Lime for Manuring Farm-lands.

New Zealand lime 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 Use of Local Bodies.

Road-metal, scoria, boulders, shingle, gravel, and other materials for road-making, consigned to and for the use of public bodies, in lots of not less than 10 tons, carried at the convenience of the Railway Department, will be charged at three-eighths ($\frac{3}{8}$) the classified rates for Class Q.

Minimum charge, 1s. 6d. per ton.

Tar in 5-ton lots consigned to and for the use of 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 cramage 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 Dominion of New Zealand.

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

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REGULATIONS—*continued.***(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

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 (see Regulation 22).

(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 R U or 30 ft. Z truck per mile; 1s. 6d. per double-bogie RB, UB, or 47½ ft. Z truck per mile. Minimum charge—per ordinary four-wheel truck, 15s.; per LA, 20s.; per double-bogie R, U, or 30 ft. Z truck, 30s.; per double-bogie RB, UB, or 47½ ft. Z, 45s.

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REGULATIONS—*continued.*

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 R, U, or 30 ft. Z	2	0 „
Per double-bogie R _B , U _B , or 47½ ft. Z	2	6 „
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.

Owners must take all responsibility in regard to accidents to their employees and damage to their goods, and do all loading and unloading of circus and plant.

(19.) Locomotive Engines.

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

(20.) Carts, Drays, Express Wagons, and Wagons, either 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. Minimum charge, 15s.

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 (Regulation 20, Part 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 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.

Returned empty butter, egg, fresh-meat, fruit, nut, and vegetable packages previously carried over the railway full will be carried free up to 100 miles, and at the rate charged for returned empties for the balance of the journey.

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REGULATIONS—*continued.***(23.) Empty Cases for Carriage of Fruit, and Shooks for Manufacture of Fruit-cases.**

Empty cases, manufactured from New Zealand timber, consigned direct to *bond fide* 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 charged as follows:—

Up to 100 miles, free.

For distances over 100 miles, at the rate for returned empties.

Shooks, New Zealand timber, not exceeding 3 ft. in length, in bundles, consigned direct from mills to *bond fide* fruit-growers for manufacture of cases to be used solely for carriage by rail of New-Zealand-grown fresh fruit will be charged as follows:—

Up to 100 miles, free.

For distances over 100 miles, at half the classified rate for Class D.

Consignment-notes for empty cases, and shooks, carried under this regulation to be indorsed by senders as follows:—

“I [we] certify that these cases [or shooks] are consigned direct to a *bond fide* fruit-grower, and are to be used solely 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, &c.; 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, and Egg-laying Competitions; 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:—

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, &c., 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, &c., 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.

Food-troughs, buckets, &c., poultry pens and coops for use at Shows, Egg-laying Competitions, &c., will be conveyed under this regulation.

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REGULATIONS—*continued.*

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

I HEREBY certify that the undermentioned exhibits, consigned from^(a) Station to^(a) Station for exhibition at^(b), 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 undermentioned were exhibited by Mr. at^(b), and that they are unsold, the balance of original consignment having been disposed of.

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 to the^(b), formed a portion of the consignment enumerated in certificate A attached hereto; that they duly competed at^(b), and are returning unsold, and are still my property, and that they are entitled to be conveyed back to^(a) free of charge, 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, &c.

(C.) CERTIFICATE FOR RETURNED EXHIBITS.

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

To the Stationmaster,
I HEREBY certify that the undermentioned 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, &c.

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REGULATIONS—*continued.***(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 _____ 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.

Rowing-boats for use in contests at regattas will be conveyed free both ways provided they are accompanied by their crews. All loading and unloading to be performed by 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.

(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 6d. per mile will be made for each truck used for conveyance of mails by mail and express trains. 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

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REGULATIONS—*continued.*

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. If sheeting is done by the Department 1s. per tarpaulin will be charged.

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 imported), 4d. per 100 superficial feet.

Timber, imported, 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.

(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. counts as working-hours.

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REGULATIONS—*continued.***(36.) Weighing.**

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

- Wool, rabbit-skins, and sheep-skins, in bales, 4d. per bale.
- Sheep-skins in bundles, $\frac{1}{2}$ d. per bundle.
- Grain, onions, potatoes, and seeds, $\frac{1}{2}$ 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.

Except where wagons are fully loaded, any wagon containing less than 30 cwt. when lifted from or delivered to a private siding will be charged as for 30 cwt.

The Railway Department reserves the right to fill up at its sheds or yards any wagons not loaded to their full carrying-capacity consigned to or from private 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.

The freight on goods for stations where no officer of the Department is in charge must be prepaid. They will be put out at such places at the risk of the consignor.

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

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

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

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

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

For loading and unloading any package weighing over 1 ton 10 cwt. a charge of 2s. per ton for cranes will be made plus the actual cost of any labour and supervision provided.

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.

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REGULATIONS—*continued.*

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:—

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

In computing rates and charges any fraction less than $\frac{1}{4}$ 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 12th section of the Government Railways Act, 1903, 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 or live-stock 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.

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REGULATIONS—*continued.***(39.) Imperial Institute, London.**

Exhibits consigned for shipment to the High Commissioner 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.) Native Brown Coal.

New Zealand brown coal will be charged at the rates for Class Q up to 75 miles, and at the following rates for the distances specified below:—

Miles.	Per Ton.	Miles.	Per Ton.	Miles.	Per Ton.
	s. d.		s. d.		s. d.
76	6 11	118	7 8	200	9 8
77	6 11	119	7 8	205	9 10
78	6 11	120	7 8	210	10 0
79	7 0	121	7 9	215	10 1
80	7 0	122	7 9	220	10 2
81	7 0	123	7 9	225	10 3
82	7 0	124	7 9	230	10 4
83	7 0	125	7 9	235	10 5
84	7 1	126	7 10	240	10 6
85	7 1	127	7 10	245	10 7
86	7 1	128	7 10	250	10 8
87	7 1	129	7 10	255	10 9
88	7 2	130	7 10	260	10 10
89	7 2	131	7 11	265	10 11
90	7 2	132	7 11	270	11 0
91	7 2	133	7 11	275	11 1
92	7 3	134	7 11	280	11 2
93	7 3	135	7 11	285	11 3
94	7 3	136	8 0	290	11 4
95	7 3	137	8 0	295	11 5
96	7 4	138	8 0	300	11 6
97	7 4	139	8 0	305	11 7
98	7 4	140	8 0	310	11 8
99	7 4	141	8 1	315	11 9
100	7 4	142	8 1	320	11 10
101	7 5	143	8 1	325	11 11
102	7 5	144	8 1	330	12 0
103	7 5	145	8 1	335	12 1
104	7 5	146	8 2	340	12 2
105	7 5	147	8 2	345	12 3
106	7 6	148	8 2	350	12 4
107	7 6	149	8 2	355	12 5
108	7 6	150	8 2	360	12 6
109	7 6	155	8 3	365	12 7
110	7 6	160	8 4	370	12 8
111	7 7	165	8 6	375	12 9
112	7 7	170	8 8	380	12 10
113	7 7	175	8 10	385	12 11
114	7 7	180	9 0	390	13 0
115	7 7	185	9 2	395	13 1
116	7 8	190	9 4	400	13 2
117	7 8	195	9 6		

For each additional five miles or fraction thereof beyond 400 miles, 1d. per ton will be added.

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REGULATIONS—*continued.***(42.) Native Anthracite or Bituminous Coal.**

New Zealand coal, anthracite and bituminous, will be charged at the rate for Class P up to 75 miles, and at the following rates for the distances specified below:—

Miles.	Per Ton.	Miles.	Per Ton.	Miles.	Per Ton.
	s. d.		s. d.		s. d.
76	9 4	118	10 0	200	11 10
77	9 4	119	10 1	205	12 0
78	9 4	120	10 1	210	12 2
79	9 5	121	10 1	215	12 4
80	9 5	122	10 1	220	12 6
81	9 5	123	10 1	225	12 8
82	9 5	124	10 2	230	12 10
83	9 5	125	10 2	235	13 0
84	9 6	126	10 2	240	13 2
85	9 6	127	10 2	245	13 4
86	9 6	128	10 2	250	13 6
87	9 6	129	10 3	255	13 8
88	9 6	130	10 3	260	13 10
89	9 7	131	10 3	265	14 0
90	9 7	132	10 3	270	14 2
91	9 7	133	10 3	275	14 4
92	9 7	134	10 4	280	14 6
93	9 7	135	10 4	285	14 8
94	9 8	136	10 4	290	14 10
95	9 8	137	10 4	295	15 0
96	9 8	138	10 4	300	15 2
97	9 8	139	10 5	305	15 4
98	9 8	140	10 5	310	15 6
99	9 9	141	10 5	315	15 8
100	9 9	142	10 5	320	15 10
101	9 9	143	10 5	325	16 0
102	9 9	144	10 6	330	16 2
103	9 9	145	10 6	335	16 4
104	9 10	146	10 6	340	16 6
105	9 10	147	10 6	345	16 8
106	9 10	148	10 6	350	16 10
107	9 10	149	10 7	355	17 0
108	9 10	150	10 7	360	17 2
109	9 11	155	10 8	365	17 4
110	9 11	160	10 9	370	17 6
111	9 11	165	10 10	375	17 8
112	9 11	170	10 11	380	17 10
113	9 11	175	11 0	385	18 0
114	10 0	180	11 2	390	18 2
115	10 0	185	11 4	395	18 4
116	10 0	190	11 6	400	18 6
117	10 0	195	11 8		

For each additional five miles or fraction thereof beyond 400 miles, 2d. per ton will be added.

(43.) Special Rate of Charges for Understatements.

Where in any consignment-note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate, then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and those charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 2 of the Government Railways Amendment Act, 1910 (No. 2).

PART IV.—GOODS—LOCAL RATES.

The following rates will be charged upon the lines herein specified, instead of the classified rates specified in Part III. Small lots will be charged as specified in Part III, unless otherwise provided to the contrary. Except in the respects specified herein, the general regulations under Part III will apply:—

WHANGAREI-KAWAKAWA SECTION.

Except otherwise specified, goods of Classes A, B, C, D, and H will be charged as Class A, at weight or measurement, as the Department may direct.

Goods of Classes A, B, C, D, and H conveyed between Onerahi, Kamo, and intermediate stations will be charged 3s. 6d. per ton, weight or measurement, at the option of the Department. Ships to place in and take delivery of goods from trucks at Onerahi Wharf. 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, 1s.

Goods of Classes P and Q consigned from Waro, Hikurangi Coal Company's Siding, and Northern Coal Company's sidings, situated between Waro and Otonga, to Onerahi for shipment will be charged 2s. 9d. per ton, including weighing and delivery to ship by skip.

Goods of Classes P and Q consigned from Whangarei Coal Company's Siding to Onerahi for shipment will be charged 2s. 2d. per ton, including weighing and delivery to ship by skip.

Goods of Classes P and Q consigned from Ruatangata to Onerahi for shipment will be charged 2s. 3d. 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 Kioreroa. For unloading done by the Railway Department at Kioreroa 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 100 superficial feet per day will be charged.

Log timber to Kioreroa will be charged as follows:—

From Stoke's Siding, Mander and Bradley's Siding, 1s. 1d. per 100 superficial feet.

From Waiotu, 1s. 3d. per 100 superficial feet.

Sawn timber to Onerahi will be charged as follows:—

From Hikurangi, 1s. per 100 superficial feet.

From Stoke's Siding, 1s. 3d. per 100 superficial feet.

Except otherwise provided, coal conveyed to Opuia for shipment will be charged the ordinary classified rates for the actual distance carried, the charge to include delivery to ship.

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

The Railway Department may require owners to unload timber from the railway wharf at Opuia. For unloading done by the Railway Department at Opuia 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.

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GOODS.

LOCAL RATES—*continued.*

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.

Timber from Taita to Dargaville will be charged 8d. per 100 superficial feet.

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.

GISBORNE SECTION.

White-pine timber from Te Karaka to Gisborne will be charged 1s. per 100 superficial feet.

NORTH ISLAND MAIN LINE AND BRANCHES.

ROUGH STONE AND STONE PILES.

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

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

For every additional mile or fraction thereof ½d. per ton will be added.

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LOCAL RATES—*continued.*

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

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

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

Except where otherwise specified, goods of Class E between Onehunga and Auckland, Newmarket, or Mount Eden, will be charged as follows:—

Auckland, Mount Eden, or Newmarket to Onehunga Town	... ..	3 6
" " " " " to Onehunga Wharf*	... ..	4 6
Onehunga Town " Auckland (consignor to load)	... ..	3 6
" " " " " (Railway to load)	... ..	4 0
Onehunga Town to Newmarket or Mount Eden	... ..	3 6
Onehunga Wharf to Auckland*	... ..	4 6
" " " " " to Newmarket or Mount Eden*	... ..	4 6

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

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

Except where otherwise specified, goods of Classes A, B, C, D, carried from or to Auckland, Newmarket, Onehunga, or Westfield, to or from Te Aroha—Thames and intermediate stations, will be charged 25s. per ton.

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

Except where otherwise specified, goods of Classes A, B, C, D, carried from or to Auckland, Newmarket, Onehunga, or Westfield, to or from Karangahake-Waihi and intermediate stations, will be charged 25s. per ton.

Sugar, fencing wire and materials, galvanized iron, bar, rod, hoop, sheet, angle, and plate iron and steel, from Auckland or Newmarket to Karangahake-Waihi and intermediate stations, will be charged 20s. per ton.

Goods of Classes A, B, C, D, between Paeroa and stations on the Waihi line, will be charged as follows:—

		s. d.
Between Paeroa and Karangahake	... ..	4 4 per ton.
Between Paeroa and Waikino or Waihi G.M. sidings	... ..	6 0 "
Between Paeroa and Waihi	... ..	7 8 "

Copra, candlenuts, peanuts, rape-seed, linseed, sodas, and other material for use in the manufacture or packing of oil, soap, candles, and acids; machinery, either set up or in pieces; and empties, from Auckland, Newmarket, Mount Eden, and

* The rates to and from the wharf include all charges for wharfage at Onehunga, loading or unloading in the yards or sheds, and delivery to or receipt from ships in trucks alongside the Railway Wharf.

LOCAL RATES—*continued.*

Onehunga to Westfield and Farmers' Freezing Company's Siding (Southdown) will be charged 3s. 6d. per ton, including all charges. Except in the case of empties in full truck loads, minimum charge 7s.

Oil, soap, candles, soda crystals, refined tallow, sulphuric acid, and oilcake, and their by-products, and empties, from Westfield and Farmers' Freezing Company's Siding (Southdown) to Auckland, Newmarket, Mount Eden, and Onehunga, will be charged 3s. 6d. per ton. Except in the case of empties in full truck loads, minimum charge 7s.

Gaswater, and raw materials for the manufacture of manures other than street, stable, and farmyard, from Auckland to Westfield and Farmers' Freezing Company's Siding (Southdown) will be charged 2s. 6d. per ton. Minimum charge, 12s. 6d.

Manures (other than street, stable, and farmyard) in 5-ton lots between Westfield or Farmers' Freezing Company's Siding (Southdown) and Auckland will be charged at Class P rates, including use of tarpaulin.

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

Class H, undumped, from Paeroa, Mangaiti, Te Aroha, Waihou, and Waitoa, to Auckland, will be charged 5s. 6d. per bale.

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 in 5-ton lots, Helensville to Auckland, will be charged 12s. 6d. per ton, including wharfage at Helensville. Quantities under 5 tons, 15s. per ton, including wharfage at Helensville.

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

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

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

Coal-slack, native, for lime-burning, ore-roasting, and brick-burning purposes, from Huntly or Kimihia to Te Kuiti, will be charged 5s. per ton. Minimum quantity, 6 tons per four-wheeled truck.

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

Coal-slack, native, from Huntly and Kimihia will be charged as follows:—

	Per Ton.	
	s.	d.
To Paeroa or Karangahake	5	3
To Waikino and Waihi Gold-mining Company's Siding	5	4
To Waihi	5	6

Minimum quantity, 6 tons per four-wheeled truck.

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

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.	
Ammunition and cartridges, per case	1	0		
Beer, per case or cask	1	0		
Benzine, per case	0	6		
Bricks, per 1,000	20	0		
Bread, per sack	0	9		
Bonedust and manure, per ton	6	0		

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LOCAL RATES—*continued.*

	s.	d.
Carts and buggies, each	7	6
Chaffcutters, each	3	6
Chimneys, galvanized iron, each	4	0
Coke, per sack	0	6
Dogs, each	1	0
Doors, each	1	0
Desks, each	1	6
Drills, seed, each	10	0
Empty returns	Free.	
Furniture, packed or unpacked, per ton weight	60	0
Grates, register, each	2	6
Harrows, disc	5	0
Harrows, single	3	0
Hay, per ton weight	10	0
Kerosene, per case	0	6
Mantels, each	2	6
Mouldings, per 100 ft.	2	0
Mattresses, single, each	2	0
Mattresses, double, each	3	0
Milk-cans, each	0	6
Machines, sewing (hand), each	1	6
Machines, sewing (treadle), each	3	0
Pipes, drain, 4-in., each	0	2
Pipes, drain, 6-in., each	0	3
Pipes, drain, 9-in., each	0	6
Pipes, drain, 12-in., each	1	0
Pipes, drain, 24-in., each	1	6
Parcels, up to 14 lb., each	0	6
Parcels, over 14 lb., each	1	0
Prams, each	1	6
Pianos, each	12	6
Ploughs, single, each	3	6
Ploughs, double, each	5	0
Ploughs, disc, each	7	6
Ploughs, Planet Jr. each	2	0
Ploughs, garden (wood), each	3	0
Reapers-and-binders, each	20	0
Spirits, per case or jar	0	9
Stoves, with boiler, each	5	0
Stoves, without boiler, each	3	0
Sash-frames, made up, each	2	6
Tanks, 200-gal., each	2	6
Tanks, 300-gal., each	4	0
Tanks, 400-gal., each	5	0
Tanks, 600-gal., each	7	6
Timber, full measurement, per 100 ft.	1	0
Windmills, each	15	0
Sack goods—Oats, barley, maize, wheat, bran, sharps, pollard, grass-seed, per sack	0	9
Flour, sugar, potatoes, coal, lime, cement, fencing- wire, sheet and bar iron, per ton weight	7	6
Goods not otherwise specified, per ton weight	10	0
Minimum charge for each consignment except parcels under 14 lb.	1	0

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.

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:—

LOCAL RATES—continued.

	To or from Tanglewahi and Tangiteroria.	To or from Slade's Wharf, Green Hill, Jock's Wharf, Honga, Onuhia, Kohuroa, Mangarata, Okaha, Pohatua, Omana, Mapua, Paradise, Mangarara, Kerēkōpene.	To or from Town Wharf, Dargaville, Mangawhare, Mt. Westley, Aratapu, Mititai, Kopuru, Tikinui, Tokatoka, Taupo, and Ruawai Wharves.	To or from all other Wharves on the Kaipara, South of Dargaville, and Stations on Kaihu Section.
	s. d.	s. d.	s. d.	s. d.
Goods not otherwise specified, per ton weight ...	15 0	14 0	12 6	11 6
Furniture of every description, packed or unpacked, per ton weight ...	26 6	25 6	24 0	23 0
Cases containing plate glass up to 10 cwt., each ...	21 0	21 0	21 0	21 0
Cases containing plate glass exceeding 10 cwt., each ...	32 0	32 0	32 0	32 0
Dangerous goods, per ton weight ...	26 6	25 6	24 0	23 0
Four-wheeled vehicles (exceeding 15 cwt.), per ton weight ...	26 6	25 6	24 0	23 0
Goods of Classes E, F, N, P, and Q, per ton ...	13 6	12 6	11 0	10 0
Drapery, per ton weight ...	17 6	16 6	15 0	14 0
Minimum charge ...	1 6	1 3	1 3	1 0
Powder, blasting or sporting, per 112 lb. or fractional part thereof ...	2 9	2 6	2 3	2 0
Drays, either set up or in pieces, each ...	16 0	15 0	13 6	12 6
Empty egg and butter boxes ...	Free	Free	Free	Free
Tanks, iron, plain or corrugated, each ...	7 6	6 0	5 0	4 0
Timber, sawn, 500 ft. and under, per 100 ft. ...	2 0	2 0	1 7½	1 6
Timber, sawn, over 500 ft. and under 1,000 ft., per 100 ft. ...	1 9	1 9	1 4½	1 3
Timber, sawn, 1,000 ft. and over, per 100 ft. ...	1 6	1 6	1 1½	1 0
Mouldings, per 100 ft. ...	2 6	2 6	2 1½	2 0
Sheep, for the first 100, per head ...	1 6	1 6	1 0	1 0
Sheep, each additional, per head, by arrangement ...	...	...	...	...
Stud rams, each ...	3 0	3 0	2 6	2 6
Stud rams, ten and over, property of one owner, each ...	2 6	2 6	2 0	2 0
Cattle, one only ...	20 0	20 0	15 0	15 0
Cattle, two or three, property of one owner, each ...	17 6	17 6	13 6	13 6
Cattle, lots over three, by arrangement ...	...	...	...	...
Heavy weights, over 1 ton, per ton ...	26 0	25 0	21 0	20 0

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

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

GOODS.

LOCAL RATES—*continued.*

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

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

CLASS K.

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

From	To Newmarket.		To Mount Eden.		To Auckland.		To Onehunga Wharf.	
	Sawn.	Log.	Sawn.	Log.	Sawn.	Log.	Sawn.	Log.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Ahuroa, Tahekeroa, and intermediate stations ...	...	...	...	...	...	2 2	...	...
Helensville and Helensville South ...	1 4	...	...	...	1 4	1 6	1 6	1 6
Ohirangi, Kumeu, and intermediate stations ...	1 4	...	...	...	...	...	...	...
Ohirangi, Taupaki, and intermediate stations ...	...	...	...	...	1 4	1 6	1 6	1 9
Helensville, Waimauku, and intermediate stations ...	...	1 4	1 6	...	...	...	...	...
Taupaki ...	...	...	...	...	...	1 3	...	...
Waitakere ...	...	1 1	1 3	...	1 0	1 0	1 6	1 9
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 logs at Helensville timber-slip will be charged 4d. 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 and Helensville South 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.

Timber, other than white-pine, from Arahiwi to Thames, Matatoki, and intermediate stations, will be charged 2s. 8d. per 100 superficial feet, and to Puriri, Tirohia, and intermediate stations, 2s. 6d. per 100 superficial feet.

Timber, other than white-pine, from Putaruru to Thames, Komata, and intermediate stations, will be charged 2s. 6d. per 100 superficial feet.

Timber other than white-pine from Selwyn Timber Coy's Siding and Bartholomew Coy's Siding to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations will be charged 3s. per 100 superficial feet, and to Tirohia, Thames, and intermediate stations 2s. 6d. 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.

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LOCAL RATES—continued.

Timber, other than white-pine, to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations, will be charged as follows :—

- From Otorohanga, Mangapehi, Putaruru, Ngatira, Arahiwi, and Mamaku ... 3s. per 100 superficial feet.
- From Waimiha ... 3s. 4d. per 100 superficial feet.
- From Ongarue, Tarukenga, and Ngongotaha ... 3s. 5d. per 100 superficial feet.
- From Taringamutu and Taumarunui ... 3s. 6d. per 100 superficial feet.

Timber, other than white-pine, consigned from Matapuna and stations south thereof to Auckland, Mount Eden, Onehunga Wharf, and intermediate stations will be charged 3d. 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

Where the distance exceeds 80 miles the charge will be for each mile from 81 to 180 miles (inclusive) $\frac{1}{2}$ d. per 100 superficial feet added to the rate for 80 miles, and for every additional mile beyond 180 miles $\frac{1}{10}$ d. per 100 superficial feet added to the rate for 180 miles.

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 Fardon.	To Wangenui.	To Hastings.
	s. d.	s. d.	s. d.	s. d.	s. d.
Whakatu, Tomoana, Hastings ...	0 11*	...	...	...	...
Fardon ...	0 8*	...	...	...	...
Port Ahuriri ...	...	...	0 8*	...	0 11
Himatangi ...	...	0 9*	...	...	...
Turakina and Ratana ...	...	...	...	1 6	...
Wangaehu ...	...	...	...	1 3	...

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

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LOCAL RATES—*continued.*

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.

Timber, other than white-pine, for export to places outside the Dominion of New Zealand, and rimu for export, consigned direct to the ship at Port Ahuriri, New Plymouth Breakwater, Waitara, Wanganui, or Foxton, will be charged as follows at per 100 superficial feet:—

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

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

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

From Mangamaire, 2s. 9d. per 100 superficial feet.

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

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

Live-stock which is 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.	"

Coal between Port Ahuriri and Napier will be charged as Class Q.

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

SPECIAL TRAINS FOR WORKING BENNETT'S SIDING, NORTH ISLAND MAIN TRUNK RAILWAY.

For each special train run between Taihape and Bennett's Siding for goods traffic a charge of £3 will be made, in addition to the classified or local rates for conveyance of timber or other traffic between the siding and destination.

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.

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GOODS.

LOCAL RATES—*continued.*

Live-stock loaded into trucks at the stock-yards, Port Ahuriri, and hauled to the ship's side at the breastwork, inner harbour, or to the breakwater, will be charged 7s. 6d. per four-wheeled truck. Bogie-trucks double rates.

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, provided that the charges shall not be computed on more than twice the actual weight of any consignment, at the following rates:—

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.

PETONE AND WELLINGTON.

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.

NGAHAURANGA AND WELLINGTON.

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
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

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LOCAL RATES—*continued.*

Tallying goods of Classes A, B, C, D, and E to or from Harbour Board sheds or to or from ships at wharves or breastwork and railway-sidings, per ton, weight or measurement	s. d.
...	0 6
Tallying goods of Class H to or from Harbour Board sheds or to or from ships at wharves or breastwork and railway-sidings, per bale	0 1
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.

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 otherwise specified, goods of Classes E and F, consigned direct from ship at Greymouth to Hokitika and all intermediate stations between Greymouth and Hokitika, or from Hokitika and intermediate stations between Hokitika and Greymouth 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, sheep-skins (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 wharfage and 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. 1d. 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 wharfage and delivery to ship) on timber for export.

Timber hauled between Hokitika Station and the timber-skids for local delivery or for shipment at Hokitika will be charged 2d. per 100 superficial feet, in addition to the ordinary rates.

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

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GOODS.

LOCAL RATES—*continued.*

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

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.

Coal shunted from Dunollie to Runanga will be charged 1s. 6d. per ton. Minimum charge, 6s. per truck.

Coal, Dunollie to Greymouth, will be charged 1s. 10d. per ton. This charge includes weighing and delivery to ship on coal for export.

Coal, Blackball to Greymouth, will be charged 2s. 6d. per ton. This charge includes weighing and delivery to the ship at Greymouth on coal for export.

Coal, Roa (Paparoa Coal Company's line) to Greymouth, will be charged 2s. 10d. per ton. This charge includes weighing and delivery to ship at Greymouth on coal for export.

Other goods and parcels booked between stations on the Government railway and Roa (Paparoa Coal Company's line) will, in addition to the classified or local rates on the Government railway, be charged as follows for conveyance between Blackball and Roa:—

	s.	d.
Parcels, each	0	4
Timber, per 100 superficial feet	0	4
Merchandise, per ton	1	0
Grain, per ton	1	0
Minerals, per ton	0	4
Mining-props, chaff, and other Class F goods, per truck..	3	6

Coal from Stillwater to Greymouth will be charged 2s. 2d. per ton. Coal from Stillwater to Greymouth for export will be charged 1s. 11d. per ton, including weighing and delivery to ship.

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

Coke, Brunner to Greymouth, for shipment will be charged 3s. per ton, including weighing and discharging into ships. Minimum, 14s. per truck.

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

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-Ross line for or from ship at Greymouth will be charged under Regulation 33 for conveyance between Greymouth Station and Wharf.

Where goods are consigned to Ross the classified rates will be increased by 2s. 6d. per ton. Minimum charge, 3d.

Coal requiring bagging will be charged 1s. 6d. per ton additional.

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.

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LOCAL RATES—*continued.*

WESTPORT SECTION.

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

Except where otherwise specified, timber consigned to Westport 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 thirty-one miles	1	3

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

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.

Coal-dross for briquette-making consigned direct from the pit at Seddonville to the briquette-works at Westport will be charged 2s. 6d. per ton, including weighing and delivery into siding at works; minimum quantity, 4 tons per truck.

Coke consigned from Granity to Westport for export will be charged 4s. 6d. per ton, minimum quantity 4 tons per truck. This charge includes handling and weighing.

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

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

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

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

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

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

NELSON SECTION.

NELSON STATION AND PORT.

Goods passing over the Railway Wharf, and paying wharfage, which are conveyed between Nelson Station and Port will be charged at the rates 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.

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LOCAL RATES—*continued.*

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 E. 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.

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.

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 13 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 the 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

GOODS.

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LOCAL RATES—*continued.*

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	16	6
Small lots not exceeding 3 cwt. each	2	6
Barley, beans, bran (150 lb. bags), grass-seed, malt, peas, potatoes, pollard (150 lb. bags), oatmeal, onions, oats, wheat, per bag ..	1	0
Bran and pollard (100 lb. bags), per bag	0	9
Chaff, per bag	0	7
Clover-seed, per bag	1	6
Flour, per ton	8	6
Hay and straw, pressed, per ton	20	0
Hemp, native, pressed, per ton	15	0
Tow, native, pressed, per ton	20	0
Wool, undumped, per bale	3	6
Wool, double-dumped, per bale	4	6
Rabbit-skins, undumped, per bale	4	0
Sheep-skins, undumped, per bale	3	6
Timber (N.Z.) up to 24 ft. lengths, per 100 superficial feet ..	3	3
Timber (N.Z.) 24 ft. and under 36 ft., per 100 superficial feet ..	4	3
Timber (hardwood) up to 20 ft. lengths, per 100 superficial feet	3	9
Timber (hardwood) 20 ft. and under 30 ft., per 100 superficial feet	4	9

Barley booked through from Seddon, Riverlands, and intermediate stations to Wellington and shipped from Picton will be charged 1s. 3d. per sack for conveyance by rail and steamer, including wharfage and unloading at Picton.

Malt, flour, wheat, beans, peas, barley, potatoes, pollard, oatmeal, onions, oats, bran, and grass-seed between the Port (Nelson) and stations between Picton and Blenheim inclusive, 1s. 1d. per sack.

Consignors or consignees to make their own arrangements for shipping.

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.

SOUTH ISLAND MAIN LINE AND BRANCHES.

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 ship's 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

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GOODS.

LOCAL RATES—continued.

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, or classified rates if cheaper.

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.

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. d.	s. d.	s. d.
Annat ... ..	...	...	3 6	...	...
Springfield	3 0	3 0	3 6	...	...
Whitecliffs ... ..	...	3 0	3 6	...	...
South Malvern ... ..	...	3 0	3 6	...	...
Sheffield	2 6	2 6	3 0	...	...
Glentunnel	2 6	2 6	3 0	...	...
Coalgate	2 6	2 6	3 0	...	...
Homebush	2 6	2 6	3 0	...	...
Racecourse Hill	2 6	2 6	...	...	...
Hawkins ... ..	...	2 6	...	...	...
Eversley ... ..	...	...	...	*2 3	...
Winscombe ... ..	...	...	...	2 3	...
Fairlie ... ..	...	...	...	*2 3	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.	s. d.
Clydevale (Upper Station)	6 6	6 1
„ (Lower Station)	6 0	5 7
Greenfield	6 0	5 7
Hillend Station	5 9	5 4

To Bluff—

From Ocean Beach, 6d. per bale.

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LOCAL RATES—continued.

CLASS K.—TIMBER.

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

The maximum rate for timber consigned to Caversham—Pelichet Bay and intermediate stations will be as follows:—

From Owaka—Glenomaru and intermediate stations 2s. 6d. per 100 superficial feet; from Catlin's River 2s. 7d. per 100 superficial feet; from Houipapa 2s. 9d. per 100 superficial feet.

Timber from sawmills in Southland consigned to Kensington and Dunedin will be charged 1s. per 100 superficial feet less than the classified rates.

Timber from sawmills in Southland consigned to stations north of Dunedin will be charged as follows:—

Distance from sawmill—

Not exceeding 160 miles, 9d. per 100 superficial feet less than the classified rate.

Over 160 miles and not exceeding 220 miles, 8d. per 100 superficial feet less than the classified rate.

Over 220 miles and not exceeding 230 miles, 7d. per 100 superficial feet less than the classified rate.

Over 230 miles and not exceeding 235 miles, 6d. per 100 superficial feet less than the classified rate.

Over 235 miles and not exceeding 240 miles, 5d. per 100 superficial feet less than the classified rate.

Over 240 miles and not exceeding 250 miles, 4d. per 100 superficial feet less than the classified rate.

Over 250 miles and not exceeding 255 miles, 3d. per 100 superficial feet less than the classified rate.

Over 255 miles and not exceeding 260 miles, 2d. per 100 superficial feet less than the classified rate.

Over 260 miles and not exceeding 270 miles, 1d. per 100 superficial feet less than the classified rate.

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

LOCAL RATES—continued.

Where the distance exceeds 80 miles the charge will be for each mile from 81 to 180 miles (inclusive) $\frac{1}{2}$ d. per 100 superficial feet added to the rate for 80 miles, and for every additional mile beyond 180 miles $\frac{1}{4}$ d. per 100 superficial feet added to the rate for 180 miles.

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

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

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	5	7	per ton.
" 60 " " 70 "	5	9	"
" 70 " " 80 "	5	11	"
" 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 mile or fraction thereof $\frac{3}{4}$ d. 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, and D, between Christchurch and Rangiora, including collection and delivery within the Borough of Rangiora, will be charged 8s. per ton.

For goods of Classes A, B, C, and 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.

SHUNTING BETWEEN PRIVATE SIDINGS, CHRISTCHURCH, 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.

Shunting rate on grain in 20-ton lots carried between private sidings at Christchurch and private sidings at Riccarton and Addington, 1s. 9d. per ton.

SOUTHBROOK AND CHRISTCHURCH.

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

GOODS.

LOCAL RATES—continued.

CHRISTCHURCH AND LYTTELTON.

Goods of Classes A, B, C, and D, from Lyttelton to Christchurch, s. d.
 will be charged 4 3 per ton.
 Goods of Classes A, B, C, and D, from Christchurch to Lyttelton, will be charged 4 3

Goods of Classes A, B, C, and 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, provided that the charges shall not be computed on more than twice the actual weight of any consignment; other goods by weight or measurement, as the Department directs.

LYTTELTON TO STATIONS BEYOND CHRISTCHURCH

Goods of Classes A, B, C, and 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, provided that the charges shall not be computed on more than twice the actual weight of any consignment; 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.

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, 6 tons per truck.

HORNBY TO CHRISTCHURCH, ETC.

Sand and shingle from Hornby to stations between Christchurch and Papanui, inclusive, will be charged 1s. 6d. per ton. Minimum quantity, 6 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.
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 3	1 5	1 6	1 8	1 11
" 1¾ "	1 0	1 0	1 1	1 3	1 5	1 7	1 10	2 0	2 2
" 2 "	1 0	1 2	1 5	1 7	1 10	2 1	2 3	2 6	2 9
" 2½ "	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9	3 0
" 2¾ "	1 2	1 5	1 8	2 0	2 2	2 6	2 9	3 0	3 4
" 3 "	1 3	1 6	1 10	2 2	2 5	2 9	3 0	3 4	3 7
" 3½ "	1 4	1 8	2 0	2 4	2 7	3 0	3 3	3 7	4 0
" 3¾ "	1 5	1 9	2 2	2 6	2 10	3 2	3 6	3 10	4 2
" 3½ "	1 6	1 11	2 3	2 8	3 0	3 5	3 9	4 2	4 5
" 3¾ "	1 7	2 0	2 5	2 10	3 2	3 7	4 0	4 5	5 0

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GOODS.

LOCAL RATES—*continued.*

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, D, and goods of classes not otherwise specified, 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	s. d.
Minimum charge	2 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 Classes E and F not taken delivery of by the consignees within five working-hours after arrival, and, at the option of the Department, kept 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	2 6
For storage, for each additional week or fraction of a week, for each ton	0 1
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, including handling at ship's side, per bale	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 ship's 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.

CASKS, STAVES, MEAT-BAGS, ETC., FROM BELFAST TO FAIRFIELD AND PAREORA.

Casks containing staves and heads, or filled with coverings for frozen meat, from Belfast to Fairfield and Pareora, will be charged at Class D. Minimum quantity, 2 tons per four-wheeled truck. Owners to load and unload.

PELTS AND FROZEN SHEEP-RUNNERS, SMITHFIELD TO ISLINGTON.

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

GOODS.

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LOCAL RATES—*continued.*

OAMARU AND BREAKWATER.

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

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

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

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

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

MEAT, OAMARU TO PORT CHALMERS.

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 per ton
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, provided that the charges shall not be computed on more than twice the actual weight of any consignment; other goods by weight or measurement, as the Department directs.

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GOODS.

LOCAL RATES—*continued.*

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 GREEN ISLAND.

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 Green Island or Burnside, 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 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 include delivery at Invercargill.

Threshing-machines, reapers and binders, winnowing-machines, bulky machinery, carriages and gigs in pieces, unpainted and in the rough, mattresses unpacked, tram-cars, motor-cars in cases, and furniture packed, 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 include delivery at Invercargill.

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.

GOODS.

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LOCAL RATES—*continued.*

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
Green Island	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.

GREEN ISLAND TO CHRISTCHURCH, TIMARU, OAMARU, AND INVERCARGILL.

Bar iron and castings, locally manufactured, consigned direct from Green Island Ironworks will be charged as follows:—

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

Minimum quantity, 4 tons.

GOODS FOR INVERCARGILL.

When goods of Classes A, B, C, D, and E are consigned to Invercargill the classified rates will be increased by 1s. 1d. per ton, but such increase will not be made when goods are consigned to private sidings at that station or to the Invercargill Jetty.

BLUFF AND INVERCARGILL.

Goods of Classes A, B, C, and D, from Bluff to Invercargill, not to private sidings	...	7	7	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 consignment. Other goods by weight or measurement, as the Department directs.

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,—

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
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Haulage Class H, double-dumped wool, between railway-station or private stores and ship, including handling at ship's side, per bale	...	0	6
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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
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GOODS.

LOCAL RATES—*continued.*

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.

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 at owner's risk 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 phosphorized grain will be accepted for carriage only 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 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, boracic, citric, 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, picric. Owners' risk. Double rate. <i>Dangerous</i> ...	A
Acid, sulphuric, New Zealand manufacture, not otherwise specified, packed. Owners' risk. <i>Dangerous</i> ...	A
Acid, sulphuric, New Zealand manufacture (in 4-ton lots). Owners' risk.	D
<i>Dangerous</i>	D
Acid, sulphurous, packed. Owners' risk ...	A
Acorns, packed. Rate and a half. (Not to exceed Class D) ...	E
Aeroplanes. Minimum charge as for 1 ton for four-wheeled wagon, 2 tons for bogie wagon. Owners' risk. <i>Special goods</i> ...	A
Ale ...	As Beer.
Almonds, packed ...	A
Alum, packed ...	C

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GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Ambrosia, packed. Owners' risk	E
Ammonia Gas, compressed, in solid-drawn steel tubes. Owners' risk.	E
<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.	E
<i>Dangerous</i>	A
Anchors and Chain Cables	D
Animals, living, not otherwise specified. In crates or cases. Owners' risk	A
Animals and Birds, stuffed, in cases. Rate and a quarter. As Parcels, <i>see</i> Part II.	Part II.
Antimony, smelted	C
Anvils	D
Apparatus, distillery. Double rate. Owners' risk	A
Arrowroot, packed	A
Arsenic, packed	A
Asbestos	C
Asbestos Roofing-slates. Owners' risk	N
Asbestos Sheets, packed. Owners' risk	D
Ashes. Owners' risk	Q
Asphalt	D
Asphalt Blocks, powder or pitch. Owners' risk	N
Axes, loose	A
Axes, packed	B
Axles	C
Bacon, loose. Owners' risk	C
Bacon, packed	D
Bags, paper, not otherwise specified	A
Bags, paper, New Zealand manufacture	D
Bags, New Zealand manufacture, packed in bales or bundles, for meat-coverings	D
Ballast, ships'. Owners' risk	Q
Bank-notes. Double rate. <i>Special goods</i> As Parcels, <i>see</i> Part II.	Part II.
Banners, packed. If loose, owners' risk	A
Bark, not otherwise specified, packed, in bags or bundles. Owners' risk	D
Bark, not otherwise specified, loose. Owners' risk	C
Bark, native, loose, or packed in bags or bundles. Owners' risk	P
Bark, refuse for stable purposes	P
Bark Extract, in casks	C
Barley, grain, in bags. Owners' risk	E
Barley, pearl, packed. Owners' risk	E
Barley-meal, manufactured in New Zealand. 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, suppl-jack. 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
Bath-chairs. Rate and a half. (If through Parcels, rate and a quarter)	A
Beans, imported, packed	B
Beans, colonial produce, whole or crushed	E
Bean-meal, manufactured in New Zealand. Owners' risk	E
Beds and Bedding, packed. If loose, rate and a half, owners' risk. <i>Special goods</i>	A
Bedsteads, brass and iron, New Zealand manufacture, consigned direct from factory, in lots of 10 cwt. Owners' risk	B
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

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Beef, salt, packed	C
Beehives. Owners' risk	C
Beeswax	A
Beer, bottled, packed. Owners' risk	B
Beer, in bulk	C
Bees, live, secured in hives. Owners' risk	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 and Benzoline, 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 (not packed in cases or crates), 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 or crates). Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Bicycles, packed in cases or crates (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Bicycles, motor, packed in cases or crates (if through Parcels, rate and a half). Owners' risk. <i>Special goods</i>	A
Bicycle-wheels or frames, packed (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Bicycle-wheels or frames, 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. 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	P
Bluestone, packed	B
Blue, washing, packed	A
Boats. Minimum charge as for 1 ton. Owners' risk	B
Boats, to and from regattas, accompanied by their crews	See Part III.
Boiler-fluid. Owners' risk	B
Boilers and Shell Flues, copper or iron, kitchen, washing, or other open, not otherwise specified. Owners' risk	A
Boilers, steam-engine. Owners' risk	C

CLASSIFICATION—*continued.*

	CLASS
Bolts and Nuts, packed	C
Bone-dust, packed. Owners' risk	E
Bones. Owners' risk	Q
Books, packed. Owners' risk	A
Boots, packed	B
Boot-polish	B
Bottles, druggists', packed. Owners' risk	A
Bottles, empty, old, collected in New Zealand. Owners' risk	N
Bottles, empty, "returned empties." Owners' risk	See Part III.
Bottles, empty, packed, not otherwise specified. Owners' risk	C
Boulders. Owners' risk	Q
Boxes, cardboard or strawboard, packed in crates or cases. Rate and a half. Owners' risk	A
Boxes, bonnet and hat, paper. Rate and a quarter	As Parcels, see Part II.
Boxes, pasteboard, containing millinery, feathers, &c. Rate and a quarter	As Parcels, see Part II.
Boxes, empty, not "returned empties," not otherwise specified	A
Boxes, soap, in pieces packed in crates, not "returned empties." Half-rates	B
Brads, packed	B
Bran, packed. Owners' risk	E
Brasses for axle-boxes	B
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, see Part II.
Bread, cabin. Owners' risk	C
Breeze. Owners' risk	P
Bricks, bath	C
Bricks, imported. Owners' risk	N
Bricks, scouring-clay, native produce. Owners' risk	P
Bricks, native produce. Owners' risk	Q
Bridge-cylinders, in pieces. Owners' risk. <i>Special goods</i>	D
Briquettes, coal. Owners' risk	P
Britannia-metal Goods, packed	A
Bromine. Double rate. Owners' risk. <i>Dangerous</i>	A
Brooms, corn, packed, not otherwise specified. Double rate	A
Brooms, corn, New Zealand manufacture, packed. Rate and a half	A
Brooms, not otherwise specified, packed	A
Brushware	A
Buckets, tin or other metal, in nests. Owners' risk	A
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
Butter, Concentrated Milk, and Frozen Cream in mixed consignments, in lots of not less than 10 cwt., from local factories. Rate and a half	E
Butter-wrappers, packed	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
Calf-skins	B
Calf-meal, not otherwise specified. Owners' risk	D
Calf-meal, New Zealand manufacture. Owners' risk	E

GOODS, LIVE STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Calves. Owners' risk. <i>Special goods</i>	M
Candied Peel, packed	A
Candles, packed	A
Canoes. Minimum as for 5 cwt. Owners' risk	A
Canvas, in bolts or bales	B
Cardboard Boxes, colonial manufacture, packed in crates. Rate and a half. Owners' risk	A
Carpeting, packed	A
Carpeting, unpacked. Rate and a half	A
Carriages, either set up or in pieces, 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, in cases, minimum 15 cwt. per truck. Owners' risk. <i>Special goods</i>	A
Cars, motor, unpacked, as four-wheeled carriages. Owners' risk. <i>Special goods</i>	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, not otherwise specified, packed. Owners' risk. <i>Dangerous</i> . (If sent through Parcels, single rate)	A
Cartridges, safety, small-arm. New Zealand manufacture, packed. Owners' risk. <i>Dangerous</i> . (If sent through Parcels, single rate)	D
Cases, empty, for carriage of fruit	See Part III.
Cases, empty, not "returned empties," not otherwise specified	A
Casein Curd, packed. (Empty cans returned free). Owners' risk	E
Cash. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Cask-heads. Owners' risk	D
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
Cattle-covers	B
Ceilings, metal, steel, packed in crates or cases. Owners' risk	B
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

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GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	CLASS
Cheese, packed (ex factory), previously carried by rail to grading-store, 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
Chicory, packed	A
Chicory-roots	E
Chilled Rolls (flour-mill machinery). Owners' risk. <i>Special goods</i>	C
Chimney-pots. Owners' risk	C
Chimney-pieces. Owners' risk. If marble or slate, <i>Special goods</i>	A
Chimneys, galvanized-iron. Rate and a half. Owners' risk	A
China-clay. Owners' risk	N
China, parcels containing. Rate and a quarter	As Parcels, see Part II.
China, in casks or crates. Owners' risk. <i>Special goods</i>	C
China, in boxes or cases. Owners' risk. <i>Special goods</i>	B
Chinese Crackers, in packages not exceeding 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 Calcium, packed. Owners' risk	D
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 Birds, not otherwise specified. Owners' risk	B
Clay Birds, New Zealand manufacture. Owners' risk	C
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
Cocoa, packed	A
Cocoa, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
Coconut-fibre	B
Coconuts, 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	P

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—*continued.*

	CLASS
Concrete Drinking-troughs. Owners' risk. <i>Special goods</i>	N
Concrete Slabs for paving dairies	N
Cones, packed. Owners' risk	C
Confectionery, packed	A
Confectionery, packed, beyond 140 miles. Minimum rate as Class A for 140 miles	B
"Congo" Roofing	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
Coraline, packed	B
Cordage	B
Cordials, packed. Owners' risk	A
Cordials, in bulk	B
Corks. Rate and a half	A
Cornflour in bulk	C
Cornflour, packed. Not otherwise specified	A
Cornices, in bundles, 40 cubic feet to the ton. Owners' risk	A
Corpees	See Part II.
Cotton-waste, not otherwise specified	B
Cotton-waste and other fibrous materials for paper-making. Owners' risk	N
Counters, shop	A
Coverings used for fresh meat conveyed by rail, returned	Free.
Covers used for carriages or motor-cars conveyed by rail	Free.
Covers, horse and cattle	B
Cowtips	B
Crabs and Crab-winches	C
Cream. Owners' risk	As Milk, see 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	See 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
Daggins, sheep. Rate and a half	E
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
Dingys (under 10 ft.). Minimum as for 10 cwt. Owners' risk	A
Disinfectants, packed	B
Documents, valuable. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Dogs. Owners' risk. <i>Special goods</i>	See Part II.

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CLASSIFICATION—continued.

	CLASS
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
Drainpipes, concrete. Owners' risk	N
Drapery, packed. Owners' risk	A
Drays, either set up or in pieces, unpacked	See 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, see 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
Dynamos. Owners' risk. <i>Special goods</i>	B
Earth. Owners' risk	Q
Earth-closets	A
Earthenware Building-blocks. Owners' risk	P
Earthenware, not otherwise specified, in tanks, casks, or crates. Owners' risk. <i>Special goods</i>	C
Earthenware, not otherwise specified, in boxes or cases. Owners' risk. <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.	
Eggs, only when safely packed. Owners' risk	C
Egg-preserved, New Zealand manufacture, packed. Owners' risk	C
Empties, cases, for carriage of fruit	See Part III.
Empties, returned, not otherwise specified	See Part III.
Empties, returned fish-packages	Free.
Empties, returned butter, egg, fresh-meat, fruit, and vegetable packages	See Part III.
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	
At rates for "returned empties," see Part III.	
Empties, not "returned empties," not otherwise specified	A
Encaustic Tiles	C
Enginene. Rate and a half. Owners' risk. <i>Dangerous</i>	A
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
Eruptite. Double rate. Owners' risk. <i>Dangerous</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
Farinaceous Foods, manufactured from New Zealand produce. Owners' risk	E
Fascinies. Owners' risk	F

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
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 or Battens, hewn or sawn, New Zealand timber. Owners' risk	F
Fencing-posts, patent, New Zealand manufacture. Owners' risk	F
Fenders. Owners' risk	A
Ferns, cut for decorating purposes. Owners' risk	D
Ferro-concrete Piles or Poles, New Zealand manufacture. Owners' risk	N
Fibre, coconut	B
Field-rollers. Owners' risk. <i>Special goods</i>	C
Figs, packed	A
Firearms, packed	A
Firearms, unpacked	As Parcels, see Part II.
Firebars and Bearers, Dumb-plates, and Furnace-doors	D
Fire-irons	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. (<i>See also Parts II and III</i>)	D
Fish, fresh, 2-ton lots and over. Half-rates. Owners' risk	C
Fish-cans, empty, for carriage of oya for acclimatization purposes	Free.
Fish-food for acclimatization 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). Owners' risk	D
Flax, native, dressed, screw-pressed. Otherwise rate and a half. (Loose dressed flax will not be accepted for carriage). Owners' risk	E
Flax, green. Owners' risk	F
Flax Straw. Owners' risk. (Loose flax straw will not be accepted for carriage)	F
Flax Matting	B
Flax-refuse consigned from flax-mills to factories for manufacture of cattle-food. Owners' risk	F
Fleshings, packed. Owners' risk	N
Floatine. Owners' risk	C
Flock, in bales	A
Floorcloth	A
Flour, packed	E
Flour-bags, in bags or bales	D
Flower-pots, packed	C
Flower-pots, loose. Owners to load and unload	B
Flowers, artificial. Rate and a quarter	As Parcels, see Part II.
Flowers, cut. Half-rate. Owners' risk	As Parcels, see Part II.
Flues, shell	See Boilers.
Fluid, boiler. Owners' risk	B
Fodder Molasses, for feeding stock	D
Fog-signals. Double rate. Owners' risk. <i>Dangerous</i>	A
Food, fish, for acclimatization societies	Free.
Foot-rot Preparation	D
Forks, hay or other agricultural	A
Fowl-grit, New Zealand produce. Owners' risk	E
Frames, picture. Rate and a half. Owners' risk	A
Fruit, fresh, not otherwise specified, packed. Owners' risk	D

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GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	CLASS
Fruit, fresh, New-Zealand-grown, 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
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 acclimatization societies ...	Free of charge.
Fungus, in bales or bags ...	B
Furnace-doors ...	D
Furnace-liners (brickware). Owners' risk ...	N
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 (<i>see also</i> 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> (<i>See also</i> Part II) ...	A
Fuzees. Double rate. Owners' risk. <i>Dangerous</i> ...	A
Game, dead. Owners' risk. (<i>See also</i> Parts II and III) ...	A
Garden-edges. Owners' risk ...	N
Garden Roots ...	D
Garden-seats. Owners' risk. If cast, <i>special goods</i> ...	B
Gas, acetylene, in cylinders. Owners' risk. <i>Dangerous</i> ...	A
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
Gas, liquefied nitrous oxide, in cast-iron or mild-steel cylinders. 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, not otherwise specified. Owners' risk ...	B
Gates, house and garden, New Zealand manufacture. Owners' risk ...	D
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> <i>See</i> 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. Owners' risk. As Parcels, <i>see</i> Part II.	
Glass, plate, packed, not otherwise specified. Owners' risk. <i>Special goods</i> ...	A
Glass, plate, packed (conveyed in special wagon, minimum 2 tons). 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.	
Glassware, packed, not otherwise specified. Owners' risk. <i>Special goods</i> ...	A
Glucose, packed ...	B
Glue and Glue Pieces, not otherwise specified, packed ...	D

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Glue Pieces, and Fleshings for Gluemaking, consigned direct from tanneries and slaughter-yards to gluemaking factories. Owners' risk ...	N
Go-carts ... As Perambulators.	M
Goats. Owners' risk. <i>Special goods</i> ...	M
Gold Coin. Double rate. Owners' risk. <i>Special goods</i> As Parcels, see Part II.	Part II.
Gold, manufactured or unmanufactured. Double rates. Owners' risk. <i>Special goods</i> As Parcels, see Part II.	Part II.
Golden-syrup ... As Treacle.	Treacle.
Gradual-feed boxes for horses ...	B
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
Guano, loose. Owners' risk ...	N
Gum, kauri ...	C
Gum, shellac, packed ...	B
Gunpowder. Double rate. Owners' risk. <i>Dangerous</i> ...	A
Guttering (zinc, tin, copper, brass, or iron) ...	A
Gypsum, for manure ...	E
Haberdashery, packed. Owners' risk ...	A
Hair, upholsterers' ...	A
Hair, plasterers' ...	C
Hair, raw, for manufacturing purposes, pressed, in bales or bags ...	C
Halters, rope ...	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. (<i>See also Parts II and III</i>) ...	A
Hares, dead, packed in cases or crates, in consignments of not less than 10 cwt. Owners' risk ...	C
Harmoniums, packed. Owners' risk. <i>Special goods</i> ...	A
Harmoniums, not packed. Rate and a half. Owners' risk. <i>Special goods</i> ...	A
Harness, packed ...	B
Harness, loose. Owners' risk ...	A
Harrow. Owners' risk. <i>Special goods</i> ...	C
Hat-boxes. Double rate ...	A
Hats, packed. Double rate ...	A
Hay, pressed or unpressed. Owners' risk. (Loose hay will not be accepted for carriage) ...	F

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

CLASSIFICATION—*continued.*

	CLASS.
Hearthstones. Owners' risk	D
Hematite, packed. Owners' risk	B
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
Holloware. Owners' risk	A
Honey, not otherwise specified, in bottles, tins, or jars. Owners' risk	A
Honey, not otherwise specified, in kegs or casks. Owners' risk	B
Honey, extracted, packed, locally produced. 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.
Horse-shoes	C
Hose, indiarubber. Owners' risk	A
Hosiery, packed. Owners' risk	A
Houses, wooden, packed	C
House-blocks, split. Owners' risk	F
House-blocks, sawn (not exceeding 5 ft. in length). Owners' risk	F
Hubs, manufactured	C
Hubs, unmanufactured	D
Hurdles, iron and wood	D
Husks, grain. Owners' risk	F
Ice, unpacked. Owners' risk	A
Ice, packed, not otherwise specified. Owners' risk	D
Ice, in 4-ton lots. Owners' risk	N
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, galvanized, loose, New Zealand manufacture, consigned direct from maker's factory	D
Iron, galvanized, packed, New Zealand manufacture, consigned direct from maker's factory. Rate and a half	E
Iron, galvanized, loose, not otherwise specified	C
Iron, galvanized, 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

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—*continued.*

	CLASS
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
Jars, glass (fruit, pickle, honey, or preserved meat). Owners' risk	C
Jewellery. Double rate. Owners' risk. <i>Special goods</i> As Parcels, <i>see</i> Part II.	Part II.
Joinery. Owners' risk	A
Kale-seed	D
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
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, wool. Owners' risk	C
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
Leather and Rubber Cuttings and Parings (waste) consigned to New Zealand leather-rubber factories. Owner's risk	N
Leather-rubber Goods (consisting of boot sole and heels, belting, tubing, mats, motor, cycle, or carriage tires), packed, consigned direct from New Zealand leather-rubber factories. Owners' risk	O
Library Exchanges	<i>See</i> 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	<i>See</i> 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
Live-stock and Poultry Foods, not otherwise specified. Owners' risk	D
Live-stock and Poultry Foods, manufactured in New Zealand. Owners' risk	E
Locomotive Engines, running on their own wheels. Owners' risk. <i>Special goods</i>	<i>See</i> Part III.

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CLASSIFICATION—continued.

	CLASS
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—windmills, winnowing, leather-cutting, stripping, printing, threshing, reaping, soda-water, clod-crushing, smut, weighing, flour-dressing, sheep-shearing; reapers-and-binders set up, minimum charge as for 1 ton; engines—fire, beer, and garden; hay-rakes and elevators, horse-works; garden-rollers, lawn-mowers; cheese-, wool-, hay-, and wine-presses; steam-ploughs, mangles, and all machines not otherwise specified. Owners' risk. <i>Special goods</i>	B
Machines—reapers-and-binders, packed; chaff-cutters, field-rollers, horse-powers, stone-crushers. Owners' risk. <i>Special goods</i>	C
Machines, sewing, loose. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Machines, sewing, packed. <i>Special goods</i>	A
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
Maize-meal, manufactured in New Zealand. Owners' risk	E
Malt. Owners' risk	E
Malt Screenings	E
Malthoid	B
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 for manufacture of grave-stones. Owners' risk. <i>Special goods</i>	D
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
Margarine, packed	C
Marrows, vegetable. Owners' risk	F
Maslin, packed, manufactured in New Zealand. 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, whole or in parts	A
Mattresses, unpacked. Rate and a half. Owners' risk	A
Meal, oat, packed. Owners' risk	E
Meal, imported, for horse and cattle feeding	D
Meal, linseed	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Meat, chilled	C
Meat, fresh. Owners' risk.	C
Meat, frozen	D
Meat, preserved, in casks, cases, or tins	D
Merry-go-rounds. Owners' risk. <i>Special goods</i>	B
Metal, expanded, for ferro-concrete	C
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
Military-camp Equipment (exclusive of ammunition or explosives of any description), guns, gun-carriages, and wagons. Owners' risk	C
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, humanized	... As Milk, see Part II.
Milk, preserved, not otherwise specified, packed	A
Milk, preserved, New Zealand manufacture, packed	C
Milk, preserved, packed, consigned direct from local factories in consignments of not less than 10cwt. Rate and a half	E
Millinery, packed. Double rate	A
Millstones. Owners' risk	C
Mining Machinery and Plant, not otherwise specified. Owners' risk.	D
<i>Special goods</i>	D
Mining-props. Owners' risk	F
Molasses, not otherwise specified, in casks	C
Molasses, fodder, for feeding stock	D
Molasses for preservation of New Zealand timber. Minimum load, 6 tons per four-wheeled truck, 12 tons per bogie truck	D
Money. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Monkeys, pile-driving	D
Monoble. Double rate. Owners' risk. <i>Dangerous</i>	A
Moss, hand-pressed, packed in bags or bales	C
Moss, hydraulic- or steam-pressed, packed in bales	D
Motor-cars, in cases. Minimum, 15 cwt. per truck. Owners' risk. <i>Special goods</i>	A
Motor-cars, unpacked, as four-wheeled carriages. Owners' risk. <i>Special goods</i>	See Part II.
Motor wagons or busses. Owners' risk. <i>Special goods</i>	See Part II.
Mouldings, New Zealand timber, in cases or bundles. Owners' risk	K
Mouldings, imported, in cases or bundles. Owners' risk. Rate and a half	K
Mouldings, gilt and fancy, in cases or bundles. Owners' risk	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.	A
<i>Special goods</i>	A
Mussels, in bottles. Owners' risk	C
Mustard, packed	A
Mutton-birds, preserved	D
Myrobolans	D
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

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

CLASSIFICATION—continued.

	CLASS
Netting, rope, packed	B
Newspapers	See Part II.
Nuts, edible (except Coconuts). Not otherwise specified	A
Nuts, coco, 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
Oatina, packed. Owners' risk	E
Oats. Owners' risk	E
Oats, crushed. Owners' risk	E
Oats, phosphorized, in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
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 acclimatization 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
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.
Paroid	B
Parsnips. Owners' risk	F
Patent Fencing (steel wire and lathwood). Owners' risk	D

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—*continued.*

	CLASS
Pearl Barley, packed. Owners' risk	E
Perse-meal, manufactured in New Zealand. Owners' risk	E
Peas, colonial produce, whole or crushed	E
Peas, imported	B
Peas, split, packed	E
Peat. Owners' risk	Q
Pebbles, imported for mining purposes	N
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. Owner's risk. <i>Special goods</i> See Part II.	A
Perambulators in parts, packed in cases, crates, or boxes. Owners' risk	A
Perambulators, loose. Rate and a quarter. Owners' risk As Parcels, see Part II.	A
Perambulators, packed, not otherwise specified. Owners' risk. Rate and a half	A
Perfumery. Owners' risk	A
Perry, in bottles. Owners' risk	A
Perry, in bulk	C
Petrol	As Benzine.
Petroleum, not otherwise specified. Owners' risk. <i>Dangerous</i>	A
Petroleum, native, crude, in 2-ton lots. Owners' risk	D
Petroleum, native, crude, in 4-ton lots. Owners' risk. Half-rate	B
Pewter, scrap. Owners' risk	N
Phosphorus. Double rate. <i>Dangerous</i>	A
Phosphates, ground (New Zealand produce). Owners' risk	Q
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 in New Zealand. Owners' risk	E
Pigeons, homing	See Part II.
Pigeons, living, in crates or cases	C
Pigeon-traps. Owners' risk	B
Piles or Heavy Timber. Owners' risk	K
Piles, stone, rough. Owners' risk	Q
Piles, ferro, concrete, New Zealand manufacture. Owners' risk	N
Piles, iron, cast. <i>Special goods</i>	D
Piles, iron, wrought	D
Pile-shoes	D
Pipeclay, packed	D
Pipes, smoking. Owners' risk	A
Pipes, galvanized or cast-iron, water or gas. Owners' risk. <i>Special goods</i>	D
Pipes, steel, water or gas, not otherwise specified. Owners' risk. <i>Special goods</i>	B
Pipes, steel, water or gas, New Zealand manufacture. 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, steel, and wrought-iron	B
Pipes, unflanged wrought-iron, and wrought-iron fluming, for mining or irrigation 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>	

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CLASSIFICATION—continued.

	CLASS
Pipes, wooden; minimum quantity, 2 tons per four-wheeled truck, 5 tons per bogie truck. Class C. Any less quantity will be charged as such minimum or at the classified rates for Class B. Owners' risk. <i>Special goods.</i>	
Pitch	D
Plants, packed. Owners' risk	C
Plaster. Owners' risk	D
Plaster, fibrous, New Zealand manufacture, packed. Owners' risk	A
Plaster-of-paris, packed	C
Plaster-of-paris Ornaments, loose. Double rate. Owners' risk	A
Plaster-of-paris Ornaments, packed. Rate and a half. Owners' risk	A
Plate, gold and silver. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Plated Goods. Rate and a half. Owners' risk. <i>Special goods</i>	A
Plate-glass, packed. Owners' risk. <i>Special goods</i>	A
Ploughs	B
Ploughshares. Owners' risk. <i>Special goods</i>	B
Poles, ferro-concrete, New Zealand manufacture. Owners' risk	N
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, patent fencing. Owners' risk	F
Posts, verandah, iron, loose. Owners' risk. <i>Special goods</i>	B
Posts and Rails, fencing, not otherwise specified. Rate and a half. Owners' risk.	F
Posts and Rails, fencing. New-Zealand-grown timber. Owners' risk	F
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 in New Zealand. Owners' risk	E
Poultry-meal, manufactured in New Zealand. 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 Building-blocks. Owners' risk	P
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
Punts	As Canoes.
Puppies in crates, baskets, or sacks. Owners' risk	See Part II.
Putty, packed	B
Pyrites. Owners' risk	Q

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
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
Rattans	C
Raupo, in bundles	D
Reapers-and-binders, set up, minimum charge as for 1 ton. Owners' risk.	
<i>Special goods</i>	B
Reapers-and-binders, packed. Owners' risk. <i>Special goods</i>	C
Refrigerating Machinery. Owners' risk. <i>Special goods</i>	C
Refuse from gold-smelting	B
Resin	D
Retorts, clay. Owners' risk	B
Retorts, iron. Owners' risk	C
Rice	C
Rice-flour	C
Rice meal for stock-feeding	D
Rice-meal, consigned direct to factory for inclusion in stock-food	E
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	F
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
Rubber, second-hand or waste	C
Ru'eroid	B
Ruddle, packed	B
Rugs, woollen, packed. Owners' risk	A
Runners, pig and sheep, in casks, crates, or cases	D
Rye	E
Rye-meal, manufactured in New Zealand. Owners' risk	E
Sacking, old, for paper-making. Owners' risk	N
Sacks, loose	A
Sacks, in bags, bundles, and bales	E

CLASSIFICATION—*continued.*

	CLASS
Saddlery, packed	B
Saddlery, loose. Owners' risk	A
Safes, bread, meat, and milk. Owners' risk	A
Safes, iron	B
Sage and Thyme	As Vegetables.
Sago	B
Sails, ships'	B
Salmon Ova and Fry, for acclimatization societies	Free of charge.
Salt, common, not otherwise specified, in bags. Rate and a half	E
Salt, table, in tins or bottles	D
Salt, manure, or for agricultural or pastoral purposes. Owners' risk	E
Salt pans, earthenware, New Zealand manufacture. Owners' risk	N
Saltpetre, packed	C
Sand. Owners' risk	Q
Sardines, packed	A
Sashes, window, glazed, not otherwise specified. Owners' risk. <i>Special goods</i>	<i>Special</i>
Sashes, window, glazed, packed. Owners' risk	A
Sashweights, loose. Owners' risk	C
Sashweights, packed	A
Sausage-skins, packed	C
Saw-benches. Owners' risk	A
Sawdust, in bags. Owners' risk	F
Saws, loose	As Parcels, see Part II.
Saws, packed	A
Scales and Scale-beams. Owners' risk	A
Scenery, theatrical. Owners' risk	A
Scheelite. Owners' risk	N
Scoria. Owners' risk	Q
Screwjacks	B
Screws, packed	B
Scrim, packed	A
Scythes, packed	A
Seats, garden. Owners' risk. If cast, <i>Special goods</i>	B
Seaweed, edible, packed. Owners' risk	D
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, and kale	D
Seeds, grass. Rate and a half; but in no case are total charges to exceed Class D	E
Seeds, returning from seed-cleaning establishments	See Part III.
Semolina, packed. Owners' risk	E
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 acclimatization 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 2-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-daggins. Rate and a half	E
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

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—continued.

	CLASS
Sheep Medicines, not otherwise specified, colonial manufacture	D
Sheep-racks. Owners' risk. <i>Special goods</i>	C
Sheep-runners, in casks	D
Sheep-skins, green or salted, in bundles not exceeding 1 cwt.	B
Sheep-skins (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
Sheep-skins (dried) loose. Owners to load and unload. (If loaded or unloaded by Railway Department, rate and a quarter.) Owners' risk	B
Sheep-skins, dried, in bales	H
Sheep-skins, dried, in bundles	B
Sheep-skins, 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.	As Parcels, see Part II.
<i>Special goods</i>	As Parcels, see Part II.
Skewers, New Zealand manufacture. Owners' risk	C
Slag-wool. Owners' risk	N
Slate Slabs, for furniture and house-fitting, imported. Owners' risk.	A
<i>Special goods</i>	A
Slate Slabs, for furniture and house-fitting, New Zealand manufacture. Owners' risk. <i>Special goods</i>	B
Slate Slabs, imported, for tanks and slate ridging. Owners' risk	B
Slate Slabs, for tanks and slate ridging, New Zealand manufacture. Owners' risk	P
Slates, asbestos, roofing. Owners' risk	N
Slates, roofing, imported. Owners' risk	N
Slates, roofing, New Zealand manufacture. Owners' risk	P
Slates, school, packed. Owners' risk	A
Sleepers, railway and tramway, New Zealand timber. Owners' risk	Q
Sleepers, railway and tramway, imported. Rate and a half. Owners' risk	Q
Slops, in cases. If in bales, owners' risk	A
Snow, packed. Owners' risk	C
Snuff	A
Soap, fancy	A
Soap-extract, New Zealand manufacture, packed	B
Soap, not otherwise specified, in cases or casks	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

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

CLASSIFICATION—*continued.*

	CLASS
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
Soda, nitrate of. Owners' risk	E
Soot, in bags, as manure. Owners' risk	E
Soy, in casks. Owners' risk	C
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
Stags' Heads, mounted or unmounted. Rate and a quarter. Owners' risk.	B
As Parcels, <i>see</i> Part II.	
Stakes, fencing, hewn or sawn, not otherwise specified. Rate and a half.	
Owners' risk	F
Stakes, fencing, hewn or sawn (New Zealand timber). Owners' risk	F
Stalls, racecourse. Rate and a quarter	As Parcels, <i>see</i> Part II.
Stamps. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, <i>see</i> Part II.
Standards (iron) for fencing, in bundles	D
Standards (iron) for fencing, loose	C
Staples, packed	C
Starch	A
Stationery, not otherwise specified. Owners' risk	A
Stationery, New Zealand manufacture. Consigned direct from factory.	
Owners' risk	B
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
Sucrosine, not otherwise specified. Owners' risk	D
Sucrosine, New Zealand manufacture. Owners' risk	E
Sugar, loaf, loose. Owners' risk	A
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

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—*continued.*

	CLASS
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, not otherwise specified, packed. Owners' risk	C
Sulphur, for acidmaking, packed. Owners' risk	Q
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
Tags for frozen meat	D
Tailings, quartz. Owners' risk	Q
Taipo. Double rate. Owners' risk. <i>Dangerous</i>	A
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, tent-poles, and fittings, 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, plain, flooring	D
Tiles, earthenware, imported. Owners' risk	N
Tiles, earthenware, native. Owners' risk	Q
Timber, imported. Rate and a half. Owners' risk	K
Timber, New Zealand, sawn or balk. Owners' risk	K
Tin, ingot and bar	C
Tin Plates and Gold Grating	B
Tin Plates, consigned to meat, fish-preserving, milk-condensing, dried-milk, and fruit-canning factories, packed	D
Tin, scrap. Owners' risk	Q
Tinware, packed. If loose, owners' risk	A
Title-deeds. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Tobacco, smoking. Owners' risk. <i>Special goods</i>	A
Tobacco-leaf, in bags. Owners' risk	E
Tobacco-dust, for use as a blight-destroyer. Owners' risk	D
Tobacco, sheepwash, packed	B
Tools, loose	A

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

CLASSIFICATION—*continued.*

	CLASS
Tools, packed	B
Tow, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	D
Tow, native, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	E
Toys, loose. Rate and a half. Owners' risk. <i>Special goods</i>	A
Toys, packed, not otherwise specified. Rate and a quarter. Owners' risk. <i>Special goods</i>	A
Toys, packed, New Zealand manufacture. Owners' risk. <i>Special goods</i>	A
Tram-cars	A
Trailers, cycle. Rate and a quarter. Owners' risk. As Parcels, see Part II.	Part II.
Traps, cesspit and yard. Owners' risk	C
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 and frames, 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 or Frames, packed (if through Parcels, rate and a quarter). Owners' risk. <i>Special goods</i>	A
Trimmings, upholsterers'	A
Trimmings, 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 acclimatization 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.
Typewriters, packed in cases or crates. Owners' risk. <i>Special goods</i>	A
Typewriters, loose. Rate and a quarter. Owners' risk. <i>Special goods</i>	As Parcels, see Part II.
Tyres, motor-car and cycle. Owners' risk	A
Umber, for paper-making purposes	D
Umbrellas, in cases. If in bundles, owners' risk	A
Valonia, packed. Owners' risk	D
Varnish. Owners' risk	A
Vats, not otherwise specified. Double rate	A
Vats, cream, freezing. Owners' risk. <i>Special goods</i>	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

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CLASSIFICATION—*continued.*

	CLASS
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
Veneers, packed in cases, crates, or bundles, not otherwise specified. Owners' risk	B
Veneers, manufactured from New Zealand timber, packed in cases, crates, or in bundles. Owners' risk. Half-rate	B
Velocipedes	<i>See</i> 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>	<i>See</i> Part III.
Wagons, empty, railway	<i>See</i> Part III.
Wagons, express, either set up or in pieces, unpacked	<i>See</i> Part III.
Wagons, express, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Washboards, New Zealand manufacture. Owners' risk	C
Washers, iron and lead	C
Waste, cotton, not otherwise specified	B
Waste, cotton, and other fibrous materials for paper-making. Owners' risk	N
Watches, packed. Double rate. Owners' risk. <i>Special goods</i>	<i>As</i> Parcels, <i>see</i> Part II.
Water, in tanks	C
Water, gas, in tanks	D
Water, gas, in 5-ton lots. Owners' risk	N
Waters, aerated and mineral, of all kinds. Owners' risk	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
Wickerware	<i>As</i> Basketware.
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

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

CLASSIFICATION—*continued.*

		CLASS
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
Wrappers, butter, packed	... ..	D
Writings. Double rate. Owners' risk. <i>Special goods</i>	As Parcels, <i>see</i> Part II.	
Wyandotte, packed	... ..	B
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

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. from Monday till Friday, and from 8 a.m. till noon on Saturdays. Ships discharging or taking in cargo at any other time will be charged for extra labour at the full rates ruling at the port less 6d. per hour, which latter amount will be paid by the Railway Department. Such rates shall be paid by the ship for each employee engaged by the Department at shunting, tallying, supervising, or in any way upon or in connection with the working of the ship.

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.

WHANGAREI—KAWAKAWA SECTION.

OPUA WHARF RATES.

Goods and live-stock conveyed to or from Opuā 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 Opuā 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 RAILWAY WHARVES.

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 wharves by railway, the following rates shall be paid by the owners, masters, or agents of ships or vessels :—

On all goods not otherwise specified, by weight or measurement, as the	s.	d.
Department may direct, per ton	...	2 6
Cattle and horses, per head	...	2 0
Sheep, pigs, and goats, per head	...	0 6

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WHARVES.

WHANGAREI RAILWAY WHARVES—continued.

	s.	d.
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 wharves, 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 Kioreroa see Local Rates (Part IV).

Charges for Use of Wharves.

	s.	d.
On every vessel lying at the wharves, 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	...	2 6
For passenger vessels trading only within the Whangarei Harbour using the railway wharves, per quarter	...	10 0

KAIHU SECTION.

DARGAVILLE WHARF.

Rates.

	s.	d.
Goods and live-stock conveyed between the wharf and stations inland by rail	Free.	
On all goods not otherwise specified (by weight or measurement, as the Department may direct), per ton	...	2 0
Cattle and horses, per head	...	2 6
Sheep, pigs, and goats, per head	...	0 6
Timber, per 100 superficial feet	...	0 3
Classes F, N, P, and Q, per ton	...	1 0
Minimum charge	...	0 6
Goods transhipped from or into vessels into or from vessels lying at the wharf, half-rates.		

The Department may require the owners of goods to find all labour for landing or shipping goods. On all goods not otherwise provided for, for which the Department finds labour, 1s. per ton will be charged for landing or shipping. For unloading charges on timber shipped at Dargaville, see Local Rates (Part IV).

Charges for Use of Wharf.

	s.	d.
For every vessel not over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	...	15 0
For every vessel over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	...	30 0
For every vessel, not otherwise specified, lying at the wharf, per working-day or part thereof, per ton gross register up to 150 tons	...	0 0½
For each ton above 150 tons	...	0 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.

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NORTH ISLAND MAIN LINE AND BRANCHES.

AUCKLAND DISTRICT.

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. (In charging wharfage, two calves, one year old and under, will be treated as one head of cattle)	...	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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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, sheep-skins, and rabbit-skins, in bales not over 4 cwt., per bale	...	0 3