



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, APRIL 13, 1939.

Published by Authority.

WELLINGTON, WEDNESDAY, APRIL 19, 1939.

New Zealand Government Railways.—General Scale of Charges.

IN pursuance of all powers and authorities enabling me under the Government Railways Act, 1926, and its amendments, and of all other powers enabling me in this behalf, I, Daniel Giles Sullivan, Minister of Railways, do hereby fix the following general scales of charges and do hereby impose the following conditions and regulations in respect of the New Zealand Government Railways open for traffic, and of the Lake Wakatipu Steamer Service and do hereby declare that such scales of charges and such conditions and regulations shall come into force on the first day of May, one thousand nine hundred and thirty-nine, on which date all previous scales, conditions, and regulations fixed or imposed in this behalf in respect of the said railways shall be revoked.

As witness my hand, this 13th day of April, 1939.

D. G. SULLIVAN, Minister of Railways.

Alterations in and additions to this General Scale of Charges will be published in the New Zealand Gazette.

The following scales, conditions, and regulations may be cited as the General Scale of Charges, and shall be read together with and deemed part of the scales, conditions, and regulations fixed and imposed by the Minister of Railways on the 13th day of April, 1939, and therein cited and hereinafter referred to as the Goods—Local Rates Scale of Charges, or any scales, conditions, or regulations duly fixed or imposed in substitution therefor, amendment thereof, or addition thereto.

PASSENGERS.

1. GENERAL 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 Department and to the conditions hereinafter set forth, 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.
2. Unless otherwise specified, tickets are not transferable. If they are used by any other than the person to whom issued they will (without prejudice to any penalty to which the transferrer or transferee or any other person may be liable) be forfeited.
3. Unless otherwise provided, children not exceeding 3 years of age in the charge of a responsible person travel free; children over 3 years of age and not exceeding 12 years of age, at half rates.
4. When tickets are issued in the train to passengers entering at any station where tickets are available for purchase instead of being issued from the booking-office at such station, a booking fee of 6d. will be charged in addition to the appropriate fare. In the case of children not exceeding 12 years of age half the additional fee (3d.) only will be charged.
5. When the holder of a season ticket is unable to produce such ticket for the journey being made, he will require to pay the appropriate fare for such journey, but no booking fee will be charged.
6. Except otherwise provided, passengers holding ordinary, season (except annual season tickets, Regulation 13), 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 fares are paid for the longer route passengers may travel by either route. Except otherwise specified in the case of annual season tickets, the holders may travel only over the lines actually specified on the tickets in each case.
7. Tickets may be obtained on the day or in advance of the day the passenger desires to travel, at any railway-station where there is an officer in charge, at duly authorized booking-agencies, or, with the exception of tickets for travel in suburban areas, at the City Booking-offices at Courtenay Place (Wellington), or Christchurch.
8. Tickets are to be obtained at the booking-office at stations where such offices are provided; at stations where there are no booking-offices tickets are to be obtained from the guards of the trains.
9. Unless otherwise provided, all tickets will expire at midnight on the last day of the period of their availability.
10. Tickets on which any concession is granted should be purchased half an hour before the departure-time of the train by which such tickets 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.
11. Passengers holding return tickets must on the outward journey present them whole; if the outward and return portions shall have been separated, both portions must be shown to the guard.
12. Except where inconsistent with the context or otherwise provided, tickets at fares which are expressed to be a proportion of any other fares, will, in each case, have the same availability (both as to period of time and break of journey) as the tickets at such last-mentioned fares.

2. Ordinary Tickets.

1. Fares (hereinafter referred to as ordinary fares) will be charged for ordinary tickets at the following rates:—

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
1	0 4	0 3	0 7	0 4	51	7 6	5 1	13 11	9 3
2	0 5	0 4	0 9	0 6	52	7 7	5 2	14 0	9 5
3	0 7	0 5	1 0	0 8	53	7 8	5 3	14 4	9 6
4	0 9	0 6	1 3	0 10	54	7 11	5 4	14 7	9 10
5	1 0	0 8	1 7	1 0	55	8 0	5 5	14 10	10 1
6	1 2	0 10	1 10	1 3	56	8 2	5 6	15 2	10 2
7	1 5	0 11	2 1	1 5	57	8 4	5 8	15 5	10 4
8	1 7	1 0	2 5	1 7	58	8 5	5 9	15 6	10 5
9	1 9	1 1	2 8	1 9	59	8 6	5 10	16 1	10 8
10	1 10	1 2	3 0	1 11	60	8 9	6 0	16 2	11 0
11	1 11	1 3	3 4	2 1	61	8 10	6 1	16 5	11 1
12	2 1	1 5	3 7	2 4	62	9 0	6 2	16 7	11 3
13	2 4	1 6	4 2	2 6	63	9 1	6 3	17 0	11 4
14	2 5	1 7	4 5	2 9	64	9 2	6 4	17 3	11 7
15	2 7	1 8	4 8	3 0	65	9 5	6 5	17 6	11 8
16	2 9	1 9	4 11	3 4	66	9 6	6 6	17 9	11 11
17	2 10	1 10	5 3	3 7	67	9 9	6 7	18 2	12 2
18	3 1	1 11	5 6	3 10	68	9 10	6 8	18 3	12 3
19	3 3	2 0	5 9	4 0	69	10 0	6 9	18 6	12 6
20	3 4	2 1	6 0	4 2	70	10 1	6 11	18 8	12 7
21	3 6	2 2	6 3	4 3	71	10 2	7 0	19 0	12 9
22	3 7	2 5	6 5	4 5	72	10 4	7 1	19 4	13 0
23	3 8	2 6	6 7	4 6	73	10 7	7 2	19 9	13 1
24	3 9	2 7	6 9	4 8	74	10 8	7 3	19 11	13 5
25	3 10	2 8	7 0	4 9	75	10 10	7 4	20 2	13 6
26	3 11	2 9	7 2	5 1	76	10 11	7 6	20 3	13 8
27	4 2	2 10	7 6	5 2	77	11 0	7 7	20 8	13 11
28	4 3	2 10	7 8	5 4	78	11 3	7 8	20 10	14 0
29	4 4	2 11	8 1	5 5	79	11 4	7 10	21 1	14 3
30	4 6	3 1	8 3	5 7	80	11 7	7 11	21 4	14 4
31	4 8	3 3	8 7	5 8	81	11 8	8 0	21 10	14 7
32	4 9	3 4	8 11	5 10	82	11 9	8 1	22 0	14 8
33	4 11	3 5	9 2	6 3	83	11 11	8 2	22 3	14 10
34	5 1	3 6	9 3	6 4	84	12 0	8 3	22 4	15 2
35	5 2	3 7	9 6	6 6	85	12 2	8 4	22 8	15 3
36	5 4	3 8	9 10	6 9	86	12 5	8 5	22 11	15 5
37	5 5	3 9	10 2	6 11	87	12 6	8 6	23 2	15 6
38	5 6	3 10	10 4	7 1	88	12 7	8 7	23 7	15 10
39	5 8	3 11	10 8	7 2	89	12 9	8 9	23 10	16 1
40	5 10	4 0	11 0	7 5	90	12 10	8 10	24 1	16 2
41	6 1	4 2	11 3	7 6	91	13 0	8 11	24 5	16 4
42	6 2	4 3	11 4	7 8	92	13 2	9 0	24 6	16 5
43	6 4	4 4	11 8	7 10	93	13 5	9 1	24 9	16 7
44	6 6	4 5	11 11	8 1	94	13 6	9 2	24 11	16 8
45	6 7	4 6	12 3	8 3	95	13 7	9 3	25 4	17 0
46	6 8	4 7	12 6	8 4	96	13 9	9 4	25 8	17 3
47	6 11	4 8	12 9	8 7	97	13 10	9 5	25 11	17 4
48	7 0	4 9	13 0	8 11	98	14 0	9 6	26 2	17 6
49	7 2	4 10	13 5	9 0	99	14 3	9 8	26 6	17 9
50	7 3	4 11	13 6	9 2	100	14 4	9 9	26 7	17 11

PASSENGERS—*continued.*
 Ordinary Fares—*continued.*

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
101	14 5	9 10	26 10	18 2	151	21 5	14 7	40 0	26 9
102	14 7	10 0	27 1	18 3	152	21 7	14 8	40 3	26 10
103	14 8	10 1	27 5	18 5	153	21 9	14 10	40 6	27 1
104	14 11	10 2	27 9	18 6	154	21 10	14 11	40 10	27 2
105	15 0	10 3	28 1	18 8	155	22 0	15 0	41 2	27 5
106	15 2	10 4	28 3	18 10	156	22 2	15 2	41 4	27 9
107	15 4	10 5	28 6	19 0	157	22 3	15 3	41 7	28 0
108	15 5	10 7	28 7	19 4	158	22 6	15 4	41 9	28 1
109	15 7	10 8	29 0	19 5	159	22 7	15 5	42 1	28 3
110	15 9	10 9	29 2	19 9	160	22 8	15 6	42 4	28 4
111	15 10	10 10	29 6	19 11	161	22 10	15 7	42 8	28 6
112	15 11	10 11	29 10	20 0	162	23 0	15 8	42 11	28 7
113	16 1	11 0	30 2	20 2	163	23 1	15 9	43 3	28 11
114	16 3	11 1	30 4	20 3	164	23 3	15 10	43 5	29 0
115	16 5	11 2	30 7	20 6	165	23 5	15 11	43 9	29 2
116	16 6	11 3	30 9	20 8	166	23 6	16 1	43 10	29 5
117	16 8	11 4	31 0	20 10	167	23 8	16 2	44 1	29 6
118	16 10	11 7	31 4	20 11	168	23 9	16 3	44 6	29 10
119	17 0	11 8	31 8	21 1	169	23 11	16 4	44 11	30 1
120	17 2	11 9	31 11	21 4	170	24 1	16 5	45 0	30 2
121	17 3	11 10	32 2	21 9	171	24 4	16 6	45 3	30 4
122	17 5	11 11	32 5	21 10	172	24 5	16 7	45 7	30 5
123	17 6	12 0	32 9	22 0	173	24 7	16 9	45 10	30 7
124	17 7	12 1	32 10	22 1	174	24 8	16 10	45 11	30 9
125	17 9	12 2	33 3	22 3	175	24 10	17 0	46 2	30 11
126	17 11	12 3	33 4	22 4	176	24 11	17 1	46 6	31 0
127	18 1	12 5	33 9	22 7	177	25 1	17 2	47 0	31 4
128	18 3	12 6	34 0	22 8	178	25 3	17 3	47 1	31 6
129	18 4	12 7	34 3	22 11	179	25 4	17 4	47 5	31 8
130	18 6	12 8	34 6	23 0	180	25 6	17 5	47 7	31 11
131	18 7	12 9	34 10	23 2	181	25 8	17 6	47 11	32 1
132	18 10	12 10	34 11	23 7	182	25 10	17 7	48 0	32 2
133	19 0	12 11	35 5	23 9	183	26 0	17 8	48 4	32 5
134	19 1	13 0	35 6	23 10	184	26 2	17 9	48 9	32 7
135	19 3	13 1	35 9	24 1	185	26 3	17 11	49 2	32 9
136	19 4	13 2	36 1	24 2	186	26 5	18 0	49 3	32 10
137	19 5	13 4	36 5	24 5	187	26 7	18 1	49 6	33 0
138	19 7	13 5	36 7	24 6	188	26 8	18 2	49 8	33 3
139	19 9	13 6	36 10	24 8	189	26 9	18 3	50 0	33 4
140	19 11	13 7	37 3	24 9	190	26 10	18 4	50 1	33 8
141	20 1	13 8	37 6	24 11	191	27 1	18 5	50 5	33 9
142	20 3	13 9	37 7	25 0	192	27 2	18 6	50 11	34 0
143	20 4	13 10	37 10	25 4	193	27 4	18 7	51 2	34 2
144	20 5	13 11	38 2	25 8	194	27 6	18 10	51 3	34 3
145	20 8	14 0	38 6	25 10	195	27 8	18 11	51 7	34 6
146	20 10	14 1	38 8	25 11	196	27 9	19 0	51 10	34 7
147	20 11	14 3	39 1	26 2	197	27 10	19 1	52 1	34 10
148	21 0	14 4	39 3	26 3	198	28 1	19 2	52 2	34 11
149	21 2	14 5	39 7	26 6	199	28 2	19 3	52 9	35 2
150	21 3	14 6	39 8	26 7	200	28 4	19 4	53 0	35 5

PASSENGERS—*continued.*

Ordinary Fares—*continued.*

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
201	28 6	19 5	53 3	35 6	251	35 6	24 2	66 4	44 1
202	28 7	19 6	53 4	35 8	252	35 7	24 4	66 6	44 6
203	28 8	19 7	53 8	35 9	253	35 9	24 5	66 9	44 8
204	28 11	19 9	53 11	36 1	254	35 11	24 6	67 0	44 11
205	29 0	19 10	54 2	36 4	255	36 0	24 7	67 3	45 0
206	29 2	19 11	54 3	36 5	256	36 1	24 8	67 7	45 2
207	29 3	20 0	54 9	36 7	257	36 4	24 9	67 10	45 3
208	29 4	20 1	55 1	36 8	258	36 5	24 10	68 2	45 7
209	29 7	20 2	55 4	36 10	259	36 7	24 11	68 6	45 8
210	29 8	20 3	55 6	37 3	260	36 8	25 0	68 7	45 10
211	29 11	20 4	55 9	37 4	261	36 10	25 1	68 10	45 11
212	30 1	20 5	55 11	37 6	262	37 0	25 3	69 0	46 1
213	30 2	20 6	56 3	37 7	263	37 2	25 4	69 5	46 2
214	30 3	20 9	56 7	37 9	264	37 4	25 5	69 8	46 6
215	30 4	20 10	56 10	37 10	265	37 5	25 6	70 0	46 10
216	30 6	20 11	57 1	38 2	266	37 7	25 7	70 3	47 0
217	30 9	21 0	57 6	38 5	267	37 8	25 8	70 7	47 1
218	30 10	21 1	57 7	38 6	268	37 9	25 10	70 8	47 4
219	31 0	21 2	57 10	38 8	269	37 11	25 11	70 11	47 5
220	31 1	21 3	58 0	38 9	270	38 1	26 0	71 2	47 7
221	31 2	21 4	58 5	39 1	271	38 3	26 2	71 5	47 8
222	31 4	21 5	58 8	39 3	272	38 5	26 3	71 9	47 11
223	31 6	21 7	58 11	39 4	273	38 6	26 4	72 2	48 0
224	31 9	21 8	59 3	39 7	274	38 8	26 5	72 4	48 3
225	31 10	21 9	59 6	39 8	275	38 10	26 6	72 7	48 4
226	31 11	21 10	59 7	39 11	276	39 0	26 7	72 11	48 9
227	32 1	21 11	59 11	40 0	277	39 2	26 8	73 1	48 10
228	32 3	22 0	60 2	40 3	278	39 3	26 9	73 3	49 2
229	32 4	22 1	60 6	40 5	279	39 5	26 10	73 6	49 3
230	32 7	22 2	60 8	40 6	280	39 6	26 11	73 11	49 5
231	32 8	22 3	61 1	40 10	281	39 7	27 1	74 3	49 6
232	32 9	22 4	61 4	41 1	282	39 9	27 2	74 5	49 8
233	32 11	22 6	61 7	41 2	283	40 0	27 3	74 9	49 9
234	33 0	22 7	61 8	41 4	284	40 1	27 4	74 10	50 0
235	33 2	22 8	62 0	41 5	285	40 3	27 5	75 1	50 1
236	33 4	22 9	62 4	41 7	286	40 4	27 6	75 4	50 4
237	33 7	22 10	62 7	41 9	287	40 6	27 8	75 8	50 5
238	33 8	22 11	62 10	42 0	288	40 8	27 9	76 0	50 11
239	33 9	23 0	63 1	42 1	289	40 10	27 10	76 3	51 0
240	33 11	23 1	63 5	42 4	290	41 0	28 0	76 7	51 2
241	34 1	23 2	63 9	42 6	291	41 1	28 1	76 10	51 3
242	34 2	23 3	63 10	42 8	292	41 2	28 2	76 11	51 6
243	34 5	23 5	64 3	42 11	293	41 4	28 3	77 2	51 7
244	34 6	23 6	64 4	43 2	294	41 5	28 4	77 4	51 10
245	34 7	23 7	64 9	43 3	295	41 7	28 5	77 10	51 11
246	34 9	23 8	64 11	43 5	296	41 10	28 6	78 1	52 1
247	34 10	23 9	65 2	43 7	297	41 11	28 7	78 5	52 2
248	35 0	23 10	65 5	43 9	298	42 0	28 8	78 7	52 4
249	35 2	23 11	65 10	43 10	299	42 2	28 9	78 11	52 9
250	35 4	24 0	65 11	44 0	300	42 4	28 11	79 0	53 0

PASSENGERS—continued.

Ordinary Fares—continued.

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
301	42 6	29 0	79 4	53 1	351	49 5	33 9	92 5	61 8
302	42 8	29 1	79 6	53 3	352	49 6	33 10	92 8	61 11
303	42 10	29 2	79 10	53 4	353	49 8	33 11	92 11	62 0
304	42 11	29 3	80 3	53 6	354	49 10	34 0	93 4	62 4
305	43 0	29 4	80 6	53 8	355	50 1	34 1	93 7	62 6
306	43 2	29 6	80 8	53 11	356	50 3	34 2	93 9	62 7
307	43 3	29 7	80 11	54 0	357	50 4	34 3	94 1	62 10
308	43 5	29 8	81 0	54 2	358	50 5	34 5	94 2	62 11
309	43 7	29 10	81 5	54 3	359	50 6	34 6	94 6	63 1
310	43 8	29 11	81 8	54 7	360	50 8	34 7	94 9	63 5
311	43 10	30 0	81 11	54 9	361	50 11	34 8	95 3	63 6
312	44 0	30 1	82 3	55 1	362	51 0	34 9	95 4	63 9
313	44 2	30 2	82 7	55 2	363	51 2	34 10	95 8	63 10
314	44 4	30 3	82 9	55 4	364	51 3	35 0	95 11	64 0
315	44 6	30 4	83 1	55 6	365	51 4	35 1	96 2	64 3
316	44 7	30 5	83 2	55 8	366	51 6	35 2	96 3	64 4
317	44 8	30 6	83 8	55 9	367	51 8	35 4	96 6	64 8
318	44 10	30 7	83 9	55 11	368	51 11	35 5	96 11	64 9
319	45 0	30 9	84 1	56 0	369	52 0	35 6	97 4	64 11
320	45 1	30 10	84 4	56 3	370	52 1	35 7	97 5	65 0
321	45 3	30 11	84 7	56 7	371	52 3	35 8	97 9	65 2
322	45 5	31 0	84 11	56 8	372	52 4	35 9	98 0	65 5
323	45 6	31 1	85 2	56 10	373	52 6	35 10	98 3	65 7
324	45 8	31 2	85 3	57 1	374	52 9	35 11	98 4	65 10
325	45 10	31 3	85 9	57 2	375	52 10	36 0	98 8	65 11
326	46 0	31 4	85 10	57 6	376	52 11	36 1	99 2	66 2
327	46 1	31 5	86 2	57 7	377	53 1	36 3	99 6	66 4
328	46 2	31 6	86 5	57 9	378	53 2	36 4	99 7	66 6
329	46 5	31 8	86 9	57 10	379	53 4	36 5	99 10	66 8
330	46 6	31 9	86 11	58 0	380	53 6	36 6	100 0	66 9
331	46 8	31 10	87 3	58 1	381	53 9	36 7	100 5	67 0
332	46 10	31 11	87 7	58 5	382	53 10	36 8	100 6	67 1
333	46 11	32 0	87 10	58 8	383	53 11	36 9	100 9	67 3
334	47 1	32 1	87 11	58 9	384	54 1	36 10	101 2	67 7
335	47 3	32 2	88 2	58 11	385	54 2	36 11	101 7	67 8
336	47 4	32 3	88 7	59 3	386	54 4	37 0	101 8	67 10
337	47 6	32 4	88 10	59 4	387	54 7	37 2	101 11	68 2
338	47 8	32 5	89 0	59 6	388	54 8	37 3	102 1	68 4
339	47 10	32 7	89 5	59 7	389	54 9	37 4	102 5	68 6
340	47 11	32 8	89 8	59 10	390	54 11	37 6	102 6	68 7
341	48 0	32 9	89 11	59 11	391	55 0	37 7	103 0	68 9
342	48 3	32 10	90 0	60 2	392	55 2	37 8	103 4	68 10
343	48 4	32 11	90 4	60 5	393	55 4	37 9	103 7	69 0
344	48 6	33 0	90 7	60 6	394	55 6	37 10	103 8	69 1
345	48 8	33 2	90 11	60 8	395	55 8	37 11	104 1	69 5
346	48 9	33 3	91 1	60 9	396	55 9	38 1	104 3	69 8
347	48 10	33 4	91 6	61 1	397	55 11	38 2	104 6	69 9
348	49 1	33 6	91 8	61 4	398	56 1	38 3	104 7	70 0
349	49 2	33 7	92 0	61 5	399	56 2	38 4	105 2	70 3
350	49 4	33 8	92 2	61 7	400	56 3	38 5	105 5	70 4

PASSENGERS—continued.

Ordinary Fares—continued.

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
401	56 5	38 6	105 8	70 7	451	63 5	43 3	118 10	79 2
402	56 7	38 7	105 9	70 8	452	63 7	43 4	118 11	79 4
403	56 9	38 8	106 1	70 10	453	63 9	43 5	119 2	79 6
404	56 10	38 9	106 4	70 11	454	63 10	43 7	119 5	79 9
405	57 1	38 10	106 7	71 2	455	64 0	43 8	119 9	79 10
406	57 2	39 0	106 11	71 3	456	64 2	43 9	120 0	80 3
407	57 4	39 1	107 2	71 5	457	64 4	43 10	120 4	80 5
408	57 6	39 2	107 6	71 9	458	64 6	43 11	120 8	80 6
409	57 7	39 3	107 10	72 1	459	64 8	44 0	120 11	80 8
410	57 9	39 4	107 11	72 2	460	64 9	44 2	121 0	80 9
411	57 10	39 5	108 2	72 4	461	64 11	44 3	121 3	80 11
412	57 11	39 6	108 4	72 5	462	65 0	44 4	121 6	81 0
413	58 1	39 7	108 10	72 7	463	65 2	44 6	121 10	81 4
414	58 4	39 8	109 0	72 8	464	65 3	44 7	122 1	81 5
415	58 5	39 9	109 3	73 0	465	65 5	44 8	122 6	81 8
416	58 7	39 11	109 7	73 1	466	65 7	44 9	122 8	81 10
417	58 8	40 0	109 11	73 3	467	65 8	44 10	123 0	81 11
418	58 9	40 1	110 0	73 4	468	65 10	44 11	123 1	82 3
419	58 11	40 2	110 3	73 6	469	66 0	45 0	123 5	82 6
420	59 2	40 3	110 6	73 11	470	66 2	45 1	123 7	82 7
421	59 4	40 4	110 10	74 2	471	66 3	45 2	123 10	82 9
422	59 5	40 6	111 1	74 3	472	66 4	45 3	124 4	82 10
423	59 7	40 7	111 5	74 5	473	66 7	45 5	124 7	83 1
424	59 8	40 8	111 8	74 6	474	66 9	45 6	124 9	83 2
425	59 9	40 10	111 11	74 9	475	66 10	45 7	125 0	83 4
426	59 11	40 11	112 0	74 10	476	67 0	45 8	125 2	83 8
427	60 2	41 0	112 5	75 0	477	67 1	45 9	125 6	83 9
428	60 3	41 1	112 8	75 1	478	67 2	45 10	125 8	84 0
429	60 5	41 2	112 11	75 4	479	67 5	45 11	125 11	84 1
430	60 6	41 3	113 1	75 5	480	67 6	46 0	126 4	84 4
431	60 8	41 4	113 6	75 8	481	67 8	46 1	126 8	84 6
432	60 9	41 5	113 9	76 0	482	67 10	46 4	126 10	84 7
433	61 0	41 6	114 0	76 2	483	67 11	46 5	127 2	84 11
434	61 2	41 7	114 2	76 3	484	68 1	46 6	127 3	85 0
435	61 3	41 9	114 8	76 7	485	68 2	46 7	127 6	85 2
436	61 4	41 10	114 9	76 8	486	68 5	46 8	127 9	85 3
437	61 6	41 11	115 1	76 10	487	68 7	46 9	128 2	85 6
438	61 7	42 0	115 3	76 11	488	68 8	46 10	128 5	85 9
439	61 9	42 1	115 6	77 1	489	68 10	46 11	128 8	85 10
440	61 11	42 2	115 10	77 2	490	68 11	47 0	129 0	86 1
441	62 1	42 3	116 2	77 4	491	69 0	47 1	129 3	86 2
442	62 2	42 4	116 3	77 6	492	69 3	47 3	129 4	86 5
443	62 4	42 6	116 8	77 10	493	69 4	47 4	129 7	86 8
444	62 6	42 8	116 9	78 1	494	69 6	47 5	129 10	86 9
445	62 8	42 9	117 2	78 3	495	69 7	47 6	130 3	86 11
446	62 10	42 10	117 4	78 5	496	69 8	47 7	130 6	87 0
447	63 0	42 11	117 7	78 7	497	69 10	47 8	130 10	87 3
448	63 1	43 0	117 11	78 8	498	70 0	47 9	131 0	87 7
449	63 2	43 1	118 3	78 11	499	70 3	47 10	131 4	87 8
450	63 4	43 2	118 6	79 0	500	70 5	47 11	131 5	87 10

PASSENGERS—continued.

Ordinary Fares—continued.

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
501	70 6	48 0	131 9	88 0	551	77 6	52 10	144 1	95 6
502	70 7	48 2	131 11	88 1	552	77 8	52 11	144 5	95 7
503	70 8	48 3	132 2	88 4	553	77 9	53 0	144 8	95 10
504	70 10	48 4	132 6	88 6	554	77 11	53 1	144 10	95 11
505	71 1	48 5	132 9	88 8	555	78 0	53 2	145 1	96 1
506	71 2	48 6	132 11	88 9	556	78 1	53 4	145 4	96 2
507	71 4	48 7	133 2	88 11	557	78 3	53 5	145 8	96 4
508	71 5	48 8	133 5	89 0	558	78 5	53 6	145 10	96 5
509	71 6	48 9	133 9	89 2	559	78 7	53 8	146 1	96 9
510	71 8	48 11	133 11	89 3	560	78 9	53 9	146 4	96 10
511	71 10	49 1	134 2	89 7	561	78 10	53 10	146 7	97 0
512	72 1	49 2	134 5	89 8	562	79 0	53 11	146 10	97 1
513	72 2	49 3	134 8	89 10	563	79 2	54 0	147 2	97 3
514	72 3	49 4	134 11	89 11	564	79 4	54 1	147 4	97 4
515	72 5	49 5	135 3	90 1	565	79 6	54 2	147 7	97 6
516	72 7	49 6	135 5	90 2	566	79 7	54 3	147 9	97 8
517	72 8	49 7	135 8	90 5	567	79 9	54 4	148 2	97 11
518	72 11	49 8	135 10	90 6	568	79 10	54 5	148 4	98 0
519	73 0	49 9	136 3	90 9	569	79 11	54 7	148 7	98 2
520	73 1	49 10	136 5	90 10	570	80 1	54 8	148 9	98 3
521	73 3	50 0	136 8	91 0	571	80 4	54 9	149 2	98 5
522	73 5	50 1	136 10	91 1	572	80 5	54 10	149 4	98 7
523	73 7	50 2	137 3	91 4	573	80 7	54 11	149 7	98 9
524	73 8	50 3	137 5	91 5	574	80 8	55 0	149 9	98 10
525	73 11	50 4	137 8	91 7	575	80 10	55 2	150 1	99 1
526	74 0	50 5	137 10	91 8	576	80 11	55 3	150 4	99 2
527	74 1	50 6	138 2	91 11	577	81 2	55 4	150 7	99 4
528	74 3	50 7	138 5	92 0	578	81 4	55 6	150 10	99 6
529	74 4	50 8	138 8	92 3	579	81 5	55 7	151 1	99 8
530	74 6	50 9	138 11	92 4	580	81 6	55 8	151 3	99 9
531	74 9	50 11	139 2	92 6	581	81 8	55 9	151 7	99 11
532	74 10	51 0	139 4	92 7	582	81 9	55 10	151 10	100 0
533	74 11	51 1	139 8	92 9	583	81 11	55 11	152 1	100 3
534	75 1	51 2	139 11	92 10	584	82 1	56 0	152 3	100 5
535	75 2	51 3	140 2	93 2	585	82 3	56 1	152 6	100 7
536	75 4	51 4	140 4	93 3	586	82 4	56 2	152 10	100 8
537	75 6	51 6	140 7	93 5	587	82 6	56 3	153 1	100 10
538	75 8	51 7	140 11	93 6	588	82 8	56 5	153 3	100 11
539	75 10	51 8	141 2	93 8	589	82 9	56 6	153 7	101 1
540	75 11	51 10	141 4	93 9	590	83 0	56 7	153 9	101 2
541	76 1	51 11	141 8	94 0	591	83 2	56 8	154 1	101 6
542	76 2	52 0	141 10	94 1	592	83 3	56 9	154 3	101 7
543	76 4	52 1	142 2	94 4	593	83 4	56 10	154 7	101 9
544	76 5	52 2	142 4	94 5	594	83 6	56 11	154 9	101 10
545	76 7	52 3	142 8	94 7	595	83 7	57 0	155 1	102 0
546	76 9	52 4	142 10	94 8	596	83 9	57 1	155 3	102 1
547	76 11	52 5	143 2	94 11	597	83 11	57 2	155 7	102 4
548	77 0	52 6	143 4	95 0	598	84 0	57 4	155 9	102 5
549	77 2	52 7	143 8	95 2	599	84 2	57 5	156 0	102 8
550	77 3	52 9	143 10	95 3	600	84 4	57 6	156 4	102 9

PASSENGERS—continued.

Ordinary Fares—continued.

Miles.	SINGLE.		RETURN.		Miles.	SINGLE.		RETURN.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
601	84 6	57 7	156 7	102 11	651	91 6	62 4	168 11	110 4
602	84 8	57 8	156 9	103 0	652	91 7	62 6	169 2	110 6
603	84 10	57 9	157 0	103 3	653	91 8	62 7	169 6	110 8
604	84 11	57 10	157 3	103 4	654	91 10	62 8	169 8	110 9
605	85 0	57 11	157 7	103 6	655	92 0	62 10	169 11	111 0
606	85 2	58 0	157 9	103 7	656	92 3	62 11	170 2	111 1
607	85 4	58 1	158 0	103 10	657	92 4	63 0	170 5	111 3
608	85 5	58 3	158 3	103 11	658	92 5	63 1	170 8	111 5
609	85 7	58 4	158 6	104 2	659	92 7	63 2	171 0	111 7
610	85 9	58 5	158 9	104 3	660	92 8	63 3	171 2	111 8
611	85 10	58 6	159 1	104 5	661	92 10	63 4	171 5	111 10
612	86 0	58 7	159 3	104 6	662	93 1	63 5	171 7	111 11
613	86 2	58 8	159 6	104 8	663	93 2	63 6	172 0	112 2
614	86 4	58 10	159 8	104 9	664	93 3	63 7	172 2	112 4
615	86 5	58 11	160 1	105 1	665	93 5	63 9	172 5	112 6
616	86 6	59 0	160 3	105 2	666	93 7	63 10	172 7	112 7
617	86 9	59 2	160 6	105 4	667	93 9	63 11	173 0	112 9
618	86 11	59 3	160 8	105 5	668	93 10	64 0	173 2	112 10
619	87 0	59 4	161 1	105 7	669	94 1	64 1	173 5	113 0
620	87 2	59 5	161 3	105 8	670	94 2	64 2	173 7	113 1
621	87 3	59 6	161 6	105 11	671	94 3	64 4	173 11	113 5
622	87 4	59 7	161 8	106 0	672	94 5	64 5	174 2	113 6
623	87 7	59 8	162 0	106 3	673	94 7	64 6	174 5	113 8
624	87 8	59 9	162 3	106 4	674	94 8	64 8	174 8	113 9
625	87 10	59 10	162 6	106 6	675	94 11	64 9	174 11	113 11
626	88 0	59 11	162 9	106 7	676	95 0	64 10	175 1	114 0
627	88 2	60 1	163 0	106 10	677	95 1	64 11	175 5	114 3
628	88 3	60 2	163 2	106 11	678	95 3	65 0	175 8	114 4
629	88 4	60 3	163 6	107 1	679	95 4	65 1	175 11	114 7
630	88 7	60 4	163 9	107 2	680	95 6	65 2	176 1	114 8
631	88 9	60 5	164 0	107 5	681	95 8	65 3	176 4	114 10
632	88 10	60 6	164 2	107 6	682	95 10	65 4	176 8	114 11
633	89 0	60 8	164 5	107 9	683	96 0	65 5	176 11	115 2
634	89 1	60 9	164 9	107 10	684	96 1	65 7	177 1	115 3
635	89 2	60 10	165 0	108 0	685	96 3	65 8	177 5	115 5
636	89 5	61 0	165 2	108 1	686	96 4	65 9	177 7	115 6
637	89 6	61 1	165 6	108 3	687	96 6	65 10	177 11	115 9
638	89 8	61 2	165 8	108 4	688	96 7	65 11	178 1	115 10
639	89 9	61 3	166 0	108 8	689	96 10	66 0	178 5	116 1
640	89 11	61 4	166 2	108 9	690	96 11	66 1	178 7	116 2
641	90 1	61 5	166 6	108 11	691	97 1	66 2	178 11	116 4
642	90 2	61 6	166 8	109 0	692	97 2	66 3	179 1	116 5
643	90 5	61 7	167 0	109 2	693	97 4	66 4	179 5	116 7
644	90 6	61 8	167 2	109 3	694	97 5	66 6	179 7	116 8
645	90 8	61 9	167 6	109 5	695	97 8	66 7	179 10	117 0
646	90 9	61 11	167 8	109 7	696	97 10	66 8	180 2	117 1
647	90 10	62 0	167 11	109 10	697	97 11	66 9	180 5	117 3
648	91 0	62 1	168 3	109 11	698	98 1	66 11	180 7	117 4
649	91 3	62 2	168 6	110 1	699	98 2	67 0	180 10	117 6
650	91 4	62 3	168 8	110 2	700	98 3	67 1	181 1	117 7

PASSENGERS—*continued.*

2. Except as may be specially provided, tickets at ordinary fares (Regulation 2) will be available as follows:—

- (a) Single tickets for journeys not exceeding 20 miles—for one day only, being the date shown on the ticket.
- (b) Single tickets for journeys exceeding 20 miles—for one calendar month.
- (c) Single tickets issued between two stations on separate sections of railway and which necessitate a sea journey—for one calendar month.
- (d) Return tickets for three calendar months.
- (e) In each case under the last three preceding subparagraphs the period of availability shall begin with the day of the date immediately following the date shown on the ticket.
- (f) The journey may be commenced on the date shown on the ticket or at any time within the period of the availability of the ticket, and must be completed before the expiry of such period.

3. Except in cases where break of journey is necessitated by the train service and as provided in paragraph 4, single or return tickets for distances of 10 miles and under will not be available for break of journey. Passengers holding such 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.

4. In the case of intersection bookings which necessitate a sea journey between the North and South Islands, the rail journey may, after the completion of the sea journey, be broken at Christchurch, and/or Wellington.

3. Reserved Seats.

1. Except as otherwise provided passengers travelling by express or mail trains and by such other trains as may be determined by the General Manager, may reserve seats for the journey upon payment of 1s. 1d. for each seat so reserved: Provided that seats will not be reserved for a journey of less than 100 miles on the 7.15 p.m. Auckland-Wellington or the 7.15 p.m. Wellington-Auckland, Limited Express trains, except between Wellington and Palmerston North and between Auckland and Frankton Junction, and *vice versa* in each case.

2. Applications for the reservation of seats will be received as under:—

- (a) At the station from which the train commences its journey, not later than one hour before the time-table time of departure of the train.
- (b) At any station other than that from which the train commences its journey, not later than two hours and a half before the time-table time of departure of the train from the original starting-station.
- (c) The departure times of trains as shown in this regulation may be changed, and in the event of any such change the provisions of this regulation shall apply to the corresponding train (if any) in each case, as determined by the General Manager.

3. Not more than one seat will be reserved for each passenger.

4. Seats may be reserved on the day or in advance of the day the passenger desires to travel, at any station where there is an officer in charge, the City Booking-offices at Courtenay Place (Wellington), or Christchurch, or duly authorized booking agencies. The Department reserves the right to cancel trains or alter train time-tables without notice, and reservations of seats will be made subject to such cancellation or alteration.

5. Reserved-seat tickets are not transferable and are not available for break of journey.

6. Notwithstanding anything contained in these provisions, the Department shall have the right, subject to such conditions as it may think fit, to reserve on any train, for any distance, any railway-carriage, or any compartment or seat in a railway-carriage (for any particular reason), for any person or class of persons.

4. Sleeping-berths.

1. Application for the reservation of sleeping-berths will be received as under:—

- (a) At the station from which the train commences its journey: Not later than one hour before the time-table time of departure of the train from the starting-station.
- (b) At any station other than that from which the train commences its journey: Not later than two hours and a half before the time-table time of departure of the train from the original starting-station.

PASSENGERS—*continued.*

2. Sleeping-berths may be reserved on the day or in advance of the day on which the passenger desires to travel, at any station where there is an officer in charge, the City Booking-offices at Courtenay Place (Wellington), or Christchurch, or duly authorized booking agencies. The Department reserves the right to cancel trains and alter train time-tables without notice, and reservations of sleeping-berths will be made subject to such cancellation or alteration.

3. Passengers joining any of the trains to which sleeping-cars are attached, and who desire to reserve sleeping-berths at a station other than the original starting-station of the train, should make application to a Stationmaster not less than two hours and a half before the time-table time of departure of the train from the original starting-station, and deposit the proper amount chargeable for the berths.

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

5. Sleeping-berth tickets will be issued only to passengers by the Auckland-Wellington and New Plymouth-Taumarunui express trains and Christchurch-Dunedin night express trains who hold first-class tickets.

6. The charge per berth will be as follows:—				s.	d.
In "special" sleeping-cars	..	..	..	22	0
In combined day-sleeping cars—					
Berths Nos. 7 and 8	..	..	..	24	9
Other berths	..	..	..	22	0
In ordinary sleeping-cars	..	..	..	16	6

Except as provided hereunder, not more than one person will be allowed to occupy any one berth.

7. Charges for children occupying sleeping-berths will be as follows:—

- (a) No charge in addition to the full sleeping-berth fee paid by a parent or guardian in respect of himself or herself will be made for one child not exceeding 12 years of age occupying a sleeping-berth with such parent or guardian.
- (b) Two children, neither of whom exceeds 12 years of age, who occupy one berth together will be charged the full ordinary rate for an adult occupying a berth—*i.e.*, equivalent to half ordinary rate will be charged for each child.
- (c) When one child occupies a berth exclusively, full adult rate will be charged, irrespective of the age of the child.
- (d) Children over 12 years of age will be charged full adult rate in all cases, whether occupying a separate berth or not.

8. Passengers who hold sleeping-berth tickets must claim their berths not later than fifteen minutes after the departure of the train from the terminal or intermediate station at which they are booked to join such train.

9. When a passenger books a sleeping-berth the station from which the berth is required must be specified, and in any case where the passenger is unable to join the train at such station, but intends to join the train at another station, notice of the fact must be given by such passenger to the station at which he was by the booking to join the train, and such notice must be given before the arrival of the train at such last-mentioned station.

10. The Department reserves to itself the right to re-allot a sleeping-berth which has been reserved and has not been claimed by the passenger within fifteen minutes after the departure of the train from the station for which the berth was reserved, or in any case in which the notice specified in the last preceding paragraph is not given.

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

12. Sleeping-carriages will, as far as possible, be reserved for the use of passengers holding sleeping-berth tickets. The Department reserves to itself the right to require passengers holding sleeping-berth tickets to ride in the sleeping-carriages throughout the journey. The Department also reserves to itself the right to accommodate any passengers not holding sleeping-berth tickets in the sleeping-carriages until it is necessary to make up berths for the night, when passengers who have not been allotted sleeping-accommodation must remove to another part of the train.

13. The Department will as far as possible adhere to its original allotment of sleeping-berths, but reserves the right to change the allotment of sleeping-berths in order to distribute the available berths to the best advantage or for any other reason considered by the Department to be sufficient. The Department does not undertake to provide sleeping-accommodation.

14. Passengers who desire to cancel sleeping-berths previously paid for may be permitted to do so, and, provided no loss is occasioned to the Department by such cancellation, will be granted a refund of the sleeping-berth fee less the prescribed deduction.

PASSENGERS—*continued.*

5. Reserved Carriages.

1. Except as otherwise specified, the charge for a reserved (six-passenger) compartment will be as for six first-class ordinary fares (Regulation 2) computed on the mileage from the station at which the compartment is reserved to the station up to which it is reserved.

2. For invalids and attendants when accompanying the invalids, Judges of Supreme Court and Judge and members of the Arbitration Court the charge for a reserved (six-passenger) compartment will be as for four first-class ordinary fares (Regulation 2) computed on the actual mileage for which the compartment is reserved.

3. When a whole or half car is required for an invalid twelve first-class ordinary fares (Regulation 2) will be charged. The reservation of whole or half cars for other persons than invalids will be by special arrangement only.

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

5. Where more than the minimum number of passengers travel in a reserved car ordinary fares (Regulation 2) must be paid for the actual number of passengers in the car, but the fares of the passengers in excess of the minimum number shall be computed on the actual distance they travel.

6. Special Excursion Tickets.

1. Special excursion return tickets for distances of not less than 11 miles will be issued between such stations and on such days and for such trains as may from time to time be decided upon by the Department. These tickets will be available for such period as may be specified in each case, and will not be available for break of journey.

2. Fares, for distances up to 200 miles, will be charged at the following rates:—

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
11-12	3 3	2 1	60	12 11	8 10	107	22 10	15 7	154	32 9	22 3
13	3 5	2 2	61	13 2	9 0	108	23 0	15 8	155	32 11	22 6
14	3 7	2 5	62	13 5	9 1	109	23 3	15 10	156	33 1	22 7
15	3 10	2 6	63	13 7	9 3	110	23 6	15 11	157	33 4	22 9
16	4 2	2 8	64	13 9	9 5	111	23 8	16 2	158	33 7	22 10
17	4 4	2 9	65	14 0	9 6	112	23 10	16 4	159	33 9	23 0
18	4 7	2 11	66	14 3	9 9	113	24 1	16 5	160	33 11	23 2
19	4 9	3 1	67	14 5	9 10	114	24 4	16 7	161	34 2	23 3
20	4 11	3 4	68	14 8	10 0	115	24 6	16 8	162	34 5	23 6
21	5 2	3 5	69	14 10	10 1	116	24 9	16 10	163	34 7	23 7
22	5 4	3 6	70	15 0	10 3	117	24 11	17 0	164	34 10	23 9
23	5 6	3 7	71	15 3	10 4	118	25 1	17 2	165	35 0	23 10
24	5 8	3 8	72	15 6	10 7	119	25 4	17 3	166	35 2	24 0
25	5 10	3 10	73	15 8	10 9	120	25 7	17 5	167	35 5	24 1
26	6 1	3 11	74	15 10	10 10	121	25 9	17 7	168	35 8	24 4
27	6 3	4 2	75	16 2	11 0	122	25 11	17 8	169	35 10	24 6
28	6 5	4 3	76	16 4	11 1	123	26 3	17 11	170	36 0	24 7
29	6 7	4 4	77	16 6	11 3	124	26 5	18 0	171	36 4	24 9
30	6 9	4 6	78	16 9	11 4	125	26 7	18 2	172	36 6	24 10
31	7 0	4 8	79	17 0	11 7	126	26 10	18 3	173	36 8	25 0
32	7 2	4 10	80	17 2	11 9	127	27 1	18 5	174	36 11	25 1
33	7 4	4 11	81	17 4	11 10	128	27 3	18 7	175	37 2	25 4
34	7 6	5 2	82	17 7	12 0	129	27 5	18 8	176	37 4	25 6
35	7 8	5 3	83	17 9	12 1	130	27 8	18 11	177	37 6	25 7
36	7 11	5 5	84	18 0	12 3	131	27 10	19 0	178	37 9	25 9
37	8 2	5 6	85	18 3	12 5	132	28 1	19 2	179	37 11	25 10
38	8 4	5 8	86	18 5	12 7	133	28 4	19 3	180	38 2	26 0
39	8 6	5 9	87	18 7	12 8	134	28 6	19 5	181	38 5	26 2
40	8 9	6 0	88	18 10	12 10	135	28 8	19 6	182	38 7	26 4
41	9 0	6 2	89	19 1	13 0	136	28 11	19 9	183	38 9	26 5
42	9 2	6 3	90	19 3	13 1	137	29 2	19 11	184	39 0	26 7
43	9 4	6 5	91	19 5	13 4	138	29 4	20 0	185	39 3	26 9
44	9 8	6 6	92	19 9	13 5	139	29 6	20 2	186	39 5	26 10
45	9 10	6 8	93	19 11	13 7	140	29 10	20 3	187	39 7	27 1
46	10 0	6 9	94	20 1	13 8	141	30 0	20 5	188	39 11	27 2
47	10 2	7 0	95	20 3	13 10	142	30 2	20 6	189	40 1	27 4
48	10 5	7 2	96	20 6	14 0	143	30 4	20 9	190	40 3	27 5
49	10 8	7 3	97	20 9	14 1	144	30 7	20 11	191	40 5	27 7
50	10 10	7 4	98	20 11	14 4	145	30 10	21 0	192	40 8	27 9
51	11 1	7 6	99	21 2	14 5	146	31 0	21 2	193	40 11	27 10
52	11 3	7 8	100	21 4	14 7	147	31 3	21 3	194	41 1	28 1
53	11 6	7 10	101	21 7	14 8	148	31 5	21 5	195	41 4	28 2
54	11 9	8 0	102	21 10	14 10	149	31 8	21 7	196	41 6	28 4
55	11 11	8 1	103	22 0	14 11	150	31 11	21 9	197	41 9	28 5
56	12 1	8 3	104	22 2	15 2	151	32 1	21 10	198	42 0	28 7
57	12 3	8 5	105	22 4	15 4	152	32 3	22 0	199	42 2	28 8
58	12 7	8 6	106	22 8	15 5	153	32 5	22 2	200	42 4	28 11
59	12 9	8 9									

Fares for distances exceeding 200 miles will be computed by adding to the fare for 200 miles the fare at the foregoing scale, and/or at the scale for ordinary return fares (Regulation 2) where cheaper, for the additional mileage involved.

PASSENGERS—continued.

7. Day Excursion Tickets.

1. Day excursion return tickets for distances of not less than 9 miles will be issued between such stations and on such days and for such trains as may be decided upon by the Department in each case. These tickets will be available for the day of issue only, and will not be available for break of journey.

2. Fares for distances up to 120 miles will be charged at the following rates:—

Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.	Miles.	First Class.	Second Class.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
9-12	2 6	1 8	40	7 2	4 11	67	11 7	8 0	94	15 11	11 0
13	2 6	1 8	41	7 8	4 11	68	12 1	8 3	95	16 6	11 0
14	2 9	1 8	42	7 8	5 3	69	12 1	8 3	96	16 6	11 3
15	2 9	1 11	43	7 8	5 3	70	12 1	8 3	97	16 6	11 3
16	3 0	1 11	44	7 8	5 6	71	12 1	8 3	98	17 1	11 3
17	3 0	1 11	45	7 8	5 6	72	12 8	8 6	99	17 1	11 7
18	3 4	2 2	46	8 3	5 6	73	12 8	8 6	100	17 1	11 7
19	3 4	2 2	47	8 3	5 9	74	12 8	8 10	101	17 7	11 10
20	3 10	2 6	48	8 10	5 9	75	13 2	8 10	102	17 7	11 10
21	3 10	2 6	49	8 10	6 1	76	13 2	9 1	103	17 7	12 1
22	4 5	2 9	50	8 10	6 1	77	13 2	9 1	104	18 2	12 1
23	4 5	2 9	51	9 4	6 4	78	13 9	9 4	105	18 2	12 1
24	4 5	3 0	52	9 4	6 4	79	13 9	9 4	106	18 2	12 5
25	4 11	3 0	53	9 4	6 4	80	13 9	9 4	107	18 2	12 5
26	4 11	3 4	54	9 4	6 7	81	14 4	9 8	108	18 8	12 8
27	4 11	3 4	55	9 11	6 7	82	14 4	9 8	109	18 8	12 8
28	5 6	3 7	56	9 11	6 11	83	14 4	9 8	110	18 8	12 11
29	5 6	3 10	57	9 11	6 11	84	14 4	9 11	111	19 3	12 11
30	5 6	3 10	58	10 5	6 11	85	14 10	9 11	112	19 3	12 11
31	6 1	3 10	59	10 5	7 2	86	14 10	10 2	113	19 3	13 2
32	6 1	4 2	60	10 5	7 2	87	14 10	10 2	114	19 3	13 2
33	6 1	4 2	61	11 0	7 5	88	15 5	10 5	115	19 10	13 2
34	6 1	4 5	62	11 0	7 8	89	15 5	10 5	116	19 10	13 6
35	6 7	4 5	63	11 0	7 8	90	15 5	10 5	117	19 10	13 6
36	6 7	4 8	64	11 7	7 8	91	15 11	10 9	118	19 10	13 6
37	6 7	4 8	65	11 7	7 8	92	15 11	10 9	119	20 4	13 9
38	6 11	4 8	66	11 7	8 0	93	15 11	10 9	120	20 4	13 9
39	7 2	4 11									

Fares for distances exceeding 120 miles will be based on the ordinary single fares (Regulation 2) plus one-fifth, computed to the next 6d. in the case of first-class tickets and to the next 3d. in the case of second-class tickets.

8. Family Excursion Tickets.

1. Second-class family return tickets at three times the ordinary return fare (Regulation 2) may be issued to parents and their children travelling together. Minimum charge as for 20 miles. The children must be under sixteen years of age, and be accompanied by at least one of their parents. The number of children in any family who may travel on one ticket is unlimited. The names of the parents or parent and children must be declared at the time of booking, and only the persons whose names are so declared may travel on the ticket.

2. These tickets will be available for the period specified for ordinary return tickets, and must be obtained not less than fifteen minutes before the due time of departure of the train by which they are to be used.

9. Trip Bearer Tickets.

1. Trip bearer tickets, first or second class, will be issued at the charge for six return fares (Regulation 2), suburban (Regulation 40), or local (Regulation 41, paragraphs 2 and 7; and Regulation 43, paragraphs 4 and 6; as the case may be), less 10 per cent., and will be available for twelve single journeys.

2. Trip bearer tickets will be transferable, and will be available for three calendar months; they will not be issued for distances exceeding 25 miles, and will not be available for break of journey.

3. Trip bearer tickets will only be sold for the use of persons residing in the neighbourhood of one of the terminal stations shown on the ticket.

4. One or two children over three but not exceeding twelve years of age travelling on these tickets will count as one adult; three or four such children will count as two adults, and so on, each additional one or two children counting as one adult. The age limit will be the same in each case.

5. Passengers holding second-class trip bearer tickets and who desire to travel first class will be charged the difference between the first and second class single fare ordinary (Regulation 2), suburban (Regulation 40), or local (Regulations 41 and 43), as the case may be.

6. Where two or more passengers are travelling on a trip bearer ticket such passengers will require to occupy seats in the same compartment or carriage or in such other accommodation as may be allocated to them by the Department.

10. Platform Tickets.

1. At such stations and at such times as the Department may determine, tickets for admission to the railway-station platform will be issued at a charge of 4d. each; but the Department reserves to itself the right to limit the number

PASSENGERS—*continued.*

of such tickets which shall be issued and to decline to issue such tickets on any day or in connection with any train. Platform season tickets, at a charge of 4s. 5d. per quarter, may be issued at and in respect of such stations as may be determined by the Department. Such tickets shall confer the same (but no further) right of entry to the station platform as ordinary platform tickets, and shall not confer any right on the holder to be admitted to the platform when the same is absolutely closed, or whenever it is determined by the Department, before such person presents himself for entry on any day in connection with any train, that no further persons shall be admitted to the platform. Not more than one person shall be allowed on the platform at any one time on or in respect of any platform season ticket.

2. Platform ordinary and season tickets are not transferable: provided, however, that any platform season ticket taken out by and in the name of any business person, firm, or company may be used by any employee of such person, firm, or company to enable such employee to gain access to the platform *bona fide* for the purposes of the business of the person, firm, or company employing him.

11. Season Tickets.

1. Season tickets are issued and must be used subject to and in conformity with the by-laws, rules, regulations, and arrangements from time to time in force on every railway or steamboat over or on which the said tickets are available, including alterations in the number and times fixed for the starting or arrival of trains or steamboats. The Department is not to be liable under any circumstances for any consequences arising from such alterations, or for want of accommodation in any train or steamboat, or for any detention or delay in the starting or arrival of trains or steamboats.

2. The Department is not under any circumstances whatsoever to be held liable for the discontinuance, whether permanent or otherwise, of the running of any trains or steamboats, or for any consequences arising from such discontinuance.

3. Season tickets are available only at and between the stations named thereon, including (unless otherwise stated) intermediate stations.

4. A season ticket is, unless otherwise provided, not transferable, and if irregularly transferred will, without prejudice to any other penalty for such transference, be forfeited.

5. A season ticket is issued on the express condition that it is not available for any journey unless it is produced and delivered up on demand to any officer or servant of the Department; and if such ticket is not so produced and/or delivered up the holder thereof shall be deemed not to have paid the fare for that particular journey, and such fare shall be recoverable by the Department from such holder.

6. Any holder of a season ticket travelling in a class of carriage superior to that for which the ticket was issued must pay the difference between the appropriate single fares for the respective classes.

7. Expired season tickets must be delivered up to the Department, and for this purpose may be handed to any Stationmaster, guard, or ticket-collector.

8. The Department will not bind itself to carry the holder of any season ticket in any particular train or class of carriage; and if the holder travels by any train not provided with the class of accommodation covered by the ticket the difference in fare will not be refunded.

9. The Department may decline to issue or renew a season ticket.

10. A season ticket is liable to forfeiture if there be a breach of any regulation or condition governing its use or subject to which it is issued.

11. The Department is under no obligation to make a refund on any season ticket not used for the full term thereof, and in no case will any refund or extension be allowed for any period for which such ticket may be temporarily out of use.

12. The acceptance of a season ticket will be held to constitute an acceptance of the regulations and conditions set out above and of all other regulations and conditions governing its use or subject to which it is issued.

13. Application for season tickets and commutation tickets which are not stocked at the station concerned must be lodged with the Manager or Stationmaster at least three clear days before the ticket is required in each case.

14. Except as otherwise provided, the currency of all season tickets will commence on the first day and expire on the last day of a calendar month only.

15. Season tickets (Regulations 12, 13, 14, 19, and 28) will be issued from any date in a month to include not less than the full month, quarter, half-year, or year following at a *pro rata* charge for the broken period being added to the charge for the succeeding month, quarter, half-year, or year, as the case may be. The fare for *pro rata* season tickets will be calculated as follows:—

Monthly tickets— $\frac{1}{30}$ th of the monthly fare for each day in the unexpired portion of the broken calendar month covered by the ticket, plus the full fare for the succeeding month.

Quarterly tickets— $\frac{1}{90}$ th of the quarterly fare for each day in the unexpired portion of the broken period covered by the ticket, plus the full fare for the succeeding quarter, and subject to the half-yearly fare as a maximum.

Half-yearly tickets— $\frac{1}{180}$ th of the half-yearly fare for each day in the unexpired portion of the broken period, plus the full fare for the succeeding half-year, subject to the yearly fare as a maximum.

Yearly tickets— $\frac{1}{360}$ th of the yearly fare for each day in the unexpired portion of the broken period, plus the full fare for the succeeding year.

16. Torn or defaced season tickets will not be recognized for travel. A charge of 1s. 8d. will be made for replacing each such ticket.

PASSENGERS—continued.

12. Ordinary Season Tickets.

1. Fares for ordinary season tickets will be charged as follow :—

Miles.	First Class.				Miles.	Second Class.			
	12 Months.	6 Months.	3 Months.	1 Month.		12 Months.	6 Months.	3 Months.	1 M'th.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
2	85 9	48 6	28 0	11 3	2	83 7	47 4	26 5	9 11
3	126 8	67 1	41 1	16 5	3	110 0	57 2	33 0	11 7
4	171 4	93 3	53 8	20 11	4	130 5	67 1	41 1	14 3
5	201 1	115 6	63 5	25 5	5	160 3	85 9	48 6	18 8
6	230 11	130 5	74 6	28 4	6	182 7	96 11	54 5	21 9
7	260 8	145 4	81 11	29 10	7	204 11	104 4	59 7	23 2
8	290 6	160 3	89 5	34 3	8	223 6	119 2	65 7	25 5
9	305 5	163 11	93 3	37 4	9	238 4	130 5	71 6	27 8
10	320 3	175 1	96 11	40 3	10	249 7	134 1	74 6	29 2
11	331 7	182 7	100 8	43 3	11	260 8	138 7	77 6	29 10
12	342 8	186 3	104 4	44 9	12	272 0	143 0	79 9	31 4
13	357 6	193 8	108 1	46 2	13	279 5	147 6	81 11	32 10
14	372 5	201 1	111 9	47 8	14	290 6	152 0	84 3	34 3
15	387 4	208 7	115 6	49 3	15	294 3	155 9	86 5	35 9
16	402 3	216 1	119 2	50 8	16	297 11	159 5	88 9	36 7
17	413 5	221 7	123 0	52 2	17	301 9	163 11	90 11	37 4
18	424 7	227 3	126 8	53 8	18	305 5	167 8	93 3	38 1
19	435 9	234 8	130 5	55 2	19	309 2	171 4	95 4	38 9
20	446 11	242 2	134 1	56 8	20	312 10	175 1	97 8	39 7

FOR EVERY MILE ABOVE 20 MILES.

First Class.				Second Class.			
12 M'ths.	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.
7 10	4 2	2 2½	0 9½	4 11	2 8	1 7	0 6½

13. Annual Season Tickets.

1. Annual season tickets, first-class, available for use for one year in each case, will be issued at the following rates, viz. :—

	Transferable.	Non-transferable.
	£ s. d.	£ s. d.
Available on lines under the control of the Department in both Islands	119 3 6	107 5 0
SECTIONAL TICKETS.		
For distances not exceeding 150 miles.	41 14 0	33 19 3
151 miles to 250 miles inclusive, 2s. 3d. per mile added to the charge for 150 miles.		
251 miles to 350 miles inclusive, 1s. 7d. per mile added to the charge for 250 miles.		
351 miles to 700 miles inclusive, 9½d. per mile added to the charge for 350 miles.		
Over 700 miles, 5¼d. per mile added to the charge for 700 miles.		
Maximum charge for either Island	83 8 6	75 1 6

2. (a) Upon payment of a transfer fee of 16s. 6d. on the occasion of each transfer, and subject to the succeeding subparagraphs of this paragraph, transferable annual season tickets may be transferred, *bona fide* for business purposes, at any time during their currency.

(b) Application for transfer, which is to be accompanied by the prescribed transfer fee and the annual season ticket, may be made to any District Manager of the Railways Department, the District Managers of the Government Tourist Department at Wellington and Auckland, or to the Stationmasters at Whangarei, Hamilton, Ohakune Junction, New Plymouth, Palmerston North, Napier, Greymouth, Timaru, or Oamaru.

(c) The number of transfers that may be made during the currency of any such ticket shall not exceed twenty-four.

(d) Such tickets may be transferred only to a managing director or working director in the case of a business that is being carried on by a corporate body, a working partner in the case of a partnership business, the owner in the case of a business that is neither a corporation nor a partnership, or an employee of any such business for the purpose of travelling exclusively in the interests of such business, provided that both the holder of the annual season ticket and the proposed transferee are at the time the transfer is applied for permanently and exclusively engaged in the same business.

PASSENGERS—continued.

3. The provisions of paragraph 2 of this regulation may, at the discretion of the Department, be applied to permit of the transfer of an annual transferable season ticket issued to an officer exclusively and permanently employed by an organization other than a business carried on for the purpose of pecuniary gain, or a duly constituted branch of such organization, provided, however, that such transfers shall be limited to persons who devote their time exclusively and permanently to such organizations or branch and are paid for their services.

4. Sectional tickets may be issued covering sections of railway in both Islands, and in all such cases the charge for the actual mileage in each Island will be computed separately.

5. A charge of £1 9s. 8d. will be made for each ticket issued in lieu of an annual season ticket lost.

6. Where sectional tickets are made available for travel by the Lake Wakatipu steamer service they will be charged as for 25 miles additional to the railway mileage.

7. Annual season tickets available over all lines in both Islands or all lines in the South Island will be available for travel by the Lake Wakatipu steamer service.

13a. Bulk Travel Vouchers.

1. Bulk travel vouchers, entitling the purchaser thereof to be issued tickets, without further charge, available for travel by the Department's road motor services (other than bus services on suburban routes) and/or by rail, first class, will be issued at the following rates:—

	£	s.	d.
For 2,000 miles	13	15	0
For 3,000 miles	19	10	0
For 4,000 miles	24	0	0
For every additional 1,000 miles beyond 4,000 miles	4	12	0

The vouchers will be negotiable for a maximum period of twelve calendar months and the aggregate mileage of all tickets issued in respect of any voucher shall not exceed the total mileage covered by such voucher.

2. Tickets covering each journey to be made must be held by voucher holders, and such tickets will be issued on presentation of the voucher at a road booking-office under the control of the Department or to the driver of the road motor vehicle, in the case of a road journey, or at a railway booking-office prior to the commencement of a rail journey.

3. Application for a bulk travel voucher must be lodged with any District Manager, Stationmaster, or officer in charge of a road motor service depot at least seven days before the voucher is required.

4. Bulk travel vouchers will be issued in the names of the purchasers and, except as provided in paragraph 5 hereof, will not be transferable.

5. Upon payment of a transfer fee of 16s. 6d. on the occasion of each transfer, bulk travel vouchers may be transferred, *bona fide* for business purposes, at any time during their currency. The number of transfers that may be made during the currency of any such voucher shall not exceed twelve. The provisions of paragraph 2, subparagraph (d) and paragraph 3 of Regulation 13 shall apply.

6. Tickets issued under the provisions of paragraph 2 will be available for use only by the holder of the bulk travel voucher, and such voucher must be produced for inspection on demand by any authorized officer.

14. Family Season Tickets.

1. Family season tickets will be issued to families at two-thirds of the rate for season tickets (Regulation 12) for each person. Family tickets for less than four persons will be charged as for four adult persons at the family rate. All such tickets must be for the same currency and available between the same stations.

2. "Family" means and includes parents and their children living together in one household.

15. Lost Season Tickets.

1. Should a season ticket be lost, immediate notice must be given to the Department. The holder of the original ticket shall not be entitled to a duplicate ticket, but a duplicate ticket may, at the discretion of the Department, be issued on payment of 10 per cent. of the value of the unexpired period for which the ticket is available. Minimum charge, 3s.; maximum, £1 9s. 8d. This does not apply to tickets issued under Regulations 13 or 17.

2. For the purpose of this regulation the value of the unexpired period for which a season ticket is available shall be a sum bearing the same proportion to the original cost of such ticket as the number of days for which such ticket would still have been available bears to the number of days included in the whole period of the availability of such ticket.

16. Weekly Twelve-trip Tickets.

1. Weekly twelve-trip tickets are issued for distances not exceeding 27 miles. They are available for use by the purchaser when travelling second class between the stations specified thereon.

2. They will be available for one week, including date of issue, and are not available for break of journey or for use on Sundays. No reduction in charge will be made for children. Holders of weekly twelve-trip tickets will be charged the full first-class fare when found travelling in first-class carriages.

PASSENGERS—*continued.*

3. 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 11	11	7 2	20	12 1
3	2 6	12	7 8	21	12 8
4	3 0	13	8 3	22	13 2
5	3 7	14	8 10	23	13 9
6	4 2	15	9 4	24	14 4
7	4 8	16	9 11	25	14 10
8	5 3	17	10 5	26	15 5
9	6 1	18	11 0	27	15 11
10	6 7	19	11 7		

17. Newspaper Reporters' Tickets.

1. Tickets may, at the option of the Department, be issued for journeys of not less than 25 miles to newspaper reporters exclusively engaged on Press work and engaged (either permanently or for the special occasion) on the staff of any newspaper published in New Zealand approved by and registered with the Department for the purposes of this regulation, at the rates and subject to the conditions specified below, namely:—

Single tickets—at two-thirds of the ordinary fares (Regulation 2).

Season tickets—at two-thirds of the season-ticket rates (Regulation 12) or non-transferable annual-season-ticket rates (Regulation 13).

2. Newspaper reporters' tickets will be available for use only when the holder is travelling expressly for the purpose of reporting for his own newspaper on a matter of general public interest. The decision of the General Manager as to whether any matter is of general public interest shall be final.

3. Application for newspaper reporters' season tickets must be accompanied by a certificate in the form set forth in subparagraph (c) of paragraph 9 of this regulation, signed by the editor or proprietor or other person duly authorized in that behalf.

4. For journeys other than those made on season tickets single tickets only will be issued. Application for these tickets must be accompanied by a certificate in the form set forth in subparagraph (b) of paragraph 9 of this regulation. On the outward journey tickets will be issued to enable the reporter to arrive at his destination not more than three days before the event in connection with which the journey is being made. Tickets for the homeward journey must be taken out within one month from the date of the event in connection with which the outward journey was made.

5. Reporters' tickets will be available for the same period as ordinary single tickets (Regulation 2).

6. Not more than one reporter of the same newspaper will be allowed to travel at this concession fare to any one meeting or event, except when otherwise specially authorized.

7. Any reporter's ticket that is improperly used may, without prejudice to any other penalty attaching to such improper use, be absolutely forfeited at the option of the Department.

8. A charge of £1 9s. 8d. will be made for each newspaper reporter's annual season ticket issued in lieu of a ticket lost.

9. Every reporter travelling on a reporter's season ticket shall, when requested by any officer of the Department so to do, certify as follows:—

(a) I hereby certify that I am a reporter exclusively engaged on Press work, and that I am travelling from _____ to _____ for the purpose of reporting [after having reported]* to the† _____ newspaper upon‡ _____, which will take [took]* place at§ _____ on|| _____.

Date: _____ [Signature of reporter.]

* Strike out words not required. † Insert name of newspaper. ‡ Insert particulars of event. § Insert name of place. || Insert date.

REQUISITION FOR REPORTER'S TICKET (OTHER THAN A SEASON TICKET).

(b) To Stationmaster,
Please issue a reporter's _____-class ticket from _____ to _____ to Mr. _____, who is travelling for the purpose of reporting [after reporting]* to this newspaper upon† _____, and I certify that the above-named person is exclusively engaged on Press work and is on the staff of the _____ newspaper [has been specially engaged to report to the _____ newspaper on the above-named event].*

Date: _____ [Signature of Proprietor, Editor, or other duly authorized person.]

* Strike out the words not required. † Insert name of show, race meeting, or other event to be reported.

I hereby certify that I am the reporter referred to above, that I am engaged on Press work, and that the ticket herein required to be issued to me will be used only for the purpose of travelling to report to the said newspaper as above set forth.

Date: _____ [Signature of reporter.]

PASSENGERS—*continued.*

REQUISITION FOR REPORTER'S SEASON TICKET.

(c) To Stationmaster,

Please issue to a reporter of the _____ newspaper a reporter's*
-class season ticket, available between _____ and _____

I hereby certify that such ticket will be used only by a reporter engaged on Press work when travelling for the purpose of reporting to the newspaper, as provided in the Railway regulations regarding such tickets.

Date : _____

[Signature of Proprietor, Editor, or other duly authorized person.]

*Insert "monthly," "quarterly," "half-yearly," or "yearly," as the case may be, and class of ticket required.

10. Newspaper-proprietors must furnish the Department with a list giving names and signatures of the persons on the staff of their respective papers who are authorized to sign certificates (b) or (c) of paragraph 9 of this regulation. Certificates signed by persons other than those so notified to the Department will not be recognized. The Department reserves the right to decline any application.

11. "Newspaper," for the purposes of this regulation, means a news-sheet in which the principal matter published is news of general public interest and of which the primary purpose is the publication of such news. The Department reserves to itself the right to decide whether any publication is a newspaper within the meaning of this regulation.

18. News Agents' Season Tickets.

1. Season tickets at half the rates for season tickets (Regulation 12) or annual season tickets (Regulation 13) will be issued to news agents upon the production of a certificate from the proprietor or manager of a newspaper certifying that the ticket is to be used only for the purpose of selling newspapers or reading-matter on the trains by a *bona fide* news agent wholly engaged on the staff of such newspaper and not following any other profession or occupation.

2. The maximum weight of books, periodicals, and newspapers which news agents are allowed to carry free of charge is 56 lb. News agents are not allowed to sell newspapers, periodicals, or books on the station-platforms, or in trains whilst standing at bookstall stations.

3. The Department reserves the right to decline any application for a news agent's ticket.

4. News agents shall conduct their business in an orderly and courteous manner, and shall not keep or expose for sale, or have in any portion of a railway-train or elsewhere on the railway, any newspapers, pictures, prints, literature, or publications whatever of an immoral, indecent, lewd, vicious, obscene, or doubtful character or nature. Should any question arise as to the nature of any newspaper, picture, print, literature, or publication, the matter shall be submitted to the General Manager, whose decision shall be final and binding on the news agent. News agents shall not offer for sale any newspaper, picture, print, literature, or publication that the General Manager forbids.

5. In the event of any breach of the regulations or the by-laws the Department may withdraw the right of any news agent to sell newspapers and other literature on any train, and may order the forfeiture of such news agent's railway-ticket.

19. Season Tickets for Young People not exceeding Twenty-one Years of Age.

1. Season tickets at half the rate for season tickets (Regulation 12) will be issued to persons whose age does not exceed twenty-one years, subject to the following conditions :—

Application in the following form shall be lodged within a reasonable period prior to the time the ticket is required for use and the certificate of birth or certificate of date of birth duly endorsed with the applicant's signature produced for inspection :—

I, (a) _____ hereby certify that I reside at (b) _____, and that my present age is (c) _____ years _____ months.

I hereby request that a (d) _____ class (e) _____ season ticket at half-rates available between (f) _____ and (f) _____ be issued to me in pursuance of the provision in that behalf contained in the General Scale of Charges.

I attach my birth-certificate in support of this application.

Date : _____

Signature of applicant.

- (a) Insert full name of applicant.
(b) Insert place of residence.
(c) Insert age of applicant.
(d) Insert "first" or "second."
(e) Insert "monthly," "quarterly," &c., as case may be.
(f) Insert station name.

2. Season tickets issued under the provisions of this regulation will not be available for use on Sundays.

20. School Season Tickets.

1. Season tickets, available for each standard school term as notified by the Education Department, will be issued to scholars and students exclusively

PASSENGERS—*continued.*

engaged in their studies, and not in receipt of salary or emolument, at the rates specified in the following paragraph, and subject to the undermentioned conditions:—

	First Class. s. d.	Second Class. s. d.
For students and scholars not exceeding 16 years of age	49 6	16 6
For students and scholars over 16 and not exceeding 20 years of age	66 0	33 0
For students and scholars over 20 years of age half the rate for three-monthly season tickets (Regulation 12) will be charged. Minimum charge—First class, 82s. 6d.; second class, 49s. 6d.		

2. Where a school observes terms which do not coincide with the opening and closing dates as approved by the Education Department for the district in which such school is situated, a surcharge will be made in respect of any school season ticket the currency of which commences before or expires after the approved dates as the case may be. Surcharges will be payable at the following rates:—

	Per Week or Fraction of a Week outside of the School Term as fixed by the Education Department.	
	First Class. s. d.	Second Class. s. d.
For students and scholars not exceeding 16 years of age	3 7	1 5
For students and scholars over 16 but not exceeding 20 years of age	4 8	2 6

For students and scholars exceeding 20 years of age the surcharge payable will be based on one-thirteenth of the value of the ticket for each week or fraction of a week outside of the school term as fixed by the Education Department, subject to a minimum of 4s. 8d. first class or 2s. 6d. second class per week or fraction of a week.

3. Certificates in the following form must be produced from the professor or schoolmaster and from the applicant respectively:—

I hereby certify that [*Name of applicant*], who resides at _____ is a *bona fide* scholar [student] in attendance at _____ school at _____, that his [her] present age is _____ years _____ months; and that, to the best of my knowledge and belief, he [she] is exclusively engaged in his [her] studies, and is not in receipt of salary or emolument, and is entitled to _____-class school season ticket between _____ and _____ from [*Date*].

Date: _____ [*Signature of professor or teacher.*]

I hereby certify that I am the scholar [student] above mentioned, and that the facts stated in the foregoing certificate are correct, and I request that a _____-class school season ticket, available between _____ and _____, be issued to me, to be used only when travelling between my home and school for the purpose of receiving tuition.

Date: _____ [*Signature of applicant.*]

The latter certificate is not required in the case of scholars under 16 years of age.

4. Certificates will be accepted only from recognized schools and colleges, and must bear an endorsement showing the days upon which tuition will be received.

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

21. Free School Season Tickets.

1. Free second-class season tickets, available for each standard term of fourteen weeks as notified by the Education Department, may be issued to school pupils as hereinafter set forth, between the ages of 5 years and 10 years, residing at a distance of not less than 2 miles from the school and to school pupils of 10 years of age and over, but not exceeding 20 years of age, residing at a distance of not less than 3 miles from the school. The tickets will be available for distances not exceeding 60 miles, and are issuable as follows:—

- (a) To pupils attending the public primary schools or Native schools from railway-stations where there is no primary school in the vicinity, and only to the station in the vicinity of the nearest primary school.
- (b) To pupils who are holders of scholarships tenable at a district high school, secondary school, technical high school, or combined school, as defined by the Education Act, 1914, to enable them to attend any such school.
- (c) To pupils of secondary schools, of the secondary department of district high schools, of technical high schools, and of combined schools, as defined by the Education Act, 1914, and to holders of free places at technical classes or schools, to enable such pupils or free-place holders to attend one or other of such schools whichever is the nearest; provided that a free ticket may be issued to enable a pupil to attend a more distant school where in the opinion of the Director of Education suitable classes or courses of instruction are not provided at a school nearer to the pupil's place of residence.
- (d) To pupils attending private primary schools for primary instruction, private technical schools for technical instruction, or private secondary schools for secondary instruction, provided that the schools are registered as such in accordance with the Education Act, 1914, and provided further that in the case of a denominational school free tickets will be issued only from stations where there is no school of that denomination in the vicinity, and then only to the station in the vicinity of the nearest such school.

PASSENGERS—continued.

(e) 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 instruction.

2. Where a school observes terms which do not coincide with the opening and closing dates as approved by the Education Department for the district in which such school is situated, a surcharge will be made in respect of any school season ticket the currency of which commences before or expires after the approved date as the case may be. In all such cases the surcharge must be paid by the pupil at the time of issue of the ticket. Surcharges will be payable at the following rates:—

	Per Week or Fraction of a Week outside of the School Term as fixed by the Education Department.	
	First Class.	Second Class.
For students and scholars not exceeding 16 years of age	s. d. 3 7	s. d. 1 5
For students and scholars over 16 but not exceeding 20 years of age	4 8	2 6

3. Application for tickets under this regulation must be accompanied by a certificate in the following form, 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 Railway 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 subparagraph (a, b, &c.) of the Railway free school season ticket regulations. † Give the name of the school or of the manual-training centre. The school may be a public school, a Native school, a registered private school, a district high school, a secondary school, a technical school, or a combined school. ‡ State whether primary or secondary, technical or manual.

4. 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 or of attending school functions on such conditions as may be approved: if used for any other purpose the tickets will be forfeited.

5. (a) The conditions laid down in the foregoing regulations may be modified in cases in which the Director of Education considers that special circumstances render such modification necessary.

(b) The issue of a free school season ticket may be declined in any case where the Director of Education decides that the circumstances do not warrant the concession.

22. Technical-school Season Tickets.

1. Technical-school season tickets, available for any distance not exceeding 60 miles, and for three months from date of commencement of their availability for travel, will be issued to *bona fide* students attending technical schools or classes registered with the Minister of Education, or schools or classes conducted by music-teachers registered under the Music-teachers Registration Act, 1928, or such other classes as may be approved by the General Manager, subject to the following conditions:—

- (a) The tickets will be available for use only when the holder is proceeding from home to the technical school, or *vice versa*, for the purpose of receiving or returning from tuition; if used for any other purpose the ticket will be forfeited.
- (b) The days upon which tuition will be received must be the same in each week, and must be stated on the certificate. Certificate of attendance at foot of ticket must be signed by certifying teacher on each day that a holder of such ticket attends the school.
- (c) The tickets are not transferable, and will be charged as follows:—

	First Class.	Second Class.
	s. d.	s. d.
For students and scholars not exceeding 16 years of age	41 3	13 9
For students and scholars over 16 but not exceeding 20 years of age	55 0	27 6

For students and scholars over 20 years of age, half the rate for three-monthly season tickets (Regulation 12) will be charged. Minimum charge—First class, 68s. 9d.; second class, 41s. 3d.

2. Each application for a technical-school season ticket 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, residing at, whose age is years months, is a *bona fide* student or scholar in attendance at Technical School [class] duly registered with the Minister of Education, class conducted by a music-teacher registered under the Music-teachers Registration Act, 1928, or class approved by the General Manager; and request that a*-class technical-school season ticket, available for use on†, be issued to enable him [her] to attend the technical school [class]; and I undertake to keep a roll of the attendance at the school [class], and such roll to be open for inspection by any officer of the Railway Department. The attendance of at the school [class] will be certified by, whose signature appears in the margin hereon.

Date: [Signature of teacher.]

* Insert class of ticket. † Insert day or days of week on which tuition will be received.

I hereby certify that I am the scholar [student] mentioned in the foregoing certificate, and that my age is years months. Date: [Signature of scholar or student.]

The latter certificate is not required in the case of scholars or students not exceeding 16 years of age.

3. Technical-school 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.

PASSENGERS—continued.

23. School Season Tickets, &c.

1. Scholars and students holding school season tickets, free school season tickets, or technical school tickets, will when carriages are set apart for their use, require to travel in such carriages.

24. Picnic Parties.

1. Excursion tickets, available for one (specified) day in each case, will be issued to picnic parties, numbering not less than twenty persons, travelling together for recreation and not for business purposes, and organized by any friendly society, school committee, trade or industrial union, business house, or other body approved by the Department.

2. Stop-over excursion tickets (available for return within seven days from and including the commencing date shown on the ticket in each case) will be issued to school pleasure parties numbering not less than twenty persons in all and school athletic teams of such numbers as may be approved by the Department, *bona fide* scholars or scholars and teachers, in each case, travelling together.

3. Provided the other provisions of paragraph 1 of this regulation are complied with, school athletic teams comprising *bona fide* scholars or scholars and teachers of such numbers as may be approved by the Department which travel on the outward and homeward journey on the same day, and parties of school-children travelling for the purpose of holding picnics, may be issued with tickets at the day excursion fares. In cases where the tickets are required for an availability in excess of one day the provisions of paragraph 2 of this regulation will be applicable.

4. The charges will be as follow:—

SECOND CLASS.

Miles.	Available for Day of Issue only.			Stop-over Excursion Tickets. Scholars attending Schools, and School-teachers, only.
	Schools, Factories, Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 19 Years of Age attending School.	Schools only: Pupils exceeding 19 Years of Age, Teachers and Adults. Factories, Friendly Societies only: Children exceeding 15 Years of Age and Adults.	
	s. d.	s. d.	s. d.	s. d.
1 to 4	0 4	0 6	0 7	0 7
5 „ 8	0 6	0 9	0 11	0 11
9 „ 12	0 8	1 0	1 5	1 5
13 „ 16	0 10	1 2	1 8	1 8
17 „ 20	0 11	1 3	1 10	1 10
21 „ 25	1 1	1 6	2 0	2 0
26 „ 30	1 3	1 8	2 6	2 6
31 „ 35	1 6	1 11	2 9	2 9
36 „ 40	1 8	2 2	3 0	3 0
41 „ 45	1 11	2 5	3 4	3 4
46 „ 50	2 1	2 7	3 7	3 7
51 „ 55	2 2	2 9	3 10	3 10
56 „ 60	2 5	3 0	4 2	4 2
61 „ 65	2 7	3 4	4 5	4 5
66 „ 70	2 9	3 8	4 8	4 8
71 „ 75	2 11	4 0	4 11	4 11
76 „ 80	3 1	4 3	5 3	5 3
81 „ 85	3 4	4 8	5 9	5 9
86 „ 90	3 7	4 11	6 1	6 1
91 „ 95	3 10	5 4	6 7	6 7
96 „ 100	4 2	5 6	7 2	7 2
For every additional 5 miles or fraction thereof	0 2½	0 3½	0 4½	0 4½

5. First-class fares will be double the above rates in each case.

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

7. The Department does not undertake to carry parties at the above rates by mail or express trains or on public holidays or on Sundays.

8. School excursion parties will be conveyed 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.

9. The Committee must undertake the sale of all tickets and all responsibility for the value of same, and give a written undertaking to conform to these regulations.

10. Unsold tickets must be returned to the Department before the excursion train starts on its outward journey, or at the 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.

11. Application should first be made to the District Manager, not less than seven days' notice being given in the case of small parties, and not less than ten days' notice in the case of large excursions.

PASSENGERS—*continued.*

29. Tourist Excursion Tickets.

1. Tourist excursion tickets (first or second class) will be issued at the following rates:—
 - (a) Available over lines of both Islands for seven weeks, including date of commencement of availability for travel—First class, £17 17s. 6d; second class, £14 6s.
 - (b) Available over North Island lines for four weeks, including date of commencement of availability for travel—First class, £11; second class, £8 5s.
 - (c) Available over South Island lines for four weeks, including date of commencement of availability for travel—First class, £11; second class, £8 5s.
2. These tickets are not transferable. They are available over Government lines open for traffic and under the control of the Department, and are obtainable at the principal railway-stations and from the officer in charge at Queenstown and City Booking-offices at Courtenay Place (Wellington) or Christchurch.
3. Tourist excursion tickets as provided in paragraph 1, subparagraphs (a) and (c) are available for travel by the Lake Wakatipu steamer service.
4. Tourist excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of £2 15s. first class or £2 1s. 3d. second class per week or portion of a week. Persons desiring an extension of time must apply to any officered station, the officer in charge, Queenstown, or at the City Booking-offices, Courtenay Place (Wellington) or Christchurch, before the expiration of the original ticket, and deliver up the original ticket together with the extension fee.
5. Any holder of a second-class tourist ticket travelling in a class of carriage superior to that for which the ticket was issued must pay the difference between the ordinary single fares for the respective classes for the distance so travelled.

30. Judges proceeding to Shows, Exhibitors, Attendants, Owners, or Trainers travelling in Charge of Live-stock, Racehorses, or Polo Ponies.

1. JUDGES OF EXHIBITS PROCEEDING TO SHOWS.

(a) Judges proceeding to agricultural, horticultural, dog, and poultry shows, ploughing matches, and horse-parades, for the purpose of judging thereof may be granted first-class tickets at the special excursion fares specified in Regulation 6 on production of judge's ticket and certificate in the following form:—

I hereby certify that Mr. _____ has been appointed to judge at the* _____ to be held at† _____ on‡ _____, Secretary.

I hereby certify that I am the judge referred to above, and that I am proceeding from _____ Station to _____ Station for the purpose of judging, and that I am entitled to a first-class ticket at the special excursion fare.

Date: _____

* Insert name of show, ploughing match, or parade. † Insert place where held. ‡ Insert date of show, ploughing match, or parade.

(b) Tickets granted under this regulation will be available for use on the outward journey within seven days previous to and not later than the first day of the show, ploughing match, or horse-parade, and will be available for return for one month from date of commencement of currency of ticket in each case. The Department reserves the right to decline any application.

2. EXHIBITORS OR ATTENDANTS TRAVELLING IN CHARGE OF LIVE-STOCK.

(a) Special excursion tickets (Regulation 6) will be issued to exhibitors or attendants travelling in charge of live-stock exhibits *en route* to agricultural shows, horse parades, or approved exhibitions of live-stock, upon production of a certificate in the following form:—

To Stationmaster:
I hereby apply for second-class ticket at the special excursion fare from _____ to _____ when travelling in charge of live-stock for exhibition at* _____ to be held at _____ on _____.

Date: _____ Signature of applicant.

* Insert name of show, parade, &c.

PARTICULARS OF STOCK LOADED.

[To be filled in by Officer in Charge at forwarding station.]

Station from	Station to	Number of Trucks.	Description of Stock.	Amount of Freight paid.

(b) Tickets issued under the provisions of this regulation will be available for return for one month from the date of commencement of the currency of the ticket in each case, and will be available for travel only on the trains by which the live-stock exhibits are conveyed. The Department reserves the right to decline any application for tickets under the rates and conditions enumerated in this regulation.

PASSENGERS—*continued.*

3. OWNERS OR TRAINERS TRAVELLING IN CHARGE OF RACEHORSES.

(a) Special excursion tickets (Regulation 6) will be issued to owners of racehorses which are proceeding to compete at a race meeting, or to trainers travelling in charge of such racehorses, provided in both cases that the racehorses are conveyed in horse-boxes, upon production of a certificate in the following form :—

To Stationmaster :

I hereby certify that the undermentioned horses owned (or trained) by me are proceeding from _____ to _____

Names of racehorses :—

1. 3.

2. 4.

to compete at the race meeting to be held at _____ on _____, and I am entitled to a _____ class ticket at the special excursion fares.

Date : _____

.....
Signature of owner or trainer.

(b) Tickets issued under the provisions of this regulation will be available for return for two months from the date of commencement of the currency of the ticket in each case. The Department reserves the right to decline any application for tickets under the rates and conditions enumerated in this regulation.

4. ATTENDANTS TRAVELLING IN HORSE-BOXES WITH RACEHORSES.

(a) Attendants travelling in horse-boxes accompanying racehorses which are proceeding to compete at, or which are returning after having competed at, a race meeting may, on production of certificates in the following form, be furnished with tickets free of charge for the same journey as that for which the racehorses have been consigned :—

I HEREBY certify that the attendants named hereunder are travelling in the horse-box from _____ to _____ with the racehorses specified hereunder, and are entitled to free single tickets from _____ to _____

Date : _____

.....
Signature of owner or trainer.

Names of Attendants.

Names of Racehorses.

Owners or trainers may obtain one attendant's ticket for each racehorse consigned by such owner or trainer.

(b) Tickets issued under the provisions of this regulation are available for use only when the holder is travelling in a horse-box. Where an attendant does not travel in the horse-box with the horses the ordinary fare must be paid for the journey made.

(c) Tickets available for the single journey issued under the provisions of this regulation will be available for one month from the date of commencement of the currency of the ticket in each case. The Department reserves the right to decline any application for tickets under the conditions enumerated in this regulation.

(d) Where an attendant travels by goods train he will require to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train.

5. OWNERS OR ATTENDANTS TRAVELLING IN CHARGE OF POLO PONIES.

(a) Special excursion tickets (Regulation 6) will be issued to owners of polo ponies conveyed in horse-boxes, or to attendants travelling in horse-boxes in charge of such ponies, on written application in the following form :—

I* proceeding from _____ to _____ hereby apply for _____-class ticket from _____ to _____ at the special excursion fare.

.....
Signature of Applicant.

* Insert "owner of polo ponies" or "attendant travelling in charge of polo ponies," as the case may be.

PARTICULARS OF POLO PONIES LOADED.

[To be filled in by Officer in Charge at forwarding Station.]

Station from	Station to	Number of Trucks.	Amount of Freight paid.

(b) Tickets issued under this paragraph will be subject to the provisions of paragraphs 3 and 4 where such are applicable.

PASSENGERS—*continued.*

31. Meetings of Religious Bodies, Friendly Societies, and Conferences.

1. Delegates travelling to attend annual meetings of religious bodies and friendly societies, and such other annual meetings or conferences as may be approved by the General Manager, and the wives and children of such delegates when accompanying the delegates, may be granted first-class tickets, available for return for one month from date of commencement of the currency of the ticket in each case, at special excursion fares specified in Regulation 6, on production of certificates in the following form :—

I hereby certify that Rev. [Mr.] is duly appointed delegate
to* to be held at† from‡ to‡ .
....., Secretary.
(or other duly authorized person).

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 special-excursion fare. I also certify that the following members of my family are accompanying me and are entitled to first-class tickets at special-excursion fares from to : [Wife.] [Name and age of daughter]. [Name and age of son].§
....., Delegate to*

* Insert name of meeting. † Insert place of meeting. ‡ Dates.
§ Delete particulars not required.

2. Tickets granted under this regulation will be available for break of journey and for use on the outward journey within seven days previous to and at any time during the meeting or conference, provided the delegate to whom the ticket or tickets are issued tenders the necessary certificate and can reach the place of meeting in time to take part in the business of the meeting or conference.

3. Delegates attending the meeting or conference, also their wives and children when accompanying the delegates, are allowed to travel as many times as necessary during the sitting, but fresh certificates signed by the secretary or other duly authorized person and the delegate must be presented for each ticket or tickets, which must be taken out and paid for for each double journey.

4. Written application, specifying dates on which delegates will travel, the stations between which the journeys will be made, and the name of person who will sign certificates on behalf of the religious body, friendly society, or conference concerned, should be made by such body, society, or conference to the General Manager not less than two months before the date of commencement of the meeting or conference. Certificates signed by any other than the person named in such application will not be recognized.

5. The provisions of this regulation shall not apply in any case where the number of delegates travelling by the railway for the purposes of the meeting or conference is less than twenty.

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

32. Summer Schools, &c., for Instructional and Recreational Purposes and Camps organized by Religious Organizations.

(1) Persons travelling to attend summer schools for instructional and recreational purposes and camps organized by religious bodies as may be approved by the General Manager, members of Young Farmers' Clubs travelling to attend educational courses and choirs travelling to attend competitions may be granted tickets, available for return for one month from date of commencement of the currency of the ticket in each case, at special excursion fares specified in Regulation 6 on production of certificates in the following form :—

I hereby certify that Mr. will attend the to be
held at from to .
.....
Secretary [or other duly authorized person].

I hereby certify that I am the person 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 -class ticket at the concession fare from to .

Signature :
Age [to be supplied only in the case of children entitled to half-fare].

2. Tickets granted under this regulation will be available for break of journey and for use on the outward journey within seven days previous to and at any time during the meeting, provided the person to whom the ticket is issued tenders the necessary certificate and can reach the place of meeting in time to take part in its business.

3. Written application, specifying dates over which the gatherings will extend, the stations between which the journeys will be made, and the name of person who will sign certificates on behalf of the controlling body, should be made to the General Manager not less than two months before the date of commencement of the meeting. Certificates signed by any other than the person named in such application will not be recognized.

4. The provisions of this regulation shall not apply in any case where the number of persons travelling by the railway for the purposes of the meeting is less than fifty.

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

PASSENGERS—*continued.***33. Bandmen in Uniform travelling to Band Contests.**

1. Bandmen in uniform, travelling to participate in band contests, and the wives and families of such bandmen when accompanying the bandmen may be granted tickets at the fares and subject to the conditions as set out in Regulation 26 on production of certificates in the following form:—

I hereby certify that Mr. _____ will participate in the
to be held at _____ from _____ to _____

Secretary [*or other duly authorized person.*]

I hereby certify that I am the person referred to above and that I am proceeding from _____ Station to _____ Station for the purpose of participating in the above contest, and that I am entitled to a _____-class ticket at the concession fare from _____ to _____

Signature :

I also certify that the following members of my family are accompanying me and are entitled to _____-class tickets at the concession fares.

Wife :

Daughter (name and age) :

Son (name and age) :

Signature :

2. Tickets granted under this regulation will be available for use on the outward journey within seven days previous to, and at any time during the contest, provided the person to whom the ticket is issued tenders the necessary certificate and can reach the destination in time to take part in the contest.

3. Written applications, specifying dates over which the contests will extend, the stations between which the journeys will be made, and the name of person who will sign certificates on behalf of the controlling body, should be made to the General Manager not less than two months before the date of commencement of the meeting. Certificates signed by any other than the person named in such application will not be recognized.

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

34. Excursion Trains.

1. Excursion trains may be run by special request upon payment of a deposit, as a guarantee, returnable if the special revenue accruing from the running of such excursion train exceeds the amount of the deposit, equivalent to the charge or eighty second-class return tickets (Regulation 2), suburban (Regulation 40), or local (Regulation 41 or Regulation 43) as the case may be. Minimum charge, £13 15s.

2. The distance which a special excursion train has to run empty to commence a run will be charged at the rate of 8s. 3d. per mile, and the amount so charged will be added to the deposit specified in the last preceding paragraph.

3. Where a deposit, demanded by the Department, is paid as a guarantee in respect of the running of an excursion train, and the special revenue from the running of such excursion train exceeds the amount of the deposit, the guarantor will be paid 20 per cent. of the special revenue received in excess of the amount of the guarantee.

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

35. Special Trains.

1. Special trains will be charged as follow:—	£	s.	d.
For one carriage, per mile up to 30 miles	..	0	16 6
For every additional mile	..	0	13 2
For every additional carriage, per mile	..	0	8 3
Minimum charge	..	13	15 0

2. The mileage will be counted one way only.

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

4. 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 (Regulation 2), suburban (Regulation 40), or local (Regulation 41 or Regulation 43), single or return fares, as the case may be, according to the journey made by the train in each case.

5. Special trains will be permitted to wait five hours at the station of destination, after which period and until seven hours' detention from time of arrival half special train rates will be charged for the return journey; after seven hours detention at the destination station full special-train rates will be charged for the return journey.

6. The distance which a train has to run empty to commence a service will be charged at the rate of 8s. 3d. per mile.

7. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train, but no reduction of the special-train rates shall be made on account of the train being so utilized by the Department.

36. Restrictions on Travel by Specified Trains.

1. Whenever any person shall make by any train any journey which, according to the Department's time-tables or other public notice, he is not entitled to make by that train, such person shall, without prejudice to any other penalty to which he may be liable, pay the appropriate fare for the shortest journey which he is entitled to make by such train and which shall wholly include the journey actually made by him as aforesaid.

PASSENGERS—*continued.*

2. Tickets issued under the provisions of the following regulations are not available for travel by night " Limited " Express trains between Wellington and Auckland:—

Regulations.	Regulations.	Regulations.
6	24	32
7	25	33
8	26	39
16	27	40
20	28*	41
21	30	
22	31	

* Subject to such modification as may be authorized by the Department.

37. Refunds on Ordinary Tickets.

1. The Department does not undertake to refund money or to make allowance in respect of any ticket, pass, or symbol which has been lost, mislaid, mutilated, or defaced, except as otherwise provided.

2. When a ticket is purchased and it is found that it is not required or cannot be used, a refund of the fare paid may be allowed, provided the ticket with application is lodged with the Department before the expiry of the period for which such ticket is available.

3. When a passenger is unable to complete the journey for which a single ticket has been purchased, a refund may be allowed by the Department for the portion of the journey not travelled, provided the ticket with application for refund is lodged with the Department before the expiry of the period for which it is available.

4. In *bona fide* cases in which the holders of return portions of tickets are prevented from travelling on the return journey, a refund may be allowed of the difference, if any, between the fare paid and the single fare, provided the ticket with application for refund is lodged with the Department before the expiry of the period for which such ticket is available.

5. Where a ticket or the unused portion of a ticket is surrendered to the Department and a refund of the value of the ticket or the unused portion of a ticket is applied for, a deduction of 10 per cent. (minimum deduction, 7d.; maximum deduction, 5s. 6d.) may be made on all sums payable by the Department by way of refund.

38. Refunds on Season Tickets.

1. Refunds as under may be allowed on season tickets (Regulation 12) permanently surrendered to the Department during their currency; provided that if any reduction on another ticket has been made on account of or in connection with a surrendered ticket, the value of such reduction shall be deducted from the amount, if any, that may be refunded.

Monthly tickets: No refund.

Quarterly, half-yearly, and yearly tickets: The portion of the currency of the ticket that has expired up to the date of surrender will be charged for on the monthly, quarterly, or half-yearly basis, as the case may be, and the balance, if any, refunded. Part-months (outside the quarter or half-year) will be charged for as full months.

2. Where a season ticket or the unused portion of a season ticket is surrendered to the Department and a refund of the value of the ticket or the unused portion of a ticket is applied for, a deduction of 10 per cent. (minimum deduction, 7d.; maximum deduction, 5s. 6d.) may be made on all sums payable by the Department by way of refund.

LOCAL FARES AND REGULATIONS.

Local fares will be charged as hereinafter specified, and the following provisions of this Scale of Charges shall have full force and effect notwithstanding anything contained in the previous regulations respecting passengers.

39. Suburban Weekly Twelve-trip Tickets.

1. Suburban weekly twelve-trip tickets (second class) will be issued on the following suburban lines:—

Auckland District—

Waitakere—Auckland.
Onehunga—Auckland.
Papakura—Auckland.
Sylvia Park—Auckland.

Wellington District—

Plimmerton—Wellington.
Upper Hutt—Wellington.
Waterloo—Wellington.
From Napier to Whakatu, Tomoana, and Hastings and *vice versa*.

Christchurch District—

Lyttelton—Christchurch.
Islington—Christchurch.
Kaiapoi—Christchurch.

Dunedin District—

Port Chalmers—Dunedin.
Mosgiel—Dunedin.

PASSENGERS—*continued.*

2. Suburban weekly twelve-trip tickets will be subject to the conditions specified below, and charged as follows:—

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

3. The tickets will be issued at any station on any one of the suburban lines specified to any station on the same line except on the Napier-Hastings line where they will be issued only from or to the stations enumerated in paragraph 1 of this regulation. The tickets will not be issued between stations situated on different suburban lines.

4. Suburban weekly twelve-trip tickets will expire on Saturday of the week for which they are issued in each case, and will be available for six outward and six homeward trips per week. They will not be available for use on mail and express trains.

5. The tickets will be available for use only between the stations specified thereon, and for use by the purchaser when travelling second class only. They are not available for break of journey, nor for use on Sundays, nor for rebooking, nor for use in conjunction with any other ticket, and are not transferable. No reduction in charge will be made for children.

6. Holders of suburban weekly twelve-trip tickets will be charged the first-class fare (Regulation 2 or, where applicable, Regulations 40, 41, or 43) when found travelling in first-class carriages.

7. At stations where the suburban weekly twelve-trip tickets required in each case are sold, such tickets must be purchased at least ten minutes before the time-table time of departure of the train by which the ticket is intended to be used. In the case of tickets not held in stock at the station at which they are to be purchased, at least twenty-four hours' notice that the ticket is required must be given in each case. In the computation of this period of notice no account will be taken of Sunday. Tickets from stations where there is no officer in charge should be obtained from the guard of train, provided that twenty-four hours' notice as hereinbefore specified should be given for any ticket not carried in stock by the Guard.

40. Suburban Fares.

1. Single tickets at suburban fares are available for one day only, being the date shown on the ticket.

2. Single tickets at suburban fares issued between two stations on separate sections of railway and which necessitate a sea journey are available for one calendar month.

3. Return tickets at suburban fares are available for three calendar months.

4. In each case under the last two preceding paragraphs the period of availability shall begin with the day of the date immediately following the date shown on the ticket.

5. The journey may be commenced on the date shown on the ticket or at any time within the period of the availability of the ticket, and must be completed before the expiry of such period.

6. 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.

7. In no case shall the fare between any two stations in a suburban area be greater than the lowest fare chargeable between any two other stations in such suburban area the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

8. Suburban fares will be charged according to the following scale:—

Schedule of Fares.					Schedule of Fares— <i>continued.</i>				
No. of Miles.	Single.		Return.		No. of Miles.	Single.		Return.	
	First Class.	Second Class.	First Class.	Second Class.		First Class.	Second Class.	First Class.	Second Class.
1	s. d.	s. d.	s. d.	s. d.	11	s. d.	s. d.	s. d.	s. d.
2	0 4	0 3	0 7	0 4	12	1 11	1 3	2 11	1 11
3	0 5	0 4	0 9	0 6	13	2 1	1 5	3 3	2 1
4	0 7	0 5	1 0	0 8	14	2 4	1 6	3 5	2 2
5	0 9	0 6	1 3	0 10	15	2 5	1 7	3 7	2 5
	1 0	0 8	1 7	1 0		2 7	1 8	3 10	2 6
6	1 2	0 10	1 10	1 3	16	2 9	1 9	4 2	2 8
7	1 5	0 11	2 1	1 5	17	2 10	1 10	4 4	2 9
8	1 7	1 0	2 5	1 7	18	3 1	1 11	4 7	2 11
9	1 9	1 1	2 8	1 8	19	3 3	2 0	4 9	3 1
10	1 10	1 2	2 9	1 10	20	3 4	2 1	4 11	3 4

PASSENGERS—*continued.*

The foregoing fares will apply as under :—

9. AUCKLAND DISTRICT.

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

10. WELLINGTON DISTRICT.

From or to—	To or from—
Wellington*	{ Kaiwarra—Upper Hutt, and intermediate stations and stopping-places.
Wellington*	{ Ava, Waterloo, and intermediate stations and stopping-places.
Wellington*	{ Plimmerton and intermediate stations and stopping-places.
Kaiwarra*	Lower Hutt.
Napier ..	Hastings, and intermediate stations.

* Only second-class tickets issuable.

11. CHRISTCHURCH DISTRICT.

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

12. DUNEDIN DISTRICT.

From or to—	To or from—
Dunedin ..	{ Ravensbourne—Evansdale, Mussel Bay—Port Chalmers, and all intermediate stations and stopping-places in each case.
Dunedin ..	{ Kensington—Otokia, and all intermediate stations and stopping-places.
Ravensbourne ..	Mussel Bay or Port Chalmers (Upper or Lower Station).
Kensington ..	Mosgiel.
Burnside ..	Caversham.

13. INVERCARGILL DISTRICT.

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

14. Suburban trip bearer tickets, second class, available for six single journeys will be issued for travel between the same points as provided for in paragraphs 9, 10, 11, 12, and 13 of this regulation.

15. Suburban trip bearer tickets will also be issued for travel from and/or to intermediate stations located between the points defined in paragraph 14. The charge for tickets so issued will be the charge applicable to the shortest journey authorized in paragraph 14 within the limits of which the intermediate journey is made.

16. Suburban trip bearer tickets will be transferable and will be available for use up to the end of the month following the month of issue. They will not be available for break of journey.

17. One or two children over three but not exceeding twelve years of age travelling on these tickets will count as one adult; three or four such children will count as two adults, and so on, each additional one or two children counting as one adult. The age-limit will be the same in each case.

18. Holders of suburban trip bearer tickets will be charged the full first-class fare when found travelling in first-class carriages.

19. Where two or more passengers are travelling on one suburban trip bearer ticket such passengers will require to occupy seats in the same compartment or carriage.

20. Suburban trip bearer tickets will be charged according to the following scale :—

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

21. Suburban trip bearer tickets will be sold only for the use of persons residing in the neighbourhood of one of the terminal stations shown on the ticket.

PASSENGERS—continued.

41. North Island Main Line and Branches.

1. For the purpose of charging fares between the stations set out hereunder the distances will be counted as follows in each case :—

Whangarei and Kamo, 3 miles.
 Huntly and Glen Afton, 9 miles.

2. The following local fares will be effective between the undermentioned stations :—

From or to Auckland.	Single.		Return.		Worker's Weekly Tickets.
	First Class.	Second Class.	First Class.	Second Class.	
Newmarket	s. d. 0 4	s. d. 0 3	s. d. 0 5	s. d. 0 4	..
Mount Eden	0 5	0 4	0 7	0 5	..
Kingsland	0 6	0 5	0 8	0 6	..
Morningside	0 7	0 5	0 10	0 7	3 0
Mount Albert	0 7	0 5	0 10	0 7	3 0
Avondale	0 10	0 7	1 1	0 10	3 0
St. George Street	1 1	0 10	1 8	1 1	3 4
New Lynn	1 1	0 10	1 8	1 1	3 7
Croydon Road	1 1	0 10	1 8	1 1	4 2
Glen Eden	1 5	1 1	1 11	1 5	4 5
Sunnyvale	1 5	1 1	1 11	1 5	4 8
Henderson	1 8	1 1	2 2	1 8	4 8
Ranui	1 8	1 5	2 6	1 11	4 8
Swanson	1 11	1 8	2 9	1 11	4 11
Waitakere	2 2	1 8	3 0	2 2	4 11
Taupaki .. .. .	..	..	5 8	3 10	..
Remuera	0 5	0 4	0 7	0 5	..
Green Lane	0 6	0 5	0 8	0 6	..
Ellerslie	0 7	0 5	0 10	0 7	3 0
Penrose	0 7	0 5	0 10	0 7	3 0
Te Papapa	0 10	0 7	1 1	0 10	3 0
Onehunga	1 1	0 10	1 8	1 1	3 4
Southdown	0 10	0 7	1 1	0 10	3 0
Westfield	1 1	0 10	1 8	1 1	3 7
Otahuhu	1 1	0 10	1 8	1 1	3 10
Mangere	1 1	0 10	1 8	1 1	3 10
Papatoetoe	1 5	1 1	1 11	1 5	4 5
Pahunui	1 5	1 1	1 11	1 5	4 8
Wiri	1 8	1 1	2 2	1 8	4 8
Homai	1 8	1 5	2 6	1 11	4 8
Manurewa	1 8	1 5	2 6	1 11	4 8
Mahia	1 8	1 5	2 6	1 11	4 8
Takanini	1 11	1 8	2 9	1 11	4 11
Tironui	2 2	1 8	2 9	2 2	4 11
Papakura	2 2	1 8	3 0	2 2	4 11
Opaeke	2 5	1 11	3 4	2 6	..
Drury	2 9	2 2	3 7	2 9	..
Paerata	3 3	2 6	4 8	3 4	..
Helvetia .. .. .	..	..	7 8	4 11	..
Patumahoe .. .. .	..	..	8 3	5 3	..
Mauku .. .. .	..	..	8 6	5 6	..
Glenbrook .. .. .	..	..	9 1	5 9	..
Pukeoware .. .. .	..	..	9 8	6 4	..
Fernleigh .. .. .	..	..	9 8	6 4	..
Waiuku .. .. .	..	..	9 11	6 7	..
Pukekohe	3 7	2 9	4 11	3 7	..
Buckland	3 10	3 0	5 6	4 2	..
Tuakau	4 4	3 3	6 1	4 5	..
Orakei	0 4	0 3	0 5	0 4	1 11
Purewa	0 6	0 5	0 8	0 6	..
Glen Innes	0 7	0 5	0 10	0 7	3 0
Tamaki	0 7	0 5	0 10	0 7	3 0
Panmure	0 10	0 7	1 1	0 10	3 4
Sylvia Park	1 1	0 10	1 8	1 1	3 7

From or to Newmarket.	Single.		Return.	
	First Class.	Second Class.	First Class.	Second Class.
Taupaki	s. d. ..	s. d. ..	s. d. 5 6	s. d. 3 8
Opaeke	2 5	1 11	3 4	2 6
Drury	2 9	2 2	3 7	2 9
Paerata	3 3	2 6	4 8	3 4
Helvetia .. .. .	..	..	7 8	4 11
Patumahoe .. .. .	..	..	8 0	5 3
Mauku .. .. .	..	..	8 3	5 6
Glenbrook .. .. .	..	..	8 6	5 9
Pukeoware .. .. .	..	..	9 1	6 1
Fernleigh .. .. .	..	..	9 4	6 1
Waiuku .. .. .	..	..	9 8	6 4
Pukekohe	3 7	2 9	4 11	3 7
Buckland	3 10	3 0	5 6	4 2
Tuakau	4 4	3 3	6 1	4 5

PASSENGERS—continued.

From or to Mount Eden.	Single.		Return.	
	First Class.	Second Class.	First Class.	Second Class.
Taupaki	s. d.	s. d.	s. d. 5 1	s. d. 3 5

In no case shall the fare between any two of the stations mentioned in this paragraph (being stations on the same line of railway) be greater than the fare chargeable in accordance with the fares set forth in the said paragraph between any two such stations, the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

Workers' weekly tickets issued at the local fares mentioned in this paragraph are subject to the conditions as provided for in Regulation 39, with the exception that they are limited to one outward and one homeward trip per day, and for use on the outward journey only by trains arriving at their destination station not later than 9 a.m. On the homeward journey they may be used by any timetable train (mail and express trains excepted) after 9 a.m.

3. TICKETS BETWEEN AUCKLAND AND REMUERA AVAILABLE BETWEEN AUCKLAND AND ORAKEI.

Tickets issued under the provisions of Regulations 9, 12, 14, 16, 19, 20, 21, 22, 28, 39, and 41, available for travel between Auckland and Remuera, will also be available for travel between Auckland and Orakei.

4. TICKETS BETWEEN AUCKLAND AND TAMAKI AND BETWEEN AUCKLAND AND PANMURE AVAILABLE BETWEEN AUCKLAND AND ELLERSLIE.

Tickets issued under the provisions of Regulations 9, 12, 14, 16, 19, 20, 21, 22, 28, 39, and 41, available for travel between Auckland and Tamaki and between Auckland and Panmure, will be also available for travel between Auckland and Ellerslie.

5. TRIP BEARER TICKETS BETWEEN PAEKAKARIKI OR PUKERUA BAY AND WELLINGTON.

Trip bearer tickets, second class, available for six single journeys, will be issued for travel between Paekakariki or Pukerua Bay and Wellington at the following rates:—

From or to	To or from	Second Class.
Paekakariki	Wellington	s. d. 7 2
Pukerua Bay	Wellington	6 1

These tickets will be subject to the same conditions as suburban trip bearer tickets issued under the provisions of Regulation 40.

6. SUBURBAN WEEKLY TWELVE-TRIP TICKETS BETWEEN PAEKAKARIKI OR PUKERUA BAY AND WELLINGTON.

Suburban weekly twelve-trip tickets, second class, available for six outward and six homeward trips per week, will be issued for travel between Paekakariki or Pukerua Bay and Wellington at the following rates:—

From or to	To or from	Fare.
Paekakariki	Wellington	s. d. 7 2
Pukerua Bay	Wellington	6 8

These tickets will be subject to the same conditions as suburban weekly twelve-trip tickets issued under the provisions of Regulation 39.

7. The following local fares will be charged between the stations named hereunder:—

From or to	To or from	Second Class Single.	Second Class Return.
Paekakariki	Wellington	s. d. 2 9	s. d. 4 5
Pukerua Bay	Wellington	2 2	3 7

PASSENGERS—*continued.*

8. SPECIAL FARES ON THE WELLINGTON-JOHNSONVILLE LINE.

(a) Except as provided herein and as may be otherwise specially authorized the only tickets available for use on the Wellington-Johnsonville line will be those issued under the provisions of Regulations 13, 20, 21, 22, and 29.

(b) Tickets at the special fares provided for hereunder will be issued for travel between the stations specified:—

Between	and	Ordinary Single.	6-trip Bearer.	Weekly 12-Trip.	Monthly Season Ticket for Young People not exceeding 21 Years of Age.	Railway Employees' Monthly Season Ticket (as provided by the Regulations made in that behalf under the Government Railways Act, 1926).
		d.	s. d.	s. d.	s. d.	s. d.
Wellington ..	Ngaio ..	6	2 2	2 9	7 2	4 11
Wellington ..	Awarua Street	7	2 6	3 4	8 3	4 11
Wellington ..	Simla Crescent	8	2 9	3 7	10 9	6 1
Wellington ..	Khandallah ..	8	2 9	3 7	10 9	6 1
Wellington ..	Johnsonville ..	10	3 4	4 2	12 8	7 2
Ngaio ..	Johnsonville ..	7	2 6	3 4	8 3	4 11
Ngaio	Khandallah	4	1 5	2 9	7 2	4 11
Awarua Street	Simla Crescent					
Simla Crescent	Awarua Street,					
or Khandallah	or Ngaio					
Johnsonville	Awarua Street	4	1 5	2 9	7 2	4 11
	Simla Crescent,					
	or Khandallah					

(c) The tickets will be subject to the provisions of the following regulations:—

Description.	Regulation.
Ordinary, single	No. 1, No. 40, paragraphs 1 and 2.
Six-trip bearer	No. 40, paragraphs 16, 19, and 21.
Weekly twelve-trip	No. 39, paragraphs 4, 5, and 7.
Monthly season ticket for young people not exceeding twenty-one years of age	No. 19.
Railway employees' monthly season ticket	No. 28, paragraph 4.

9. TICKETS BETWEEN KHANDALLAH OR NGAIO AND WELLINGTON AVAILABLE BETWEEN KAIWARRA AND WELLINGTON.

Tickets available between Khandallah or Ngaio and intermediate stations and Wellington will be also available for travel, second-class, between Kaiwarra and Wellington.

10. TRIP BEARER TICKETS TO UPPER HUTT.

Trip bearer tickets available for twelve single journeys by rail between Trentham, Heretaunga, Silverstream, and Upper Hutt will be issued at the following fares:—

From	To	Second Class.
		s. d.
Trentham	Upper Hutt	2 2
Heretaunga	"	3 4
Silverstream	"	4 5

These tickets will be subject to the same conditions as trip bearer tickets, issued under the provisions of Regulation 9.

11. SPECIAL WEDNESDAY FARES TO WELLINGTON.

Special return tickets will be issued to Wellington from the undermentioned stations on Wednesdays only:—

From	To	Second Class Return.
		s. d.
Upper Hutt	Wellington	2 2
Wallaceville	"	2 2
Trentham	"	2 2
Heretaunga	"	1 11
Silverstream	"	1 11
Haywards	"	1 11
Andrews	"	1 8
Belmont	"	1 8
Melling	"	1 2
Lower Hutt	"	1 2
Woburn	"	1 2
Waterloo	"	1 2
Ava	"	1 1
Petone	"	1 1

PASSENGERS—*continued.*

Tickets issued under the provisions of this regulation from stations Upper Hutt to Hayward's (inclusive) are available for travel to Petone or Lower Hutt; tickets from Andrews are available for travel to Petone.

These special return tickets will be available for return on the day of issue or following day only.

12. MILEAGE AND AVAILABILITY OF TICKETS.

(a) For the purpose of charging tickets issued under the provisions of Regulations 12, 14, 16, 19, 24, 28, 39, and 40, between the stations set out hereunder the distance will be counted as follows in each case:—

Wellington and Ava .. .. .	..	..	..	..	7 miles.
" Woburn .. .. .	..	..	..	..	8 "
" Waterloo .. .. .	..	..	..	..	8 "
" Melling .. .. .	..	..	..	..	8 "

(b) Tickets issued under the provisions of Regulations 20, 21, 22, and the provisions of paragraphs 11 and 12 of this regulation will be available for travel as follows:—

Tickets issued between Wellington and		Will be available between Wellington and
Melling .. .. .	..	Lower Hutt, Waterloo, or Woburn.
Lower Hutt .. .. .	..	Melling, Waterloo, or Woburn.
Woburn .. .. .	..	Melling, Lower Hutt, or Waterloo.
Waterloo .. .. .	..	Melling, Lower Hutt, or Woburn.
Petone .. .. .	..	Ava.
Ava .. .. .	..	Petone.

(c) Tickets issued from Wellington under the provisions of Regulation 24 to stations in the 17-20 mile zone will be charged the appropriate fares as for the 13-16 mile zone.

13. SPECIAL WEEK-END TICKETS.

(a) Special return tickets will be issued, as may from time to time be determined by the Department, between the undermentioned stations at the following rates:—

From or to	To or from	Second Class Return.
Wellington	Trentham, Wallaceville, Upper Hutt ..	s. d. 2 9
Kaiwarra	Silverstream, Heretaunga, Trentham, Wallaceville, Upper Hutt	2 9
Ngahauranga	Heretaunga, Trentham, Wallaceville, Upper Hutt	2 9

(b) These tickets will be available for travel on the outward journey from 3 p.m. on Fridays and on Saturdays and Sundays, and will be available for return up to and including the Monday following the date of issue in each case.

14. The following special fares will be charged between the stations named hereunder except where ordinary fares are less:—

To or from	From or to	Fares.	
		First Class Return.	Second Class Return.
Wellington, Waterloo, Upper Hutt, and intermediate Stations ..	Mangaroa ..	s. d. 4 5	s. d. 3 4
	Kaitoke ..		
Ditto	Summit ..	5 6	3 10
	Cross Creek ..		
	Pigeon Bush ..		
	Featherston ..		
	Fernside ..		
"	Woodside ..	6 7	4 5
	Greytown ..		
	Matarawa ..		
"	Dalefield ..	7 8	5 6
	Carterton ..		
	Clareville ..		
	Waingawa ..		
	Solway ..		
	Masterton ..		

Tickets at these fares will be issued daily, and will have the same period of availability as ordinary tickets (Regulation 2), but will not be available for break of journey. They will not be available for travel by rail-cars.

In no case shall the single fare between any two stations specified in this paragraph be greater than the special return fare chargeable between the same two stations.

PASSENGERS—*continued.*

42. Westport Section.

1. On Saturdays and such other days as may be determined by the Department the special fares specified hereunder will be charged from the stations named to Westport :—

Station.	First-class Return.	Second-class Return.
	s. d.	s. d.
Mokihinui Mine	7 0	5 9
Seddonville	6 7	4 4
St. Helens	6 5	4 3
Mokihinui	6 3	4 2
Nikau	5 10	3 10
Hector	4 11	3 4
Ngakawau	4 9	3 1
Granity	4 7	2 11
Birchfield	3 5	2 2
Waimangaroa Junction	2 9	1 10
Fairdown	2 1	1 5
Sergeant's Hill	1 3	0 11

These tickets, when issued on a Saturday, will be available for return up to and including the first following Monday, and when issued on any other day than Saturday will be available for return up to and including the day following the day of issue.

2. Fares between stations on the Government railways (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch will be charged 2d. on each single and 3d. on each return fare, and 1s. on each weekly twelve-trip ticket in addition to the fare chargeable under the scales hereinbefore provided.

3. 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 rates hereinbefore prescribed for such tickets :—

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.

43. South Island Main Line and Branches.

1. For the purpose of charging tickets issued under the provisions of Regulations 2, 9, 12, 16, 19, 39, and 40 between the stations set out hereunder the distance will be counted as follows in each case :—

	Miles.		Miles.
Ashburton and Tinwald	2	Dunedin and Port Chalmers	8
Oamaru and Waiareka	2	Dunedin and Caversham	2
Dunedin and Ravensbourne	2	Dunedin and Green Island	4
Dunedin and Maia	3	Dunedin and Abbotsford	5
Dunedin and Sawyer's Bay	7	Stirling and Benhar	2

2. For the purpose of charging tickets issued under the provisions of Regulations 12, 16, 19, and 39 the distance between Dunedin and Burnside will be counted as 3 miles in each case.

3. Except as otherwise provided, tickets issued under the provisions of Regulations 2, 9, 12, 16, 19, 39, and 40 from or to stations on the Dunedin - Port Chalmers line to or from Port Chalmers Upper or Lower Station will be available for use to or from either the Upper or the Lower Station, and will be computed on the basis of the shorter distance in each case.

4. The following local fares will be charged between the stations named hereunder :—

	Return.	
	First Class.	Second Class.
	s. d.	s. d.
Dunedin-Warrington	5 6	3 7
Dunedin-Omimi	5 8	3 9
Dunedin-Seacliff	6 3	4 2

In no case shall the fare between any two stations in the Dunedin-Seacliff area be greater than the lowest fare chargeable between any two other stations in such area the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

PASSENGERS—*continued.*

5. THROUGH BOOKING, DUNEDIN, RAVENSBOURNE, AND PORTOBELLO.

(a) The following fares will be charged for through booking by rail and steamer between Dunedin, Ravensbourne, and Portobello :—

From or to	To or from	Single.		Return.	
		First Class.	Second Class.	First Class.	Second Class.
Portobello ..	Dunedin or Ravensbourne	s. d. 1 8	s. d. 1 4	s. d. 2 8	s. d. 2 1

Single tickets at these fares are available for one day only, being the date shown on the ticket.

Return tickets at these fares are available for three calendar months, which period shall begin with and include the date shown on the ticket.

(b) Weekly twelve-trip tickets, available for use by the purchaser when travelling second-class, will be issued for travel by rail and steamer between Dunedin or Ravensbourne and Portobello at a fare of 7s. 2d. each.

These tickets will be subject to the same conditions as suburban weekly twelve-trip tickets issued under the provisions of Regulation 39.

Second-class six-trip tickets will be issued for travel by rail and steamer between Dunedin or Ravensbourne and Portobello at a fare of 5s. 3d. each.

These tickets will be subject to the same conditions as suburban six-trip bearer tickets issued under the provisions of Regulation 40.

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

Stations between	Single.		Return.	
	First Class.	Second Class.	First Class.	Second Class.
Invercargill-Bluff ..	s. d. 1 11	s. d. 1 1	s. d. 3 0	s. d. 1 11
Invercargill - Ocean Beach ..	1 11	1 1	3 0	1 11
Invercargill - Green Hills ..	1 8	0 11	2 6	1 8

The maximum fare between any two stations on the Invercargill-Bluff line will be as follows : First class, single, 1s. 11d. ; second class, single, 1s. 1d. First class, return, 3s. ; second class, return, 1s. 11d.

Regulations and conditions governing tickets issued under the provisions of Regulation 40 will be applicable to tickets issued at these fares.

LUGGAGE, PARCELS, ETC.

44. General Regulations re Passengers' Luggage.

1. Passengers' luggage received, held, or conveyed by railway will be subject to the conditions hereinafter set forth:—

Luggage shall be designated as follows—

(a) Unchecked luggage—*i.e.*, packages of every description, whether excessed or otherwise, which are conveyed as passengers' luggage and which are not checked as hereinafter provided.

(b) Checked luggage—*i.e.*, packages of every description, whether excessed or otherwise, which are conveyed as passengers' luggage, for which the passenger holds a luggage-check as hereinafter provided.

2. Luggage to be forwarded from a station where a Stationmaster or porter is in charge and not required to be checked must be delivered at the railway-station from which the passenger is proceeding at least ten minutes before the due time of departure of the train by which it is to be conveyed.

3. Luggage to be forwarded from a station at which there is no Stationmaster or porter 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.

4. Owners of unchecked luggage for a station at which there is no Stationmaster or porter in charge must in all cases present themselves at the guard's van while the train is standing at the station, and claim and take delivery of their luggage, failing which the luggage shall be treated as "lost luggage" and be taken to the next officered station and there stored at the risk and expense of the owner.

5. Unchecked 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 addressed and labelled to the station at which they intend to first take delivery.

6. No luggage will be allowed to be taken into the carriages unless it can be placed under the seat or in the rack of the carriage without inconvenience to other passengers; neither shall any person take into or carry in a railway-carriage any luggage which any officer of the Department may deem to be inconvenient or objectionable.

7. Railway employees 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.

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

9. 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 left about the station premises and not duly delivered to the custody of the Department. Luggage left at a station should be placed in the cloak-room.

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

11. 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 for at parcels or goods rates as may be appropriate.

12. Unchecked luggage conveyed in guard's van, the property of passengers who are booked to a station beyond the end of the journey of the train by which they are travelling, may be labelled direct to destination station shown on passenger's ticket, and will 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 train by which the passenger can proceed direct to destination station. Nothing in this paragraph shall affect the liability of the Department as for unchecked luggage.

13. No person shall be entitled to send any luggage to any railway-station beyond the station of destination for which his ticket is available; nor, except as may be otherwise provided, shall any person send or carry as luggage any packages containing goods that are for sale or are other than his own *bona fide* property.

LUGGAGE DECLARED "SPECIAL GOODS."

14. (a) Every article of luggage which exceeds in value the sum of £10, and every parcel, package, or container whatsoever of luggage which, together with the contents of such parcel, package, or container, exceeds in value the sum of £10, is hereby declared to be "special goods."

(b) As hereinbefore provided, no liability shall be incurred by the Department in respect of any luggage which has not been duly checked.

(c) The liability of the Department in respect of luggage that is "special goods" is limited to £10 for any one article, parcel, package, or container, as aforesaid, unless the nature thereof and value are declared in writing and a receipt obtained for the same. On such "special goods" so declared, the following charges for insurance will be payable:—

(i) In the case of checked luggage, at the rates provided in subparagraph (c) of paragraph 2 of Regulation 110.

(ii) In the case of left luggage at the rate of 10s. per cent. on the declared value (minimum charge, 2s. 2d.).

(d) For the purposes of the declaration required by subparagraph (c) hereof the value of every article of luggage which exceeds in value the sum of £10 must be stated; and, in the case of parcels, packages, or containers as aforesaid, the total value of each must be stated, together with a list of the contents and the values of any items which exceed in value the sum of £2.

(Packages exceeding £500 in value will be carried by special contract only.)

LUGGAGE, PARCELS, ETC.—*continued.*

45. Checked Luggage.

1. Passengers may, at their option, have their luggage checked as follows :—
 - (a) Between any two stations on the same section of railway.
 - (b) From any officered station on the North Island main line and branches including the City Booking-office at Courtenay Place (Wellington) and the booking agencies at Symonds Street (Auckland) and Karangahape Road (Auckland) to any station on the South Island main line and branches, or on the Picton Section.
 - (c) From any officered station on the North Island main line and branches, including the City Booking-office at Courtenay Place (Wellington) and the booking agencies at Symonds Street (Auckland) and Karangahape Road (Auckland) or on the South Island main line and branches, including City Booking-office, Christchurch, except Bluff, to Stewart Island.
 - (d) From Dargaville to any station on the North or South Island main line and branches or the Picton Section, and from any officered station on the North or South Island main line and branches or the Picton Section, including the City Booking-offices at Courtenay Place (Wellington) and Christchurch and booking agencies at Symonds Street (Auckland) and Karangahape Road (Auckland) to Dargaville.
 - (e) From any officered station on the South Island main line and branches, including City Booking-office, Christchurch, to any station on the Picton Section or on the North Island main line and branches.
 - (f) From Stewart Island to any station on the North Island main line and branches, or the South Island main line and branches, except Bluff.
 - (g) From any officered station on the Picton Section to any station on the North Island main line and branches or on the South Island main line and branches.
 - (h) From any officered station on the North or South Island main line and branches or the Picton Section, including the City Booking-offices at Courtenay Place (Wellington) and Christchurch, to overseas vessels, operated by such companies as may be approved by the General Manager, at the following ports :—
Auckland, Wellington, Lyttelton, Port Chalmers, Dunedin, and Bluff.
 - (i) Luggage will not be checked between the following points :—
Wellington and Picton.
Wellington and Lyttelton.
Picton and Lyttelton.
2. Subject to the provisions of the Act and of the regulations and of any by-laws under the Act, checked luggage will be held and conveyed at the risk of the Department or of the shipping company or of the road motor service, as the case may be.
3. Each package must, when presented for checking, be in good order and be distinctly addressed with the name of the passenger and the place to which he is proceeding. All old labels must first have been removed, each package locked or otherwise properly secured, and the person delivering it must obtain a check for each package delivered. The Department reserves the right to decline to check any package of luggage that is not fully and legibly addressed, locked, or properly secured, and from which old labels have not been removed, or which is not in good order. Trunks, suit-cases, bags, and other luggage containers must be such as, in the opinion of the Department, will enable the packages to withstand the ordinary incidents of transport without sustaining damage. The Department reserves the right to decline to accept for transport as luggage any package which does not meet this requirement.
4. Luggage to be checked may, if being forwarded from an officered station, or a flag station where facilities for the checking of luggage are provided, be delivered at the station from which the passenger will travel not more than one month before the date on which the passenger will travel, and (without prejudice to the provisions regarding excess luggage) must be delivered at such station at least fifteen minutes before the due time of departure of the train by which it is to be conveyed.
5. Luggage from flag stations at which there are no facilities provided for the checking of luggage and which the owners desire to check must be taken to the guard's van, and be there handed to the guard of the train.
6. In the case of luggage on which excess charges are payable forwarded from a station where no provision is made for the excessing of such luggage, the excess charges must be paid to the guard, who will issue a ticket for the amount received.
7. The person delivering luggage to be checked must, on the same being checked, obtain a check for each package so delivered. The checks so obtained must be surrendered at the time of delivery of the luggage by the person who takes delivery of the luggage at destination station. Delivery by the Department of any checked luggage on the surrender of the appropriate checks to the person surrendering such checks and acceptance of such delivery by such person shall discharge the Department of any liability in respect of such luggage.
8. 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 the passenger or his agent to produce the necessary check. The Department reserves the right to decline to deliver checked luggage at any station other than the original destination station of such luggage.
9. Passengers are not bound to see personally to the checking or excessing of their luggage, or to attend in person to obtain delivery of their luggage, but may arrange for any person, other than a railway employee, to act on their behalf; the Department, however, reserves to itself the right to demand the production of the passenger's railway, steamer, and/or motor ticket whenever it may deem such a step to be necessary, and to decline to accept any luggage for transit until such demand has been complied with.

LUGGAGE, PARCELS, ETC.—*continued.*

10. Any person claiming delivery to him of any checked luggage, who may be unable to produce the check therefor owing to having lost such check, may be required to make, at his own cost, a statutory declaration setting forth the number of the luggage-check lost, the number and description of such package of which delivery is claimed, and such other information as the Department may require. He may be required to indemnify the Department against any loss or claim that may arise as a result of delivery to such person, and to furnish such other proofs of his title to delivery of such luggage as the Department may require, before such luggage shall be delivered. Should the information furnished by the claimant or proofs of title to delivery or the indemnity be deemed by the Department to be insufficient or unsatisfactory, delivery of the luggage may be withheld, and the Department shall not be liable for any inconvenience or loss that may result from delivery being so withheld. A search fee of 7d. will be made in respect of each luggage-check lost.

11. For each check issued for luggage to be conveyed on a continuous journey on one section of railway the charge will be 7d. For each check issued for luggage conveyed between stations on the South Island Main Line and Branches and Stewart Island the charge will be 10d.

12. For each check issued for luggage to be conveyed by railway and ship between stations in the North and South Islands, or *vice versa*, the charge, including cartage between rail and steamer at Wellington, will be 1s. 2d. For each check issued for luggage conveyed between stations on the North Island Main Line and Branches and Stewart Island, the charge, including cartage between rail and steamer at Wellington, will be 1s. 5d.

13. For each check issued for luggage to be conveyed between Dargaville and stations on the North Island Main Line and Branches the charge will be 1s. 2d. For each check issued for luggage to be conveyed between Dargaville and stations on the South Island Main Line and Branches or the Picton Section the charge will be 1s. 8d.

14. For each check issued for luggage to be conveyed to overseas vessels as provided for in paragraph 1, subclause (h), the charge will be as follows:—

From	To Overseas Vessel berthed at	Charge.
Stations on the North Island Main Line and Branches	Auckland or Wellington..	s. d. 1 9
Stations on the South Island Main Line and Branches or on the Picton Section	.. ..	2 4
Stations on the North Island Main Line and Branches or on the Picton Section	Lyttelton, Port Chalmers, Dunedin, or Bluff	2 4
Stations on the South Island Main Line and Branches	Ditto	1 9

15. The following provisions of this paragraph apply to luggage which requires to be transported by the Wellington-Lyttelton steamer express and the Wellington-Picton ferry service. Checked luggage may comprise ordinary luggage, including perambulators or go-carts, accompanying passengers, subject to the provisions of paragraph 3 of this regulation. Bicycles (pedal), and sewing-machines, accompanying passengers, may be checked, subject to the charges provided in paragraphs 15 and 16 of Regulation 46 being paid. Fruit or other merchandise, packed in suitable containers, accompanying passengers, may be checked subject to the freight charges at the goods rates provided in paragraphs 15 and 16 of Regulation 46 being paid. Cardboard boxes, fragile packages, and live animals (including poultry), will not be accepted for checking between the North and South Islands. Motor-bicycles accompanying passengers may be checked subject to the provisions of Regulation 53. In addition to the shipping company's charges and wharfage at the ports, as provided in paragraphs 15 and 16 of Regulation 46, a charge of 2s. 3d. per motor-cycle and 4s. 5d. per motor-cycle with side-car will be made for cartage between Wellington wharf and station. A motor-bicycle with side-car attached will not be accepted for checking under the provisions of this regulation.

16. Only passenger's *bona fide* personal luggage will be accepted for checking to Stewart Island. Cases of fruit, stores, live animals, cardboard boxes and suchlike articles will not be so accepted.

17. Checked luggage not claimed within three months after arrival at destination station may be sold.

18. Checked luggage for officered stations, or flag-stations where there is a porter in charge, and not claimed on arrival at such station will be stored free for one month from date of arrival at destination station. Checked luggage for a flag-station at which there is no porter in charge and not claimed while the train is standing at the flag-station will be taken to the next station at which there is a Stationmaster, and will be stored free for one month from date of arrival at such last-mentioned station. After the expiry of that period storage will be charged for at the rate of 1s. 2d. per week or part of a week for each package. Motor-bicycles or motor-bicycles with side-cars will be stored free for the day of arrival only. After the expiration of that period storage will be charged at the rate of 7d. per day for each motor-bicycle and 1s. 2d. per day for each motor-bicycle with side-car.

19. In this regulation, unless inconsistent with the context or otherwise provided,—

“Shipping company” or “road motor service” means and includes any person, firm, or company with which or with whom the Department may, for the time being, have an agreement or arrangement for the checking of luggage for conveyance by rail or by any service of such person, firm, or company:

“Luggage” includes luggage as defined in paragraph 1 of Regulation 46, and any package or thing that may lawfully be checked as luggage.

LUGGAGE, PARCELS, ETC.—*continued.*

46. Excess Luggage.

1. Except as otherwise provided, passengers will be allowed to take with them, free of charge, 112 lb. weight each (children over three years and not exceeding twelve years of age travelling at half rates, 56 lb. weight each), consisting of their *bona fide* personal luggage. In the case of visitors from overseas undertaking *bona fide* tourist travel in New Zealand, the free-luggage allowance will be 224 lb. each (children over three years and not exceeding twelve years travelling at half-rates, 112 lb.). Subject to the succeeding provisions of this regulation, "luggage" for the purpose of this paragraph means wearing-apparel and other similar personal belongings designed and usually carried by travellers for their personal use, and contained in a bag, box, portmanteau, suit-case, trunk, valise, or any other receptacle commonly used for the purpose, but shall not include merchandise or other goods or chattels which, though carried with the passenger's luggage, are not designed and carried for such use.

2. Each adult passenger, if accompanied by a child, will be allowed to take one perambulator or go-cart free of charge as part of the free allowance of luggage.

3. The following articles, being the property of passengers and *bona fide* for their own domestic use, may be conveyed as portion of a passenger's free allowance:—

Books or a typewriter used in connection with a passenger's occupation or studies.

Carcasses of mutton and other foodstuffs.

Children's scooters and tricycles.

Crockery.

Dolls' perambulators.

Folding deck-chairs.

Safety small-arm cartridges (not more than 1,000 per passenger) provided all due precautions are taken for the prevention of accident by fire or explosion.

Small musical instruments.

Sportsmen's gear (such as rifles and fishing-rods).

Invalid chairs (when accompanying invalids).

The following articles shall not be included in a passenger's free luggage allowance:—

Bedsteads, mattresses of all kinds, and stretchers.

Bulky musical instruments.

Carpets.

Furniture.

House fittings.

Kerosene and similar mineral oils.

Linoleum.

Live poultry or live-stock.

Liquor.

Oil stoves.

Sewing-machines (except as provided in paragraph 5 hereof).

Tents and poles.

School-children travelling on school season tickets issued under the provisions of Regulations 20, 21, and 22 may not carry free as luggage foodstuffs, merchandise, or goods other than those required in connection with their studies.

4. The Department reserves the right to determine whether any package or article (other than *bona fide* personal luggage) may be carried free as luggage under the provisions of this regulation.

5. Workpeople proceeding from one place to another in search of or to take up employment within the Dominion will be allowed to take free of charge, in addition to 112 lb. of luggage as defined in paragraph 1 of this regulation, up to 112 lb. of tools, or material on which they have done work at their homes. The tools must be packed separately from other luggage, and the passenger must satisfy the Department that the tools are his *bona fide* property, necessary for the trade followed, and for use only by himself. The benefit of the provisions of this paragraph does not apply to tools accompanying workmen who are in employment and are travelling on their employer's business. The Department reserves to itself the right to define the articles which may be conveyed under the provisions of this paragraph.

6. Hawkers who travel by rail will be allowed to take 112 lb. of luggage and goods free of charge. When the weight of luggage and goods exceeds 112 lb. the weight in excess of 112 lb. will be charged for at the ordinary excess-luggage rates. The Department reserves to itself the right to determine whether any package or article may be conveyed under the provisions of this paragraph.

7. No luggage other than baskets or hampers containing refreshments, band instruments for use of bands taking part in the excursion, perambulators, or go-carts will be allowed free to excursionists by day trips, but passengers holding excursion tickets available for more than one day will each be allowed to take with them, free of charge, 112 lb. of *bona fide* personal luggage only.

8. Passengers travelling on a family ticket (Regulation 8) will be granted a luggage allowance of 3 cwt. in terms of the provisions of paragraphs 1, 2, 3, and 4 of this regulation.

9. The Department reserves the right to charge light bulky packages of passengers' luggage by weight or measurement.

10. Luggage (checked or unchecked) on which excess charges are payable must be delivered at the railway-station at least thirty minutes before the due time of departure of the train by which it is to be forwarded.

LUGGAGE, PARCELS, ETC.—continued.

11. All charges payable on excess luggage 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 may be required to pay such charges before the luggage is delivered.

12. An excess-luggage ticket is only a receipt for charges paid. The Department does not accept any responsibility for excess luggage unless it is checked as prescribed by Regulation 45.

13. Goods which are accepted for carriage as luggage but which are not entitled to be carried free as such, and goods which are entitled to be carried free as luggage but which in the aggregate are over the weight allowed to be carried free, will (in the first case as to all such goods and in the second case as to the weight in excess of the free allowance) be charged for as follows:—

Where the mileage exceeds	Mileage										For each additional 50 miles or fraction thereof.
	..	50	100	150	200	250	300	350	400	450	
But does not exceed	50	100	150	200	250	300	350	400	450	500	
Not exceeding											
28 lb.	-/9	1/6	2/2	2/11	3/8	4/5	5/2	5/10	6/7	7/4	-/9
56 lb.	1/6	2/11	4/5	5/10	7/4	8/10	10/3	11/9	13/2	14/8	1/6
84 lb.	2/2	4/5	6/7	8/10	11/-	13/2	15/5	17/7	19/10	22/-	2/2
1 cwt.	2/11	5/10	8/10	11/9	14/8	17/7	20/6	23/6	26/5	29/4	2/11
1 1/4 cwt.	3/8	7/4	11/-	14/8	18/4	23/-	25/8	29/4	33/-	36/8	3/8
1 1/2 cwt.	4/5	8/10	13/2	17/7	22/-	26/5	30/10	35/2	39/7	44/-	4/5
1 3/4 cwt.	5/2	10/3	15/5	20/6	25/8	30/10	35/11	41/1	46/2	51/4	5/2
2 cwt.	5/10	11/9	17/7	23/6	29/4	35/2	41/1	46/11	52/10	58/8	5/10
2 1/4 cwt.	6/7	13/2	19/10	26/5	33/-	39/7	46/2	52/10	59/5	66/-	6/7
2 1/2 cwt.	7/4	14/8	22/-	29/4	36/8	44/-	51/4	58/8	66/-	73/4	7/4
2 3/4 cwt.	8/1	16/2	24/2	32/3	40/4	48/5	56/6	64/6	72/7	80/8	8/1
3 cwt.	8/10	17/7	26/5	35/2	44/-	52/10	61/7	70/5	79/2	88/-	8/10
3 1/4 cwt.	9/6	19/1	28/7	38/2	47/8	57/2	66/9	76/3	85/10	95/4	9/6
3 1/2 cwt.	10/3	20/6	30/10	41/1	51/4	61/7	71/10	82/2	92/5	102/8	10/3
3 3/4 cwt.	11/-	22/-	33/-	44/-	55/-	66/-	77/-	88/-	99/-	110/-	11/-
4 cwt.	11/9	23/6	35/2	46/11	58/8	70/5	82/2	93/10	105/7	117/4	11/9
4 1/4 cwt.	12/6	24/11	37/5	49/10	62/4	74/10	87/3	99/9	112/2	124/8	12/6
4 1/2 cwt.	13/2	26/5	39/7	52/10	66/-	79/2	92/5	105/7	118/10	132/-	13/2
4 3/4 cwt.	13/11	27/10	41/10	55/9	69/8	83/7	97/6	111/6	125/5	139/4	13/11
5 cwt.	14/8	29/4	44/-	58/8	73/4	88/-	102/8	117/4	132/-	146/8	14/8
5 1/4 cwt.	15/5	30/10	46/2	61/7	77/-	92/5	107/10	123/2	138/7	154/-	15/5
5 1/2 cwt.	16/2	32/3	48/5	64/6	80/8	96/10	112/11	129/1	145/2	161/4	16/2
5 3/4 cwt.	16/10	33/9	50/7	67/6	84/4	101/2	118/1	134/11	151/10	168/8	16/10
6 cwt.	17/7	35/2	52/10	70/5	88/-	105/7	123/2	140/10	158/5	176/-	17/7
6 1/4 cwt.	18/4	36/8	55/-	73/4	91/8	110/-	128/4	146/8	165/-	183/4	18/4
6 1/2 cwt.	19/1	38/2	57/2	76/3	95/4	114/5	133/6	152/6	171/7	190/8	19/1
6 3/4 cwt.	19/10	39/7	59/5	79/2	99/-	118/10	138/7	158/5	178/2	198/-	19/10
7 cwt.	20/6	41/1	61/7	82/2	102/8	123/2	143/9	164/3	184/10	205/4	20/6
7 1/4 cwt.	21/3	42/6	63/10	85/1	106/4	127/7	148/10	170/2	191/5	212/8	21/3
7 1/2 cwt.	22/-	44/-	66/-	88/-	110/-	132/-	154/-	176/-	198/-	220/-	22/-
7 3/4 cwt.	22/9	45/6	68/2	90/11	113/8	136/5	159/2	181/10	204/7	227/4	22/9
8 cwt.	23/6	46/11	70/5	93/10	117/4	140/10	164/3	187/9	212/2	234/8	23/6
For each additional 28 lb. or fraction thereof	-/9	1/6	2/2	2/11	3/8	4/5	5/2	5/10	6/7	7/4	

14. When excess charges are payable on inter-Island checked luggage such charges will be computed separately for the mileage to be travelled by rail on each separate section of railway and at the rates hereinafter prescribed for the sea journey.

The shipping company will collect wharfage and excess charges on luggage in respect of the journey between Bluff and Stewart Island.

15. The following are the shipping company's charges between Wellington and Lyttelton and between Wellington and Picton:—

- Bona fide* personal luggage (free allowance inclusive of workmen's tools, 1 cwt.), 2s. per 56 lb. or fraction of 56 lb.
- Samples (free allowance inclusive of *bona fide* personal luggage, 1 cwt.), 1s. 4d. per 56 lb. or fraction of 56 lb. (up to 15 cwt.).
- Samples (in quantities over 15 cwt.), goods rates.
- Goods rates (no free allowance), 2s. per 56 lb. or fraction of 56 lb.
- Bicycles, 5s. 6d. each.
- Bicycles, motor, 13s. each.
- Bicycles, motor, with side-car, 26s. each.
- Sewing-machines, 5s. 6d. each.
- Minimum charge, 3s. 6d.

For the purposes of this paragraph "shipping company" has the same meaning as is prescribed by paragraph 19, Regulation 45.

LUGGAGE, PARCELS, ETC.—*continued.*

16. Wharfage is charged on inter-Island luggage as follows :—

Picton—

- Bona fide* personal luggage (exclusive of workmen's tools or samples) up to 1 cwt., free.
 Excess luggage (including workmen's tools and samples) computed on weight, 2d. per cwt. or fraction thereof. Minimum charge, 4d.
 Bicycles, 4d. each.
 Bicycles, motor, 1s. 2d. each.
 Bicycles, motor, with side-car, 3s. 4d. each.
 Sewing-machines, 4d. each.

Wellington Harbour Board—

- Bona fide* personal luggage (exclusive of workmen's tools or samples) up to 1 cwt., free.
 Excess luggage (including workmen's tools and samples) computed on weight, 1d. per cwt. or fraction thereof. Minimum charge, 3d.
 Bicycles, each, inwards, 6d. ; outwards, 3d.
 Bicycles, motor, each, inwards, 1s. 3d. ; outwards, 1s.
 Bicycles, motor, with side-car, each, inwards, 3s. 9d. ; outwards, 3s.
 Sewing-machines, each, inwards, 7d. ; outwards, 3d.

Lyttelton Harbour Board—

- Bona fide* personal luggage (exclusive of workmen's tools or samples) up to 5 cwt., free.
 Excess luggage (including workmen's tools) computed on weight, 1s. 9d. per ton. Minimum charge, 3d.
 Commercial travellers' samples, 1s. 4d. per ton. Minimum charge, 4d.
 Bicycles, 3d. each.
 Bicycles, motor, 6d. each.
 Bicycles, motor, with side-car, 1s. each.
 Sewing-machines, 3d. each.

For the purposes of this and the last preceding paragraph "*bona fide* personal luggage" means ordinary *bona fide* articles of necessity and convenience carried as personal luggage for a passenger's personal use or comfort or convenience in connection with a journey, and shall include tourists', sportsmen's, or artists' gear (except furniture, kerosene, house fittings, live poultry, liquor, and bulky musical instruments, boxes of fruit, bags of vegetables, and the like), but shall not include any package exceeding 2 cwt. in weight.

In the case of a *bona fide* commercial traveller the term "*bona fide* personal luggage" shall include *bona fide* samples.

47. Commercial Travellers' Luggage.

1. Commercial travellers will each be allowed to take with them free of charge 112 lb. weight of luggage, including personal luggage and *bona fide* samples properly packed (other than motor-bicycles) for exhibition only and not for sale.

2. Commercial travellers holding annual season tickets, issued under the provisions of Regulation 13, may obtain annual tickets for their *bona fide* samples for the lines over which their annual tickets are available at the following rates :—

	Miles.	Per Cwt. or Part thereof up to 5 Cwt.	Each Additional Cwt. or Part thereof up to 10 Cwt.
For distances not exceeding ..	300	£ s. d. 3 13 8	£ s. d. 2 19 5
..	400	4 15 8	3 13 8
..	500	5 10 0	4 8 0
..	600	6 5 5	5 3 5
..	700	6 12 0	5 10 0
..	800	7 7 5	6 5 5
..	1,000	8 1 8	6 12 0
For distances over ..	1,000	8 9 5	7 7 5

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

4. The maximum quantity of *bona fide* samples and personal luggage which any commercial traveller will be allowed to carry at the rates specified in paragraph 2 or paragraph 6 of this regulation is 10 cwt. or 200 cubic feet, exclusive of the free allowance of 112 lb. as provided in paragraph 1 of this regulation. Any additional quantity, if sent by express, mail, or passenger train, will be charged at the rates provided in paragraph 13 of Regulation 46 for excess luggage, or it may be consigned as "goods" and conveyed by goods or mixed trains, at goods rates (Class C).

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

LUGGAGE, PARCELS, ETC.—continued.

6. Commercial travellers who do not take out annual tickets for their *bona fide* samples will be charged for such samples as follows:—

Where the mileage exceeds	..	25	50	75	100	125	150	175	200	225	250
	But does not exceed	25	50	75	100	125	150	175	200	225	250
56 lb. ..	-/5	-/9	1/1	1/6	1/10	2/2	2/7	2/11	3/4	3/8	4/-
1 cwt. ..	-/9	1/6	2/2	2/11	3/8	4/5	5/2	5/10	6/7	7/4	8/1
1½ cwt. ..	1/1	2/2	3/4	4/5	5/6	6/7	7/8	8/10	9/11	11/-	12/1
2 cwt. ..	1/6	2/11	4/5	5/10	7/4	8/10	10/3	11/9	13/2	14/8	16/2
2½ cwt. ..	1/10	3/8	5/6	7/4	9/2	11/-	12/10	14/8	16/6	18/4	20/2
3 cwt. ..	2/2	4/5	6/7	8/10	11/-	13/2	15/5	17/7	19/10	22/-	24/2
3½ cwt. ..	2/7	5/2	7/8	10/3	12/10	15/5	18/-	20/6	23/1	25/8	28/3
4 cwt. ..	2/11	5/10	8/10	11/9	14/8	17/7	20/6	23/6	26/5	29/4	32/3
4½ cwt. ..	3/4	6/7	9/11	13/2	16/6	19/10	23/1	26/5	29/8	33/-	36/4
5 cwt. ..	3/8	7/4	11/-	14/8	18/4	22/-	25/8	29/4	33/-	36/8	40/4
5½ cwt. ..	4/-	8/1	12/1	16/2	20/2	24/2	28/3	32/3	36/4	40/4	44/4
6 cwt. ..	4/5	8/10	13/2	17/7	22/-	26/5	30/10	35/2	39/7	44/-	48/5
6½ cwt. ..	4/9	9/6	14/4	19/1	23/10	28/7	33/4	38/2	42/11	47/8	52/5
7 cwt. ..	5/2	10/3	15/5	20/6	25/8	30/10	35/11	41/1	46/2	51/4	56/6
7½ cwt. ..	5/6	11/-	16/6	22/-	27/6	33/-	38/6	44/-	49/6	55/-	60/6
8 cwt. ..	5/10	11/9	17/7	23/6	29/4	35/2	41/1	46/11	52/10	58/8	64/6
8½ cwt. ..	6/3	12/6	18/8	24/11	31/2	37/5	43/8	49/10	56/1	62/4	68/7
9 cwt. ..	6/7	13/2	19/10	26/5	33/-	39/7	46/2	52/10	59/5	66/-	72/7
9½ cwt. ..	7/-	13/11	20/11	27/10	34/10	41/10	48/9	55/9	62/8	69/8	76/8
10 cwt. ..	7/4	14/8	22/-	29/4	36/8	44/-	51/4	58/8	66/-	73/4	80/8

Where the Mileage exceeds	275	300	325	350	375	400	425	450	475	For each additional 25 miles or fraction thereof.
	But does not exceed	300	325	350	375	400	425	450	475	
56 lb. ..	4/5	4/9	5/2	5/6	5/10	6/3	6/7	7/-	7/4	-/5
1 cwt. ..	8/10	9/6	10/3	11/-	11/9	12/6	13/2	13/11	14/8	-/9
1½ cwt. ..	13/2	14/4	15/5	16/6	17/7	18/8	19/10	20/11	22/-	1/1
2 cwt. ..	17/7	19/1	20/6	22/-	23/6	24/11	26/5	27/10	29/4	1/6
2½ cwt. ..	22/-	23/10	25/8	27/6	29/4	31/2	33/-	34/10	36/8	1/10
3 cwt. ..	26/5	28/7	30/10	33/-	35/2	37/5	39/7	41/10	44/-	2/2
3½ cwt. ..	30/10	33/4	35/11	38/6	41/1	43/8	46/2	48/9	51/4	2/7
4 cwt. ..	35/2	38/2	41/1	44/-	46/11	49/10	52/10	55/9	58/8	2/11
4½ cwt. ..	39/7	42/11	46/2	49/6	52/10	56/1	59/5	62/8	66/-	3/4
5 cwt. ..	44/-	47/8	51/4	55/-	58/8	62/4	66/-	69/8	73/4	3/8
5½ cwt. ..	48/5	52/5	56/6	60/6	64/6	68/7	72/7	76/8	80/8	4/-
6 cwt. ..	52/10	57/2	61/7	66/-	70/5	74/10	79/2	83/7	88/-	4/5
6½ cwt. ..	57/2	62/-	66/9	71/6	76/3	81/-	85/10	90/7	95/4	4/9
7 cwt. ..	61/7	66/9	71/10	77/-	82/2	87/3	92/5	97/6	102/8	5/2
7½ cwt. ..	66/-	71/6	77/-	82/6	88/-	93/6	99/-	104/6	110/-	5/6
8 cwt. ..	70/5	76/3	82/2	88/-	93/10	99/9	105/7	111/6	117/4	5/10
8½ cwt. ..	74/10	81/-	87/3	93/6	99/9	106/-	112/2	118/5	124/8	6/3
9 cwt. ..	79/2	85/10	92/5	99/-	105/7	112/2	118/10	125/5	132/-	6/7
9½ cwt. ..	83/7	90/7	99/6	104/6	111/6	118/5	125/5	132/4	139/4	7/-
10 cwt. ..	88/-	95/4	102/8	110/-	117/4	124/8	132/-	139/4	146/8	7/4

7. *Bona fide* commercial travellers representing houses conducting an exclusively wholesale business who take out samples for exhibition only and goods for sale may be charged the commercial travellers' sample rate on the *bona fide* samples and the ordinary rate (goods, parcel, or excess, as the case may be) on the goods for sale.

(a) The consignment-note (in the case of packages consigned through goods or parcels) must be endorsed by the traveller as follows:—

I hereby certify that this consignment consists of [Weight] *bona fide* commercial samples, which are not for sale, and [Weight] of goods for sale.

(b) In the case of excess luggage a certificate in writing in the foregoing terms and signed by the traveller should be tendered with the packages.

8. Commercial travellers will be allowed eighteen hours' free storage for their samples or *bona fide* personal luggage conditionally on the Department not being liable in any circumstances whatever for any loss or damage in respect of the same.

The provisions of this paragraph will apply only to luggage and/or *bona fide* samples which—

(a) Have been transported by the Department, in which case the period of free storage will be counted from the time of arrival of luggage and/or samples at the station concerned; or

(b) Have been delivered to the Department for transport by the Department, in which case the period of free storage will be counted from the time of such delivery:

Provided that in no case shall the period of free storage exceed eighteen hours continuously, notwithstanding that any such luggage and/or samples may have been transported by the Department and may be intended to be further transported by the Department without removal from the premises of the railway.

If any luggage or samples to which this paragraph applies are left on the premises of the railway for a longer period than eighteen hours the ordinary cloak-room charges will apply for the time in excess of eighteen hours. Sunday will, for the purpose of calculating the period of the eighteen hours' free storage, be treated as *dies non*.

9. SAMPLE BICYCLES.—Commercial travellers representing recognized 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 parcel rates for bicycles.

LUGGAGE, PARCELS, ETC.—*continued.*

48. Theatrical Companies' Luggage, Effects, &c.

1. Luggage the property of theatrical companies whose members travel by rail will be charged for as follows :—

(a) *By Passenger-train.*—Companies of not less than six adult members will be allowed to take, free of charge, 2 cwt. of luggage for each adult ticket held. All luggage in excess of the quantities specified and all other properties of the company will, if loaded in guard's van or in the same vehicle as the company's free luggage, be charged 9d. for each 56 lb. or fractional part thereof for every 50 miles or fraction of 50 miles. If loaded and conveyed in trucks other than guard's vans the charge will be : For each four-wheel truck, not otherwise specified, 9d. per mile ; for each LA truck, 1s. 2½d. per mile ; for each bogie R, U, or 30 ft. Z truck, 1s. 6¾d. per mile ; for each RB, UB, or 47 ft. 6 in. Z truck, 2s. 3½d. per mile. Minimum charge as for 30 miles in each case.

(b) "Luggage," for the purpose of the last preceding paragraph, includes the wardrobe and other articles incidental thereto, but does not include poles, ladders, scenery, furniture, or other articles of a similar nature. The Department reserves the right to decline to accept any article as luggage under this regulation.

(c) *By Goods-train.*—Effects, luggage, scenery, and other articles not otherwise specified, Class C, minimum quantity 2 tons per bogie wagon, which may include the free allowance of passengers' luggage as provided in subparagraph (a) of this regulation. Any less quantity will be charged at such minimum or Class C plus 50 per cent. Where a four-wheeled wagon is used the Class C rate will be charged. Petrol and other dangerous goods and live-stock will be charged at the classified or other rate to which they belong, and will be subject to the conditions governing the conveyance of such goods and live-stock.

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

49. Lost Luggage.

1. Luggage or other packages or articles, except motor-bicycles or motor-bicycles with side-car attached, left in a train or left unclaimed on railway premises will be placed in the cloak-room, and be charged for at the rate provided for left luggage in paragraph 1 of the next succeeding regulation.

2. Motor-bicycles will be charged at the rate of 1s. 2d. for each such cycle. This charge covers storage for the day the motor-bicycle is placed in the cloak-room, and after the expiration of that period an additional charge of 7d. per day or part of a day will be made for each motor-bicycle.

3. A motor-bicycle with side-car attached will be charged at the rate of 2s. 3d. for each vehicle. This charge covers storage for the day the motor-bicycle with side-car attached is placed in the cloak-room, and after the expiration of that period an additional charge of 1s. 2d. per day or part of a day will be made for each such vehicle.

4. Except as otherwise provided, luggage or other packages or articles left in a train or left unclaimed on railway premises, if not claimed within one month, will, after the expiration of that period, be charged for storage at the rate of 1s. 2d. for each package per week or part of a week, and if not claimed within three months after the time when it was first placed in storage as lost luggage may be sold.

5. The station platform will be cleared after the arrival or departure (as the case may be) of each train, and all luggage or other packages or articles found and not immediately claimed will be treated as coming within this regulation.

6. Any liability which the Department may have in respect of any package under this regulation is hereby limited to £10.

50. Left Luggage.

1. Except as otherwise provided, luggage left in the custody of the Department will, on deposit of the package, be charged for at the rate of 5d. for each package. This charge covers one month's storage. After the expiration of that period storage will be charged for at the rate of 1s. 2d. per week or part of a week for each package.

2. Season tickets for the storage of bicycles (pedal) will be issued at the following rates :—

	s.	d.
For one calendar month	2	3
For three calendar months	5	6

The currency of bicycle-storage tickets issued under the provisions of this paragraph will commence on the first and expire on the last day of a calendar month only, provided that season tickets for the storage of bicycles (pedal) issued to scholars or students who hold tickets issued under the provisions of Regulation 20 or 21 will be charged at the rate of 5s. 6d. each, and will be made available for fourteen weeks from date of commencement.

3. No article or package shall be considered as having been left in the custody of the Department under this regulation unless the person desiring to deposit such article or package shall have handed over the same to the Department, and shall have paid the proper charge and received a left-luggage ticket issued by the Department in respect of such article or package. The Department shall not be bound to hand over any article or package left in its custody under this regulation except on production of the left-luggage ticket issued in respect thereof, and on payment of all charges which have become payable in respect of the same.

4. The Department reserves the right to decline to accept any article or package under this regulation. No articles of an inflammable, explosive, or dangerous nature, or loaded firearms, or articles emitting an offensive or strong smell will be accepted under this regulation. Should any such articles be inadvertently accepted they may, on being found to be within the categories mentioned, be removed and stored, or otherwise suitably dealt with as the Department may determine, at the sole risk and cost of the depositor or owner.

LUGGAGE, PARCELS, ETC.—*continued.*

5. The Department does not undertake to accept perishable articles for storage, but where a person specially desires any perishable articles to be so stored they may be accepted subject to the special condition that the Department shall not be liable for any damage or loss that may arise in connection with such deposit.

6. No live animals will be accepted for custody by the Department.

7. Motor-bicycles will not be accepted for storage when charged with petroleum, benzine, or any inflammable liquid or vapour.

8. Motor-bicycles may be accepted for storage at the rate of 1s. 2d. for each motor-bicycle. This charge covers storage for the day of deposit only, and after expiration of that period a charge of 7d. per day or part of a day will be made for each motor-bicycle.

9. Motor-bicycles with side-car attached may be accepted for storage at a charge of 2s. 3d. for each vehicle. This charge covers storage for the day of deposit only, and after the expiration of that period a charge of 1s. 2d. per day or part of a day will be made for each such vehicle.

10. Delivery by the Department of any package left in its custody under this regulation to the person producing and (except in the case of tickets mentioned in paragraph 2 of this regulation) surrendering the appropriate ticket shall discharge the Department of any liability in respect of such package.

11. Any person claiming delivery of any package that shall be in the custody of the Department under the provisions of this regulation and who shall have lost the left-luggage ticket applicable to such package may, before such package is delivered to him, be required to make at his own cost a statutory declaration setting forth the number of such lost ticket, a description of the package of which delivery is claimed, and such other information as the Department may require. He may also be required to indemnify the Department against any loss or claim that may arise as a result of delivery to such person, and to furnish such other proof of his title to the delivery of such package as the Department may require. Should the information furnished by the claimant as the proof of his title to delivery or the indemnity be deemed by the Department to be insufficient or unsatisfactory, delivery of such package may be withheld and the Department shall not be liable for any inconvenience or loss that may result from delivery being so withheld. A search fee of 7d. will be made in respect of each left-luggage ticket lost.

12. Any article or packages not claimed within three months after the date when first deposited may be sold.

51. Left Parcels.

1. Left-parcel labels, in books of twenty labels, may be obtained on application at the principal stations at a charge of 7s. 4d. per book.

2. When a parcel bearing one of these labels is delivered to the custody of the Department the counterfoil in book, if presented simultaneously with the parcel, will be receipted and returned to the depositor, and the bearer of the duplicate numbered label will be entitled to receive the parcel on presentation and surrender of such duplicate label.

3. The charge for left parcels covers one month's storage. After the expiration of that period storage will be charged for at the rate of 1s. 2d. per week or part of a week for each package.

4. So far as the same may be applicable, the provisions of paragraphs 4, 5, 6, 10, 11, and 12 of Regulation 50 shall form part of this regulation.

5. Motor-bicycles will not be accepted under this regulation.

6. The liability of the Department in respect of each left parcel is hereby limited to £10, unless the nature and value of the contents thereof shall have been declared by the person depositing such package and an insurance fee paid at the rate of 10s. per cent. (minimum charge, 2s. 3d.) on such declared value.

52. Pedal Bicycles or Tricycles.

1. Bicycles or tricycles, pedal, accompanying passengers by rail 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 due time of departure of the train by which they are to be carried. The Department will not be responsible for loss of bicycles or tricycles unless this regulation is complied with.

2. The Department will not be responsible for bicycles or tricycles left about the premises of the railway and not duly delivered into the custody of the Department. Any such articles found about the premises on the railway will be treated as lost luggage and charged for as provided in Regulation 49.

3. Bicycles, pedal, unpacked, accompanying passengers by rail will be charged for at the following rates for each machine seated to carry one rider:—

Miles.	s.	d.	Miles.	s.	d.	Miles.	s.	d.
1-12	..	0 6	151-200	..	2 7	401-450	..	4 5
13-25	..	0 9	201-250	..	3 0	451-500	..	4 10
26-50	..	1 6	251-300	..	3 4	501-550	..	5 2
51-100	..	1 10	301-350	..	3 8	551-600	..	5 6
101-150	..	2 3	351-400	..	4 1			

4. Bicycles, pedal, seating more than one rider will be charged full rates as per paragraph 3 of this regulation for the first seat, and half rates additional for each seat after the first.

LUGGAGE, PARCELS, ETC.—*continued.*

5. Tricycles, pedal, when accompanying passengers will be charged double the rates provided in paragraph 3 of this regulation.

6. Each passenger will be allowed to take one bicycle or tricycle (pedal) at the above rates, which must be prepaid in all cases.

7. Bicycles, pedal, packed in cases or crates accompanying passengers by rail will be charged at excess-luggage rates, Regulation 46.

8. Bicycle tickets are not available for break of journey unless such break of journey is necessitated by the train service.

9. *Bicycle-covers.*—A charge of 5d. will be made for each canvas cover supplied by the Department for the protection of bicycles to be conveyed by rail. When such covers are supplied they must not be removed from the railway premises. The Department reserves to itself the right to decline any application for the supply of a bicycle-cover.

53. Motor-bicycles.

1. Motor-bicycles accompanying passengers by rail must be fully and legibly addressed with the name and the destination of the passenger, and be presented at the railway-station for booking at least ten minutes before the due time of departure of the train by which they are to be carried. The Department will not be responsible for the loss of motor-bicycles unless this regulation is complied with.

2. The Department will not be responsible for motor-bicycles left about the premises of the railway and not duly delivered into the custody of the Department. Any such bicycles found about the premises of the railway will be treated as lost luggage, and charged for as provided in Regulation 49.

3. Motor-bicycles accompanying passengers will be charged at the following rates, owners to load and unload :—

Miles.	Not exceeding 120 lb. Weight.	Over 120 lb. and not exceeding 175 lb. Weight	Over 175 lb. Weight.
	s. d.	s. d.	s. d.
1 to 25	3 8	4 5	5 2
26 „ 50	5 11	7 4	10 4
51 „ 100	7 4	9 2	12 10
101 „ 150	8 10	11 0	15 5
151 „ 200	10 4	12 10	18 0
201 „ 250	11 9	14 8	20 7
251 „ 300	13 3	16 6	23 2
301 „ 350	14 8	18 4	25 8
351 „ 400	16 2	20 2	28 3
401 „ 450	17 8	22 0	30 10
451 „ 500	19 1	23 10	33 5
For every additional 50 miles or part thereof	1 6	1 10	2 7

4. Motor-bicycles with side-cars attached will be charged at the rate for two-wheeled carriages, Regulation 83, and will be conveyed in guards' vans of passenger and mixed trains only at the convenience of the Department. They will not be carried on express or mail trains. Side-cars detached from motor-bicycles will be charged on actual weight at rate and a quarter, parcel rates, Regulation 55.

5. Except as provided in paragraph 6 each passenger will be allowed to take only one motor-bicycle at the above rates, which in each case must be prepaid.

6. Dirt-track motor-cyclists proceeding by rail to compete at or returning by rail after having competed at a dirt-track meeting may be allowed two motor-bicycles at the rates specified in paragraph 3. Dirt-track motor-cyclists may be permitted to forward one spare wheel attached to each machine and the spare wheel will be treated as part of the machine for charging purposes.

7. Motor-bicycles when charged with naphtha, petroleum, gas, benzine, or any inflammable liquid or vapour will not be accepted for conveyance by rail.

54. Season Tickets for Pedal Bicycles.

1. Season tickets for bicycles (pedal) accompanying passengers will be issued at the following rates for each bicycle seated to carry one rider only : For distances not exceeding 12 miles—three months, £1 5s. 11d. ; six months, £2 4s. ; twelve months, £3 17s.

2. Bicycle season tickets for distances not exceeding 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 20 years. They will be available for three months from date of commencement of their availability, and for use when holders are travelling to or from school only, except in the case of bicycle season tickets issued to scholars who hold tickets issued under the provisions of Regulations 20 and 21, when such bicycle season tickets will be available for fourteen weeks from the date of commencement of their availability.

3. Annual tickets for bicycles accompanying passengers, available over the whole of the New Zealand Government railways, or either Island, for one year from date of issue, will be charged £8 5s. for each pedal bicycle seated to carry one rider only.

4. Bicycle season tickets must be produced at destination before the bicycle is delivered, and at other times when required by any officer of the Department. Bicycle season tickets are not transferable.

LUGGAGE, PARCELS, ETC.—*continued.***54A. Parcels, &c., "Owner's Risk" and "Special Goods" Provisions.**

1. (a) All goods mentioned in Regulation 55 and followed by the words "Owner's risk," all such goods carried under the provisions of Regulations 66 and 67, and all goods received, held, or carried under the provisions of Regulations 56 to 64 (both inclusive), shall, unless a request is made that such goods be received, held, and carried at the risk of the Department under and subject to the provisions of Regulation 110, be received, held, and carried at the sole risk in all respects of the owner. (For regulations regarding the carriage of "Owner's risk" goods at the risk of the Department, see Regulation 110).

(b) Every article of goods which exceeds in value the sum of £10, and every parcel, package, or container whatsoever which, together with the contents of such parcel, package, or container, exceeds in value the sum of £10, is hereby declared to be "special goods." Live animals and birds are hereby declared to be "special goods." This subparagraph applies to all goods received, held, and carried under the provisions of Regulations 55 to 67 (both inclusive).

55. Parcels Rates.

1. Parcels will be conveyed at the following rates:—

Weight.	Not exceeding					Over 300 Miles.
	30 Miles.	50 Miles.	100 Miles.	200 Miles.	300 Miles.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
3 lb.	0 7	0 7	0 7	0 7	0 7	0 7
7 lb.	0 7	0 7	1 2	1 2	1 2	1 2
14 lb.	0 7	0 10	1 2	1 8	2 3	2 3
28 lb.	0 10	1 2	1 8	2 3	3 4	3 4
56 lb.	1 8	2 3	2 9	4 2	5 6	6 8
84 lb.	2 3	3 1	3 11	6 1	8 3	9 11
112 lb.	2 9	3 7	4 5	7 2	11 0	13 3
140 lb.	3 4	4 2	5 0	8 3	13 3	16 6
168 lb.	3 11	4 9	5 6	9 5	15 5	19 10
196 lb.	4 5	5 3	6 1	10 6	17 8	23 2
224 lb.	5 0	5 10	6 8	11 7	19 10	26 5

2. The Department does not undertake to convey packages exceeding 2 cwt. in weight or 20 cubic feet in measurement at parcel rates, but where any such package is tendered for transit it may be accepted provided the dimensions or weight of the package are such as will not cause inconvenience in handling the same. Where any such parcel is accepted for transit the charges for the weight in excess of 2 cwt. will in all respects be treated as a separate consignment.

3. In addition to the above rates a charge of 6d. for each hundredweight or part of a hundredweight will be made upon all parcels consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Hawera, New Plymouth, Palmerston North, Wellington, Christchurch, Dunedin, or Invercargill.

4. Adhesive stamps for use in prepayment of railage on parcels of the following value—namely, 1d., 2d., 3d., 6d., 8d., 9d., 1s., 1s. 6d., 2s., 2s. 6d., 5s., 10s., will be sold at all railway-stations where Stationmasters are in charge.

5. Except where otherwise specified, each parcel will be charged for separately.

6. Stamps may be used when the consignment consists of more than one package, and the charges are computed on the total weight of all the packages. In all such consignments the total amount of stamps are to be affixed to one package.

7. Consignment-notes must be tendered with all parcels, whether stamped or not. Stamps should be securely affixed as nearly as possible to the address on the parcel, but so as not to obliterate any part of the address. Where the nature of the package does not admit of the stamp being securely affixed thereon it should be affixed to a label securely attached to the package.

8. Except in the case of motor-bicycles or a motor-bicycle with a side-car attached, articles or packages conveyed at parcel rates will be allowed free storage for seven days after arrival at destination station. After the expiration of the period named 4d. per week or part of a week will be charged on each package except in the case of parcels conveyed under the provisions of paragraph 13 of this regulation, in which case the charges will be computed on the total weight of each consignment at the rate of 7d. per hundredweight or fraction of a hundredweight per week or part of a week. Parcels not taken delivery of within four working-hours after being available for delivery will be held by the Department as warehousemen. Parcels not claimed within six months may be sold.

9. A motor-bicycle or a motor-bicycle with a side-car attached will be allowed free storage for the day of arrival at the destination station and the following day, and after that period storage charges will be enforced as follows: For each motor-bicycle, 7d. per day or part of a day; for each motor-bicycle with side-car attached, 1s. 2d. per day or part of a day.

10. Fresh cut flowers, foliage, or ferns, not made up into wreaths, &c., packed in baskets, hampers, or uncrushable boxes, will be conveyed at owner's risk at half parcel rates; minimum charge, 7d. per consignment.

LUGGAGE, PARCELS, ETC.—*continued.*

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

Artificial flowers.	Liquids in glass or earthenware containers not securely packed in cases or tins or protected by wickerware. <i>Owner's risk.</i>
Basketware.	Mattresses, wire.
Basket-chairs.	Mattresses, bolsters, pillows, or other manufactured packages containing kapok, flock, wool, tow, horsehair, or similar materials.
Bath-chairs.	Mirrors or looking-glasses, not packed in cases or crates. <i>Owner's risk.</i>
Bicycles, pedal, set up (not packed in cases or crates) to seat one rider.	Musical instruments not packed in cases or in their own rigid containers.
Bicycles, pedal, packed in cases or crates.	Perambulators and go-carts.
Bird-cages.	Pictures not packed in cases or crates.
Birds in cages. <i>Owner's risk.</i>	Picture-frames and mouldings.
Cardboard or strawboard boxes (empty (not collapsed) or containing millinery, feathers, or other goods liable to damage by crushing).	Rocking-horses.
Coffins.	Side-cars for motor-bicycles.
Cycle-trailers.	Stags' heads, mounted or unmounted.
Dress-stands.	Stretchers, wire.
Fresh-cut flowers, foliage, or ferns, unless packed in non-crushable containers. <i>Owner's risk.</i>	Stuffed birds and animals.
Glass wreaths. <i>Owner's risk.</i>	Toys.
Glassware, chinaware, or crockery (except druggists' bottles) not packed in cases. <i>Owner's risk.</i>	Tricycles, tricycle-wheels, or frames.
Gramophones, including portable gramophones, not packed in cases or crates.	Typewriters, not packed in wooden cases.
Hand-carts.	Wickerware.
	Wireless sets and parts not securely packed in crates, cases, or strong cardboard cartons with corrugated cardboard lining.
	Wreaths and other similar articles made up of cut flowers or plants. <i>Owner's risk.</i>

12. When more parcels than one are consigned by one consignor to one consignee as one consignment they will be charged for separately, except as specified in paragraph 13 of this regulation.

13. When more parcels than one consisting of any of the undermentioned commodities are consigned in one consignment from one consignor to one consignee at the same destination station such parcels will be charged upon the total weight of each commodity :—

Bread.
Butter.
Cake.
Cheese.
Eggs.
Eskimo pie.
Fish, fresh, salted, smoked, frozen, or chilled.
Flowers, cut, not made up into wreaths, &c., packed in baskets, hampers, or boxes.
Fruit, fresh, produce of New Zealand, Cook Islands, or Niue.
Game, fresh, frozen, or chilled.
Hares, fresh, frozen, or chilled.
Ice.
Ice-cream.
Meat, and meat sundries, cooked, fresh, salted, frozen or, chilled.
Milk, in bottles, packed.
Mushrooms, produce of New Zealand.
Nuts, produce of New Zealand, Cook Islands, or Niue.
Plants, including tomato and vegetable and flower seedlings, also bulbs, not packed in soil.
Poultry, fresh, frozen, or chilled.
Rabbits, fresh, frozen, or chilled.
Shrubs.
Vegetables, fresh, produce of New Zealand, Cook Islands, or Niue.

The charge of 6d. for each hundredweight or part of a hundredweight as provided in paragraph 3 of this regulation will be computed on the total weight of each commodity carried under the provisions of this paragraph.

No consignment exceeding 2 cwt. in weight or 20 cubic feet in measurement will be accepted under the provisions of this paragraph.

14. Bicycles, pedal, set up, fitted with parcels delivery carriers, unpacked, will be charged one and a quarter of the rates specified in paragraph 1 of this regulation, computed on actual weight.

15. Bicycles, pedal, not otherwise specified, set up (not packed in cases or crates) to seat one rider, each machine will be charged as 28 lb. at rate and a quarter of the rates specified in paragraph 1 of this regulation.

16. Bicycles, pedal, not packed in cases or crates, to seat more than one rider, will be charged one and a half times the rates specified in paragraph 1 of this regulation, computed on the actual weight of the machine.

17. Bicycles, pedal, packed in cases or crates will be charged at rate and a quarter of the rates specified in paragraph 1 of this regulation, computed on actual weight.

18. Bicycle delivery-vans, pedal, will be charged at the following rates :—
Not exceeding 1 cwt., double the rates specified in paragraph 1 of this regulation.

Exceeding 1 cwt., half the rate for a two-wheeled carriage (Regulation 83).

19. Bicycles, motor, or bicycles with motor propelling attachment, packed or unpacked, to seat one rider, will be charged one and a half times the rates specified in paragraph 1 of this regulation, computed on the actual weight in each case. The charges for the weight in excess of 2 cwt. will in all respects be treated as a separate consignment. Motor-bicycles will not be delivered by the Department, and will not be subject to the charge provided for in paragraph 3.

LUGGAGE, PARCELS, ETC.—*continued.*

20. Bicycles, motor, with trailers or side-cars attached, or tricycles, motor, will be charged at the rate for two-wheeled carriages, Regulation 83.

21. Sulkies, racing, to seat one person, each machine will be charged as 48 lb. at rate and a half of the rates specified in paragraph 1 of this regulation. The Department may require owners to remove wheels. When owners decline to remove wheels when requested to do so charges will be computed as for a two-wheeled carriage (Regulation 83).

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

Canoes, not otherwise specified.
Crackers, Chinese.
Fuze.
Paper caps for toy pistols.

In no case shall the charge for an assembled canoe exceeding 70 lb. in weight be less than as for 5 cwt. at Class C rate plus 50 per cent.

Canoes or boats, collapsed, not exceeding 84 lb. in weight, will be charged one and a half times the rates specified in paragraph 1.

23. The maximum weight of Chinese crackers or paper caps for toy pistols conveyed as parcels traffic by any one train will be 14 lb.

24. Dangerous goods other than Chinese crackers, safety small-arm cartridges, fuze, and cinematograph-films, will not be accepted for carriage as parcels traffic.

25. Parcels must be at the station at least thirty minutes before the due time of departure of the train by which they are to be forwarded.

26. Charges on all letter parcels must be prepaid.

LIVE POULTRY, RABBITS, OR OTHER SMALL ANIMALS.

27. Live poultry, birds, cats, rabbits, or other similar small animals, properly secured in crates, baskets, or other suitable receptacles so as to prevent injury to other goods, will be carried at owner's risk at parcel rates: Provided only that crate, basket, or other receptacle containing such birds or animals, and weighing more than 1½ cwt. gross, will be charged rate and a quarter.

56. Fresh Fruit, Fresh Vegetables, Mushrooms, and Nuts.

1. The maximum charges for fresh fruit, fresh vegetables, mushrooms, and nuts grown and packed in New Zealand, including the Cook Islands or Niue, whether conveyed as excess luggage or as parcels, will be as follows between any two stations on the same section of railway :—

	s.	d.
Not exceeding 56 lb.	0	9
Over 56 lb. but not exceeding 112 lb.	1	6
Over 112 lb. but not exceeding 168 lb.	2	3
Over 168 lb. but not exceeding 224 lb.	3	0

2. In addition to the foregoing charges, a charge of 6d. for each hundred-weight or part of a hundredweight will be made for fresh fruit, vegetables, mushrooms, and nuts charged at these maximum rates, consigned as parcels or conveyed as excess luggage to Auckland, Frankton Junction, Hamilton, Wanganui, Hawera, New Plymouth, Palmerston North, Wellington, Christchurch, Dunedin, or Invercargill.

3. When more packages than one consisting of fresh fruit, fresh vegetables, mushrooms, and nuts are consigned from one consignor to one consignee at the same destination station such packages will be charged upon the total weight of each consignment.

4. The provisions of this regulation will be applicable only to fresh fruit, fresh vegetables, mushrooms, and nuts forwarded for the domestic use of the consignee, with a maximum weight per consignment of 2 cwt., and will not apply to fresh fruit, fresh vegetables, mushrooms, and nuts forwarded for sale or to be used or dealt with by the consignee for any purpose other than that mentioned. In every case the consignor shall endorse on the face of the consignment-note, "Certified for domestic use of consignee only."

5. The Department reserves the right to decline to carry fresh fruit, fresh vegetables, mushrooms, and nuts at these rates on any express, mail, or passenger train.

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

1. The maximum charges for parcels not exceeding 28 lb. in weight containing dead game, dead hares, dead rabbits, and fresh fish will be as follows between any two stations on the same section of railway :—

	s.	d.
Not exceeding 7 lb.	0	9
Over 7 lb. but not exceeding 14 lb.	1	6
Over 14 lb. but not exceeding 28 lb.	2	3

2. In addition to the foregoing charges, a charge of 6d. for each 28 lb. or part of 28 lb. will be made for dead game, dead hares, dead rabbits, and fresh fish charged at these maximum rates, consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Hawera, New Plymouth, Palmerston North, Wellington, Christchurch, Dunedin, or Invercargill.

3. The Department reserves the right to decline to carry dead game, dead hares, dead rabbits, and fresh fish at these rates on any express, mail, or passenger train.

58. Milk and Cream.

1. The charges for the conveyance of milk or cream will be as follows :—

(a) For milk or cream not otherwise specified :—	
For distances of not more than eleven miles	½d. per gallon.
For distances over eleven miles, but not over twenty-one miles	¾d. "
For distances over twenty-one miles, but not over thirty-one miles	1d. "
For each additional thirty miles or fraction thereof over thirty-one miles	¼d. "

LUGGAGE, PARCELS, ETC.—*continued.*

(b) For milk or cream consigned to butter-, cheese-, or milk-condensing factories and to or from creameries :—

For distances of not more than fifteen miles	..	½d. per gallon.
For distances over fifteen miles, but not more than thirty miles	..	¾d. „
For each additional thirty miles or fraction thereof	..	¼d. „

(c) The foregoing charges are subject to an increase of one-fifth, with a minimum increase of 3d. in each case.

(d) The minimum railage charge for each consignment under this regulation will be 9d.

2. Milk and cream will be carried at these rates only at owner's sole risk and the Department may require all loading or unloading to be performed by the consignor or consignee. For all loading or unloading performed by the Department 4d. per can will be charged in addition to the railage charge for conveyance.

3. The charges will in each case be computed on the capacity of the can and each can must be legibly marked with the capacity thereof (in gallons), and the name of the owner, and the station from which he consigns the can.

4. Empty milk or cream cans being returned from the original consignee and receiving station to the original consignor and forwarding station will be conveyed free : Provided that the Department reserves the right to refuse such free conveyance in the case of any dairy or milk-condensing factory or creamery which utilizes means other than the railway for the carriage of the output of such factory or creamery, when the railway is available for the transport of such output.

5. Where free conveyance is granted, the empty returned cans will be carried at the sole risk of the owners, who must perform all loading and unloading. In such cases as the Department may direct that free conveyance is not to be granted on empty returned cans, the following charges will be made for the conveyance of such cans at owners' risk, owners to load and unload :—

Distance.	Charge.
Not exceeding thirty miles	.. 3d. per can.
Exceeding thirty miles, but not exceeding fifty miles	.. 4d. „
For any distance in excess of fifty miles	.. 5d. „

The railage charges on empty return cans must be prepaid.

6. Test-boxes containing samples of milk or cream sent to central offices for testing-purposes will be conveyed at the rate specified in paragraph 1, subparagraphs (b), (c), and (d) of this regulation. When returning empty they will be conveyed free, but at the sole risk of the owners, who must do all loading and unloading.

7. Where milk is sent by rail to factories or creameries, and the consignors of the milk have their skim-milk returned to them, such skim-milk will be carried under the provisions of paragraphs 4 and 5 of this regulation.

8. Humanized milk will be charged the rates in paragraph 1, subparagraphs (a), (c), and (d) of this regulation and carried under the same conditions as milk.

9. Preserved milk, New Zealand manufacture, in cans will be carried under the same conditions and charged at the same rates as milk, paragraph 1, subparagraphs (a), (c), and (d) of this regulation, but the returned empty cans will be charged for under Regulation 88.

59. Library Exchanges.

1. Books for exchange forwarded to and from subscribers to recognized circulating libraries from and to such libraries will be carried at one-quarter parcels rates, with a minimum charge of 5d., under the following conditions, viz. :—

- (a) The sender's name must be legibly inscribed on each parcel.
- (b) Each parcel must be open at both ends.
- (c) Each parcel must be declared on the consignment-note to contain books for exchange only.

2. The provisions of paragraph 1 of this regulation will also be applicable to such other cases as may be authorized by the General Manager. In such cases where the literature is not for exchange the provisions of subparagraph (c) of paragraph 1 of this regulation will not be effective, but in every case the consignor should endorse on the consignment-note that the parcel contains books, magazines, or papers only.

3. The terminal charge specified in paragraph 3 of Regulation 55 will not apply to parcels forwarded under this regulation. Consignees must take delivery at destination station.

60. Homing-pigeons.

1. Homing-pigeons sent to a station to be liberated for a race or for training will be conveyed by trains other than express, mail, or passenger trains at half parcel rates computed on the gross weight of each consignment (minimum charge 7d. per consignment) on production of a certificate from the secretary of the club to which the owners belong in the following form :—

I hereby certify that the pigeons to the number of _____ consigned from _____ to _____ on _____ are the property of members of _____ Club, and are being forwarded to _____ for the purpose of competing in a race [or for training].

2. Homing-pigeons conveyed by express, mail, or passenger trains will be charged ordinary parcel rates.

3. Homing-pigeons conveyed under the provisions of paragraphs 1 and 2 of this regulation will not be delivered by the Department and the terminal charge as provided in paragraph 3, Regulation 55, will not be enforced.

4. The empty hampers or boxes will be returned free to the sending station.

LUGGAGE, PARCELS, ETC.—*continued.*

61. Dogs.

1. Dogs must be distinctly addressed with the name of the consignee and the destination station, and, except when accompanying passengers, must be delivered to the Department and consigned not less than thirty minutes before the due time of departure of the train by which they are to be forwarded.

2. The Department reserves the right to require that any dog presented for carriage by rail shall be efficiently muzzled or confined in a cage, box, or other suitable receptacle so as to prevent such dog from biting any person. The Department will not be liable for the loss of any dog if such loss arises directly or indirectly from any tendency on the part of such dog to bite any person.

3. Dogs not secured in hampers, crates, or boxes must be provided with efficient chains and collars, or other suitable means of tether.

4. Passengers accompanied by dogs must obtain a dog ticket at least fifteen minutes before the due time of departure of the train, excepting when the journey is commenced from a station at which there are no booking facilities, when the passenger will obtain a dog ticket from the guard of the train. The ticket must be given up at the end of the journey before the dog is delivered. Owners must see their dogs safely placed in the train.

5. Dogs will be transported by express, mail, or passenger trains only when there is sufficient space or facilities in the guard's van for their accommodation.

6. Passengers or consignees must take delivery of dogs immediately on the arrival of the train at the destination station, failing which the dogs will be held by the Department at the sole risk and responsibility of the owner. A charge of 4d. per day or portion of a day will be made for each animal which is not taken delivery of immediately on arrival at the destination station. In addition to this charge owners will require to pay any charge that may have been incurred for food, veterinary charges, and the like.

7. The Department will not be liable for loss when a dog, whether accompanied by a passenger or consigned, escapes through the slipping of the collar or the breakage of the chain, collar, or such other means of tether by which it is secured unless the dog is carried at railway risk as provided in Regulation 110.

8. Dogs will not be allowed in carriages.

9. Dogs, tethered, will be charged as follows:—

Miles.	s.	d.	Miles.	s.	d.	Miles.	s.	d.
1-25	..	0 9	151-175	..	5 2	376-425	..	9 7
26-50	..	1 6	176-200	..	5 11	426-475	..	10 4
51-75	..	2 3	201-225	..	6 8	476-525	..	11 0
76-100	..	3 0	226-275	..	7 4	526-575	..	11 9
101-125	..	3 8	276-325	..	8 1	576-625	..	12 6
126-150	..	4 5	326-375	..	8 10	626-675	..	13 3

10. Each additional dog in excess of twelve dogs in the same consignment will be charged half rates.

11. The charges on dogs must be prepaid.

12. One or more pups, or a slut and puppies, properly secured in a hamper crate, or box, so as to prevent injury to other goods, will be charged at one and a quarter times the rates specified in paragraph 1, Regulation 55: Provided, however, that in no case shall the charges for a slut and puppies so packed be less than as for one dog charged under the provisions of paragraph 9 of this regulation.

13. Except as provided in paragraph 12, dogs properly secured in hampers, crates, or boxes so as to prevent injury to other goods will be charged ordinary parcels rates (Regulation 55) or the rates prescribed in paragraph 9 hereof where such are greater.

14. Hounds when conveyed in cattle-trucks will be charged at the classified rate for cattle in truck-loads, or at the rate for dogs, whichever is the cheaper.

15. Hounds, the property of hunt clubs, conveyed on the outward journey by rail will be returned at half rates from the original destination station to the original forwarding station on production of a certificate in the following form, signed by the secretary or other authorized officer of the club owning the hounds:—

I hereby certify that the (a) _____ are kept and used for hunting purposes only, and that they were, on the outward journey, conveyed by rail from _____ Station to _____ Station on _____ for the purpose of taking part at the (b) _____ hunt meeting, and are now returning from the meeting unsold, and that I am entitled to have them conveyed by rail from _____ Station to _____ Station at half rates.

....., Secretary [*or other authorized officer of hunt club*].

(a) Insert number of hounds.

(b) Insert name of hunt meeting.

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

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

LUGGAGE, PARCELS, ETC.—*continued.*

62. Stud Dogs for Breeding Purposes.

1. Dogs consigned for breeding purposes will, if returned within three months from the original consignee and receiving station to the original consignor and forwarding station, be conveyed back free of charge, provided that certificates in the following form, and signed by the consignor in each case are endorsed on the consignment-notes :—

On outward journey—

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

Homeward journey—

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

* Insert particulars of dogs. † Insert name of original consignor and sending station. ‡ Insert name of original consignee and receiving station. § Insert date.

63. Corpses.

1. The charge for the conveyance of a corpse by other than an express mail or passenger train will be 9d. per mile. Minimum charge, £1 9s. 8d.

2. A corpse will be accepted for carriage by express, mail, or passenger trains only at the option of the Department and after arrangements have been made with the District Manager. A corpse so carried will be charged 1s. 5d. per mile for the full distance conveyed by rail; minimum charge, £2 19s. 5d.

3. When the conveyance of a corpse by any express, mail, or passenger train necessitates the running of an extra engine, the Department reserves the right to require the payment in respect of the running of such engine (additional to the charges provided for in this regulation) at the rate of 3s. 10d. per mile for the actual distance (both ways) run by such engine.

64. Newspapers and Stereotype Casts.

1. 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. :—

- (a) Packages of newspapers and periodicals must be open at both ends.
- (b) 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.
- (c) Charges on packages conveyed under this regulation must, except as provided in paragraph 2 hereof, be prepaid by affixing stamps, obtainable from the Department. Packages insufficiently stamped will be charged the difference between the amount represented by the stamps affixed and the full ordinary parcel rates, and the Department will not be responsible for any delay which may arise in consequence.
- (d) A declaration that the parcels do not contain other than the articles mentioned above must also be printed or plainly written on the address, thus: "Newspapers only," "Stereotype Casts only," as the case may be.
- (e) The Department reserves the right to open and examine packages.

(f)

RATES.

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

(g) Single newspapers will be conveyed, irrespective of distance, at a uniform charge of ½d. per copy.

2. Newspaper-proprietors who so desire may forward their newspapers under the following conditions, instead of at the foregoing rates :—

- (a) Packages will not be stamped, but the newspaper-proprietor will send to the railway-station with each lot of newspapers a consignment-note or other form of approved list showing the number of packages for each station, together with the total weight of the whole consignment.

LUGGAGE, PARCELS, ETC.—*continued.*

- (b) The charges for conveyance of such packages will be computed at the rate of 3s. 4d. per hundredweight on the gross weight forwarded by the same consignor in each week irrespective of the station or stations from which the newspapers are railed or the distance the packages are carried. Minimum quantity from each newspaper proprietor per week, 10 cwt.
- (c) The charge for the conveyance of packages of periodicals (published at intervals not exceeding one month) will be computed at the rate of 3s. 4d. per hundredweight on the gross weight forwarded by the same consignor in each four weeks, irrespective of the station or stations from which the consignments are railed or the distance the packages are carried. Minimum quantity of periodicals from each consignor per four weeks, 4 tons.
3. For the purposes of this regulation, newspaper-proprietors will be deemed to mean and include persons or firms engaged in the printing and publishing of newspapers and periodicals as defined in paragraph 1.
4. Letters for newspaper-proprietors containing *bona fide* press matter for publication, when so endorsed, will be conveyed, irrespective of distance, at the uniform charge of 2d. per letter.

65. Coin, Bullion, &c.

1. Packages containing bank-notes, bills of exchange, bullion, gold, silver, and copper coin, gold and silver plate, jewellery, platinum, stamps, and valuable documents are hereby declared to be special goods. They will be accepted for conveyance only in accordance with the provisions of this regulation.

- (a) When accompanied by a passenger,—
- (i) The passenger must pay the ordinary fare and hold a ticket :
 - (ii) All risk and responsibility for the safety of the goods shall be taken by the person travelling with them.
- (b) When unaccompanied by a passenger,—
- (i) With the exception of copper coin, such goods will not be accepted for conveyance at owner's risk unless under special agreement with the Department. Double the ordinary parcels rates (Regulation 55) will be charged thereon, and the goods must be consigned at the risk of the Department and insured to the full value thereof, and the appropriate charges paid.
 - (ii) Packages containing copper coin may be accepted for conveyance at owner's risk. They will be charged ordinary parcels rates.
 - (iii) In any case where the consignor requires, and in every case where it is required by this regulation, that the goods shall be carried at the risk of the Department the consignor shall endorse the consignment-note with the words "at railway risk," and shall obtain a receipt in accordance with paragraph 1 of Regulation 110. The charges will be increased by one-sixth, but, unless the goods are insured in accordance with the next succeeding subparagraph, the liability of the Department will be limited to £10 for each package or the contents thereof.
 - (iv) Packages of copper coin which are carried at the risk of the Department and all packages consigned under subparagraph (i) of paragraph (b) of this regulation shall be insured in the manner provided in Regulation 110, and, in particular, the following provisions shall apply :—
- If the Department so requires each package shall be opened by and at the expense of the consignor for inspection by an officer of the Department, and shall afterwards be securely closed by the consignor in the presence of such officer.
- The charge as provided in Regulation 110 on declared value to be paid for insurance shall be in addition to charges at ordinary parcels rates or double the ordinary parcels rates (as the case may be) for conveyance, increased for railway risk as provided in subparagraph (iii) of this paragraph.

66. Cash on Delivery ("C.O.D.") Parcels Traffic.

1. Subject to the following conditions, the Department undertakes to collect from the consignee the price or value of any parcel or parcels, as specified by the consignor, but not exceeding the sum of £50 in respect of any one consignment. Parcels consigned under the provisions of this regulation are hereinafter referred to as "C.O.D." parcels.

2. "C.O.D." parcels will be conveyed between any two officered stations (including stations between which the system of through booking between separate sections of railway is in operation) in this regulation referred to as "the forwarding station" and "the destination station" respectively.

3. The consignor must hand the parcel or parcels (legibly marked with the name and full address of the consignee) to the receiving officer at the forwarding station, together with the Department's form of consignment-note properly filled in, showing on its face, in addition to the usual particulars, the sum which the consignee shall pay to the Department before he shall be entitled to obtain delivery of the consignment. The consignor must also at the same time furnish to the receiving officer a statement of accounts in duplicate showing—

- (a) The name, occupation, and address of the consignee.
- (b) A general description of the goods comprised in the consignment, and the price to be paid therefor.

LUGGAGE, PARCELS, ETC.—*continued.*

4. The railage and other charges must be paid either by the consignor or the consignee.

5. The consignee of any "C.O.D." parcel will be entitled to obtain delivery thereof only on payment of the price as stipulated by the consignor as endorsed on consignment-note, together with the proper railage and other charges (if any) payable thereon. Delivery will be given at the destination-station premises, except at places where the Department delivers parcels at the consignee's address under a delivery system. Under no circumstances will the consignee be permitted to examine any parcel or parcels before paying to the Department the value of same as specified by the consignor.

6. Commission on the sum collected from the consignee will be charged at the rate of 4d. on each £1 or fraction thereof; minimum charge, 7d.

The amount of such commission will be deducted from the sum so collected, and the Stationmaster at the forwarding station or other officer of the Department will, after payment has been made by the consignee, pay over the balance to the consignor.

7. "C.O.D." parcels not taken delivery of by the consignee within one month (or such less period as may have been specified by the consignor) from the date of their arrival at the destination station will be returned to the forwarding station for redelivery to the consignor, who shall pay to the Department 1s 2d. in respect of each consignment in addition to the proper railway charges. "C.O.D." parcels will be allowed free storage for seven days after arrival at destination station. After the expiration of that period 4d. per week or part of a week may be charged on each parcel.

8. Except as herein provided, any by-laws and regulations made under the Government Railways Act, 1926, and the conditions printed on the consignment-note will apply to the carriage of "C.O.D." parcels.

67. LOCAL RATES AND REGULATIONS.

Except as hereinafter provided, luggage, parcels, &c., will be conveyed at the rates, and subject to the general regulations, specified in the preceding provisions of this scale of charges respecting luggage, parcels, &c.

THROUGH BOOKING TO PORTS ON THE KAIPARA.

1. Parcels, &c., booked through between stations on the North Island Main Line and Branches 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 this scale of charges.

	To or from Dargaville, Mangawhare, Turuwhiri, Aratapu, Mitaitei, Arapohue, Bradley's Landing, Horehore, Rope's Wharf, Te Kopuru, Tataratiki, Tokatoka, Tikini, Ruawai, Tangahiri, Pouto, Beacon Point, South Head.	To or from Slade's Wharf, Williams's Wharf, Vineries, Hoanga South, Harding's Wharf, Tangowahine, Hoanga North, Kohuroa, O'Shea's Wharf, Mangarata, Mapuna, Pukehula, Allen's Wharf, Kirikopuni, Tangiteroria.
Charge for parcels up to 28 lb., each	s. d. 1 3	s. d. ..
Parcels over 28 lb. and up to 1½ cwt., each	2 6	..
Charge for all parcels up to 1½ cwt.	..	2 6
Parcels exceeding 1½ cwt., goods rates (as set out in the Goods Local Rates Scale of Charges)	..	..
Dogs, each	2 0	2 0
Perambulators, each	4 0	5 0
Velocipedes, each	7 6	7 6
Bicycles, each	2 6	2 6
Motor-bicycles, each	7 6	7 6
Motor-bicycle and side-car, each	10 0	10 0

2. All charges on parcels, &c., consigned to ports on the Kaipara, or from ports on the Kaipara to stations on the North Island Main Line and Branches where no Stationmaster is in charge, must be prepaid.

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

4. The Department is not responsible for steamer services, and is not answerable for their fulfilment.

THROUGH BOOKING, NORTH ISLAND MAIN LINE AND BRANCHES.

5. Parcels, &c., booked through from stations on the North Island Main Line and Branches to the destinations referred to in subparagraphs (a), (b), and (c) will be charged at cartage rates as specified in each case for the road portion of the journey in addition to the appropriate railway rates.

(a) The cartage rates for parcels traffic from Whakatane West to Whakatane will be as follows:—

lb.	Per Parcel.	lb.	Per Parcel.
	s. d.		s. d.
Not exceeding 14 ..	.. 0 6	Not exceeding 84 ..	.. 2 0
„ 28 ..	.. 0 9	„ 112 ..	.. 2 6
„ 56 ..	.. 1 6		

Parcels over 112 lb. in weight will be charged for at the above rates in addition to the charge for the first 112 lb.

(b) The cartage rates for parcels traffic from Taneatua to Opotiki will be as follows:—

lb.	Per Parcel.	lb.	Per Parcel.
	s. d.		s. d.
Not exceeding 14 ..	.. 0 6	Not exceeding 140 ..	.. 3 0
„ 28 ..	.. 0 9	„ 168 ..	.. 3 6
„ 56 ..	.. 1 6	„ 196 ..	.. 4 0
„ 84 ..	.. 2 0	„ 224 ..	.. 4 6
„ 112 ..	.. 2 6		

(c) The cartage rates for parcels traffic from Te Awamutu to Kawhia or Oparau will be as follows:—

lb.	Per Parcel.	lb.	Per Parcel.
	s. d.		s. d.
Not exceeding 3 ..	.. 0 6	Not exceeding 56 ..	.. 1 9
„ 7 ..	.. 1 0	„ 84 ..	.. 2 0
„ 14 ..	.. 1 3	„ 112 ..	.. 2 6
„ 28 ..	.. 1 6		

6. Parcels conveyed between Wellington and Hawera will be charged at the following rates:—

lb.	s. d.
Not exceeding 3	.. 0 7
„ 7	.. 1 2
„ 14	.. 1 8
„ 28	.. 2 3
„ 56	.. 4 2
„ 84	.. 6 1
„ 112	.. 7 2
„ 140	.. 8 3
„ 168	.. 9 5
„ 196	.. 10 6
„ 224	.. 11 7

The terminal charges as provided in paragraph 3, Regulation 55, will be additional.

LOCAL RATES AND REGULATIONS—*continued.*

WESTPORT SECTION.

7. Parcels conveyed between stations on the main line (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch line will be charged 4d. per parcel, in addition to the ordinary parcel rates.

SOUTH ISLAND MAIN LINE AND BRANCHES.

8. Parcels conveyed from Christchurch, Papanui, Hornby, inclusive, to Blenheim and intermediate points between Parnassus and Blenheim and *vice versa* will be charged at the following rates:—

	To or from Kaikoura and Intermediate Points between Parnassus and Kaikoura.	To or from Blenheim and Intermediate Points between Kaikoura and Blenheim.
Parcels—	s. d.	s. d.
Not exceeding 7 lb. Each	1 0	1 0
„ 14 lb. „	1 6	1 6
„ 28 lb. „	2 6	2 6
For each additional lb. over 28 lb. will be added	0 0½	0 1
Bicycles, each, accompanied or unaccompanied	5 0	7 6
*Dogs, small (in crates up to 28 lb.). Owner's risk	3 0	5 0
*Dogs, n.o.s. (in crates). Owner's risk ..	5 0	10 0
New-Zealand-grown fresh fruit (Regulation 56) per 56 lb. case	1 6	2 0
Films—		
Small round tins not exceeding 7 lb. per package	1 0	1 0
Small oblong tins not exceeding 28 lb. per package	1 6	2 0
Large tins exceeding 28 lb. per package ..	5 0	7 6
Ice-cream Jackets—		
Full, each	2 6	..
Empty returns, each	0 6	..
Commercial Hampers—		
Small, per hamper not exceeding 84 lb. ..	7 6	10 0
Large, per hamper over 84 lb.	10 0	15 0

* Conveyed only when no goods transport available and subject to suitable accommodation being available on the road passenger service.

9. The rates for parcels as shown in paragraph 8 also apply to parcels specified in Regulation 55 as being chargeable at quarter or half rate; in the case of parcels similarly specified as chargeable at rate and a quarter, rate and a half, or double rate as the case may be, the charges specified in paragraph 8 are to be similarly increased.

On consignments to Christchurch the terminal charges as provided in paragraph 3, Regulation 55, will be additional.

10. Parcels may be booked through between Burleys, Berlins, Tiroroa, or Westport via Inangahua Junction; the following cartage charges to or from Inangahua Junction will be charged in addition to the appropriate railway rates:—

	From or to Inangahua Junction to or from Burleys (7 Miles).	From or to Inangahua Junction to or from Berlins (9 Miles).	From or to Inangahua Junction to or from Tiroroa (16 Miles).	From or to Inangahua Junction to or from Westport (30 Miles).
	s. d.	s. d.	s. d.	s. d.
Up to 7 lb. Each	0 6	0 6	0 6	0 6
8 lb. to 14 lb. „	0 6	0 6	0 6	0 9
15 lb. to 28 lb. „	0 9	0 9	0 9	1 0
29 lb. to 56 lb. „	0 9	0 9	1 0	1 3
57 lb. to 84 lb. „	1 0	1 0	1 3	1 6
85 lb. to 112 lb. „	1 3	1 3	1 3	1 6
Motor-bicycles .. .. ..	..	..	..	6 6

68. CLASSIFICATION OF GOODS, LIVE-STOCK, ETC.

1. Except as may be otherwise provided, goods specifically named or described in the following classification will be charged for carriage by railway at the rates for the specified class (where stated), such rates being set forth in Regulation 69.

2. Goods not specifically named or described in the following classification will, except as otherwise provided, be charged for carriage by railway at the rates prescribed by Regulation 69 for goods of Class C.

3. Goods mentioned in the following classification and followed by the words "Owner's risk," and all goods chargeable at any rate other than Class C as prescribed by Regulation 69 or Class C plus a prescribed increase, shall, unless a request is made that such goods be received, held, and carried at the risk of the Department under and subject to the provisions of Regulation 110, be received, held, and carried at the sole risk in all respects of the owner. (For regulations regarding the carriage of "Owner's risk" goods at the risk of the Department, see Regulation 110.)

4. Every article of goods which exceeds in value the sum of £10, and every parcel, package, or container whatsoever of goods which, together with the contents of such parcel, package, or container, exceeds in value the sum of £10, is hereby declared to be "Special Goods." Live animals and birds, irrespective of their values, are hereby declared to be "Special Goods." (For Regulations regarding "Special Goods," the insurance thereof, and the liability of the Department therefor, see Regulation 110.)

5. The word "dangerous" used in relation to goods denotes that the goods will be conveyed under the regulations applicable to explosives and dangerous goods.

	Class
Acids, not otherwise specified, packed. Owner's risk.	
<i>Dangerous</i>	C. Double rate
Acid, acetic, boracic, citric, formic, oleic, olive, sulphurous, and tartaric, packed	C
Acid, carbolic, packed in casks or wrought-iron drums	C
Acid, sulphuric or muriatic, not otherwise specified, packed. Owner's risk. <i>Dangerous</i>	C plus 50%
Acid, sulphuric or muriatic, consigned direct from factory. Minimum quantity, 4 tons per four-wheeled wagon. Owner's risk. <i>Dangerous</i>	C
Acorns, packed	E plus 50%
Aerated or mineral waters, bottled, packed, or in jars or bulk	D
Aeroplanes. Minimum charge as for 1 ton per four-wheeled wagon, 2 tons per bogie wagon	C plus 50%
Agricultural implements See Implements	
Ale (including ginger, Kentish, and lager), bottled, packed in cases, or in jars, or bulk. If in paper packages or in sacks, Class C plus 20%	D
Alumina, hydra silicate of, raw	Q
Alumina, sulphate of or ferric alum, for water-purification purposes	E plus 50%
Aluminium scrap. Owners to load and unload	C less 50%
Ammonia, anhydrous, in iron drums or steel cylinders. Owner's risk. <i>Dangerous</i>	C
Ammonia, chloride of, packed in drums or casks for use in freezing-works	D
Ammonia, sulphate of, for manufacture of manure See Regulation 86	E
Ammunition, not otherwise specified. Owner's risk. <i>Dangerous</i>	C. Double rate
Ammunition, safety, small-arm, packed, not otherwise specified. Owner's risk. <i>Dangerous</i>	C
Ammunition, safety, small-arm, packed, consigned direct from factory. Minimum quantity, 6 tons per four-wheeled wagon. Owner's risk. <i>Dangerous</i>	D less 25%
Ammunition, gun. Minimum quantity, 10 tons per consignment. Owners to load and unload. Owner's risk. <i>Dangerous</i>	C
anchors and chain cables	D
Animals, living, not otherwise specified. In crates or cases	C plus 50%
Animals and birds, stuffed As parcels, see Regulation 55	
Anvils	D
Arsenic, pentoxide of	D
Artichokes	E
Asbestos-cement products as under—	
Builders' requisites including ventilators, skylights, down-pipe, guttering, &c., packed or unpacked, in minimum wagon loads as prescribed in Regulation 77	N
Builders' requisites not otherwise specified, including ventilators, skylights, downpipe, guttering, &c., packed. If unpacked Class C	D
Pipes, water	D
Sheets, plain or corrugated, packed or unpacked, in minimum wagon loads as prescribed in Regulation 77	N
Sheets, plain or corrugated, not otherwise specified, packed. If unpacked, Class D	E plus 50%
Slates, roofing	N

CLASSIFICATION—*continued.*

	Class
Ash, metal	Q
Ashes, not otherwise specified	Q
Ashes, wood	Q
Ashpalt, in barrels or in blocks, not otherwise specified	D
Ashpalt, such as Neuchatel, in barrels or in blocks, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	D less 25 %
Asses .. .. .	.. See Regulation 81
Bacon, packed in bags or cases	D
Bags, casein, returning for washing	E
Bags, hessian, jute, or twill, loose, not otherwise specified	C
Bags, hessian, jute, or twill, loose. Minimum quantity, 6 tons per four-wheeled wagon. Owners to load and unload	E
Bags, hessian, jute, or twill, in bags, bales, or bundles, not otherwise specified	E
Bags and coverings manufactured from hessian, stockinette, or suchlike material, packed in bales or bundles and consigned to frozen-meat companies to be used as coverings for frozen meat	D
Bags made of calico and other cotton fabrics to be used in packing flour, breakfast foods, chick-foods, and suchlike commodities, packed	D
Bags, old, consigned to papermaking-factories	N
Bags, paper, not otherwise specified	C
Bags, paper, consigned direct by rail from paper-mills, for distances not exceeding 350 miles. Minimum quantity, 10 cwt. per consignment	D less 25%
Bags, paper, consigned direct by rail from paper-mills for distances beyond 350 miles. (Minimum rate as Class D less 25% for 350 miles.) Minimum quantity, 10 cwt. per consignment	D less 33½%
Bags, paper, packed. Minimum quantity, 5 cwt. per consignment	D
Bananas, packed or in bunches, not otherwise specified	D
Bananas, packed or in bunches, produce of Cook Islands or Niue .. .. .	.. See Regulations 56 and 85
Bandages and caps, cheese, packed	D
Bank-notes .. .. .	.. See Regulation 65
Bark, loose, or packed in bags or bundles	D
Bark, refuse	P
Barley, grain, in bags	E
Barley-meal, packed in bags	E
Barley, pearl	E plus 50%
Basic slag, packed .. .. .	.. See Regulation 86
Baskets and basketware, not otherwise specified	C. Double rate
Baskets, coal	C plus 50%
Baskets, commercial travellers'. Empty, not "returned empties"	C plus 50%
Bath-chairs	C. Double rate
Baths, plunge, loose	C. Double rate
Baths, plunge, packed	C plus 50%
Baths, plunge, two or more nested, packed	C
Battens, fencing, hewn or sawn, undressed, not exceeding 6 ft. in length or 1 in. in thickness	Q
Beans, fresh in pods, New Zealand produce .. .. .	.. See Regulations 56 and 85
Beans, dried or parched whole or crushed. Minimum rate as for Class E plus 50%	C less 50%
Bedsteads, not otherwise specified, securely packed in cases or crates, heavy packing paper, or in straw covered with hessian. Owner's risk	C plus 50%
Bedsteads, not otherwise specified, unpacked. Owner's risk	C. Double rate
Bedsteads, brass, iron, or wooden, with or without link wire mattresses, consigned direct by rail from factory. Minimum weight, 10 cwt. per consignment. Owner's risk	C plus 50%
Bedding, consisting of mattresses, bolsters, or pillows containing kapok, wool, tow, or suchlike material, packed in cases or crates, or wrapped in scrim or brown paper	C plus 50%
Bedding, consisting of mattresses, bolsters, or pillows containing kapok, wool, tow, or suchlike material, not packed or wrapped	C. Double rate
Bees, live, securely confined in strong and suitable hives or boxes	C plus 50%
Beer, bottled, packed in cases, or in jars, or bulk. If in paper packages or in sacks, Class C plus 20%	D
Beer, ginger, lager, hop, or Kentish, bottled, packed in cases, or in jars, or bulk. If in paper packages or in sacks, Class C plus 20%	D
Beer gas in cylinders	D
Beet-root	E
Bellit. Owner's risk. <i>Dangerous</i>	C. Double rate
Bellona. Owner's risk. <i>Dangerous</i>	C. Double rate

CLASSIFICATION—*continued.*

	Class
Benzine, benzole, or benzoline, in bulk in owner's tank wagon. Except as otherwise provided, tank-wagons must be loaded to the full carrying-capacity. In the case of three-compartment tank-wagons, the Department will accept these wagons for transport with the two end compartments fully loaded and the centre compartment empty or the two end compartments empty and the centre compartment loaded. When a three-compartment tank-wagon is not fully loaded the minimum load to be charged for will be 4,000 gallons. Owner's risk. <i>Dangerous</i>	C less one-eleventh
Benzine, benzole, or benzoline, packed in cases or drums. Owner's risk. <i>Dangerous</i>	C
Bicycle delivery-vans, pedal	As parcels, <i>see</i> Regulation 55
Bicycles, motor, unpacked	As parcels, <i>see</i> Regulation 55
Bicycles, pedal, not packed in cases or crates, to seat one rider. As parcels, <i>see</i> Regulation 55	
Bicycles, pedal or motor, accompanying passengers <i>See</i> Regulations 52 and 53	
Bicycle wheels or frames, not packed As parcels, <i>see</i> Regulation 55	
Bills of exchange and other securities	See Regulation 65
Binder-slats, wooden, packed	D
Binder-twine, in bales or sacks	D
Birds and animals stuffed	As parcels, <i>see</i> Regulation 55
Birds in cages	As parcels, <i>see</i> Regulation 55
Bird cages	C. Double rate
Birds, mutton, preserved	D
Biscuits in tins, loose, in consignments of not more than twenty tins or parcels, or packed in crates or cases	C
Biscuits in tins, loose, in consignments of more than twenty tins or parcels	C plus 20%
Bisulphide of carbon. Owner's risk. <i>Dangerous</i>	C plus 50%
Bitumen, not otherwise specified	D
Bitumen, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	D less 25%
Blasting-gelatine or powder. Owner's risk. <i>Dangerous</i>	C. Double rate
Bleaching-powder, packed, not otherwise specified	C
Bleaching-powder, packed, for use in connection with the manufacture of paper. Minimum quantity, 2 tons per consignment	D
Bleaching-liquids. Owner's risk. <i>Dangerous</i>	C. Double rate
Blight specific	D
Blocks, concrete building	P
Blocks, cell, concrete	P
Blocks, hollow, for construction purposes. Minimum quantity 30 cwt. per L wagon, 3 tons per La wagon. Owners to load and unload	D less 25%
Blocks, breeze, earthenware, or pumice, building	P
Blocks, silo, concrete	N
Blood in cans	D
Blood, dried, consigned to ship for export	D
Bluestone. Minimum quantity, 5 cwt. per consignment, packed	D
Bluestone, not otherwise specified, packed	C
Boards, pile, for use in connection with the smelting of iron	F
Boats (not otherwise specified) and motor-boats. Minimum charge, 1 ton per four-wheeled wagon. When a bogie or check wagon is required a charge as for a check wagon will be made. (See also dinghys.)	C plus 20%
Boats, to and from regattas, accompanied by their crews <i>See</i> Regulation 93	
Boilers, copper or iron, washing or kitchen	C plus 50%
Boiler-frames, cast-iron, washing or other open, with or without copper boiler	C
Boiler-frames or casings, concrete, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frames or casings	D
Boiler-flues or funnels	C plus 50%
Boiler-tubes, not otherwise specified	C
Boiler-tubes, old, for fencing and for use as telephone poles	N
Bone-char, packed	See Regulation 86
Bone-dust, packed	See Regulation 86
Bones	See Regulation 86
Boot-plates (toe and heel) and shanks, packed, consigned direct ex factory	D
Bottles, earthenware, packed	D
Bottles, glass, empty, old	N
Bottles, glass, empty, "returned empties" <i>See</i> Regulation 88	
Bottles, glass, empty, packed, not otherwise specified	C
Boulders	Q
Boxes or cartons, cardboard or strawboard, collapsed or nested, packed in cases or crates or securely packed in bundles	C
Boxes, or cartons, cardboard or strawboard, not otherwise specified	C. Double rate

CLASSIFICATION—*continued.*

	Class
Boxes, or cartons, cardboard or strawboard, containing millinery, feathers, and similar articles	
As parcels, <i>see</i> Regulation 55	
Boxes, or cartons, cardboard or strawboard, collapsed or nested, packed in cases or crates or securely tied in bundles, consigned to dairy, dried-milk, or soap factories, and when full to be forwarded by rail	D less 25%
Boxes, wooden, in pieces, packed, consigned to butter or soap factories, not "returned empties," but when full to be forwarded by rail (the charges not to exceed those computed at Class K)	D less 25%
Boxes, wooden, in pieces, packed, consigned to butter or soap factories, not "returned empties," not otherwise specified (the charges not to exceed those computed at Class K)	D
Boxes, wooden, and tins, empty, consigned to dried-milk or milk-condensing factories for packing dried-milk powder or condensed milk, not "returned empties," but when full to be forwarded by rail. Minimum quantity 30 cwt. per four-wheeled wagon	D
Boxes, wooden, empty (not "returned empties") not otherwise specified	C plus 50%
Boxes, butter, empty <i>See</i> Butter-boxes	
Boxes, veneer, collapsed and tied in bundles	D
Bran	E
Brass, scrap. Owners to load and unload	C less 50%
Brattice-cloth	D
Bread, packed in bags, cases, or crates	D
Breeze blocks	P
Breeze	P
Bricks, air or ventilator, concrete	P
Bricks, concrete	P
Bricks, plastic fire, packed	D
Bricks, fire, broken, and pieces of old retorts, consigned to brickworks for manufacture of bricks	F
Bricks, fire	Q
Bricks, glazed, not otherwise specified	N
Bricks, glazed, not otherwise specified, packed in cases or crates, in quantities under 10 cwt. per consignment	D
Bricks, glazed, not otherwise specified, unpacked, in quantities under 10 cwt. per consignment	C
Bricks, glazed, forwarded in the same wagon with consignment of earthenware building bricks	N
Bricks, earthenware, or earthenware ventilating	Q
Bridge-cylinders, in pieces	D
Brine	D
Briquettes or carbonettes	P
Broom-heads, unfinished without bristle, wooden, packed	D
Buckets, mining or dredging	D
Buckets, tin or other metal, or wooden (if more than one to be nested)	C plus 20%
Bush-trolleys, under 2 tons per consignment	C plus 20%
Bush-trolleys, minimum weight per consignment, 2 tons. Owners to load and unload	D
Butter, packed	D
Butter-boxes, in pieces consigned to butter-factories, not "returned empties" but when full to be forwarded by rail (the charges not to exceed those computed at Class K)	D less 25%
Butter-boxes, in pieces, packed, consigned to butter-factories, not "returned empties," not otherwise specified (the charges not to exceed those computed at Class K)	D
Butter-boxes, empty, not "returned empties" but when full to be forwarded by rail	D
Butter-boxes, empty, not "returned empties," not otherwise specified	C plus 50%
Buttermilk in tanks, minimum 6 tons per four-wheeled truck. (Tanks returned free)	E
Cabinets, steel, filing, packed	C plus 20%
Cabinets, steel, filing, unpacked	C plus 50%
Cables, chain	D
Cages, bird	C. Double rate
Calcimite (lime-refuse)	D
Calcite chips	E
Calcium, carbide of, in hermetically sealed tins packed in strong wooden cases, or in airtight and damp-proof iron drums. Owner's risk. <i>Dangerous</i>	C
Calcium, carbide of, refuse	D
Calcium, chloride of, packed	D
Calcium cyanide for <i>bona fide</i> use as a rabbit-exterminator. <i>Dangerous</i>	D
Calf-skins <i>See</i> Skins	
Calves	M
Camp equipment, such as tents, tent-poles, table-tops, trestles, wire stretchers, and other incidentals, consigned to or from a camp	C

CLASSIFICATION—continued.

	Class
Canoes	As parcels, see Regulation 55
Carbon, bisulphide of. Owner's risk. <i>Dangerous</i>	C plus 50%
Carbon, loose	N
Carbon-dioxide snow (dry ice), packed	D
Cardboard boxing for concrete work. Minimum quantity, 1 ton per L wagon, 3 tons per LA wagon; any less quantity will be charged such minimum or Class C plus 20% whichever is cheaper	C
Cardboard, corrugated, single-faced	C plus 20%
Cardboard, corrugated, double-faced	C
Cardboard, moulded, for packing bottles	C
Cardboard boxes or cartons	See Boxes, cardboard
Cardboard, plain	As Paper
Cardboard-tubes, hollow	C. Double rate
Carbonate of barytes. Minimum quantity, 5 tons per four-wheeled wagon, D less 25%; any less quantity to be charged such minimum or class	D
Carpet, packed in scrim or canvas, or securely wrapped in brown paper. If loose, Class C plus 50%	C
Carriages, either set up or in pieces, unpacked	See Regulation 83
Carriages and gigs, either set up or in pieces, packed. Minimum load, 15 cwt. per four-wheeled wagon	C plus 50%
Carriage-covers, used for motor-cars, carriages, or gigs forwarded by rail, returned	See Regulation 83
Carrots	E
Cars, motor, in cases. Minimum load, 15 cwt. per four-wheeled wagon	C plus 50%
Cars, motor, unpacked	See Regulation 83
Cars, tram	C plus 50%
Carts, daisy, in pieces, packed, total weight of each cart not to exceed 2½cwt. (Or as carriages or gigs, if cheaper; if set up, to be charged as carriages, Regulation 83)	C. Double rate
Carts, farm, two-wheeled, weight not exceeding 5 cwt., maximum diameter of wheels 30 in. Minimum charge per vehicle as for 10 cwt.	C plus 20%
Carts, either set up or in pieces, unpacked	See Regulation 84
Carts, either set up or in pieces, packed. Minimum load, 1 ton per four-wheeled wagon	C
Carts, hand	C
Cartons, cardboard or strawboard	See Boxes or cartons, cardboard, or strawboard
Cartons, empty, for conveyance of honey	See Empties
Cartridges, not otherwise specified, packed. Owner's risk. <i>Dangerous</i>	C. Double rate
Cartridges, safety, small-arm, packed, not otherwise specified. Owner's risk. <i>Dangerous</i>	C
Cartridges, safety, small-arm, packed, consigned direct from factory. Minimum quantity, 6 tons per four-wheeled wagon. Owner's risk. <i>Dangerous</i>	D less 25%
Casein curd, packed. Minimum quantity per four-wheeled wagon 2 tons; any less quantity will be charged at such minimum or at Class E plus 50%, whichever is cheaper	E
Casein, dried	D
Casein, adhesive, packed	D
Cases, empty, for carriage of fruit	See Regulation 91
Cases, empty	See Empties
Cases, motor-car, in sections	D
Cases, show, glass. Minimum, 1 ton per consignment; any less weight will be charged Class C, double rate. Owner's risk	C plus 50%
Cash	See Regulation 65
Cask-heads	D
Casks, empty, not "returned empties," not otherwise specified	C plus 50%
Castings or forgings, rough and not machined or polished	D
Cast-iron boiler-frames, washing or other, open, with or without copper boiler	C
Cast, stereotype, consigned by or to newspaper-proprietors	See Regulation 64
Catamarans mounted on wheels	As carts, see Regulation 84
Cattle	M
Cement, not otherwise specified. Minimum rate as for Class E plus 50%	C less 50%
Cement, refractory, magnesia, "Sairset," "Medusa," "Snowcrete," and stucco, packed	C
Cement, fibro, in sheets, packed	D
Chaff	Q
Chaff-cutters	See Implements
Chain, cable	D
Chain (other than cable)	C
Chairs, bath	C. Double rate
Chairs, cane, sea-grass, or wicker	C. Double rate
Chairs, push, folding, loose	C. Double rate
Chairs, push, folding, packed in cases, crates, matting, or in heavy brown paper and covered with hessian	C plus 50%
Charcoal, crushed or uncrushed	N
Chassis, motor, in cases or crates. Minimum load, 15 cwt. per four-wheeled wagon	C plus 50%

CLASSIFICATION—*continued.*

	Class
Chassis, motor, unpacked .. .. .	.. See Regulation 83
Cheese-colour, packed .. .. .	.. D
Cheese, ordinary, loose or in crates or packed in tins .. .. .	.. D
Cheese, fancy, in jars, tins, or cartons, packed in boxes or cases .. .. .	.. C
Cheese-bandages or caps, packed .. .. .	.. D
Chicory-roots .. .. .	.. E
Children's playground amusements, such as swings, see-saws, slides, and suchlike articles to be erected in playgrounds, parks, and other reserves, dismantled .. .. .	.. C
Chimneys, galvanized- or sheet-iron .. .. .	.. C plus 50%
Chimneys, concrete, in pieces .. .. .	.. D
China-clay .. .. .	.. N
China, packed .. .. .	.. C plus 20%
Chlorate of potash (not to be loaded in same truck as oil of myrbane) .. .. .	.. C
Chlorate of sodium. Owner's risk. <i>Dangerous</i> .. .. .	.. D
Chloride of ammonia, packed for use in freezing-works .. .. .	.. D
Chloride of calcium, packed .. .. .	.. D
Chloride of sulphur. Owner's risk. <i>Dangerous</i> .. .. .	.. C. Double rate
Chocolate, packed .. .. .	.. As Confectionery
Churns, not otherwise specified .. .. .	.. C plus 50%
Churns used in dairy factories .. .. .	.. C
Cider, bottled, packed, or in jars or bulk, not otherwise specified .. .. .	.. C
Cider, bottled, packed, in jars or bulk, manufactured from fresh fruit grown in New Zealand .. .. .	.. D
Cinders .. .. .	.. Q
Cinematograph films in metal containers. Owner's risk. <i>Dangerous</i> .. .. .	.. C
Circuses .. .. .	.. See Regulation 95
Clay, not otherwise specified .. .. .	.. Q
Clay, China .. .. .	.. N
Clips or seals for fastening hoop-steel strappings .. .. .	.. D
Clocks, packed .. .. .	.. C plus 20%
Clod-crushers .. .. .	.. See Implements
Clothes-pegs, wooden, packed .. .. .	.. D
Clothes-props, dressed timber .. .. .	.. D
Clothes-props, undressed timber .. .. .	.. F
Coal, imported .. .. .	.. N
Coal, New Zealand, anthracite or bituminous .. .. .	.. P
Coal, New Zealand, brown .. .. .	.. R
Cocoa bean shells .. .. .	.. F
Coconuts, grown in Cook Islands, or Niue, packed .. .. .	.. See Regulations 56 and 85
Coconuts, packed, not otherwise specified .. .. .	.. C
Coffins, empty .. .. .	.. C plus 50%
Coin .. .. .	.. See Regulation 65
Coke .. .. .	.. N
Collodion, in hermetically sealed tins or bottles packed in sawdust in cases not exceeding 56 lb. each. Owner's risk. <i>Dangerous</i> .. .. .	.. C. Double rate
Combines .. .. .	.. See Implements
Concentrates .. .. .	.. Q
Concrete and "Terrazzo" articles as under:—	
Air bricks or ventilators .. .. .	.. P
Baking-boards, packed .. .. .	.. D
Bathroom walls and shelves .. .. .	.. D
Boiler-frames or casings, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frame or casing .. .. .	.. D
Bricks, building blocks or tiles .. .. .	.. P
Bridge panels .. .. .	.. N
Building slabs, plain .. .. .	.. N
Cell blocks .. .. .	.. P
Chimneys in pieces .. .. .	.. D
Cisterns, packed .. .. .	.. D
Cribb blocks .. .. .	.. N
Doorsteps, packed. If unpacked, Class C .. .. .	.. D
Drain-pipes .. .. .	.. N
Drinking-troughs .. .. .	.. D
Fencing-posts .. .. .	.. N
Flood-gates .. .. .	.. N
Garden edges .. .. .	.. N
Garden seats .. .. .	.. D
Piles or poles, reinforced .. .. .	.. N
Salt-pans .. .. .	.. D
Septic tanks .. .. .	.. D
Sheets (Konka board) .. .. .	.. N
Shop-counters .. .. .	.. D
Shop-fronts .. .. .	.. D
Silo blocks .. .. .	.. N
Sink-tops, packed. If unpacked, Class C .. .. .	.. D
Slabs, not otherwise specified .. .. .	.. D
Slabs for paving purposes .. .. .	.. N
Tanks, water, empty .. .. .	.. D
Tiles, roofing .. .. .	.. Q
Washtubs .. .. .	.. D

CLASSIFICATION—*continued.*

	Class
Conduits, earthenware, for use in laying telegraph, telephone, or electric cables	N
Cones, ice-cream, packed	C plus 20%
Cones, pine, consigned to seed-extraction plants. Minimum quantity, 6 tons per four-wheeled wagon	E
Cones, pine, not otherwise specified	C
Cones, pine, for firewood	F
Confectionery in tins or boxes, loose, in consignments of not more than twenty tins or parcels, or packed in crates or cases	C
Confectionery in tins or boxes, loose, in consignments of more than twenty tins or parcels	C plus 20%
Contractors' plant, second-hand, moving from contract to contract (as determined by the Department), 2 tons and over. Owners to load and unload. (Drays and tractors for <i>bona fide</i> use on the contract may be included in the total weight of consignment and charged at the tonnage rate.) Quantities of less than 2 tons will be charged at such minimum or Class C whichever is cheaper	D
Copper boilers, washing or kitchen	C plus 50%
Copper-ore	Q
Copper, scrap. Owners to load and unload	C less 50%
Copper, sulphate of, packed, not otherwise specified	C
Copper, sulphate of, packed. Minimum quantity, 5 cwt. per consignment	D
Cornflour, packed	D
Cordials, bottled, packed, or in bulk, not otherwise specified	C
Cordials, bottled, packed, or in bulk, manufactured from fresh fruit grown in New Zealand	D
Cork slabs	C plus 50%
Corks	C. Double rate
Corn-sacks, hessian, jute, or twill, loose, not otherwise specified	C
Corn-sacks, loose. Minimum quantity, 6 tons per four-wheeled wagon. Owners to load and unload	E
Corn-sacks, hessian, jute, or twill, in bags, bundles, or bales	E
Cornices, in bundles. Charges to be based on 40 cubic feet to the ton	C plus 50%
Corpses .. .. .	.. See Regulation 63
Cotton-waste and other fibrous materials for papermaking	N
Counters, shop, wooden	C plus 50%
Coverings manufactured from hessian, stockinette, and such-like materials packed in bales or bundles and consigned to frozen-meat companies	D
Coverings, furniture .. .. .	.. See Regulation 88
Coverings, textile, used for fresh meat conveyed by rail, returned .. .. .	.. See Regulation 88
Covers used for carriages, gigs, or motor-cars forwarded by rail, returned .. .. .	.. See Regulation 83
Covers used for pelts forwarded by rail, returned	Free
Crackers in packages not exceeding 14 lb.	As parcels, see Regulation 55
Crackers not otherwise specified. Owner's risk. <i>Dangerous</i>	C. Double rate
Cream .. .. .	.. See Regulation 58
Cream, preserved, packed, not otherwise specified	C
Cream, preserved, packed, consigned direct by rail from factories. Minimum quantity, 10 cwt. per consignment	D
Cream, ice- or Devonshire, packed	D
Creosote, not otherwise specified	D
Creosote, consigned direct from factory. Minimum quantity, 5 tons per consignment	D less 25%
Crockery .. .. .	.. See Earthenware
Cross-arms for telegraph, telephone, and electric-line poles	K
Crowbars	D
Cultivators, unpacked .. .. .	.. See Implements
Curd, casein, packed. Minimum quantity per four-wheeled wagon, 2 tons; any less quantity will be charged at such minimum or at Class E plus 50% whichever is cheaper	E
Cyanamide fertilizer .. .. .	.. See Regulation 86
Cyanide	D
Cyanide of calcium, for <i>bona fide</i> use as a rabbit exterminator. <i>Dangerous</i>	D
Cylinders, bridge, in pieces	D
Daggins, sheep	E plus 50%
Daisy carts, in pieces, packed, total weight of each cart not to exceed 2½ cwt. (or as carriages or gigs if cheaper; if set up, charge as a carriage, as per Regulation 83)	C. Double rate
Demijohns, earthenware, packed	D
Demijohns, glass, in wickerwork	C plus 20%
Demijohns, glass, without wickerwork	C plus 50%
Desks and seats, school or church, packed. If unpacked, Class C plus 50%	C
Dieselene. Minimum quantity, 2 tons	D
Dieselene, not otherwise specified	C
Dinghys (under 10 ft.). Minimum, 10 cwt. each consignment per four-wheeled wagon	C plus 20%
Documents .. .. .	.. See Regulation 65
Dogs .. .. .	.. See Regulation 61

CLASSIFICATION—*continued.*

	Class
Dolomite, ground. Minimum quantity, 6 tons per consignment. Any less quantity will be charged at such minimum or at the rate specified for stock-lick	E
Dolomite, unground	Q
Door-frames	C
Doors, glass, packed. If unpacked, Class C plus 50% Owner's risk	C
Dowells, wooden, packed	D
Downpipe, galvanized	C plus 50%
Drainpipes, concrete or earthenware	N
Drainpipes, unglazed, earthenware, flangeless (field pipes) ..	Q
Drays, either set up or in pieces, unpacked <i>See</i> Regulation 84	
Drays, either set up or in pieces, packed. Minimum, 1 ton per four-wheeled wagon	C
Dress-stands As parcels, <i>see</i> Regulation 55	
Drills, alluvial, and equipment for use in connection with mining operations, also diamond drills and equipment for prospecting purposes	D
Drills, disc or hoe <i>See</i> Implements	
Drills, grain, seed, or fertilizer <i>See</i> Implements	
Droppers, iron, fencing, in bundles. If loose, Class C ..	D
Droppers, wooden, fencing, hewn or sawn	Q
Ducts, earthenware (for use in laying telegraph, telephone, or electric cables)	N
Dumb-plates	D
Dynamite. Owner's risk. <i>Dangerous</i>	C. Double rate
Earth	Q
Earth, diatomaceous, raw, to be used in the manufacture of polish or for insulating or filtration purposes	Q
Earth, infusorial	D
Earthenware bottles, packed	D
Earthenware, breeze, or pumice building-blocks	P
Earthenware drainpipes, not otherwise specified	N
Earthenware drainpipes, unglazed, flangeless (field pipes) ..	Q
Earthenware flooring-tiles or quarries	P
Earthenware, packed, consigned direct by rail from factories, in consignments of not less than 20 cwt.	D less 25%
Earthenware, not otherwise specified, glazed, packed. If unpackd, Class C plus 50%	C
Earthenware, not otherwise specified, unglazed, packed. If unpackd, Class C	D
Eggs, not otherwise specified, packed	C
Eggs, packed, minimum quantity, 1 ton per consignment ..	D
Electric display-signs, packed in cases or crates. Owner's risk	C plus 50%
Electric display-signs, not otherwise specified. Minimum, 15 cwt. per four-wheeled wagon, 30 cwt. per bogie wagon. Owners to load and unload. Owner's risk	C plus 50%
Electric-light fittings, lamp-shades, holders, &c., packed ..	C plus 50%
Empties, cases, for carriage of fruit .. <i>See</i> Regulation 91	
Empties, casks, cases, drums, kegs, jars, tins, tubs, and crates, not otherwise specified, not "returned empties," but when full to be forwarded by rail. The full packages, &c., to be conveyed between the same stations and from original consignee to the original consignor as the empties At rates for "returned empties," <i>see</i> Regulation 88	
Empty tins, cases, and cartons, for conveyance of honey (not "returned empties"), not otherwise specified	C plus 50%
Empty tins, cases, and cartons, not "returned empties," for the conveyance of honey which, when full, will be forwarded by rail	D
Empty tins and boxes consigned to dried-milk or milk-condensing factories for packing dried-milk powder or condensed milk, not "returned empties," but when full to be forwarded by rail. Minimum quantity, 30 cwt. per four- wheeled wagon	D
Empty tins, consigned to meat-preserving works, fish-preserving or freezing-works, not "returned empties," but when full to be forwarded by rail, packed	D
Empties, not "returned empties," not otherwise specified ..	C plus 50%
Empties, returned, not otherwise specified. <i>See</i> Regulation 88	
Emulsion, Plunket, packed	D
Engines, locomotive, running on their own wheels <i>See</i> Regulation 104	
Engravings, in cases. If loose, Class C, double rate	C plus 50%
Envelopes, straw, packed	D
Equipment, military (exclusive of aeroplanes, ammunition, or explosives of any description), including clothing, guns, gun-carriages, machine guns, rifles, stores, uniforms, wagons, and other incidentals	C
Eruptite. Owner's risk. <i>Dangerous</i>	C. Double rate
Eskimo pies, packed	D
Explosive materials, not otherwise specified (excepting litho- fracteur, nitro-glycerine, dualine, glyoxiline, methylic nitrate, glonine oil, guncotton, pyrolithe, metallic sodium, which will not be carried). Owner's risk. <i>Dangerous</i> ..	C. Double rate
Express-wagons, either set up or in pieces, unpacked <i>See</i> Regulation 84	
Express-wagons, either set up or in pieces, packed. Minimum load, 1 ton per four-wheeled wagon	C

CLASSIFICATION—*continued.*

	Class
Fascines	F
Fat, animal	D
Feathers, in cardboard or strawboard boxes.	
As parcels, <i>see</i> Regulation 55	
Feathers and quills, packed	C plus 50%
Felloes and spokes, wooden, in the rough	D
Felspar	D
Fencing, patent (steel, wire, and lathwood)	D
Fencing-posts, concrete	N
Fencing-droppers, iron, in bundles. If loose, Class C	D
Ferns cut for decorating purposes	D
Ferric alum or sulphate of alumina, for water-purification purposes	E plus 50%
Fibro-cement, in sheets, packed	D
Fibrous plaster, loose, ornamental. Minimum quantity, 4 tons per four-wheeled wagon, 8 tons per bogie wagon. Owner's risk	C
(All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, Class C plus 50% will be charged.)	
Fibrous plaster, loose, ornamental. Minimum quantity, 1 ton per four-wheeled wagon. Owner's risk	C plus 50%
(All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, Class C, double rate, will be charged.)	
Fibrous plaster, ornamental, packed in cases or crates	C
Fibrous plaster, plain, used for inside lining of buildings, loose, not otherwise specified	C
Fibrous plaster, plain, used for inside lining of buildings, packed in cases or crates	D
Fibrous plaster, plain, used for inside lining of buildings, loose. Minimum quantity, 4 tons per four-wheeled wagon. Owners to load and unload	D
Field-rollers <i>See</i> Implements	
Films, cinematograph, in metal containers. Owner's risk. <i>Dangerous</i>	C
Firebacks and firegrates, made from fireclay or pumice, cement and asbestos, packed	D
Firebacks and firegrates, made from fireclay or pumice, cement and asbestos, not otherwise specified	C
Firebacks, made from fireclay, consigned direct from factory. Minimum quantity, 10 cwt. per consignment	E plus 50%
Firebars and bearers, and furnace-doors	D
Firebricks, broken, and pieces of old retorts consigned to brickworks for the manufacture of bricks	F
Firebricks	Q
Firebricks, plastic, packed	D
Fireclay	Q
Fire-fighting appliances on wheels, including motor fire-engines, ladders, and reels. Minimum charge as for two- or four-wheeled vehicles as the case may be (Regulation 83)	C
Firepots and equipment, to be used for orchard frost-fighting purposes	D
Firewood	F
Fireworks, packed. Owner's risk. <i>Dangerous</i>	C. Double rate
Fish-bolts and fish-plates (fastenings for iron rails)	N
Fish-cans, empty, for carriage of ova for acclimatization purposes, as returned empties <i>See</i> Regulation 88	
Fish-cans, empty returned, which have been used for the carriage of fish-ova by rail <i>See</i> Regulation 88	
Fish-food for acclimatization societies	D
*Fish, whitebait, fresh, packed	C
*Fish, fresh, not otherwise specified, packed. Minimum quantity, 2 tons per consignment	C less 50%
*Fish, fresh, not otherwise specified, under 2 tons, packed	D
*Fish, frozen or chilled, packed	D
Fish, shell <i>See</i> Oysters	
Fittings, electric-light, lamp-shades, holders, &c., packed	C plus 50%
Fittings, shop, such as shelves and counters, but excluding glass show-cases	C plus 50%
Flagstones for paving	N
Flax, green	F
Flax, in bales, dressed, pressed. If unpressed, D plus 12½%. (Loose dressed flax will not be accepted for carriage)	D less 25%
Flax-refuse consigned from flax-mills to factories for manufacture of cattle-food	F
Flax-roots	Q
Flax-seed (a variety of seed similar to linseed)	E
Flax straw. (Loose flax straw will not be accepted for carriage)	F
Fleshings, packed	N
Flock, in bales	C plus 50%
Flood-gates, concrete	N
Flour	E
Flower-pots, packed, not otherwise specified	C
Flower-pots, loose, not otherwise specified	C plus 20%

* The maximum weight of any package containing fresh, frozen, or chilled fish will be 2 cwt. Any package exceeding 2 cwt. will not be accepted for carriage by rail.

CLASSIFICATION—*continued.*

	Class
Flower-pots, manufactured from punga trees, packed. If loose, Class C	D
Flower-pots, broken, packed	E plus 50%
Flowers, artificial As parcels, <i>see</i> Regulation 55	
Flowers, fresh cut, not made up into wreaths, &c. As parcels, <i>see</i> Regulation 55	
Flues or pipes for fireplaces	C plus 50%
Fluming, iron or steel, for mining or irrigation purposes	D
Fog-signals. Owner's risk. <i>Dangerous</i>	C. Double rate
Food, fish, for acclimatization societies	D
Foods, farinaceous, not otherwise specified, packed in cartons	D
Foods, farinaceous, prepared in biscuit form, packed in boxes or cartons	C
Foods, farinaceous, packed in bags or sacks	E plus 50%
Food, live-stock, or poultry, not otherwise specified. Minimum quantity, 10 cwt. per consignment. Any less quantity will be charged as such minimum or at Class E plus 50%	E plus 25%
Fowl-grit	E
Frames, boiler or casing, concrete, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frame or casing	D
Frames, boiler, cast-iron, washing or other open, with or without copper boiler	C
Frames, picture, packed. If loose, Class C, double rate	C plus 50%
Fruit, fresh, not otherwise specified, packed	D
Fruit, fresh, grown in New Zealand, Cook Islands, or Niue, packed <i>See</i> Regulations 56 and 85	
Fruit-juices, in bottles, packed, or in bulk, not otherwise specified	C
Fruit-juices, bottled, packed, or in bulk, manufactured from fresh fruit grown in New Zealand	D
Fruit-pulp, not otherwise specified	C
Fruit-pulp, manufactured from fresh fruit grown in New Zealand	D
Fry, salmon and trout, for acclimatization purposes	D
Furnace-doors	D
Furnace-liners (brickware)	N
Furniture (household removals). Owner's risk <i>See</i> Regulation 94	C plus 20%
Furniture in furniture-vans or transports. Owner's risk <i>See</i> Regulation 94	C plus 20%
Furniture, securely packed in cases or crates, heavy packing-paper, or in straw covered with hessian. Owner's risk (When packed in heavy packing-paper or in straw covered with hessian, articles such as tables, chairs, ward-robres, &c., must have the legs also securely protected.)	C plus 50%
Furniture not packed, not otherwise specified	C. Double rate
Furniture, cane, wicker, or seagrass. Owner's risk	C. Double rate
Furniture, skeleton. Owner's risk	C. Double rate
Furniture-coverings <i>See</i> Regulation 88	
Fuze, packed. Owner's risk. <i>Dangerous</i>	C
Garden-edges, earthenware or concrete. Owner's risk	N
Garden-seats, concrete	D
Gas, ammonia, compressed, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	C
Gas, anhydrous, nitrous oxide, in solid-drawn steel tubes and cast-iron or mild-steel cylinders. Owner's risk. <i>Dangerous</i>	C
Gas, beer, in cylinders	D
Gas, liquefied carbonic acid, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	C
Gas, liquefied petroleum (trade names "Rockgas" or "Bottle Gas"), in steel cylinders	C
Gas, oxygen, or acetylene, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	C
Gas-oil. Minimum quantity, 2 tons	D
Gas-oil, not otherwise specified	C
Gas-water, in tanks or casks, not otherwise specified	D
Gas-water. Minimum quantity, 5 tons per consignment	N
Gates, field, set up or in pieces	D
Gates, flood, concrete	N
Gigs, either set up or in pieces, unpacked <i>See</i> Regulation 83	
Gigs, either set up or in pieces, packed. Minimum load, 15 cwt. per four-wheeled wagon	C plus 50%
Glass, broken. Owners to load and unload	F
Glass doors, packed. If unpacked, Class C plus 50% Owner's risk	C
Glass, plate, packed. (If conveyed in special wagon, minimum load, 2 tons per bogie wagon). Owner's risk	C plus 50%
Glass show-cases. Minimum, 1 ton per consignment. Any less weight will be charged Class C, double rate. Owner's risk	C plus 50%
Glassware, chinaware, or crockery, parcels containing As parcels, <i>see</i> Regulation 55	
Glass, window, packed. Owner's risk	C plus 50%

CLASSIFICATION—*continued.*

	Class
Glasses, looking, packed. If unpacked, Class C, double rate.	
Owner's risk	C plus 50%
Glassware, packed, not otherwise specified. Owner's risk ..	C plus 50%
Gliders, air. Minimum charge as for 15 cwt. per L wagon ..	C plus 50%
Glue, packed	D
Glue pieces and fleshings for gluemaking, packed	N
Go-carts, packed in cases, crates, matting, or in heavy brown paper and covered with hessian	C plus 50%
Go-carts, not otherwise specified	C. Double rate
Goats	M
Goat-skins .. .. .	..See Skins
Gold coin .. .. .	..See Regulation 65
Gold, manufactured or unmanufactured .. .. .	..See Regulation 65
Golden-syrup, packed	D
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. <i>Dangerous</i>	C. Double rate
Grain, phosphorized, in tins or drums hermetically sealed, consigned for destruction of rabbits or birds	D
Granite, dressed or polished	D
Granite, rough	N
Granite chips	E
Grass, brushmakers'	D
Grass, marram or tussock	F
Grates, packed in cases or crates. If loose, Class C plus 20%	C
Gravel	Q
Gravestones (carved figures), packed. If unpacked, Class C, double rate	C plus 50%
Gravestones, plain	D
Grease, lubricating	D
Greenstone, rough	D
Guano .. .. .	..See Regulation 86
Gum, kauri, dirty chip	E
Gunpowder. Owner's risk. <i>Dangerous</i>	C. Double rate
Guttering	C
Gypsum	E
Hair, raw, unprepared	D
Hams, packed in bags or cases. If loose, Class C	D
Handles, wooden, packed, consigned direct from factory ..	D
Hares, dead, not otherwise specified <i>See also</i> Regulation 57	C
Hares, dead. Minimum quantity per four-wheeled wagon, 2 tons, consigned to freezing-works	D
Hares, dead, frozen for export. The charges computed at this rate may be reduced by 20 per cent. in any case where the Department is satisfied that the hares have been conveyed by rail to the freezing-works	C
Harmoniums, packed. If unpacked, Class C, double rate ..	C plus 50%
Harness, packed. If unpacked, Class C plus 20%	C
Harrows, chain or tine .. .. .	..See Implements
Harrows, disc .. .. .	..See Implements
Hats, packed	C. Double rate
Hay, pressed or unpressed. (Loose hay will not be accepted for carriage)	Q
Haystack-covers, tin, packed	D
Hemp, in bales, dressed, pressed. If unpressed, Class D plus 12½%. (Loose hemp will not be accepted for carriage) ..	D less 25%
Hessian, not otherwise specified, packed	C
Hessian consigned to forestry companies for use in plant nurseries	D
Hessian, jute, or twill, in bales, for the manufacture of bags or sacks	E
Hessian, stockinette, and suchlike materials, in bales, consigned to frozen-meat companies for the manufacture of coverings for frozen meat	D
Hides, green, salted, or dried	D
Honey, extracted, packed	D
Honey, section, packed	C
Hoofs	D
Horns, unprepared	D
Horses .. .. .	..See Regulation 81
Hounds .. .. .	..See Regulation 61
House-blocks, split	Q
House-blocks, sawn (not exceeding 5 ft. in length)	Q
Household removals .. .. .	..See Regulation 94
Hubs, wooden, in the rough	C plus 20%
Hurdles, iron or wood	D
Husks, grain	D
Hydra silicate of alumina, raw	F
Hydro-carbon for rabbit-extermination. Owner's risk. <i>Dangerous</i>	Q
Ice, unpacked	C
Ice, packed, not otherwise specified	C plus 20%
Ice, minimum quantity 4 tons per consignment	D
Ice-cream or ice-cream mix, packed	N
Ice-cream cones, packed	D
	C plus 20%

CLASSIFICATION—continued.

	Class
Images, marble, packed. If unpacked, Class C, double rate ..	C plus 50%
Implements, agricultural, unassembled, packed ..	C
Implements, agricultural, assembled, not otherwise specified ..	C plus 20%
Implements, agricultural, assembled, as under :—	
Chaffcutters	C
Clod-crushers	C
Harrow, chain or tine	C
Mowers, packed	C
Presses, hay, straw, or wool	C
Reapers and binders, minimum, 1 ton per machine ..	C plus 20%
Rollers, field, garden, or road	C
Incubators	C plus 50%
Insecticide, packed	D
Instruments, musical, not otherwise specified, packed. If	
unpackd, Class C, double rate	C plus 50%
Instruments, scientific and other, not otherwise specified,	
packed	C plus 50%
Iron or steel, as under :—	
Anchors and chain cables	D
Angle, bar, rod, hoop, sheet, or plate, not prepared in any	
way, not otherwise specified	D
Angle, bar, rod, hoop, sheet, or plate, manufactured, not	
otherwise specified	C
Anvils	D
Bar, not prepared in any way, not otherwise specified ..	D
Bearers, and firebars	D
Boilers, washing or kitchen	C plus 50%
Boiler-frames, cast iron, washing or other open, with or	
without copper boiler	C
Boiler flues or funnels	C plus 50%
Boiler-tubes, old, for fencing or for use as telephone-poles	N
Boot-plates (toe and heel) and shanks, packed, consigned	
direct ex factory	D
Buckets, mining or dredging	D
Cables, chain	D
Castings or forgings, rough and not machined or polished	D
Chain, cable	D
Chain, other than cable	C
Chimneys, galvanized or sheet iron	C plus 50%
Chimney tops or cowls	C
Clips or seals for fastening hoop-steel strappings ..	D
Corrugated, galvanized, in cases or crates, or securely	
packed in bundles. If loose, Class C	D
Crow-bars	D
Cylinders, bridge, in pieces	D
Downpipe, galvanized	C plus 50%
Droppers, fencing, in bundles. If loose, Class C ..	D
Fencing, patent, not otherwise specified	D
Firebars and bearers	D
Fish-bolts and fish-plates, fastenings for iron rails ..	N
Flues or pipes for fireplaces	C plus 50%
Forgings or castings, rough and not machined or polished	D
Furnace-doors	D
Galvanized, corrugated, in cases or crates, or securely	
packed in bundles. If loose, Class C	D
Gates, house or garden	C
Gates, field, set up or in pieces	D
Grates	C
Hoop, not prepared in any way, not otherwise specified	D
Hoop, strapping, packed	D
Hurdles	D
Links, bucket, for mining or dredging	D
Monkeys, pile-driving	D
Ore	Q
Pig	N
Pile-shoes	D
Piles	D
Plates, not prepared in any way	D
Poles, whole or in sections	D
Rails, and fastenings for same, old or new, not otherwise	
specified	N
Rails, old, for scrap	Q
Rims for wheels (cart, dray, wagon, or carriage), un-	
manufactured	D
Rod, not prepared in any way	D
Scrap	Q
Seals or clips for fastening hoop-steel strappings ..	D
Sheet, not prepared in any way	D
Shoes, pile	D
Skylight-frames, galvanized	C plus 50%
Standards, fencing, in bundles. If loose, Class C ..	D
Stove-pipes	C plus 50%
Strainers, fencing	D
Tubes, boiler, old, for fencing, or for use as telephone-	
poles	N
Iron, nitrate of. Owner's risk. <i>Dangerous</i>	C. Double rate
Iron, oxide of, crude, to be used for manufacturing or gas-	
purifying purposes	N
Iron, oxide of, spent, to be used for weed-killing purposes ..	F
Iron, perchloride of. Owner's risk. <i>Dangerous</i>	C. Double rate

CLASSIFICATION—*continued.*

	Class
Jadoo, hydraulic- or steam-pressed, packed in bales ..	D
Jewellery .. .. .	.. See Regulation 65
Jute, in bales, for the manufacture of bags or sacks ..	E
Kainit, or "Manure Salts," to be used as or in connection with the manufacture of artificial manure	
	See Regulation 86
Kale-seed	E
Kapok, in bales	D
Karilac, packed	C plus 50%
Karilac, packed	D
Kauri-gum, dirty chip	D
Kerosene, in bulk, in owner's tank-wagons. Except as otherwise provided tank-wagons must be loaded to the full carrying-capacity. In the case of three-compartment tank wagons the Department will accept these wagons for transport with the two end compartments fully loaded and the centre compartment empty, or the two end compartments empty and the centre compartment loaded. When a three-compartment tank-wagon is not fully loaded the minimum load to be charged for will be 4,000 gallons	C less one-eleventh
Kerosene, packed, in cases, or drums	C
Kerosene in naked tins. Minimum quantity, 400 tins per consignment (consignments under 400 tins will not be accepted for transit). Owners to load and unload ..	C
Kieselghur (used in the manufacture of rennet), packed ..	D
Konakis	As Sledges
Konka-boards	N
Kumeras grown in New Zealand, Cook Islands, or Niue, packed	E
Kumeras, not otherwise specified, packed	D
Ladders (measurement to be taken over extreme dimensions as if solid)	
	K
Lamp-cases, hall and street, loose	C. Double rate
Lamps and lampware, not otherwise specified, packed. Owner's risk	C plus 50%
Lard, packed	D
Laths, minimum quantity per truck as per Regulation 75 (measurement to be calculated per bundle)	K
Laundry in bags or hampers, not otherwise specified ..	D
Laundry in bags or hampers when forwarded from the original receiving station to the original forwarding station after being laundered. The charges at this rate will be reduced by 15%	D
Lead, pig, sheet and pipe	D
Lead, scrap. Owners to load and unload	C less 50%
Lead seals, packed	D
Leather shavings, for manufacture of manure	E
Leather and rubber cuttings and parings (waste) consigned to New Zealand leather-rubber factories	N
Lentils, packed	E plus 50%
Library exchanges .. .. .	.. See Regulation 59
Lime (gas-refuse)	F
Lime, not otherwise specified	Q
Lime, for manuring farm-lands .. .. .	.. See Regulation 90
Lime salts. Minimum quantity, 6 tons per consignment; any less quantity will be charged at such minimum or at the rates specified for stock-lick	E
Lime-wash (a mixture of white lime and water), packed in drums	D
Limestone	Q
Limonite	N
Linseed	E
Linseed cake for stock-foods. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Linseed straw, consigned direct to paper-mills	N
Liquids, bleaching. Owner's risk. <i>Dangerous</i>	C. Double rate
Lithyte. Owner's risk. <i>Dangerous</i>	C. Double rate
Live-stock or poultry foods, not otherwise specified. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Locomotive engines, running on their own wheels	See Regulation 104
Logs	K
Logwood	D
Looking-glasses, packed. If unpacked, Class C, double rate. Owner's risk	C plus 50%
Luggage, personal effects, not otherwise specified	C
Luggage, left .. .. .	.. See Regulation 50
Luggage, passengers' .. .. .	.. See Regulation 44
Luggage and samples, commercial travellers'	See Regulation 47
Luggage, scenery, and effects, theatrical companies'	See Regulation 48

CLASSIFICATION—continued.

	Class
Machinery and machines, not otherwise specified	C
Machinery and machines, as under :—	
Agricultural See Implements	
Boring, for use in connection with mining or prospecting operations	D
Churns, not otherwise specified	C plus 50%
Churns, used in dairy-factories	C
Fire-fighting appliances on wheels, including motor fire-engines, ladders, and reels. Minimum charge as for two- or four-wheeled vehicles as the case may be (Regulation 83)	C
Mining (for use in mining operations in New Zealand), exclusive of pipes and fluming and consumable stores ..	D
Presses, hay, straw, or wool	C
Pumps, petrol, with glass reservoir totally or partially exposed	C plus 50%
Pumps, petrol, with glass reservoir securely packed ..	C plus 20%
Sewing, loose As parcels, see Regulation 55	
Typewriters, duplicating and addressing machines, loose As parcels, see Regulation 55	
Magnesite	E plus 50%
Magnesite ore	N
Maize	E
Malt	E
Malt screenings	E
Manganese-ore	N
Mangolds	Q
Mantlepieces	C plus 20%
Manures, artificial, and raw materials for the manufacture of artificial manures, as under .. See Regulation 86	
Ammonia, sulphate of	E
Basic slag, packed	E
Bones	E
Bonechar, packed	E
Bonedust, packed	E
Cyanamide fertilizer	E
Guano	E
Kainit	E
Manure salts	E
Muriate of potash	E
Phosphate rock, ground	E
Phosphate rock	E
Potash, sulphate or muriate of	E
Soda, nitrate of	E
Sulphur for manufacture of acid or manure	E
Sulphate of iron	E
Manuka wood, in lengths not exceeding 6 ft., for the manufacture of handles	Q
Manures, street, stable, or farmyard	F
Marble chips	E
Marble images, and other similar marble goods, packed. If unpacked, Class C, double rate	C plus 50%
Marble for manufacture of grave-stones, &c.	D
Marble, polished, packed, not otherwise specified. If unpacked, Class C plus 50%	C
Marble, rough blocks	N
Marrows, vegetable	E
Matches, packed. Owner's risk. <i>Dangerous</i>	C
Mattresses, wire, woven or link, whole or in parts, packed. If unpacked, Class C plus 50%	C plus 20%
Mattresses containing kapok, wool, tow, or suchlike material, packed in cases or crates or securely wrapped in scrim or brown paper. If unpacked, Class C, double rate	C plus 50%
Meals, not otherwise specified	D
Meals (barley, bean, linseed, lucerne-seed, pea, maize, rye, and whole), packed in bags	E
Meat, beef, veal, mutton, lamb, pork, frozen or chilled, for export	C
<p>The charges computed at this rate may be reduced by 30 per cent. on beef and veal, and 20 per cent. on mutton, lamb, and pork in any case where the Department is satisfied that the meat has been produced from animals conveyed by rail to the freezing-works, that the whole of the products and by-products of the freezing-works (whether disposed of under conditions whereby the ownership passes to a purchaser or other transferee on the premises of the works or elsewhere) are transported by rail, and that the persons having the control or management of the works do not transport goods or cause goods to be transported by means other than the railway, provided always that in determining any question arising out of these provisions the Department will take into consideration the question of whether the transport by rail of any such goods or animals is not reasonably practicable for the persons concerned in each case.</p>	
Merry-go-rounds	C plus 20%
Metal ash	Q
Metal, road	Q
Metal, scrap, not otherwise specified. Owners to load and unload	C less 50%

CLASSIFICATION—*continued.*

	Class
Metal type for remelting	D
Military equipment (exclusive of aeroplanes, ammunition, or explosives of any description), including clothing, guns, gun-carriages, machine guns, rifles, stores, uniforms, wagons, and other incidentals	C
Milk and humanized milk <i>See Regulation 58</i>	
Milk, preserved or dried, packed, not otherwise specified ..	C
Milk, preserved or dried, packed, consigned direct by rail from factories. Minimum quantity per consignment, 10 cwt.	D
Milk, preserved, in milk-cans, consigned direct from factories <i>See Regulation 58</i>	
Milk-powder, manufactured from skim-milk	D less 25%
Millet	D
Millet seed	D
Millinery, packed	C. Double rate
Mineral waters, bottled, packed, or in jars or bulk	D
Mining machinery and plant, for use in mining operations in New Zealand, exclusive of pipes, fluming, and consumable stores	D
Mining-props, hewn, and mining-caps, hewn, for use in conjunction with props	F
Mirrors, packed. If unpacked, Class C, double rate. Owner's risk	C plus 50%
Models, wax	C plus 50%
Molasses for feeding stock or for use in the manufacture of stock-foods	E
Molasses, not otherwise specified	D
Money <i>See Regulation 65</i>	
Monkeys, pile-driving	D
Monobel. Owner's risk. <i>Dangerous</i>	C. Double rate
Moss, green, in bags or bales	D less 25%
Moss, not otherwise specified, hand-pressed, packed in bags or bales	C
Moss, not otherwise specified, hydraulic or steam pressed, packed in bales	D
Motor-boats <i>See Boats, motor</i>	
Motor-body hoods, unfoldable. Minimum charge as for 5 cwt. per hood	C. Double rate
Motor-body hoods, folded	C plus 50%
Motor buses, unpacked. Minimum charge as for motor-vehicles (Regulation 83)	C
Motor-cars or motor-chassis, in cases. Minimum load, 15 cwt. per four-wheeled wagon	C plus 50%
Motor-cars or motor-chassis, unpacked <i>See Regulation 83</i>	
Motor-car or motor-van bodies set up or in pieces, not otherwise specified. Minimum, 5 cwt. per body	C. Double rate
Motor-lorry trays and cabs	C plus 20%
Motor-van bodies, in pieces. Minimum load, 1 ton per four-wheeled wagon	C plus 50%
Motor-vehicles consigned to motor-wrecking establishments and certified for wrecking purposes only. Minimum load, 1 ton per four-wheeled wagon	D
Motor-car cases, in sections	D
Motor-trailers <i>See Trailers, motor</i>	
Motor-tractors	C
Mouldings, not otherwise specified, in cases or bundles ..	K
Mouldings, gilt and fancy, in cases or bundles	C plus 50%
Mowers <i>See Implements</i>	
Muriate of potash <i>See Regulation 86</i>	E
Mushrooms, fresh, grown in New Zealand <i>See Regulations 56 and 85</i>	
Musical instruments, not otherwise specified, packed. If unpacked, Class C, double rate	C plus 50%
Mutton-birds, preserved	D
Myrobolans	D
Myrbane, oil of (not to be loaded in same wagon as chlorate of potash)	C
Naphtha, not otherwise specified. Owner's risk. <i>Dangerous.</i> As Benzine	D
Naphthaline, crude	D
Naval equipment (exclusive of aeroplanes, ammunition, or explosives of any description), including clothing, guns, gun-carriages, machine guns, rifles, stores, uniforms, wagons, and other incidentals	C
Naves, wooden, undressed	D
Netting, wire	D
Newspapers <i>See Regulation 64</i>	
Newspapers, old, in bundles, for packing or wrapping, or for waste	N
Newsprint, packed <i>See Paper</i>	
Nitrolim, packed	E
Nuts, edible, not otherwise specified	C plus 20%
Nuts, coco, packed, not otherwise specified	C
Nuts (including coconuts), grown in New Zealand, Cook Islands, or Niue, fresh, packed <i>See Regulations 56 and 85</i>	

CLASSIFICATION—*continued.*

	Class
Oat-dust	E
Oats	E
Oats, crushed	E
Oats, phosphorized, in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
Oatmeal, packed in cartons	D
Oatmeal, packed in bags or sacks	E
Offal refuse for manufacture of manure, in drums, tanks, or other approved containers. Minimum quantity, 2 tons per four-wheeled wagon	N
Oil-cake. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Oil, crude residual or fuel, not otherwise specified	C
Oil, crude residual or fuel. Minimum quantity, 2 tons	D
Oil, crude residual or fuel, in bulk in the Railways Department's tank wagons. Such tank wagons to be loaded to their full carrying-capacity	C
Oil, crude residual or fuel, in owner's tank wagons. Such tank wagons to be loaded to their full carrying-capacity	D
Oil, crude, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	D less 25%
Oil, gas. Minimum quantity, 2 tons	D
Oil, gas, not otherwise specified	C
Oil of myrbane (not to be loaded in same wagon as chlorate of potash)	C
Oil, packed, not otherwise specified	C
Oil, shale or lubricating, direct from factory. Minimum quantity, 4 tons	D less 25%
Oil, tar, not otherwise specified	D
Oil, tar, direct from factory, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	N
Oil, tar, consigned direct from factory, not otherwise specified. Minimum quantity, 5 tons per consignment	D less 25%
Onions	E
Organs, packed. If unpacked, Class C, double rate	C plus 50%
Ore, copper, iron, and other, not otherwise specified	Q
Ore, magnesite or manganese	N
Ostriches, living	M
Ova, trout and salmon, for acclimatization purposes	D
Ovens, baker's, including doors, tubes, bars, and equipment incidental thereto. Minimum quantity, 4 tons per consignment	D
Ovens, not otherwise specified	C
Oxide of iron, crude, to be used for manufacturing or gas-purifying purposes	N
Oxide of iron, spent, to be used for weed-killing purposes	F
Oysters and other shell-fish, under 2 tons per consignment, packed	D
Oysters and other shell-fish. Minimum quantity, 2 tons per consignment, packed	C less 50%
Oysters and other shell-fish, fresh, without shell, packed	C
Oyster-shells, packed, for manufacture of manures or grit	E
Oyster-shells, pulverized, to be used for agricultural purposes	Q
Paper, waste	N
Paper-bags, not otherwise specified	C
Paper-bags, consigned direct by rail from paper-mills, for distances not exceeding 350 miles. Minimum quantity, 10 cwt. per consignment	D less 25%
Paper-bags, consigned direct by rail from paper-mills for distances beyond 350 miles. (Minimum rates as Class D less 25% for 350 miles.) Minimum quantity, 10 cwt. per consignment	D less 33½%
Paper-bags, packed. Minimum quantity, 5 cwt. per consignment	D
Paper, packed, not otherwise specified	C
Paper, newsprint, not otherwise specified	D
Paper, consigned direct by rail from paper-mills for distances not exceeding 350 miles. Minimum quantity, 10 cwt. per consignment	D less 25%
Paper, consigned direct by rail from paper-mills for distances beyond 350 miles. (Minimum rates as Class D less 25% for 350 miles.) Minimum quantity, 10 cwt. per consignment	D less 33½%
Paper, packed, not otherwise specified. Minimum quantity, 5 cwt. per consignment	D
Paper, soap and butter wrapping or parchment, the latter for lining packages, packed	D
Parcels, left <i>See Regulation 51</i>	
Parsnips	E
Patent fencing, steel wire and lathwood	D
Pearl barley	E plus 50%

CLASSIFICATION—*continued.*

	Class
Peas, dried or parched, whole or crushed	E
Peas, green, in pods, grown in New Zealand	E
<i>See Regulations 56 and 85</i>	
Peas, split, packed	E plus 50%
Peat	Q
Pebbles, flint, for mining purposes	N
Pegs, surveyor's	D
Pelts, green or limed, in bags or casks	D
Pelts, limed, loose. Minimum quantity, 2 tons per consignment. Owners to load and unload	D
Pentoxide of arsenic (weed-killer)	D
Perambulators, packed in cases, crates, matting, or in heavy brown paper and covered with hessian. If unpacked, Class C, double rate	C plus 50%
Perambulator-wheels As parcels, <i>see</i> Regulation 55	C less 50%
Pewter, scrap. Owner's to load and unload	C less 50%
Phosphate rock <i>See</i> Regulation 86	E
Phosphorized grain packed in double bags with "POISONED GRAIN" printed thereon in 3 in. letters. <i>Dangerous</i>	C. Double rate
Phosphorized grain, in tins or drums, hermetically sealed, consigned for destruction of rabbits or birds	D
Phosphorus, not otherwise specified. Owner's risk. <i>Dangerous</i>	C. Double rate
Phosphorus, for <i>bona fide</i> use as a rabbit-exterminator. Owner's risk. <i>Dangerous</i>	D
Pianos, packed. If unpacked, Class C, double rate	C plus 50%
Pictures	C. Double rate
Picture-films in metal containers. Owner's risk. <i>Dangerous</i>	C
Picture-frames, packed. If loose, Class C, double rate	C plus 50%
Pigs <i>See</i> Regulation 76	M
Pigeons, homing <i>See</i> Regulation 60	
Pigeons, living, in crates or cases	C
Pile-boards, for use in connection with the smelting of iron	F
Pile-shoes	D
Piles, stone, rough	Q
Piles, reinforced-concrete	N
Piles, iron, cast or wrought	D
Pipeclay, packed	D
Pipes, steel or iron, not otherwise specified	C
Pipes, drain, concrete or earthenware	N
Pipes, unglazed earthenware, flangeless, drain (field pipes)	Q
Pipes, copper or brass	C
Pipes, iron or steel; steel, concrete lined; or asbestos cement; also fittings for same; for gas, water, or to be used in the manufacture of fences or gates	D
Pipes and fluming, iron or steel, for mining or irrigation purposes	D
Pitch, not otherwise specified	D
Pitch, mineral, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	D less 25%
Plaster, not otherwise specified	D
Plaster, fibrous, loose, ornamental. Minimum quantity, 4 tons per four-wheeled wagon, 8 tons per bogie wagon. Owner's risk	C
(All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, Class C plus 50% will be charged.)	
Plaster, fibrous, loose, ornamental. Minimum quantity, 1 ton per four-wheeled wagon. Owner's risk	C plus 50%
(All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, Class C, double rate, will be charged.)	
Plaster, fibrous, ornamental, packed in cases or crates	C
Plaster, fibrous, plain, used for inside lining of buildings, loose, not otherwise specified	C
Plaster, fibrous, plain, used for inside lining of buildings, packed in cases or crates	D
Plaster, fibrous, plain, used for inside lining of buildings, loose, minimum quantity 4 tons per four-wheeled wagon. Owners to load and unload	D
Plaster-of-paris, packed	C
Plaster-of-paris ornaments, hollow. Owner's risk	C. Double rate
Plaster-of-paris ornaments, solid, packed. Owner's risk	C
Plate, gold and silver <i>See</i> Regulation 65	
Plate-glass, packed. (If conveyed in a special wagon, minimum load, 2 tons per bogie wagon). Owner's risk	C plus 50%
Ploughs <i>See</i> Implements	
Plunket emulsion and Karilac, packed	D
Poles, hop	Q
Poles, reinforced-concrete	N
Poles, steel or iron, whole or in sections	D
Pollard	E
Pollard, phosphorized, in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
Posts, fencing, concrete	N
Posts, including strainers and stays, fencing, hewn or sawn, not exceeding 10 ft. in length	Q

CLASSIFICATION—*continued.*

	Class
Potash, chlorate of (not to be loaded in same truck as oil of myrbane)	C
Potash, sulphate or muriate of	E
Potatoes	E
Potatoes, desiccated	C
Poultry-spice, not otherwise specified	D
Poultry-spice. Minimum quantity, 4 tons per consignment..	E plus 50%
Powder, blasting. Owner's risk. <i>Dangerous</i>	C. Double rate
Presses, hay, straw, or wool	C
Precious stones	See Regulation 65
Pressed tankage for fertilizer	N
Printing metal for remelting	D
Props, clothes, dressed timber	D
Props, clothes, undressed timber	F
Props, mining, hewn, and caps, hewn, to be used in conjunction with the props	F
Pudrolithe. Owner's risk. <i>Dangerous</i>	C. Double rate
Pumice building-blocks	P
Pumice panels, flags, or beams	N
Pumice-stone, not otherwise specified	Q
Pumice-stone, packed and consigned for shipment (including use of railway tarpaulins)	Q
Pumpkins	E
Pumps, petrol, with glass reservoir totally or partially exposed. Owner's risk	C plus 50%
Pumps, petrol, with glass reservoir securely packed	C plus 20%
Pumps, hand or power, not otherwise specified	C
Pungas	Q
Punga dust, packed	E
Punnetts, fruit, packed	C
Punts or flatties not exceeding 12 ft. in length or 1½ cwt. in weight will be charged as for a minimum weight of 10 cwt. per consignment	C plus 20%
Punts or flatties exceeding 12 ft. in length or 1½ cwt. in weight will be charged as for a minimum weight of 1 ton per consignment	C
Puppies, in crates or baskets	See Regulation 61
Push-chairs, folding, packed in cases, crates, matting, or in heavy brown paper and covered with hessian	C plus 50%
Push chairs, folding, loose	C. Double rate
Pyridine. Owner's risk. <i>Dangerous</i>	C. Double rate
Pyrites	Q
Quartz and quartz tailings	Q
Rabbits, dead, not otherwise specified	C
Rabbits, dead. Minimum quantity per four-wheeled wagon, 2 tons, consigned to freezing-works	D
Rabbits, dead, frozen for export. The charges computed at this rate may be reduced by 20 per cent. in any case where the Department is satisfied that the rabbits have been conveyed by rail to the freezing-works	C
Rabbits, living, in cases, crates, or hampers	C plus 50%
Rackarock. Owner's risk. <i>Dangerous</i>	C. Double rate
Radio sets, packed. If unpacked, Class C, double rate	C plus 50%
Rafts. Minimum charge, 1 ton per four-wheeled wagon. When a bogie or check-wagon is used a charge as for a check-wagon will be made	C plus 20%
Rags, in bales or bundles	N
Rails, iron and steel, and fastenings for same, old or new, not otherwise specified	N
Rails, iron, old, for scrap	Q
Rape-seed	E plus 50%
Raupo, in bundles	D
Reapers-and-binders	See Implements
Reels, life-saving	D
Refrigerating machinery for use in freezing-plants in New Zealand	C
Refrigerators, not otherwise specified, packed	C plus 50%
Refrigerators, in sections, packed. Minimum quantity, 1 ton per consignment; any less quantity, Class C plus 50%	C
Rennet, consigned direct by rail from factory	D
Resin	D
Restar, not otherwise specified	D
Restar, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment	N
Retorts, not otherwise specified	C
Retorts, clay, direct ex factory. Minimum quantity, 5 cwt. per consignment	D
Rice	D
Rims for wheels (cart, dray, wagon, or carriage), unmanufactured	D
Road-metal	Q

CLASSIFICATION—*continued.*

	Class
Road-smoothing preparations, plant mixed, consisting of sand, fine gravel, and not more than 10 per cent. of oils and/or bitumen	P
Road surfacing or sealing preparations not otherwise specified	D
Roburite. Owner's risk. <i>Dangerous</i>	C. Double rate
Rock-salt	E
Rollers, field, garden, or road <i>See Implements</i>	
Roofing-slates, asbestos or slate	N
Root, chicory	E
Rope, hemp, old	N
Rubber, second-hand or waste	D
Runners, or bungs, pig, sheep, or cattle, not prepared as casings, in casks, tubs, crates, or cases	D
Rye	E
Sackett plaster board, packed	D
Sacking, old, for papermaking	N
Sacks, hessian, jute, or twill, loose, not otherwise specified	C
Sacks, hessian, jute, or twill, loose. Minimum quantity, 6 tons per four-wheeled wagon. Owners to load and unload	E
Sacks, hessian, jute, or twill, packed, in bags, bales, or bundles	E
Saddlery, packed. If loose, Class C, plus 20%	C
Safes, bread or milk	C plus 50%
Safes, meat, not otherwise specified	C plus 50%
Safes, meat, concrete	C
Sago	D
Salmon ova and fry, for acclimatization purposes	D
Salt, common, not otherwise specified, in bags	E plus 50%
Salt, table, in tins, bottles, or cartons	D
Salt for agricultural or pastoral purposes	E
Salt-rock	E
Salts, Glauber's (sodium sulphate)	D
Samples for commercial travellers <i>See Regulation 47</i>	
Sand	Q
Sashes, window, glazed, packed. If unpacked, Class C, plus 50%. Owner's risk	C
Sausage-meat, containing rice, seasoning, &c.	D
Sausage-meat made from ground wheat only	E
Sawdust in bags	F
Scale boards, packed in bundles, not otherwise specified	D
Scale boards, packed in bundles, to be used in the packing of cheese which is to be forwarded by rail	D less 25%
Scenery, theatrical <i>See Regulation 48</i>	
Scheelite	N
Scoria	Q
Scrap aluminium, brass, copper, lead, pewter, tin, or zinc. Owners to load and unload	C less 50%
Scrap iron	Q
Scrim, consigned to forestry companies for use in plant nurseries	D
Seagrass articles, as basketware <i>(See also Furniture)</i>	
Seals or clips for fastening hoop steel strappings	D
Seals, lead, packed	D
Seats or desks, church and school, packed. If unpacked, Class C, plus 50%	C
Seats, garden, concrete	D
Seats, theatre chair, not set up, in minimum consignments of 1 ton—	
Seats and backs	C plus 50%
Cast-iron frames (castings and rods)	C
Seats, not otherwise specified, packed in cases or crates or securely tied in bundles. If unpacked, Class C plus 50%	C
Seaweed, edible, packed	D
Seaweed, in bulk	Q
Seed, annatto	D
Seed, bird	C
Seed, charlock, for use in the manufacture of poultry and bird foods	E
Seeds, for crushing for oil	E
Seeds, not otherwise specified	C
Seeds, turnip, clover, cow-grass, lucerne, chou moellier, man-gold, millet, and kale	D
Seeds, grass, not otherwise specified	E plus 50%
Seeds, blue lupin	E
Seed, rape	E plus 50%
Seed, sorrel, for use in the manufacture of stock and poultry foods	E
Seeds, returning from seed-cleaning establishments	
<i>See Regulation 89</i>	
Sewing-machines, loose. As parcels <i>See Regulation 55</i>	
Shags' heads, consigned from country stations to acclimatization societies	D
Shale	N
Sharps, packed	E

CLASSIFICATION—continued.

	Class
Shavings, loose. Minimum quantity, 15 cwt. per four-wheeled wagon. Loose shavings must be securely protected by tarpaulins	C
Shavings, not otherwise specified, packed	C
Shavings, leather, for manufacture of manure	E
Sheep	M
Sheep-daggings	E plus 50%
Sheep-skins See Skins	
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
Shells, not otherwise specified, loose or packed in bags	E
Shells, ornamental	C
Shingle, not otherwise specified	Q
Shingle, tarred	N
Shingles. Maximum charges as for Class C plus 50%	K
Shooks, packed in bundles, not otherwise specified (the charges not to exceed those computed at the rate for Class K)	D
Shooks for the manufacture of cheese-crates which when full are to be forwarded by rail (the charges not to exceed those computed at the rate for Class K)	D less 25%
Shooks, for manufacture of fruit-cases .. See Regulation 91	
Shooting-galleries	C plus 20%
Shop-fittings such as shelves or counters, but excluding glass show cases	C plus 50%
Sheets, asbestos See Asbestos	
Show-cases, glass. Minimum, 1 ton per consignment; any less weight will be charged Class C, double rate. Owner's risk	C plus 50%
Shrubs, cut for decorating purposes	D
Sieves	C plus 50%
Signs, electric, display, packed in cases or crates. Owner's risk	C plus 50%
Signs, electric, display, not otherwise specified. Minimum quantity, 15 cwt. per four-wheeled truck, and 30 cwt. per bogie truck. Owner's risk. Owners to load and unload	C plus 50%
Silicate of soda, packed	D
Silo blocks, concrete	N
Silver coin See Regulation 65	
Silver, manufactured or unmanufactured .. See Regulation 65	
Skim-milk powder	D less 25%
Skins, sheep, calf, goat, or deer, green, salted, or dried, in bundles	D
Skins, calf, packed in casks	D
Skins, sheep, calf, goat, or deer, green, salted, or dried, loose. Owners to load and unload. If loaded or unloaded by Department, Class C	D
Skins, sheep, calf, goat, or deer, in bales	H
Skylight-frames, galvanized iron	C plus 50%
Slabs and door-frames made of concrete to be used in the construction of silos	N
Slabs, concrete, for paving purposes	N
Slabs, cork	C plus 50%
Slag, basic, packed See Regulation 86	
Slates, asbestos, roofing	N
Slates, roofing	N
Sledges	C plus 20%
Sleepers	Q
Soap, wool-scouring, in drums or tins	D
Soap, packed, consigned for shipment beyond the Dominion	D
Soap-wrappers, packed	D
Soda-ash	D
Soda, caustic, not otherwise specified, packed	C
Soda, caustic, packed, minimum quantity, 2 tons per consignment	D
Soda crystals, or washing, packed	D
Soda, nitrate of See Regulation 86	
Soda, silicate of, packed	E
Soot, in bags	E
Sorrel-seed, for use in the manufacture of stock and poultry foods	E
Sponges, packed	C. Double rate
Spokes and felloes, wooden, undressed	D
Stags' heads, mounted or unmounted	
As parcels, see Regulation 55	
Stakes, fencing, hewn or sawn, not exceeding 6 ft. in length	Q
Stakes, tomato	Q
Stamps See Regulation 65	
Standards, iron, for fencing, in bundles. If loose, Class C	D
Staves prepared for casks	D
Steel See Iron or Steel	
Steel grit, packed	Q
Stereotype casts, consigned by or to newspaper-proprietors	
See Regulation 64	
Sterilizers, steam pressure disinfectors, consisting of concrete boiler frame and boiler for same	D
Stock-lick, not otherwise specified	D
Stock-lick. Minimum quantity, 4 tons per consignment	E plus 50%
Stone-crushers	C

CLASSIFICATION—*continued.*

	Class
Stones, flag, for paving	N
Stone, not otherwise specified, carved, for building purposes	C
Stone, not otherwise specified, kerb or dressed	N
Stone, piles, rough	Q
Stone, pumice, not otherwise specified	Q
Stone, pumice, packed. Consigned for shipment (including use of railway tarpaulins)	Q
Stone, rough, not otherwise specified	Q
Stout, bottled, packed in cases or in jars, or bulk. If in paper packages or in sacks, Class C plus 20%	D
Stovepipes	C plus 50%
Strainers, iron, for fencing	D
Straw, pressed or unpressed. (Loose straw will not be accepted for carriage)	F
Straw, flax. (Loose flaxstraw will not be accepted for carriage)	F
Straw, linseed, consigned direct to paper-mills	N
Strawboard, packed	D
Straw envelopes, for protecting bottles	D
Straps and stirrups, steel wire, for use in reinforced-concrete work	D
Stretchers, wire, packed. If loose, Class C, plus 50%	C plus 20%
Strychnine, for use as rabbit-exterminator	D
Sugar, packed	D
Sulkies, racing <i>See Regulation 55</i>	
Sulkies, in pieces, packed	C plus 50%
Sulphate of alumina, for water-purification purposes	E plus 50%
Sulphate of ammonia <i>See Regulation 86</i>	E
Sulphate of copper. Minimum quantity, 5 cwt. per consignment, packed	D
Sulphate of copper, packed, not otherwise specified	C
Sulphate of iron, packed for use as a fertilizer <i>See Regulation 86</i>	E
Sulphate of iron, packed, not otherwise specified	D
Sulphate of potash <i>See Regulation 86</i>	E
Sulphate of sodium, packed	D
Sulphur, chloride of. Owner's risk. <i>Dangerous</i>	C. Double rate
Sulphur, for use as a blight specific, or to be used in the manufacture of blight specific. Minimum quantity, 5 tons per four-wheeled wagon	D less 25%
Sulphur, not otherwise specified	D
Sulphur, for the manufacture of acid or manure <i>See Regulation 86</i>	E
Supplejacks for basketmaking	N
Surveyors' pegs and trig. pipes	D
Syrup, golden, packed	D
Tables, billiard or bagatelle, packed. If loose, Class C, double rate	C plus 50%
Tags for frozen meat	D
Tailings, quartz	Q
Tails, raw, unprepared	D
Taipo. Owner's risk. <i>Dangerous</i>	C. Double rate
Tallow	C
Tankage pressed for fertilizer	N
Tanks, containing gas-water	D
Tanks, containing water	C
Tanks, copper supply, for hot-water services	C plus 50%
Tanks, steel, petrol storage	C plus 50%
Tanks, steel vacuum, for pumping plants	C plus 20%
Tanks, galvanized iron supply, for hot-water services, not exceeding 25 gallons capacity	C plus 50%
Tanks, galvanized iron supply, for hot-water services, exceeding 25 gallons, but not exceeding 50 gallons capacity, to be charged as 1 cwt. per tank; exceeding 50 gallons, but not exceeding 100 gallons capacity, to be charged as 2 cwt. per tank	C plus 50%
Tanks, steel, iron, or galvanized corrugated-iron, not otherwise specified, not exceeding 50 gallons capacity, to be charged as 1 cwt. per tank; exceeding 50 gallons, but not exceeding 100 gallons capacity, to be charged as 2 cwt. per tank	C plus 50%
Tanks, steel, iron, or galvanized corrugated-iron, not otherwise specified, exceeding 100 gallons, but not exceeding 400 gallons capacity, to be charged as 7 cwt. each tank, and each additional 100 gallons to be charged as 1 cwt., or at actual weight, whichever is the greater	C
(When tanks belonging to the same consignment are nested, each nested tank will be charged half the charge applicable to the outside tank. Where the size of a tank is such as to require the exclusive use of a four-wheeled wagon for its conveyance, the charge will be on actual weight (with a minimum charge as for 15 cwt.) at Class C, plus 50%.)	
Tanks, septic, concrete	D
Tanks, vacuum, for milking-machines (forwarded as separate consignment), packed. If unpacked, Class C plus 50%	C plus 20%
Tanks, water, concrete, empty	D

CLASSIFICATION—*continued.*

	Class
Tanks, wooden	C plus 20%
Tan-pit refuse	Q
Tapioca	D
Tares	E
Tar, not otherwise specified	D
Tar, direct from factory, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment ..	N
Tar, not otherwise specified. Minimum quantity, 5 tons per consignment	D less 25%
Tar-oil, not otherwise specified	D
Tar-oil, direct from factory. Minimum quantity, 5 tons per consignment	D less 25%
Tar, oil, direct from factory, consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of duly constituted local bodies. Minimum quantity, 5 tons per consignment ..	N
Tarred shingle	N
Terrazzo goods	<i>See Concrete</i>
Theatrical companies' luggage, scenery, and effects	<i>See Regulation 48</i>
Tiles, earthenware, field	Q
Tiles, earthenware, flooring	P
Tiles, roofing, concrete or earthenware	Q
Tiles, rubber flooring. Owner to load and unload	C
Tiles, earthenware, broken	Q
Tiles, plain, flooring, unglazed	D
Timber, not otherwise specified	K
Timber, not exceeding 6 ft. in length, consigned direct from sawmills to wood-wool factories to be manufactured into wood-wool (the charges not to exceed those computed at the rate for Class K)	C less 50%
Timber, Australian hardwood, exceeding 6 in. by 6 in. in breadth and thickness (or the equivalent) for sawn timber, 7 in. in diameter for round timber and in the case of either sawn or round timber exceeding 15 ft. in length ..	K plus 50%
Timber, short pieces not exceeding 6 ft. in length, off-cuts and mill slabs, consigned to box-making factories to be used exclusively in the manufacture of boxes or crates	Q
Timber, rimu, matai, and tawa, railed to ports in New Zealand for shipment to England, and rimu (merchantable grade only), matai, and tawa railed to ports in New Zealand for shipment to Australia. The charges computed at this rate will be reduced by 20 per cent.	K
Timber, short pieces not exceeding 6 ft. in length, consigned to ports in New Zealand for shipment to Australia or England. The charges computed at this rate will be reduced by 20 per cent.	K
Timber pole blocks, for use as strengthening supports for telegraph poles, not exceeding 10 ft. in length	Q
Timber, tawa, split in short pieces not exceeding 6 ft. in length, consigned to factories to be used exclusively for the manufacture of skewers	Q
Timber, three-ply	C
Tin plates, consigned to meat, fish-preserving, milk-condensing, dried-milk, or fruit-canning factories, packed	D
Tin, scrap. Owners to load and unload	C less 50%
Tinware	C plus 50%
Tins, empty (various)	<i>See Empties</i>
Tin haystack-covers, packed	D
Title-deeds	<i>See Regulation 65</i>
Tobacco-leaf, in bags	E
Tobacco-dust, for use as blight-destroyer	D
Tomato stakes	Q
Tow, dressed, pressed. If unpressed, Class D. (Loose tow will not be accepted for carriage)	E plus 50%
Toys, loose	C. Double rate
Toys, packed, not otherwise specified	C plus 50%
Toys, wooden, packed, consigned direct by rail from factories ..	C
Trailers or side-cars, cycle	<i>As parcels, see Regulation 55</i>
Trailers, motor, with bodies not exceeding 5 ft. 6 in. in length, 3 ft. 6 in. in width, 1 ft. in depth, and with wheels and pivot removed. Minimum charges as for 7½ cwt.	C plus 50%
Trailers, motor, not otherwise specified. Minimum charge as for 15 cwt.	C plus 50%
Where the size of a motor-trailer is such as to require the exclusive use of a four-wheeled wagon the minimum charge will be as for a four-wheeled carriage (Regulation 83)	
Tram-cars	C plus 50%
Traps, cesspit and yard	N
Treacle, packed	D
Trees in packages, not otherwise specified	C
Trees for afforestation purposes. Minimum quantity 5 tons per four-wheeled wagon. Owners to load and unload ..	D less 25%
Trolleys and trucks, road or rail. Minimum weight, 2 tons per consignment. Owners to load and unload	D
Trolleys and trucks, road or rail, not otherwise specified	C plus 20%

CLASSIFICATION—*continued.*

	Class
Troughs, drinking, concrete	D
Troughs, steel, for dipping pipes	D
Trout ova and fry, for acclimatization purposes	D
Trunks, empty, not "returned empties"	C plus 50%
Tubs, tin or other metal, or wooden	C plus 20%
Tubs, washing, concrete	D
Turf	Q
Turnips	Q
Tussock or marram grass	F
Twill, in bales, for the manufacture of bags or sacks	E
Twine, binder, packed in bales or sacks. If loose, Class C	D
Type, metal for remelting	D
Type set for reproducing purposes consigned by or to newspaper-proprietors .. .. .	.. See Regulation 64
Typewriters, loose, as parcels .. .. .	.. See Regulation 55
Valonia, packed	D
Vats, cream, freezing	C
Vats, cheese, and covers for same	C
Vats, not otherwise specified	C plus 50%
Vegetables, such as artichokes, beetroot, carrots, marrows, melons, onions (except spring onions), pumpkins, parsnips, and potatoes grown in New Zealand, Cook Islands, or Niue, packed	E
Vegetables, fresh, not otherwise specified, packed, grown in New Zealand, Cook Islands, or Niue .. .. .	.. See Regulations 56 and 85
Vegetables, fresh, imported, packed, not otherwise specified	D
Vegetables, dried, grown in New Zealand, packed	E plus 50%
Vegetables, preserved, packed, not otherwise specified	C
Vegetable refuse, in bags	Q
Vehicles, motor, consigned to motor-wrecking establishments and certified for wrecking purposes only. Minimum load, 1 ton per four-wheeled wagon	D
Veneer boxes, collapsed and tied in bundles	D
Veneers, packed in cases, crates, or bundles	C
Venetian red, packed, consigned to paper-mills	D
Ventilating or air bricks, concrete	P
Ventilators, not otherwise specified	C plus 50%
Vestas, packed. Owner's risk. <i>Dangerous</i>	C
Wagons, either set up or in pieces .. .. .	.. See Regulation 84
Wagons, empty, railway .. .. .	.. See Regulation 106
Wagons, express, either set up or in pieces, unpacked .. .. .	.. See Regulation 84
Wagons, express, either set up or in pieces, packed. Minimum load, 1 ton per four-wheeled wagon	C
Wagons or buses, motor, unpacked. Minimum charge as for motor-vehicles (Regulation 83)	C
Wall-board, such as Beaver-board, Fiberlic, Fibrous plaster, Cornell, Upson, Triumph Plaster, used for inside lining of buildings, loose, not otherwise specified	C
Wall-board, such as Beaver-board, Fiberlic, Fibrous plaster, Cornell, Upson, Triumph Plaster, used for the inside lining of buildings, packed in cases, crates, or reinforced-paper envelopes	D
Wall-board, such as Beaver-board, Fiberlic, Fibrous plaster, Cornell, Upson, Triumph Plaster, used for the inside lining of buildings, loose. Minimum quantity, 4 tons per four-wheeled wagon. Owners to load and unload	D
Washing-soda	D
Washing-tubs, concrete	D
Waste, cotton, and other fibrous materials for papermaking	N
Watches, packed .. .. .	.. See Regulation 65
Water, distilled in jars	D
Water, in tanks	C
Water, gas, in tanks or casks, not otherwise specified	D
Water, gas, minimum quantity, 5 tons per consignment	N
Water, lime	D
Waters, aerated or mineral, bottled, packed or in jars or bulk	D
Wax models	C plus 50%
Weed-killer, packed	D
Wheat	E
Wheatmeal, packed	E
Wheat-protector	D
Whey-powder, packed	D
Wickerware, not otherwise specified. As Basketware (See also Furniture) .. .. .	.. See Regulation 84
Willows, green	N
Willows, in bundles, not otherwise specified	D
Window-glass, packed. Owner's risk	C plus 50%

CLASSIFICATION—*continued.*

	Class
Window-sashes, glazed, packed. If unpacked, Class C plus 50%. Owner's risk	C
Wine butts, pipes, or vats, empty (not "returned empties") ..	C plus 50%
Wine, manufactured from fresh fruit grown in New Zealand, bottled, packed, or in jars or bulk	D
Wine, not otherwise specified, bottled, packed, or in jars or bulk	C
Wire, binding	D
Wire, iron, plain or galvanized, plain fencing, or for reinforced-concrete work, in bundles	D
Wire netting	D
Wire stretchers, packed. If loose, Class C plus 50% ..	C plus 20%
Wireless sets, packed, if unpacked, Class C, double rate ..	C plus 50%
Wires, packed, for stretching and drying rabbit-skins ..	D
Wood-ash	Q
Wood-preservative	D
Wood pulp in bales for the manufacture of paper	N
Wooden tanks	C plus 20%
Woodenware, buckets, tubs, not otherwise specified ..	C plus 20%
Wool, in bales	H
Woolpack fragments, packed	D
Wool-presses	C
Wool-refuse (consigned from freezing-works)	N
Woolpacks, in bales and bundles	D
Wrappers, soap, packed	D
Zinc, scrap. Owners to load and unload	C less 50%

GOODS.

69. CLASSIFIED RATES.

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

GOODS—*continued.*

CLASSIFIED RATES—*continued.*

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

GOODS—*continued.*
CLASSIFIED RATES—*continued.*

Distance.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Undumped, per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.
46	32 9	25 6	10 11	6 4	4 10
47	33 6	25 9	11 0	6 6	4 11
48	34 0	26 0	11 2	6 6	5 1
49	34 9	26 6	11 3	6 8	5 2
50	35 6	27 0	11 4	6 8	5 4
51	36 0	27 3	11 8	6 9	5 5
52	36 9	27 9	11 9	6 9	5 6
53	37 3	28 0	11 11	7 0	5 7
54	37 9	28 6	12 0	7 0	5 9
55	38 3	28 9	12 1	7 1	5 10
56	38 9	29 3	12 3	7 1	6 0
57	39 3	29 6	12 5	7 2	6 1
58	39 6	30 0	12 8	7 2	6 1
59	40 0	30 3	12 9	7 4	6 1
60	40 6	30 9	12 10	7 4	6 3
61	40 9	31 3	13 0	7 6	6 3
62	41 3	31 6	13 1	7 6	6 3
63	41 6	32 0	13 4	7 8	6 4
64	42 0	32 3	13 5	7 8	6 4
65	42 3	32 9	13 7	7 10	6 4
66	42 9	33 0	13 9	7 10	6 5
67	43 0	33 6	13 10	7 11	6 5
68	43 6	33 9	14 0	7 11	6 6
69	43 9	34 3	14 1	8 1	6 6
70	44 3	34 6	14 3	8 1	6 6
71	44 9	34 9	14 5	8 2	6 8
72	45 0	35 0	14 5	8 2	6 8
73	45 3	35 3	14 7	8 4	6 9
74	45 6	35 6	14 7	8 4	6 9
75	45 9	35 9	14 9	8 6	6 9
76	46 0	36 0	14 9	8 6	6 11
77	46 3	36 3	14 10	8 7	6 11
78	46 6	36 6	14 10	8 7	6 11
79	46 9	36 9	14 11	8 10	7 0
80	47 0	37 0	14 11	8 10	7 0
81	47 3	37 3	15 2	8 11	7 0
82	47 6	37 6	15 2	8 11	7 2
83	47 9	37 6	15 3	9 1	7 2
84	48 0	37 9	15 3	9 1	7 2
85	48 3	38 0	15 5	9 2	7 3
86	48 6	38 3	15 5	9 2	7 3
87	48 9	38 3	15 7	9 3	7 3
88	49 3	38 6	15 7	9 3	7 4
89	49 6	38 9	15 8	9 6	7 4
90	49 6	39 0	15 8	9 6	7 4
91	50 0	39 3	15 10	9 8	7 5
92	50 3	39 3	15 10	9 8	7 5
93	50 6	39 6	15 11	9 10	7 7
94	50 9	39 9	15 11	9 10	7 7
95	50 9	39 9	16 2	9 11	7 7

GOODS—continued.
CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single and Double Floor. Per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
46	3 3	46 4	15 7	12 1	8 7	10 4
47	3 3	47 3	15 10	12 3	8 10	10 7
48	3 4	48 0	16 2	12 8	8 11	10 9
49	3 4	48 10	16 4	12 9	9 1	10 11
50	3 4	49 8	16 8	13 0	9 2	11 0
51	3 6	50 6	16 10	13 1	9 3	11 1
52	3 6	51 4	17 0	13 4	9 6	11 4
53	3 6	52 2	17 1	13 4	9 8	11 6
54	3 7	53 0	17 3	13 5	9 10	11 9
55	3 7	53 10	17 4	13 7	9 11	11 10
56	3 7	54 8	17 7	13 9	10 0	11 11
57	3 9	55 6	17 8	13 10	10 2	12 1
58	3 9	56 3	17 9	13 10	10 3	12 2
59	3 9	57 2	18 0	14 0	10 7	12 5
60	3 10	57 11	18 1	14 1	10 8	12 8
61	3 10	58 9	18 3	14 3	10 9	12 9
62	3 10	59 8	18 4	14 5	10 9	12 9
63	3 10	60 5	18 5	14 5	10 11	12 11
64	3 11	61 4	18 8	14 7	10 11	12 11
65	3 11	62 1	18 10	14 9	11 0	13 0
66	4 2	62 11	19 0	14 10	11 0	13 0
67	4 2	63 10	19 1	14 11	11 2	13 2
68	4 2	64 6	19 2	14 11	11 2	13 4
69	4 3	65 5	19 4	15 2	11 3	13 6
70	4 3	66 3	19 5	15 3	11 3	13 6
71	4 3	66 10	19 9	15 5	11 4	13 7
72	4 5	67 3	19 10	15 7	11 4	13 7
73	4 5	67 11	19 11	15 7	11 8	13 9
74	4 6	68 5	20 1	15 8	11 8	13 9
75	4 6	69 0	20 2	15 10	11 9	13 10
76	4 6	69 7	20 4	15 10	11 9	13 11
77	4 6	70 0	20 4	15 11	11 11	13 11
78	4 6	70 8	20 5	15 11	11 11	13 11
79	4 6	71 2	20 5	16 2	12 0	14 1
80	4 7	71 9	20 8	16 2	12 0	14 1
81	4 7	72 4	20 10	16 2	12 1	14 1
82	4 7	72 11	20 10	16 3	12 1	14 1
83	4 7	73 5	20 10	16 3	12 3	14 1
84	4 7	73 11	20 11	16 4	12 3	14 5
85	4 7	74 6	20 11	16 4	12 5	14 5
86	4 7	75 1	21 1	16 4	12 5	14 5
87	4 7	75 8	21 1	16 7	12 8	14 5
88	4 9	76 2	21 2	16 7	12 8	14 6
89	4 9	76 8	21 2	16 8	12 9	14 6
90	4 9	77 3	21 3	16 8	12 9	14 6
91	4 9	77 10	21 3	16 8	12 10	14 6
92	4 9	78 5	21 5	16 10	12 10	14 9
93	4 9	78 11	21 5	16 10	13 0	14 9
94	4 9	79 6	21 8	17 0	13 0	14 9
95	4 9	80 0	21 8	17 0	13 1	14 9

GOODS—*continued.*
CLASSIFIED RATES—*continued.*

Distance.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Undumped, per Bale.
	s. d.	s. d.	s. d.	s. d.	s. d.
96	51 0	40 3	16 2	9 11	7 7
97	51 3	40 3	16 3	10 0	7 8
98	51 6	40 6	16 3	10 0	7 8
99	51 9	40 6	16 4	10 2	7 8
100	51 9	41 0	16 4	10 2	7 8
101	52 0	41 3	16 7	10 3	7 10
102	52 3	41 3	16 7	10 3	7 10
103	52 6	41 6	16 8	10 7	7 10
104	52 6	41 9	16 8	10 7	7 10
105	52 9	42 0	16 10	10 8	7 11
106	53 0	42 0	16 10	10 8	7 11
107	53 3	42 3	17 0	10 9	7 11
108	53 3	42 6	17 0	10 9	7 11
109	53 6	42 9	17 1	10 11	8 1
110	53 9	42 9	17 1	10 11	8 1
111	54 0	43 0	17 3	11 0	8 1
112	54 0	43 3	17 3	11 0	8 1
113	54 3	43 6	17 4	11 2	8 2
114	54 6	43 9	17 4	11 2	8 2
115	54 9	43 9	17 7	11 3	8 2
116	55 0	44 0	17 7	11 3	8 2
117	55 3	44 3	17 8	11 4	8 3
118	55 3	44 3	17 8	11 4	8 3
119	55 6	44 9	17 9	11 8	8 3
120	55 9	44 9	17 9	11 8	8 3
121	56 0	45 0	18 0	11 9	8 4
122	56 0	45 0	18 0	11 9	8 4
123	56 3	45 3	18 1	11 11	8 4
124	56 6	45 6	18 1	11 11	8 4
125	56 9	45 9	18 3	12 0	8 6
126	56 9	46 0	18 3	12 0	8 6
127	57 0	46 3	18 4	12 1	8 6
128	57 3	46 3	18 4	12 1	8 6
129	57 6	46 6	18 5	12 3	8 7
130	57 6	46 9	18 5	12 3	8 7
131	58 0	46 9	18 8	12 5	8 7
132	58 3	47 0	18 8	12 5	8 9
133	58 6	47 3	18 10	12 8	8 9
134	58 6	47 6	18 10	12 8	8 9
135	58 9	47 6	19 0	12 9	8 9
136	59 0	47 9	19 0	12 9	8 10
137	59 0	48 0	19 1	12 10	8 10
138	59 6	48 3	19 1	12 10	8 10
139	59 6	48 3	19 2	13 0	8 10
140	59 9	48 6	19 2	13 0	9 0
141	59 9	48 9	19 4	13 1	9 0
142	60 3	49 0	19 4	13 1	9 0
143	60 3	49 3	19 5	13 4	9 0
144	60 6	49 6	19 5	13 4	9 1
145	60 9	49 6	19 9	13 5	9 1
146	61 0	49 9	19 9	13 5	9 1
147	61 0	49 9	19 10	13 7	9 1
148	61 6	50 3	19 10	13 7	9 2
149	61 9	50 3	19 11	13 9	9 2
150	61 9	50 6	19 11	13 9	9 2

GOODS—*continued.*CLASSIFIED RATES—*continued.*

Distance.	K.	M.	N.	P.	Q.	R.
Miles	Per 100 Superficial Feet.	Single and Double Floor. Per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
96	4 10	80 7	21 10	17 0	13 1	14 10
97	4 10	81 2	21 10	17 1	13 4	14 10
98	4 10	81 8	21 11	17 1	13 4	14 10
99	4 10	82 3	21 11	17 3	13 5	14 10
100	4 10	82 9	22 0	17 3	13 5	14 11
101	4 10	83 3	22 0	17 3	13 7	15 2
102	4 10	83 7	22 2	17 4	13 7	15 2
103	4 10	84 1	22 2	17 4	13 9	15 2
104	5 1	84 5	22 3	17 7	13 9	15 2
105	5 1	84 11	22 3	17 7	13 10	15 2
106	5 1	85 3	22 6	17 7	13 10	15 4
107	5 1	85 7	22 6	17 8	14 0	15 4
108	5 1	86 2	22 8	17 8	14 0	15 4
109	5 1	86 6	22 8	17 9	14 1	15 4
110	5 1	86 11	22 9	17 9	14 1	15 4
111	5 1	87 4	22 9	17 9	14 3	15 5
112	5 2	87 9	22 11	18 0	14 3	15 5
113	5 2	88 2	22 11	18 0	14 5	15 5
114	5 2	88 8	23 0	18 1	14 5	15 5
115	5 2	89 0	23 0	18 1	14 7	15 5
116	5 2	89 5	23 2	18 1	14 7	15 7
117	5 2	89 9	23 2	18 3	14 9	15 7
118	5 2	90 4	23 3	18 3	14 9	15 7
119	5 2	90 8	23 3	18 4	14 10	15 7
120	5 3	91 0	23 5	18 4	14 10	15 7
121	5 3	91 6	23 5	18 4	14 11	15 8
122	5 3	91 10	23 8	18 5	14 11	15 8
123	5 3	92 4	23 8	18 5	15 2	15 8
124	5 3	92 9	23 9	18 8	15 2	15 8
125	5 3	93 2	23 9	18 8	15 3	15 8
126	5 3	93 6	23 11	18 8	15 3	15 10
127	5 3	94 0	23 11	18 10	15 5	15 10
128	5 5	94 5	24 0	18 10	15 5	15 10
129	5 5	94 9	24 0	19 0	15 7	15 10
130	5 5	95 3	24 1	19 0	15 7	15 10
131	5 5	95 7	24 1	19 0	15 8	15 11
132	5 5	96 0	24 4	19 1	15 8	15 11
133	5 5	96 6	24 4	19 1	15 10	15 11
134	5 5	96 11	24 5	19 2	15 10	15 11
135	5 5	97 3	24 5	19 2	15 11	15 11
136	5 5	97 8	24 8	19 2	15 11	16 1
137	5 6	98 1	24 8	19 4	16 2	16 1
138	5 6	98 7	24 9	19 4	16 2	16 1
139	5 6	98 11	24 9	19 5	16 3	16 1
140	5 6	99 4	24 10	19 5	16 3	16 1
141	5 6	99 9	24 10	19 5	16 4	16 4
142	5 6	100 1	25 0	19 9	16 4	16 4
143	5 6	100 8	25 0	19 9	16 7	16 4
144	5 8	101 0	25 1	19 10	16 7	16 4
145	5 8	101 5	25 1	19 10	16 8	16 4
146	5 8	101 9	25 4	19 10	16 8	16 5
147	5 8	102 3	25 4	19 11	16 10	16 5
148	5 8	102 8	25 5	19 11	16 10	16 5
149	5 8	103 2	25 5	20 1	17 0	16 5
150	5 8	103 6	25 6	20 1	17 0	16 5

GOODS—*continued.*
CLASSIFIED RATES—*continued.*

Distance.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Undumped, per Bale.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.
155	62 0	50 9	20 4	14 1	9 2
160	62 6	51 3	20 8	14 5	9 3
165	63 0	51 9	21 1	14 10	9 5
170	63 9	52 6	21 3	15 2	9 6
175	64 3	53 0	21 10	15 7	9 8
180	65 0	53 9	22 0	15 10	9 8
185	65 9	54 3	22 6	16 3	9 9
190	66 3	55 0	22 9	16 7	9 11
195	67 0	55 9	23 2	17 0	10 0
200	67 6	56 3	23 5	17 3	10 1
205	68 3	57 0	23 11	17 8	10 2
210	68 9	57 6	24 1	18 0	10 2
215	69 6	58 3	24 8	18 4	10 4
220	70 0	58 9	24 10	18 8	10 5
225	70 9	59 6	25 4	19 1	10 7
230	71 6	60 3	25 6	19 4	10 8
235	72 0	60 9	26 0	19 10	10 10
240	72 9	61 6	26 3	20 1	10 10
245	73 3	62 0	26 6	20 5	10 11
250	74 0	62 9	26 11	20 10	11 0
255	74 6	63 3	27 3	21 2	11 1
260	75 3	64 0	27 8	21 5	11 3
265	76 0	64 6	28 0	21 11	11 4
270	76 6	65 3	28 4	22 2	11 4
275	77 3	66 0	28 8	22 8	11 6
280	77 9	66 6	29 1	22 11	11 7
285	78 6	67 3	29 4	23 3	11 9
290	79 0	67 9	29 10	23 8	11 10
295	79 9	68 6	30 1	24 0	11 11
300	80 6	69 0	30 5	24 4	11 11
305	81 0	69 9	30 10	24 9	12 0
310	81 9	70 6	31 2	25 0	12 2
315	82 3	71 0	31 5	25 5	12 3
320	83 0	71 9	31 11	25 9	12 5
325	83 6	72 3	32 2	26 2	12 6
330	84 3	73 0	32 7	26 5	12 6
335	85 0	73 6	32 11	26 10	12 8
340	85 6	74 3	33 3	27 2	12 9
345	86 3	75 0	33 10	27 6	12 10
350	86 9	75 6	34 0	28 0	12 11
355	87 6	76 3	34 6	28 3	13 1
360	88 0	76 9	34 9	28 6	13 1
365	88 9	77 6	35 2	29 0	13 2
370	89 3	78 0	35 5	29 3	13 4
375	90 0	78 9	35 11	29 8	13 5
380	90 9	79 6	36 1	30 0	13 7
385	91 3	80 0	36 7	30 4	13 8
390	92 0	80 9	36 10	30 9	13 8
395	92 6	81 3	37 4	31 1	13 9
400	93 3	82 0	37 6	31 4	13 10

GOODS—*continued.*

CLASSIFIED RATES—*continued.*

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single and Double Floor. Per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Not exceeding						
155	5 8	105 6	26 0	20 5	17 4	16 7
160	5 9	107 7	26 5	20 11	17 8	16 8
165	5 9	109 9	26 10	21 3	18 1	17 0
170	5 10	111 9	27 3	21 10	18 4	17 4
175	5 10	113 10	27 8	22 2	18 10	17 6
180	6 1	115 10	28 3	22 9	19 1	17 9
185	6 1	118 0	28 8	23 2	19 5	18 2
190	6 2	120 0	29 1	23 8	19 10	18 5
195	6 2	122 1	29 6	24 0	20 2	18 8
200	6 4	124 3	30 0	24 5	20 5	19 0
205	6 4	126 3	30 4	24 10	20 11	19 3
210	6 5	128 4	30 10	25 4	21 2	19 6
215	6 5	130 4	31 4	25 10	21 8	19 9
220	6 6	132 6	31 10	26 3	21 11	19 11
225	6 6	134 7	32 2	26 9	22 3	20 1
230	6 8	136 7	32 7	27 2	22 8	20 3
235	6 8	138 8	33 1	27 6	23 0	20 5
240	6 9	140 9	33 6	28 0	23 3	20 8
245	6 9	142 10	33 11	28 4	23 9	20 10
250	7 0	144 10	34 3	28 11	24 0	21 0
255	7 0	146 11	34 9	29 3	24 5	21 3
260	7 1	149 1	35 2	29 8	24 9	21 4
265	7 1	151 1	35 7	30 1	25 1	21 5
270	7 2	153 2	36 0	30 5	25 5	21 8
275	7 2	155 2	36 5	31 0	25 10	21 9
280	7 4	157 4	36 10	31 4	26 2	22 0
285	7 4	159 4	37 4	31 10	26 6	22 1
290	7 5	161 5	37 9	32 2	26 10	22 2
295	7 5	163 6	38 2	32 7	27 3	22 4
300	7 7	165 7	38 6	33 1	27 6	22 6
305	7 7	167 8	39 0	33 6	28 0	22 8
310	7 8	169 8	39 5	33 11	28 3	22 10
315	7 8	171 9	39 11	34 3	28 8	22 11
320	7 10	173 10	40 3	34 9	29 0	23 1
325	7 10	175 11	40 7	35 2	29 4	23 2
330	8 0	178 0	41 1	35 7	29 8	23 5
335	8 0	180 0	41 6	36 0	30 1	23 7
340	8 1	182 2	42 0	36 5	30 4	23 8
345	8 1	184 2	42 4	36 10	30 10	23 10
350	8 3	186 3	42 10	37 4	31 1	23 11
355	8 3	188 6	43 2	37 9	31 5	24 1
360	8 4	190 5	43 8	38 2	31 10	24 2
365	8 4	192 6	44 1	38 6	32 2	24 5
370	8 5	194 6	44 6	39 0	32 5	24 7
375	8 5	196 8	44 11	39 5	32 11	24 8
380	8 7	198 8	45 3	39 11	33 2	24 10
385	8 7	200 9	45 10	40 3	33 7	24 11
390	8 9	202 9	46 2	40 7	33 11	25 0
395	8 9	204 11	46 7	41 1	34 3	25 4
400	8 11	207 0	47 0	41 5	34 7	25 5

GOODS—*continued.*CLASSIFIED RATES—*continued.*

Distance.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Undumped, per Bale.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.
405	93 9	82 6	37 11	31 10	14 0
410	94 6	83 3	38 3	32 1	14 1
415	95 3	83 9	38 7	32 5	14 3
420	95 9	84 6	39 0	32 10	14 4
425	96 6	85 3	39 4	33 2	14 6
430	97 0	85 9	39 7	33 6	14 7
435	97 9	86 6	40 1	33 11	14 8
440	98 3	87 0	40 4	34 2	14 9
445	99 0	87 9	40 10	34 7	14 11
450	99 9	88 3	41 1	34 11	15 0
455	100 3	89 0	41 5	35 4	15 2
460	101 0	89 9	41 10	35 7	15 3
465	101 6	90 3	42 2	36 0	15 5
470	102 3	91 0	42 5	36 4	15 6
475	102 9	91 6	42 11	36 9	15 7
480	103 6	92 3	43 2	37 0	15 8
485	104 3	92 9	43 7	37 5	15 10
490	104 9	93 6	43 11	37 9	15 11
495	105 6	94 3	44 3	38 2	16 1
500	106 0	94 9	44 7	38 5	16 2
505	106 9	95 6	45 0	38 10	16 4
510	107 3	96 0	45 3	39 2	16 5
515	108 0	96 9	45 8	39 6	16 6
520	108 6	97 3	46 0	39 11	16 7
525	109 3	98 0	46 5	40 3	16 9
530	110 0	98 9	46 8	40 6	16 10
535	110 6	99 3	47 1	41 0	17 0
540	111 3	100 0	47 5	41 3	17 1
545	111 9	100 6	47 10	41 7	17 3
550	112 6	101 3	48 2	42 0	17 4
555	113 0	101 9	48 6	42 4	17 5
560	113 9	102 6	48 10	42 8	17 6
565	114 6	103 0	49 3	43 1	17 8
570	115 0	103 9	49 6	43 4	17 9
575	115 9	104 6	50 0	43 10	17 11
580	116 3	105 0	50 3	44 1	18 0
585	117 0	105 9	50 7	44 6	18 2
590	117 6	106 3	51 0	44 10	18 3
595	118 3	107 0	51 4	45 2	18 4
600	119 0	107 6	51 7	45 6	18 5
605	119 6	108 3	52 1	45 11	18 7
610	120 3	109 0	52 4	46 2	18 8
615	120 9	109 6	52 9	46 7	18 10
620	121 6	110 3	53 1	46 11	18 11
625	122 0	110 9	53 5	47 4	19 1
630	122 9	111 6	53 9	47 7	19 2
635	123 6	112 0	54 2	48 0	19 3
640	124 0	112 9	54 5	48 4	19 4
645	124 9	113 6	54 9	48 8	19 6
650	125 3	114 0	55 2	49 1	19 7

GOODS—continued.

CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single and Double Floor. Per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Not exceeding						
405	8 11	209 0	47 5	41 11	35 0	25 7
410	9 1	211 1	47 11	42 4	35 4	25 8
415	9 1	213 2	48 4	42 10	35 9	25 9
420	9 2	216 3	48 8	43 2	36 0	26 0
425	9 2	217 4	49 2	43 7	36 5	26 2
430	9 4	219 4	49 6	44 0	36 9	26 4
435	9 4	221 6	50 1	44 6	37 2	26 5
440	9 5	223 6	50 5	44 11	37 5	26 6
445	9 5	225 7	50 11	45 3	37 10	26 9
450	9 8	227 7	51 3	45 8	38 2	26 10
455	9 8	229 9	51 7	46 1	38 6	27 1
460	9 9	231 10	52 2	46 7	38 10	27 2
465	9 9	233 10	52 6	47 0	39 3	27 3
470	9 11	235 11	53 0	47 5	39 6	27 5
475	9 11	238 0	53 4	47 11	40 0	27 7
480	10 0	240 1	53 9	48 4	40 3	27 9
485	10 0	242 1	54 3	48 8	40 7	27 10
490	10 2	244 2	54 8	49 2	41 0	28 0
495	10 2	246 4	55 1	49 6	41 4	28 2
500	10 3	248 4	55 6	50 1	41 7	28 3
505	10 3	250 5	55 11	50 5	42 1	28 6
510	10 5	252 5	56 5	50 11	42 4	28 7
515	10 5	254 7	56 9	51 3	42 10	28 8
520	10 7	256 7	57 2	51 7	43 1	28 11
525	10 7	258 8	57 7	52 2	43 5	29 0
530	10 9	260 10	58 0	52 6	43 10	29 3
535	10 9	262 10	58 6	53 0	44 2	29 4
540	10 10	264 11	58 11	53 4	44 6	29 5
545	10 10	266 11	59 4	53 9	44 11	29 7
550	11 0	269 1	59 8	54 3	45 2	29 8
555	11 0	271 1	60 2	54 8	45 7	30 0
560	11 1	273 2	60 7	55 1	45 11	30 1
565	11 1	275 3	61 1	55 6	46 4	30 2
570	11 3	277 4	61 5	55 11	46 7	30 4
575	11 3	279 5	61 9	56 5	47 0	30 5
580	11 4	281 5	62 3	56 9	47 4	30 7
585	11 4	283 6	62 8	57 2	47 7	30 10
590	11 7	285 7	63 2	57 7	48 0	30 11
595	11 7	287 8	63 6	58 0	48 4	31 1
600	11 8	289 9	64 0	58 6	48 8	31 2
605	11 8	291 9	64 4	58 11	49 2	31 4
610	11 10	293 11	64 9	59 4	49 5	31 6
615	11 10	295 11	65 3	59 8	49 10	31 8
620	11 11	298 0	65 8	60 2	50 2	31 10
625	11 11	300 1	66 1	60 7	50 6	31 11
630	12 1	302 2	66 6	61 1	50 11	32 1
635	12 1	304 3	67 0	61 5	51 3	32 2
640	12 2	306 3	67 5	61 9	51 6	32 4
645	12 2	308 4	67 9	62 3	52 0	32 7
650	12 5	310 5	68 2	62 8	52 3	32 8

GOODS—continued.

CLASSIFIED RATES—continued.

Distance.	C.	D.	E.	F.	H.
Miles.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Undumped, per Bale.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.
655	126 0	114 9	55 7	49 5	19 9
660	126 6	115 3	55 11	49 8	19 10
665	127 3	116 0	56 3	50 2	20 0
670	127 9	116 6	56 7	50 5	20 1
675	128 6	117 3	57 0	50 11	20 2
680	129 3	118 0	57 4	51 2	20 3
685	129 9	118 6	57 8	51 6	20 5
690	130 6	119 3	58 0	51 11	20 6
695	131 0	119 9	58 5	52 3	20 8
700	131 9	120 6	58 8	52 6	20 9

For each additional five miles or fraction thereof beyond 700 miles will be added:—

..	s. d. 0 8	s. d. 0 8	s. d. 0 4½	s. d. 0 4½	s. d. 0 1½
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Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single and Double Floor. Per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
655	12 5	312 6	68 7	63 2	52 7	32 10
660	12 6	314 7	69 1	63 6	53 0	32 11
665	12 6	316 7	69 6	64 0	53 4	33 0
670	12 8	318 9	69 10	64 4	53 8	33 3
675	12 8	320 9	70 4	64 10	54 1	33 4
680	12 9	322 10	70 8	65 3	54 4	33 7
685	12 9	324 10	71 3	65 8	54 9	33 8
690	12 11	327 0	71 7	66 1	55 1	33 9
695	12 11	329 1	72 1	66 6	55 6	34 0
700	13 0	331 1	72 6	66 11	55 9	34 1

For each additional five miles or fraction thereof beyond 700 miles will be added:—

..	..	s. d. 2 1	s. d. 0 5	s. d. 0 5	s. d. 0 4½	s. d. 0 2
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Class K, for each additional 10 miles or fraction thereof beyond 700 miles, 1½d. per 100 superficial feet will be added.

GOODS—*continued.***70. COMPUTATION OF CHARGES.**

1. 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. :—

- (a) Except where specially provided for, goods from different consignors to one consignee, or from one consignor to different consignees, will be charged separately.
- (b) Except otherwise provided, goods of Classes C, D, and E, from one consignor to one consignee, will be charged at the classified rate. Minimum charge, small-lots scale, Regulation 71.
- (c) Except as provided for in paragraphs (d) and (e) hereof, any consignment consisting of goods chargeable at different rates from one consignor to one consignee will be charged separately or grouped together in one or more lots, whichever is the cheaper. The rate for each group shall be the highest rate chargeable on any commodity in the group.
- (d) 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 (c).
- (e) Timber and all goods chargeable on weight consigned from one consignor to one consignee, loaded in the same truck, may be grouped for the purpose of the minimum load per wagon, and the charges at the appropriate local or classified rate for each commodity may be based on the actual weight of each such commodity, provided that the total weight charged for shall not be less than the highest minimum weight specified for any commodity included in the consignment. Any weight in excess of the actual aggregate weight of all the commodities in any such consignment required to make up the minimum weight shall be charged at the rate applicable to the lowest rated commodity in the consignment. Minimum charge as per Regulation 71. For the purpose of this regulation timber is to be calculated as 450 superficial feet to the ton.
- (f) Where local rates are in operation, and the sum of the charges computed separately at local rates or at local rates and classified rates (as the case may be) is lower than the amount of charges computed at the through classified rate, the lower charges as so computed shall apply.

The following examples are given by way of illustration and are not exhaustive :—

Let A, B, C, and D be stations in that order on a continuous line of railway with local rates in operation between A and B and between B and C respectively.

Case 1. Consignment from A to B or from B to C :
Local rate supersedes classified rate in each case.

Case 2. Consignment from A to C would be charged at the cheapest of the following computations :—

- (i) Both local rates.
- (ii) Either local rate and the classified rate for the balance of the journey.
- (iii) The through classified rate.

Case 3. Consignment from A to D would be charged at the cheapest of the following computations :—

- (i) Local rate A to B and B to C and classified rate C to D.
- (ii) Local rate A to B and classified rate B to D.
- (iii) Classified rate A to B, local rate B to C, classified rate C to D.
- (iv) Through classified rate A to D.

Let X, Y, and Z be stations in that order on a continuous line of railway with a local rate in operation between X and Z.

A consignment from X to Y would be charged at the cheaper of the following computations :—

- (i) Local rate X to Z and classified rate Z to Y.
- (ii) Through classified rate X to Y.

- (g) A package containing goods in different classes will be charged at the rate applicable to the highest of such classes.

GOODS—*continued.*COMPUTATION OF CHARGES—*continued.*

2. Where it is prescribed that the rate for any goods shall be subject to a percentage or other increase, the appropriate rate shall, subject to the following provisions, be so increased:—

- (a) Where goods are chargeable on actual cubic measurement the prescribed increase shall not apply, except in the case of dangerous goods.
- (b) Where goods are chargeable on half cubic measurement the prescribed increase shall not apply, provided that the charge so based shall not be less than if computed on double dead-weight at the increased rate.
- (c) Where goods are chargeable on double dead-weight instead of cubic measurement the prescribed increase shall apply, provided that the charge so based shall not be greater than if computed on the total cubic measurement at the appropriate rate exclusive of the prescribed increase.
- (d) In the case of Classes C and D goods subject to a percentage or other increase chargeable on actual weight at a local rate which exceeds the classified rate, the prescribed increase shall not apply, provided that the charges so based will not be less than those based on the classified rate plus the prescribed increase.

3. Where it is prescribed that the rate for any goods shall be subject to a percentage or other reduction the appropriate rate shall, subject to the following provisions, be so reduced:—

- (a) Where goods are chargeable on double dead-weight the prescribed reduction shall not apply, provided that the charge so based shall not be greater than if computed on actual cubic measurement at the reduced rate.
- (b) Where goods are chargeable at a local rate which exceeds the classified rate, or on actual cubic measurement at a local rate, the prescribed reduction shall apply, provided that the charge so based shall not be less than the charge based on the classified rate less the appropriate reduction.
- (c) When charges are computed on actual weight at a local rate which does not exceed the classified rate such reduction shall not apply, provided that the charge shall not be greater than the charge based on the classified rate less the appropriate reduction.
- (d) Where goods are chargeable at the small-lots scale, Regulation 71, the prescribed reduction, unless otherwise expressly provided, shall not apply.

4. Except as otherwise provided, where a rate is specified as being for a minimum quantity the rate so specified applies only to quantities of not less than the weight specified; but where the charges for the minimum weight specified amount to less than charges on actual weight at the higher rate prescribed for smaller quantities than the specified minimum, the charges as for the minimum quantity at the lower rate shall apply.

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

6. All goods chargeable on weight will be charged on the actual gross weight (avoirdupois) of the goods when received by the Department for carriage.

7. 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.

8. Except when inconsistent with the context or otherwise expressly stated "measurement" means cubic measurement. Whenever charges are based on measurement and are to be computed at a rate per unit of weight, such measurement shall be commuted into weight at the rate of 40 cubic feet to the ton.

9. Except where otherwise specified, a rate per truck refers to a four-wheeled truck, and except as aforesaid, a bogie truck will, in computing charges at a rate per truck, be charged at twice the rate for a four-wheeled truck.

10. Where an insulated wagon is specially ordered and supplied for the conveyance of goods, the charges will be computed on a minimum weight of 30 cwt. in respect of each four-wheeled insulated wagon.

11. In the case of frozen or chilled goods consigned to a port or wharf for export the railage or haulage charges, as the case may be, will be computed on the following minimum weights:—

	Tons.
Insulated WA wagon	3½
Insulated W wagon	4
Insulated V or FV wagon	8
Insulated VB wagon	11

12. In the case of goods booked between two separate sections of railway the charges for each section will be computed separately.

GOODS—continued.

71. Small-lots Scale.

Except as otherwise provided the minimum charges in respect of the carriage of goods shall be as follow :—

Rate per ton not exceeding	Weight not exceeding											
	1 Qr.	2 Qr.	3 Qr.	1 Cwt.	1½ Cwt.	1¾ Cwt.	2 Cwt.	2¼ Cwt.	2½ Cwt.	2¾ Cwt.	3 Cwt. and over.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
11 0	1 0	1 0	1 3	1 3	1 3	1 6	1 6	1 6	1 6	1 9	1 9	2 0
14 0	1 0	1 0	1 3	1 3	1 6	1 9	2 0	2 0	2 0	2 3	2 3	2 6
17 0	1 0	1 0	1 3	1 6	1 9	2 0	2 3	2 3	2 3	2 6	2 6	3 0
20 0	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 6	2 6	3 0	3 0	3 6
23 0	1 0	1 3	1 6	1 9	2 3	2 6	3 0	3 0	3 0	3 6	3 6	4 0
28 0	1 0	1 6	1 9	2 3	2 6	3 0	3 6	3 6	3 6	4 0	4 0	4 9
33 0	1 3	1 6	2 0	2 6	3 0	3 6	4 3	4 3	4 3	4 9	4 9	5 6
38 0	1 3	1 9	2 3	2 9	3 6	4 0	4 6	4 6	4 6	5 3	5 3	6 3
43 0	1 6	1 9	2 6	3 3	3 9	4 6	5 0	5 0	5 0	6 0	6 0	7 3
48 0	1 9	2 0	2 9	3 6	4 3	4 9	5 6	5 6	5 6	6 6	6 6	8 0
53 0	1 9	2 3	3 0	3 9	4 6	5 3	6 0	6 0	6 0	7 3	7 3	8 9
58 0	2 0	2 6	3 3	4 3	5 3	6 3	7 0	7 0	7 0	8 6	8 6	9 6
63 0	2 3	2 9	3 6	4 6	5 6	6 6	7 6	7 6	7 6	9 3	9 3	10 6
68 0	2 3	2 9	3 6	4 6	5 6	6 6	7 6	7 6	7 6	9 3	9 3	11 3
73 0	2 6	3 0	3 9	4 9	5 9	6 9	7 9	7 9	7 9	10 0	10 0	12 0
78 0	2 6	3 3	4 0	5 0	6 0	7 0	8 0	8 0	8 0	10 0	10 0	13 0
83 0	2 6	3 3	4 0	5 0	6 0	7 0	8 0	8 0	8 0	10 0	10 0	13 9
88 0	2 6	3 3	4 0	5 0	6 0	7 0	8 0	8 0	8 0	10 0	10 0	14 6
93 0	2 6	3 3	4 0	5 0	6 0	7 0	8 0	8 0	8 0	10 0	10 0	15 6
100 0	2 9	3 3	4 3	5 3	6 3	7 3	8 3	8 3	8 3	10 0	10 0	16 6
110 0	2 9	3 6	4 6	5 6	6 6	7 6	8 6	8 6	8 6	10 0	10 0	18 0
120 0	2 9	3 9	5 0	6 0	7 0	8 0	9 0	9 0	9 0	10 0	10 0	20 0
130 0	3 0	4 0	5 6	6 6	7 6	8 6	9 6	9 6	9 6	10 0	10 0	21 6
140 0	3 0	4 3	6 0	7 0	8 0	9 0	10 0	10 0	10 0	10 0	10 0	23 0
150 0	3 0	4 6	6 3	7 3	8 3	9 3	10 3	10 3	10 3	10 3	10 3	24 9
160 0	3 3	4 9	6 6	7 6	8 6	9 6	10 6	10 6	10 6	10 6	10 6	26 6
170 0	3 3	5 0	7 0	8 0	9 0	10 0	11 0	11 0	11 0	11 0	11 0	28 0
180 0	3 6	5 3	7 6	8 6	9 6	10 6	11 6	11 6	11 6	11 6	11 6	29 9
190 0	3 9	5 6	8 0	9 0	10 0	11 0	12 0	12 0	12 0	12 0	12 0	31 6
200 0	3 9	5 9	8 3	9 3	10 3	11 3	12 3	12 3	12 3	12 3	12 3	33 0
Each succeeding 20s. or part thereof in excess of 200s.	0 3	0 6	0 9	1 0	1 3	1 6	1 9	2 0	2 3	2 6	2 9	3 0

GOODS—*continued.***72. Class E.**

1. Minimum quantity (except for bonedust and other artificial manures, for which it will be 5 cwt.), 1½ tons. Any less quantity will be charged at such minimum, or on actual weight at Class E plus 50 per cent. if cheaper.

2. Except as otherwise provided, the charge when computed at Class E plus 25 per cent. or 50 per cent. will not be less than when computed at Class E single rate with 2s. 4d. per ton added, provided in either case that the charge shall not be greater than when computed at Class D.

3. At Auckland, Onehunga, Port Ahuriri, Wellington, Foxton, Wanganui, New Plymouth Breakwater, Waitara, Greymouth, Westport, Nelson, Picton, Blenheim, Lyttelton, Christchurch, Timaru, Oamaru, Oamaru Breakwater, Port Chalmers, Dunedin, Invercargill, and Bluff, 1s. 2d. 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 71, or at Class E plus 25 per cent. or 50 per cent.

4. At all other stations, when the loading or unloading is performed 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, provided that when loading or unloading is charged for no charge shall be made for tallying. For each loading or unloading performed by the Department 1s. 2d. per ton will be charged (minimum charge, 10d.), and the charge shall include the service of tallying when such is performed in connection with either the loading or unloading. When it is desired by either the consignor or consignee that the Department should tally but not handle the goods, 10d. per ton will be charged for this service (minimum charge, 10d.). When goods are charged at Class E, under small-lots scale, Regulation 71, or at Class E plus 25 per cent. or 50 per cent., no charge for loading, unloading, or tallying will be made.

73. Class F.

1. The minimum load of goods chargeable at Class F rate will be as follows:—

	Per Four-wheeled Truck, n.o.s.	Per 10-ton L. Truck.	Per LA or RD Truck.	Per R Truck.	Per U Truck.	Per RB or UB Truck.
	Tons.	Tons.	Tons cwt.	Tons.	Tons.	Tons.
Oxide or iron, spent ..	6	8	10 0	15	15	20
Mining-props and caps	6	8	10 0	14	15	20
Lime (gas-refuse) ..	6	8	10 0	15	15	20
Lime, agricultural ..	6	6	10 0	15	15	20
Straw ..	6	6	6 10	..	..	..
Goods in Class F not otherwise specified	6	6	8 0	13	13	18

2. Except where otherwise specified broken glass, green flax, and firewood in quantities under the minimum weights specified in paragraph 1 for the various classes of trucks will be charged at such weights or at Class E, whichever is the cheaper. Other goods of Class F in quantities under the weights specified in paragraph 1 for the various classes of trucks will be charged at such weights or on actual weight at Class E plus 50 per cent., whichever is the cheaper.

3. The Department may require all loading and unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 7d. per ton will be charged. Except as provided in Regulation 100, paragraph 1, subparagraph (d), where craning is provided 10d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for craning where such service is performed by the Department's cranes.

4. Without prejudice to the foregoing provisions of this regulation, the Department may require all wagons containing goods of Class F to be loaded to the full carrying-capacity of such wagons, provided the gauge limit is not exceeded.

5. Loose straw and loose flax-straw will not be accepted for carriage.

GOODS—continued.

74. Class H.

1. Double-dumped bales will be charged double the rate for Class H (undumped bales).

2. 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* Class D rates.

3. Except as may be otherwise provided, scoured wool, undumped, in bales not exceeding 2½ cwt. each, will be charged one-fifth less than the *classified* rates. Minimum charge, 1s. 5d. per bale.

4. The Department may require all loading and unloading to be performed by the owner.

5. For each loading or unloading performed by the Department 4½d. per bale for undumped, and 9d. per bale for double-dumped, will be charged, and these charges shall include the service of tallying when such is performed in connection with either the loading or unloading. When it is desired by either consignors or consignees that the Department should tally but not handle the goods, 2d. per bale (dumped or undumped) will be charged for each such service performed by the Department.

75. Class K.

1. Minimum quantities will be as follows:—

Each Four-wheeled Truck (not otherwise specified).		Each LA or RD Truck.	Each R or U Bogie Truck or Pair of Timber-trucks.	Each RB or UB Bogie Truck.
For Distances not exceeding 75 Miles.	For Distances exceeding 75 Miles.			
1,200 sup. ft.	2,000 sup. ft.	3,000 sup. ft.	4,000 sup. ft.	5,000 sup. ft.

2. Except where otherwise specified the charge on any quantity less than the minimum quantities specified in paragraph 1 will be based on such minimum at the classified rates, or on the actual quantity (subject to a minimum of 100 superficial feet), at the following scale, whichever may be cheaper:—

Miles.	Per 100 Superficial Feet.	Miles.	Per 100 Superficial Feet.	Miles.	Per 100 Superficial Feet.
1 to 16	s. d. 2 3½	47	s. d. 6 0	78	s. d. 8 1½
17	2 4	48	6 0½	79	8 2
18	2 6	49	6 1½	80	8 3
19	2 7½	50	6 2	81	8 3
20	2 9	51	6 3	82	8 4
21	2 10½	52	6 4	83	8 4
22	3 0	53	6 5	84	8 4½
23	3 2	54	6 5½	85	8 5
24	3 4	55	6 6	86	8 5
25	3 5½	56	6 7	87	8 5½
26	3 7	57	6 8	88	8 6
27	3 8½	58	6 9	89	8 6½
28	3 10	59	6 9½	90	8 7
29	4 0	60	6 10½	91	8 7
30	4 1½	61	6 11½	92	8 7½
31	4 3	62	7 0	93	8 8
32	4 5	63	7 1	94	8 8
33	4 6½	64	7 2	95	8 8½
34	4 8	65	7 3	96	8 9
35	4 9½	66	7 3½	97	8 9
36	4 11½	67	7 4½	98	8 9½
37	5 1	68	7 5	99	8 9½
38	5 2½	69	7 6	100	8 10
39	5 4½	70	7 6½		
40	5 6	71	7 7½		
41	5 7	72	7 8½		
42	5 7½	73	7 9		
43	5 8½	74	7 10		
44	5 9½	75	7 11		
45	5 10	76	8 0		
46	5 11	77	8 0½		

For each additional five miles or fraction thereof beyond 100 miles, 2d. per 100 superficial feet will be added.

GOODS—*continued.*

Where the charges are computed at the foregoing scale the minimum charge for each consignment will be 3s. 10d.

3. In computing the charges for timber, superficial measurements of 5 ft. and over will be calculated to the next 10 ft. and will be charged *pro rata* of the prescribed rate for 100 superficial feet. Superficial measurements of 4 ft. and under will be foregone.

4. Ladders or small lots of timber of under 100 superficial feet may be charged as Class C, or at parcel rates if cheaper than the charge for timber in small lots.

5. Except where otherwise specified, odd lengths of 6 in. and upwards will be counted as a foot in measuring the length of timber; less than 6 in. will be omitted. White pine, 4 in. by $\frac{7}{8}$ in. or 4 in. by $1\frac{1}{8}$ in., in lengths of 10 ft. 6 in. and 17 ft. 6 in., when consigned to cooperages or freezing-works having cooperages, will be charged at the actual measurement.

6. Except otherwise specified, in computing the sizes of sawn timber, whether dressed or undressed, fractional parts less than $\frac{1}{4}$ in. in width or thickness will be reckoned as $\frac{1}{4}$ in.

7. Sawn timber in pieces not exceeding 7 ft. in length will, except where otherwise provided, be charged at the actual measurement.

8. 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.

9. In cases where a wagon does not contain the specified minimum load, the charges for the difference in quantity between the timber actually loaded and the specified minimum shall be calculated at the lowest rate applicable to any class of timber in the consignment, and where applicable the provisions of paragraph 2 of this regulation shall apply.

10. Round timber—Trade measurement: Computed according to Hoppus's tables of trade measurement No. 5, except in the case of log timber consigned to sawmills the measurement of which will be computed according to Hoppus's table No. 2. No allowance to be made for bark by ringing or otherwise, or for tops, butts, or unsound wood.

11. When timber is over 22 ft. in length check wagon or wagons may be charged for.

12. In the case of timber "shorts"—*i.e.*, pieces not exceeding 6 ft. in length—the superficial measurement may be calculated at the rate of 450 superficial feet to the ton; minimum quantity per four-wheeled truck to be based on 5 tons, except in the case of LA trucks, for which the minimum will be based on 6 tons 10 cwt.

13. The Department may require all loading and unloading to be performed by the owner. For each loading or unloading performed by the Department the following charges will be made: (a) When timber is handled by the Department by means of a crane and crane is charged for, 4 $\frac{1}{2}$ d. per 100 superficial feet, minimum charge 10d. (b) When timber to or from ship is slung by the ship's gear and is handled by the Department in trucks, 7d. per 100 superficial feet, minimum charge 10d. (c) In all other cases 9 $\frac{1}{2}$ d. per 100 superficial feet, minimum charge 10d.

14. When it is desired that the Department shall tally the number of pieces, 4 $\frac{1}{2}$ d. per 100 superficial feet will be charged, minimum charge 10d.; provided that (except in the case of consignments received ex ship) this charge shall not be made when loading or unloading charges (as the case may be) are payable.

15. For each certificate of timber measurement supplied by the Department at the request of consignors or consignees, 9 $\frac{1}{2}$ d. per 100 superficial feet additional will be charged. Measuring of timber will be performed only at the option of the Department.

76. Live-stock.

1. Mixed consignments of cattle, horses, ponies, foals, mules, asses, or hounds loaded in the same truck will be charged separately for each class of animal, or as one lot as "cattle," whichever is the cheaper.

2. The rates specified for Class M apply to live-stock wagons (types H, J, S, or T). Except in the case of calves fourteen days old and under conveyed in LA wagons, live-stock conveyed in wagons other than H, J, S, or T will be charged as for the number of stock-wagons of the appropriate type that would have been required to transport the consignment. Calves fourteen days old and under conveyed in LA wagons will be charged two-thirds of the classified truck rate (Class M).

GOODS—*continued.*

- 3. Bogie stock wagons will be charged double the classified rates.
- 4. When a truck is only partially occupied by a consignment of live-stock, the Department reserves to itself the right to fill it up to its full carrying-capacity with other stock. If a whole truck is specially required by the consignor the truck rate will be charged.
- 5. Cattle, calves, sheep, pigs, or goats, carried loose in small lots, may be charged at truck-load rate, or (unless the consignor requires the exclusive use of a truck) at the following rates, with a minimum charge per truck of half the classified rate, if cheaper :—

Miles.	Cattle.		Calves (Six Months Old and under), Sheep, Goats, or Pigs.	
	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.
	s. d.	s. d.	s. d.	s. d.
1	12 6	1 8	4 2	0 5
2	12 6	1 8	4 2	0 5
3	12 6	1 8	4 2	0 5
4	12 6	1 8	4 2	0 5
5	12 6	1 8	4 2	0 5
6	12 6	1 8	4 2	0 5
7	12 6	1 8	4 2	0 5
8	12 6	1 8	4 2	0 5
9	12 6	1 8	4 2	0 5
10	12 6	1 8	4 2	0 5
11	12 11	1 10	4 5	0 6
12	13 4	1 11	4 9	0 6
13	13 9	2 1	5 0	0 7
14	14 1	2 2	5 4	0 7
15	14 6	2 4	5 7	0 8
16	14 11	2 6	5 11	0 8
17	15 4	2 8	6 2	0 9
18	15 9	2 9	6 6	0 10
19	16 2	2 11	6 10	0 10
20	16 7	3 0	7 2	0 11
21	17 0	3 2	7 5	0 11
22	17 5	3 4	7 8	1 0
23	17 10	3 5	8 0	1 0
24	18 3	3 7	8 4	1 1
25	18 8	3 9	8 7	1 1
26	19 1	3 10	8 11	1 2
27	19 6	4 0	9 2	1 2
28	19 11	4 2	9 6	1 3
29	20 4	4 3	9 9	1 3
30	20 9	4 5	10 1	1 4
31	21 2	4 7	10 5	1 5
32	21 7	4 8	10 8	1 6
33	22 0	4 10	11 0	1 6
34	22 4	4 11	11 3	1 7
35	22 9	5 1	11 7	1 7
36	23 2	5 3	11 11	1 8
37	23 7	5 5	12 2	1 8
38	24 0	5 6	12 6	1 9
39	24 5	5 8	12 9	1 9
40	24 10	5 9	13 1	1 10
41	25 3	5 11	13 4	1 10
42	25 8	6 1	13 8	1 11
43	26 1	6 2	13 11	1 11
44	26 6	6 4	14 3	2 0
45	26 11	6 6	14 7	2 0

GOODS—continued.

Miles.	Cattle.		Calves (Six Months Old and under), Sheep, Goats, or Pigs.	
	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.
	s. d.	s. d.	s. d.	s. d.
46	27 4	6 7	14 10	2 1
47	27 9	6 9	15 2	2 1
48	28 2	6 11	15 5	2 2
49	28 7	7 0	15 9	2 2
50	29 0	7 2	16 1	2 3
51	29 5	7 4	16 4	2 4
52	29 10	7 5	16 8	2 4
53	30 3	7 7	16 11	2 5
54	30 7	7 9	17 3	2 5
55	31 0	7 10	17 6	2 6
56	31 5	8 0	17 10	2 6
57	31 10	8 1	18 1	2 7
58	32 3	8 3	18 5	2 7
59	32 8	8 5	18 9	2 8
60	33 1	8 6	19 0	2 8
61	33 6	8 8	19 4	2 9
62	33 11	8 10	19 7	2 10
63	34 4	8 11	19 11	2 10
64	34 9	9 1	20 3	2 11
65	35 2	9 3	20 6	2 11
66	35 7	9 4	20 10	3 0
67	36 0	9 6	21 1	3 0
68	36 5	9 8	21 5	3 1
69	36 10	9 9	21 8	3 1
70	37 3	9 11	22 0	3 2
71	37 8	10 1	22 4	3 3
72	38 1	10 2	22 7	3 3
73	38 6	10 4	22 11	3 4
74	38 10	10 5	23 2	3 4
75	39 3	10 7	23 6	3 5
76	39 8	10 9	23 9	3 5
77	40 1	10 11	24 1	3 6
78	40 6	11 0	24 5	3 6
79	40 11	11 2	24 8	3 7
80	41 4	11 4	25 0	3 7
81	41 9	11 5	25 3	3 8
82	42 2	11 7	25 7	3 9
83	42 7	11 9	25 10	3 9
84	43 0	11 10	26 2	3 10
85	43 5	12 0	26 5	3 10
86	43 10	12 1	26 9	3 11
87	44 3	12 3	27 1	3 11
88	44 8	12 5	27 4	4 0
89	45 1	12 7	27 8	4 0
90	45 6	12 8	28 0	4 1
91	45 11	12 10	28 3	4 2
92	46 4	12 11	28 7	4 2
93	46 8	13 1	28 10	4 3
94	47 1	13 2	29 2	4 3
95	47 6	13 4	29 5	4 4
96	47 11	13 6	29 9	4 4
97	48 4	13 7	30 0	4 5
98	48 9	13 9	30 4	4 5
99	49 2	13 11	30 7	4 6
100	49 7	14 0	30 11	4 6

GOODS—continued.

Miles.	Cattle.		Calves (Six Months Old and under), Sheep, Goats, or Pigs.	
	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.	First Animal.	Each Additional One belonging to the same Owner in the same Wagon.
	s. d.	s. d.	s. d.	s. d.
101	50 0	14 2	31 3	4 7
102	50 5	14 4	31 6	4 8
103	50 10	14 6	31 10	4 8
104	51 3	14 7	32 2	4 9
105	51 8	14 9	32 5	4 9
106	52 1	14 10	32 9	4 10
107	52 6	15 0	33 0	4 10
108	52 11	15 2	33 4	4 11
109	53 4	15 3	33 7	4 11
110	53 9	15 5	33 11	5 0
111	54 2	15 7	34 3	5 1
112	54 7	15 8	34 6	5 1
113	55 0	15 10	34 10	5 2
114	55 4	16 0	35 1	5 2
115	55 9	16 1	35 5	5 3
116	56 2	16 3	35 9	5 3
117	56 7	16 5	36 0	5 4
118	57 0	16 6	36 4	5 4
119	57 5	16 8	36 7	5 5
120	57 10	16 10	36 11	5 5
121	58 4	16 11	37 2	5 6
122	58 8	17 1	37 6	5 7
123	59 1	17 3	37 10	5 7
124	59 6	17 4	38 1	5 8
125	59 11	17 6	38 5	5 8
126	60 4	17 8	38 8	5 9
127	60 9	17 9	39 0	5 9
128	61 2	17 11	39 3	5 10
129	61 7	18 0	39 7	5 10
130	62 0	18 2	39 11	5 11
131	62 5	18 4	40 2	6 0
132	62 10	18 5	40 6	6 0
133	63 3	18 7	40 9	6 1
134	63 7	18 9	41 1	6 1
135	64 0	18 10	41 4	6 2
136	64 5	19 0	41 8	6 2
137	64 11	19 2	41 11	6 3
138	65 3	19 3	42 3	6 3
139	65 8	19 5	42 7	6 4
140	66 1	19 7	42 10	6 4
141	66 6	19 8	43 2	6 5
142	66 11	19 10	43 6	6 6
143	67 4	19 11	43 9	6 6
144	67 9	20 1	44 1	6 7
145	68 2	20 3	44 5	6 7
146	68 7	20 4	44 8	6 8
147	69 0	20 6	44 11	6 8
148	69 5	20 8	45 3	6 9
149	69 10	20 9	45 6	6 9
150	70 3	20 11	45 10	6 10

For each additional 5 miles or fraction thereof beyond 150 miles will be added—

s. d.	s. d.	s. d.	s. d.
2 0 $\frac{3}{4}$	0 8 $\frac{1}{4}$	1 6	0 2 $\frac{3}{4}$

6. Pigs will be charged 7 $\frac{1}{2}$ per cent. less than the classified rates for Class M or the small-lots rates specified in the last preceding paragraph, as the case may be.

7. The Department may decline to extend the benefit of the reduction provided for in the foregoing paragraph to consignments of pigs consigned to any person or firm utilizing other means of transport than the railway for the carriage of bacon, hams, and other products manufactured from such pigs when the railway is available for the transport of these goods.

8. Where mixed consignments are carried and charged at small-lots scale, the first animal rate will be charged on the highest rated animal in each truck and the respective rates as for additional animals on the remainder.

LIVE-STOCK IN CRATES.

9. Live-stock properly secured in crates so as to prevent damage to other goods will be charged as follows:—

Calves (not exceeding six months old), sheep, pigs, or goats, provided the gross weight of each crate does not exceed 3 cwt., will be charged Class C plus 50 per cent.; minimum charge except in the case of a box or crate not exceeding 56 lbs. gross weight, 2s. 9d. per crate from forwarding station to destination station. Where the gross weight of a crate exceeds 3 cwt., the charge will be computed at Class C, double rate; minimum charge, 4s. 2d. per crate, from forwarding station to destination station. The minimum charges provided herein will not be reduced by any local rate.

10. Where the owner desires that live-stock in crates be forwarded in a live-stock wagon, the railage charges on the consignment must not be less than the appropriate charges for such live-stock had the same been forwarded loose in the wagon.

GOODS—continued.

STORE CATTLE AND SHEEP, IN LARGE MOBS, FOR DISTANCES OF 100 MILES AND UPWARDS.

11. For distances of 100 miles and upwards, cattle and sheep from one consignor and forwarding station to one consignee and destination station certified by the consignor to be *bona fide* store stock, not consigned for slaughter, will be charged the classified truck rate for the first fifteen trucks, and for each additional truck £1 per truck less than the classified rate. For distances under 100 miles the charge as for 100 miles will be made if lower than at classified rate.

DROVER'S PASSES.

12. One *bona fide* drover accompanying a consignment of not less than three trucks of live-stock for journeys of not less than thirty miles will be furnished with a free return pass between starting and destination stations for himself and not more than two dogs, available for a week from date of issue in cases where the journey involves travel in only one Island and for two weeks from date of issue in the case of inter-Island consignments. In cases where any consignment of stock is for the convenience of the Department conveyed by more than one train, a return pass will be issued for one drover and not more than two dogs by each train, provided that a pass will in no case be issued in respect of less than three trucks of stock by any train. The drover must travel by the same train as the stock, otherwise a pass will not be issued and the ordinary fare will be charged. Where a drover travels by goods train he will be required to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train.

13. 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 at his own risk, and on his indemnifying the Department in writing in the form provided, and paying second-class fare for himself and ordinary rates for his dogs.

14. Drivers travelling as provided in this regulation must ride in the guard's van or a second-class carriage, as may be directed by the Department.

15. Drivers' passes will not be issued to jockeys and trainers travelling in charge of racehorses (Regulation 81), to attendants travelling with stud stock for breeding purposes (Regulation 82), or to attendants travelling with exhibits to or from shows (Regulation 92).

(For general regulations re carriage of live-stock see Regulation 114.)

77. Class N.

1. The minimum load of goods chargeable at Class N rate will be as follows:—

	Per Four-wheeled Truck, n.o.s. Tons.	Per Rd or LA Truck. Tons.	Per Bogie Truck, n.o.s. Tons.
Imported coal, concrete slabs, ferro-concrete piles or poles, old boiler-tubes, slates, tarred shingle	6	10	15
Goods in Class N n.o.s.	4	6	10

2. Except where otherwise specified, any less quantity than the minimum specified in each case will be charged at such minimum, or at the classified rate, Class E plus 50 per cent., provided that, in cases where loading and/or unloading is performed by the Department, the charges will in no case be less than when computed at Class N on actual weight plus the appropriate loading and/or unloading charges.

Old boiler-tubes in quantities less than the minimum for the truck used will be charged as such minimum or on actual weight at Class D if cheaper.

3. Charcoal and coke in consignments of less than 4 tons must be bagged.

4. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 7d. per ton will be charged, minimum charge 10d. Except as provided in Regulation 100, paragraph 1, subparagraph (d), where cramage is provided 10d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for cramage where such service is performed by the Department's cranes.

78. Class P.

1. The minimum load of goods chargeable at the Class P rate will be as follows:—

	Per Four-wheeled Truck, n.o.s. Tons.	Per Rd or LA Truck. Tons.	Per Q Truck. Tons.	Per Bogie Truck, n.o.s. Tons.
Concrete blocks, concrete bricks, coal, earthenware flooring-tiles or quarries	6	10	7	15
Coal briquettes or coal carbonettes	6	9½	7	15
Goods in Class P n.o.s.	4	6	..	10

2. Except where otherwise specified, any less quantity than the minimum specified in each case will be charged at such minimum, or on actual weight at Class E plus 50 per cent. if cheaper.

3. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 7d. per ton will be charged, minimum charge 10d. Except as provided in Regulation 100, paragraph 1, subparagraph (d), where cramage is provided 10d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for cramage where such service is performed by the Department's cranes.

GOODS—*continued.***79. Class Q.**

1. The minimum load of goods chargeable at the Class Q rate will be as follows:—

	Per Four-wheeled Truck, n.o.s.	Per 10-ton L-Truck.	Per MA Truck.	Per LA or RD Truck.	Per R or U Truck.	Per RB or UB Truck.
	Tons. 6	Tons. 8	Tons. 10	Tons cwt. 11 0	Tons. 15	Tons. 20
Boulders, bricks, gravel, metal, sand, shingle, stone (rough)						
Concrete or earthenware roofing tiles	6	6	9	10 0	15	20
Chaff	6	6	..	7 15	..	..
Hay	6	6	..	6 10	..	..
Lime, limestone ..	6	6	9	10 0	15	20
Goods in Class Q, not otherwise specified	6	6	8	8 0	13	18

2. Except where otherwise specified, any less quantity than the minimum specified in each case for house-blocks, fencing-posts, fencing-battens, droppers and stakes; timber pole blocks not exceeding 10 ft. in length, for use as strengthening supports for telegraph poles; mangolds, turnips, and wood-ash will be charged at such minimum weights or at Class E, whichever is the cheaper. Other goods of Class Q in quantities less than the minimum specified in each case will be charged at such minimum weights or on actual weight at Class E plus 50 per cent., whichever is the cheaper.

3. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department, 1s. 7d. per ton will be charged. Except as provided in Regulation 100, paragraph 1, subparagraph (d), where cramage is provided 10d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for cramage where such service is performed by the Department's cranes. In the case of scrap iron or steel, for each loading or unloading performed by the Department irrespective of whether cramage is provided or not, the charge will be 1s. 7d. per ton.

4. Without prejudice to the foregoing provisions of this regulation, the Department may require all wagons containing goods of Class Q to be loaded to their full carrying capacity, provided the gauge-limit is not exceeded.

5. Loose hay will not be accepted for carriage.

80. Class R.

1. The minimum load of New Zealand brown coal chargeable at the Class R rate will be as follows:—

Per M Truck.	Per Four-wheeled Truck, n.o.s.	Per LA or RD Truck.	Per R Truck.	Per RB Truck.
Tons. 5	Tons. 6	Tons. 9	Tons. 14	Tons. 20

2. Except where otherwise specified, any less quantity than the minimum specified in each case will be charged at such minimum or on actual weight at Class E plus 50 per cent. if cheaper.

3. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 7d. per ton will be charged. Where cramage is provided 10d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for cramage where such service is performed by the Department's cranes.

81. Horses (Racehorses, Hunters, Polo-ponies, &c.).

1. The Department does not undertake to forward horses by any particular train. The owners of horses must provide means of securing them in the horse-box, and the 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.

2. Horses must be loaded and unloaded by the owners at their own risk and responsibility. Except as may be otherwise arranged by the Department they must be loaded and consigned not less than half an hour before the due time of departure of the train by which they are intended to be conveyed in each case.

3. Requisition for trucks for horses must be made at least twenty-four hours before the vehicles are required.

4. The Department reserves the right to load or have loaded into any truck the full number of horses which such truck is designed to carry. Where the owner desires and is allowed the exclusive use of a G wagon for one horse, pony, foal, mule, or ass, such animal will be charged at one-and-a-half times the rate that would otherwise be applicable thereto.

GOODS—*continued.*

5. Horses loaded in horse-boxes will be charged as follow :—

Miles.	Horses conveyed in G Wagons by Mixed or Goods Trains.		Horses conveyed in UG Wagons by Mail, Express, or Passenger Trains
	First Horse.	Each Additional Horse belonging to the Same Owner.	Each Horse (Minimum Charge as for Two Horses per UG Wagon).
	s. d.	s. d.	s. d.
1	12 8	9 4	17 7
2	12 8	9 4	17 7
3	12 8	9 4	17 7
4	12 8	9 4	17 7
5	12 8	9 4	17 7
6	12 8	9 4	17 7
7	12 8	9 4	17 7
8	12 8	9 4	17 7
9	12 8	9 4	17 7
10	12 8	9 4	17 7
11	13 1	9 9	18 2
12	13 7	10 1	18 9
13	14 0	10 5	19 4
14	14 6	10 10	19 11
15	14 11	11 2	20 5
16	15 5	11 7	21 1
17	15 10	11 11	21 8
18	16 4	12 3	22 2
19	16 9	12 8	22 9
20	17 3	13 0	23 4
21	17 8	13 5	23 11
22	18 2	13 9	24 6
23	18 7	14 1	25 0
24	19 1	14 6	25 7
25	19 6	14 10	26 2
26	20 0	15 3	26 9
27	20 5	15 7	27 4
28	20 11	15 11	27 10
29	21 4	16 4	28 5
30	21 10	16 8	29 1
31	22 3	17 1	29 7
32	22 9	17 5	30 2
33	23 2	17 9	30 9
34	23 8	18 2	31 4
35	24 1	18 6	31 11
36	24 7	18 11	32 6
37	25 0	19 3	33 1
38	25 6	19 7	33 8
39	25 11	20 0	34 2
40	26 5	20 4	34 9
41	26 10	20 9	35 4
42	27 4	21 1	35 11
43	27 9	21 5	36 6
44	28 3	21 10	37 1
45	28 8	22 2	37 8
46	29 2	22 7	38 3
47	29 7	22 11	38 10
48	30 1	23 3	39 4
49	30 6	23 8	39 11
50	31 0	24 0	40 6
51	31 5	24 5	41 1
52	31 11	24 9	41 8
53	32 4	25 1	42 3
54	32 10	25 6	42 10

GOODS—continued.

Miles.	Horses conveyed in G Wagons by Mixed or Goods Trains.		Horses conveyed in UG Wagons by Mail, Express, or Passenger Trains.
	First Horse.	Each Additional Horse belonging to the Same Owner.	Each Horse (Minimum Charge as for Two Horses per UG Wagon).
	s. d.	s. d.	s. d.
55	33 3	25 10	43 4
56	33 9	26 3	43 11
57	34 2	26 7	44 6
58	34 8	26 11	45 1
59	35 1	27 4	45 8
60	35 7	27 8	46 3
61	36 0	28 1	46 10
62	36 6	28 5	47 5
63	36 11	28 9	47 11
64	37 5	29 2	48 6
65	37 10	29 6	49 1
66	38 4	29 11	49 8
67	38 9	30 3	50 3
68	39 3	30 7	50 10
69	39 8	31 0	51 5
70	40 2	31 4	52 0
71	40 7	31 9	52 6
72	41 1	32 1	53 1
73	41 6	32 5	53 8
74	42 0	32 10	54 3
75	42 5	33 2	54 10
76	42 11	33 7	55 5
77	43 4	33 11	56 0
78	43 10	34 3	56 7
79	44 3	34 8	57 1
80	44 9	35 0	57 8
81	45 2	35 5	58 3
82	45 8	35 9	58 10
83	46 1	36 1	59 5
84	46 7	36 6	60 0
85	47 0	36 10	60 7
86	47 6	37 3	61 2
87	47 11	37 7	61 8
88	48 5	37 11	62 3
89	48 10	38 4	62 10
90	49 4	38 8	63 5
91	49 9	39 1	64 0
92	50 3	39 5	64 7
93	50 8	39 9	65 2
94	51 2	40 2	65 9
95	51 7	40 6	66 3
96	52 1	40 11	66 10
97	52 6	41 3	67 5
98	53 0	41 7	68 0
99	53 5	42 0	68 7
100	53 11	42 4	69 2
101	54 4	42 9	69 9
102	54 10	43 1	70 4
103	55 3	43 5	70 10
104	55 9	43 10	71 5
105	56 2	44 2	72 0
106	56 8	44 7	72 7
107	57 1	44 11	73 2
108	57 7	45 3	73 8
109	58 0	45 8	74 3
110	58 6	46 0	74 11
111	58 11	46 5	75 6

GOODS—continued.

Miles.	Horses conveyed in G Wagons by Mixed or Goods Trains.		Horses conveyed in Ug Wagons by Mail, Express, or Passenger Trains.
	First Horse.	Each Additional Horse belonging to the Same Owner.	Each Horse (Minimum Charge as for Two Horses per Ug Wagon).
	s. d.	s. d.	s. d.
112	59 5	46 9	76 0
113	59 10	47 1	76 7
114	60 4	47 6	77 2
115	60 9	47 10	77 9
116	61 3	48 3	78 4
117	61 8	48 7	78 11
118	62 2	48 11	79 6
119	62 7	49 4	80 1
120	63 1	49 8	80 7
121	63 6	50 1	81 2
122	64 0	50 5	81 9
123	64 5	50 9	82 4
124	64 11	51 2	82 11
125	65 4	51 6	83 6
126	65 10	51 11	84 1
127	66 3	52 3	84 8
128	66 9	52 7	85 2
129	67 2	53 0	85 9
130	67 8	53 4	86 4
131	68 1	53 9	86 11
132	68 7	54 1	87 6
133	69 0	54 5	88 1
134	69 6	54 10	88 8
135	69 11	55 2	89 3
136	70 5	55 7	89 9
137	70 10	55 11	90 4
138	71 4	56 3	90 11
139	71 9	56 8	91 6
140	72 3	57 0	92 1
141	72 8	57 5	92 8
142	73 2	57 9	93 3
143	73 7	58 1	93 10
144	74 1	58 6	94 4
145	74 6	58 10	94 11
146	75 0	59 3	95 6
147	75 5	59 7	96 1
148	75 11	59 11	96 8
149	76 4	60 4	97 3
150	76 10	60 8	97 10
For each additional 5 miles or fraction thereof beyond 150 miles will be added—			
	s. d.	s. d.	s. d.
	2 3½	1 10	2 10½

6. Where a Ug wagon is supplied at the request of the owner, for the conveyance of horses by other than an express, mail, or passenger train, the minimum charge will be the charge for two horses at the rates specified in paragraph 5 for conveyance by express, mail, or passenger train.

7. Except as provided in paragraph 8 the minimum charge for a Ug wagon by an express, mail, or passenger train will be as for two horses at the rates specified in paragraph 5 for conveyance by such trains.

8. Where the owner of a horse or horses conveyed in a Ug wagon by an express, mail, or passenger train is, at his own request, granted the exclusive use of such wagon for his horse or horses, the charge will be as for four horses at the rate specified in paragraph 5 for conveyance by such trains.

9. Where the owner of a horse conveyed in a Ug wagon by an express, mail, or passenger train is at his own request granted the exclusive use of the half of a Ug wagon for his horse the charge will be as for two horses at the rates specified in paragraph 5 for conveyance by such trains.

GOODS—*continued.*

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

11. Except as provided in Regulation 82 stallions, other than racing stallions in training, not under two years old conveyed in horse-boxes by mixed or goods trains will be charged rate and a half of the single horse rate as specified in paragraph 5, but if allowed to travel in the same horse-box with an additional horse belonging to the same owner ordinary rates will be charged. For the purposes of this regulation each half of a U_g truck shall be deemed to be a separate truck.

12. When separate horse-boxes are required for more than one stallion, other than a racing stallion in training, forming part of the same consignment, each such horse will, except as provided in Regulation 82, be charged rate and a half of the single-horse rate as specified in paragraph 5 of this regulation.

13. Ponies not exceeding 14 hands in height, foals one year old and under mules and asses, conveyed in horse-boxes by mixed or goods trains will be charged two-thirds of the rates specified in paragraph 5. Minimum charge as for one horse, except where a pony (not exceeding 14 hands in height), foal (one year old and under), mule, or ass is loaded and charged for in conjunction with another horse. Yearling animals (animals over one year and under two years other than mules and asses) will be charged as horses notwithstanding such animals may be under 14 hands in height.

14. Horses, ponies, foals, mules, and asses, when conveyed in cattle-trucks will be charged at the classified truck rate for cattle or at the rate for horses, ponies, foals, mules, or asses (as the case may be) when conveyed in horse-boxes, if cheaper.

15. Racehorses, hunters, and polo ponies travelling either in horseboxes or cattle trucks to or from a race-meeting, hunt-club meeting, or polo match, to be held in the Dominion, will be charged 25 per cent. less than the appropriate rates under regulations 76 or 81, provided that the necessary certificate in one of the forms following is endorsed on the consignment-note and signed by the owner or trainer; and provided further that in the case of horses forwarded from a race or hunt-club meeting or polo match the journey is commenced not later than fourteen days after the concluding day of such meeting or match.

Certificate for Racehorses.

I hereby certify that the racehorse* entered hereon is [are, was, or were] nominated to compete at†

Signature of trainer or owner.

* Insert name of racehorse or racehorses.

† Insert name, place, and date of meeting.

Certificate for Hunters or Polo Ponies.

I hereby certify that the* entered hereon is [are] proceeding to compete at, or has [have] competed at†

Signature of owner or trainer.

* Insert "hunters" or "polo ponies."

† Insert name, place, and date of meeting.

16. Where a special train is run to convey racehorses, hunters, or polo ponies to or from a race or hunt meeting or polo match, such special train will require to be guaranteed at a rate of 15s. 5d. per mile, computed on the mileage the special train is run; minimum charge, £8 16s.

17. Where the total revenue from passenger and horse traffic conveyed by the special train is less than the charges specified in paragraph 16 of this regulation the deficiency must be paid by the guarantors of the special train.

18. The distance which a special train has to run empty to commence a service will be charged at the rate of 8s. 3d. per mile.

(For general regulations re carriage of live-stock see Regulation 114.)

82. Stud Stock for Breeding Purposes.

1. Stud sheep and pigs consigned for breeding purposes if returned within three months, and valuable cattle, stallions (other than stallions travelling on circuit), 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, will be conveyed back free of charge, provided that certificates in the following form signed by the consignor, are endorsed on the consignment-note:—

On outward journey—

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

Homeward journey—

I hereby 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," brood mare," "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.

2. 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 certificate in the following form, signed by the owner or groom in charge, is endorsed on the consignment-note:—

I hereby certify that the stallion [Name] entered hereon is travelling from Station to Station on circuit for stud purposes only.

3. Unweaned foals under one year old (accompanying brood mares in the same wagon) will be conveyed free.

4. Animals consigned under the provisions of this regulation will not be conveyed by express, mail, or passenger trains.

5. Any vehicle used on the homeward journey in excess of the number used on the outward journey will be charged for at the appropriate rate.

GOODS—continued.

83. Motor-vehicles and Carriages.

1. Motor-vehicles not otherwise specified or four-wheeled carriages, unpacked, which can be loaded in a four-wheeled wagon will be charged as follows:—

Miles.	Charge per Vehicle.	Miles.	Charge per Vehicle.	Miles.	Charge per Vehicle.
	s. d.		s. d.		s. d.
1	16 6	51	39 1	101	66 7
2	16 6	52	39 7	102	67 1
3	16 6	53	40 2	103	67 8
4	16 6	54	40 8	104	68 2
5	16 6	55	41 3	105	68 9
6	16 6	56	41 10	106	69 4
7	16 6	57	42 4	107	69 10
8	16 6	58	42 11	108	70 5
9	16 6	59	43 5	109	70 11
10	16 6	60	44 0	110	71 6
11	17 1	61	44 7	111	72 1
12	17 7	62	45 1	112	72 7
13	18 2	63	45 8	113	73 2
14	18 8	64	46 2	114	73 8
15	19 3	65	46 9	115	74 3
16	19 10	66	47 4	116	74 10
17	20 4	67	47 10	117	75 4
18	20 11	68	48 5	118	75 11
19	21 5	69	48 11	119	76 5
20	22 0	70	49 6	120	77 0
21	22 7	71	50 1	121	77 7
22	23 1	72	50 7	122	78 1
23	23 8	73	51 2	123	78 8
24	24 2	74	51 8	124	79 2
25	24 9	75	52 3	125	79 9
26	25 4	76	52 10	126	80 4
27	25 10	77	53 4	127	80 10
28	26 5	78	53 11	128	81 5
29	26 11	79	54 5	129	81 11
30	27 6	80	55 0	130	82 6
31	28 1	81	55 7	131	83 1
32	28 7	82	56 1	132	83 7
33	29 2	83	56 8	133	84 2
34	29 8	84	57 2	134	84 8
35	30 3	85	57 9	135	85 3
36	30 10	86	58 4	136	85 10
37	31 4	87	58 10	137	86 4
38	31 11	88	59 5	138	86 11
39	32 5	89	59 11	139	87 5
40	33 0	90	60 6	140	88 0
41	33 7	91	61 1	141	88 7
42	34 1	92	61 7	142	89 1
43	34 8	93	62 2	143	89 8
44	35 2	94	62 8	144	90 2
45	35 9	95	63 3	145	90 9
46	36 4	96	63 10	146	91 4
47	36 10	97	64 4	147	91 10
48	37 5	98	64 11	148	92 5
49	37 11	99	65 5	149	92 11
50	38 6	100	66 0	150	93 6

For each additional 5 miles or fraction thereof beyond 150 miles 2s. 9d. will be added.

GOODS—*continued.*

2. Two-wheeled carriages which can be loaded in a four-wheeled wagon will be charged at the following rates per carriage :—

For any Distance not exceeding 10 Miles.	For every Mile after the First 10 Miles
s. d.	s. d.
14 10	0 5½

3. Where two or more carriages and/or motor-vehicles are consigned by one consignor from one originating station to one consignee at one destination station and are loaded together in one four-wheeled wagon full rate will be charged for the first carriage or motor-vehicle and half-rate for each additional one: Provided that where any such consignment comprises two-wheeled carriages and four-wheeled carriages and/or motor-vehicles, a four-wheeled carriage or motor-vehicle shall be deemed to be the first vehicle for which full rate will be charged, and the remainder will be charged half the rate applicable to the class of carriage or motor-vehicle in each case. A bogie wagon will for the purpose of this paragraph be treated as two four-wheeled wagons.

4. Where an R or a U wagon is required owing to the length of the carriage or motor-vehicle rate and half will be charged.

5. Where an Rb or a Ub wagon is required owing to the length of the carriage or motor-vehicle double rate will be charged.

6. Where two carriages or motor-vehicles, or a carriage and a motor-vehicle, consigned from one originating station are each too long to be loaded on a four-wheeled wagon and are loaded together on a bogie wagon they will be charged as follows :—

- (a) To the same destination station (whether same consignee or not) Ordinary rate for each.
- (b) To different destination stations on a direct route—
- (i) Carriage or motor-vehicle to the nearer destination station. Ordinary rate.
- (ii) Carriage or motor-vehicle to the farther destination station. Ordinary rate to the nearer destination and 10d. per mile thence to the farther destination; minimum charge for the latter portion of the journey, 16s. 6d.

7. The Department may require loading, unloading, roping, and covering of carriages or motor-vehicles to be performed by owner.

8. Where covers are supplied for carriages or motor-vehicles a charge as per Regulation 93 will be made. If consignors or owners supply their own covers the covers will be conveyed free of charge on the outward journey, also when being returned from the original destination station to the original forwarding station.

9. Motor-vehicles charged with petrol or other motor-spirit will be accepted for conveyance by rail only if the petrol connections are tight and the petrol is cut off between the supply-tank and the carburettor. Motor-vehicles which are not fitted with pumps or "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor-spirit has been removed from the tank.

10. The Department reserves the right to decline to convey any motor-vehicle unless all the petrol is removed therefrom.

11. It shall be a condition of every contract of carriage of a motor-vehicle that any liability to which the Department might according to its by-laws or regulations ordinarily be subject shall not attach to it in respect of damage to or loss of any equipment recognized as the ordinary equipment of a motor-vehicle, including such articles as spare parts, wheels, tires, tools, and cushions attached to or contained in a motor-vehicle received for carriage unless particulars of such equipment are entered on the consignment-note.

12. Except as otherwise provided, the provisions of paragraphs 3, 4, and 5 will not apply to motor-cars when charged at special rates as provided in the Goods Local Rates Scale of Charges.

84. Carts, Drays, Express Wagons, and Wagons.

1. Carts, drays, express wagons, and wagons not exceeding 1 ton in weight each vehicle, either set up or in pieces, will be charged as follows for each vehicle :—

	s.	d.
For any distance of not more than 10 miles ..	15	5
For every mile after the first 10 miles ..	0	4½

2. Carts, drays, express wagons, and wagons exceeding 1 ton in weight will be charged rate and a half; minimum charge, 23s. 1d. for each vehicle.

3. 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.

4. A bogie truck will, for the purpose of the last preceding paragraph, be treated as two four-wheeled trucks.

GOODS—continued.

85. Fresh Fruit, Fresh Vegetables, Mushrooms, and Nuts.

1. The maximum charges for fresh fruit, fresh vegetables, mushrooms, and nuts grown and packed in New Zealand, including the Cook Islands or Niue, not exceeding 2 cwt. in weight per consignment, forwarded for the domestic use of the consignee, will be as follow between any two stations on the same section of railway :—

	s.	d.
Not exceeding 56 lb.	0	9
Over 56 lb., but not exceeding 112 lb.	1	6
Over 112 lb., but not exceeding 168 lb.	2	3
Over 168 lb., but not exceeding 224 lb.	3	0

In each case the consignor shall endorse on the face of the consignment-note "certified for the domestic use of the consignee only."

The provisions of this paragraph will not apply to fresh fruit, fresh vegetables, mushrooms, and nuts forwarded for sale, or to be used or dealt with by the consignee for any purpose other than that mentioned.

2. In addition to the foregoing charges, a charge of 6d. for each hundred-weight or part of a hundredweight will be made for fresh fruit, fresh vegetables, mushrooms, and nuts charged at these maximum rates consigned to Frankton Junction, Hamilton, Wanganui, Hawera, New Plymouth, Palmerston North, Christchurch, Dunedin, or Invercargill.

3. The Department reserves the right to decline to carry fresh fruit, fresh vegetables, mushrooms, and nuts at the rates provided in paragraph 1, on any express, mail, or passenger train.

4. Fresh fruit, fresh vegetables, mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands and Niue) not coming within the foregoing provisions of this regulation will be charged as follow; minimum charge small-lots scale, Regulation 71 :—

Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.
	s. d.		s. d.		s. d.		s. d.	Not exc'd-	s. d.
1	6 3	39	15 11	77	23 11	115	28 2	ing	
2	6 11	40	16 3	78	23 11	116	28 2	155	32 9
3	6 11	41	16 4	79	24 1	117	28 5	160	33 2
4	6 11	42	16 8	80	24 1	118	28 5	165	33 11
5	6 11	43	16 10	81	24 5	119	28 8	170	34 5
6	6 11	44	17 2	82	24 5	120	28 8	175	35 0
7	6 11	45	17 3	83	24 6	121	29 0	180	35 5
8	6 11	46	17 7	84	24 6	122	29 0	185	36 3
9	6 11	47	17 9	85	24 10	123	29 1	190	36 7
10	6 11	48	18 1	86	24 10	124	29 1	195	37 3
11	6 11	49	18 2	87	25 0	125	29 4	200	37 9
12	6 11	50	18 5	88	25 0	126	29 4	205	38 5
13	7 3	51	18 8	89	25 4	127	29 6	210	39 0
14	7 10	52	19 0	90	25 4	128	29 6	215	39 11
15	8 2	53	19 1	91	25 5	129	29 11	220	40 4
16	8 9	54	19 4	92	25 5	130	29 11	225	40 11
17	9 0	55	19 7	93	25 9	131	30 0	230	41 4
18	9 4	56	19 11	94	25 9	132	30 0	235	41 11
19	9 8	57	20 0	95	25 11	133	30 3	240	42 4
20	10 0	58	20 3	96	25 11	134	30 3	245	42 11
21	10 7	59	20 5	97	26 3	135	30 5	250	43 4
22	10 10	60	20 10	98	26 3	136	30 5	255	43 11
23	11 2	61	20 11	99	26 4	137	30 10	260	44 4
24	11 4	62	21 2	100	26 4	138	30 10	265	44 11
25	11 10	63	21 4	101	26 8	139	30 11	270	45 5
26	12 3	64	21 9	102	26 8	140	30 11	275	45 11
27	12 8	65	21 10	103	26 10	141	31 2	280	46 5
28	13 0	66	22 1	104	26 10	142	31 2	285	46 11
29	13 2	67	22 3	105	27 2	143	31 4	290	47 5
30	13 8	68	22 8	106	27 2	144	31 4	295	47 11
31	14 1	69	22 9	107	27 3	145	31 9	300	miles or
32	14 5	70	23 0	108	27 3	146	31 9	beyond 300	
33	14 7	71	23 2	109	27 6	147	31 10	miles, 48s. 5d.	
34	14 10	72	23 2	110	27 6	148	31 10	per ton.	
35	15 0	73	23 6	111	27 9	149	32 1		
36	15 4	74	23 6	112	27 9	150	32 1		
37	15 5	75	23 8	113	28 1				
38	15 9	76	23 8	114	28 1				

86. Artificial Manures and Raw Material (except Lime) for the Manufacture of Artificial Manures.

1. Except otherwise specified, artificial manures, including ammonia (sulphate of), basic slag, bones, bone-char, bone-dust, cyanamide fertilizer, fish manure, guano, kainit, manure salts, phosphate rock, phosphate rock (ground), potash (sulphate or muriate of), soda (nitrate of), sulphur, sulphate of iron, and such commodities when for use in the manufacture of artificial manures will be charged as per paragraph 6 of this regulation.

GOODS—*continued.*

2. Consignments in any quantity of less than 6 tons will be charged as for 6 tons or at the rate applicable to consignments of a minimum weight of 1 ton, whichever is cheaper. Any quantity less than 1 ton will be charged as 1 ton or at the classified rate for Class E, whichever is cheaper.

3. The provisions of paragraph 1, Regulation 72, will apply to consignments charged at Class E.

4. At Auckland, Onehunga, Port Ahuriri, Wellington, Foxton, Wanganni, New Plymouth, Breakwater, Waitara, Greymouth, Westport, Nelson, Picton, Blenheim, Lyttelton, Christchurch, Timaru, Oamaru, Oamaru Breakwater, Port Chalmers, Dunedin, Invercargill, and Bluff, 1s. 2d. per ton will be charged in addition to the rates specified in paragraph 6 of this regulation, except when consigned from or to private sidings at those stations, or except local rates otherwise provide.

5. At all other stations, when the loading or unloading is performed by the owners, or when loaded by owners into sheds, owing to trucks not being available after reasonable notice is given, the rates specified in paragraph 6 of this regulation only will be charged, provided that when loading or unloading is charged for no charge shall be made for tallying. For each loading or unloading performed by the Department 1s. 2d. per ton will be charged (minimum charge, 10d.), and the charge shall include the service of tallying when such is performed in connection with either the loading or unloading. When it is desired by either the consignor or consignee that the Department should tally but not handle the goods, 10d. per ton will be charged for this service (minimum charge, 10d.). When goods are charged at Class E, under small-lots scale, Regulation 71, or at Class E, plus 50 per cent., no charge for loading, unloading, or tallying will be made.

6. Artificial manure carried under the provisions of this regulation must be for use in manuring farm lands within the Dominion of New Zealand.

Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment Rate per Ton.	Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment : Rate per Ton.
	s. d.	s. d.		s. d.	s. d.
1	2 1	2 8	28	4 5	5 6
2	2 4	2 11	29	4 6	5 7
3	2 4	2 11	30	4 7	5 9
4	2 4	2 11	31	4 9	6 0
5	2 4	2 11	32	4 10	6 1
6	2 4	2 11	33	4 11	6 3
7	2 4	2 11	34	5 1	6 3
8	2 4	2 11	35	5 1	6 4
9	2 4	2 11	36	5 2	6 6
10	2 4	2 11	37	5 3	6 6
11	2 4	2 11	38	5 4	6 8
12	2 4	2 11	39	5 5	6 9
13	2 6	3 1	40	5 5	6 9
14	2 8	3 4	41	5 7	7 0
15	2 9	3 6	42	5 7	7 1
16	2 11	3 8	43	5 8	7 2
17	3 0	3 9	44	5 9	7 3
18	3 1	3 11	45	5 10	7 4
19	3 3	4 0	46	6 0	7 5
20	3 5	4 4	47	6 0	7 6
21	3 6	4 6	48	6 1	7 7
22	3 8	4 7	49	6 2	7 8
23	3 9	4 9	50	6 3	7 10
24	3 10	4 10	51	6 4	7 11
25	4 0	5 1	52	6 5	8 0
26	4 3	5 3	53	6 6	8 2
27	4 3	5 4	54	6 6	8 2

GOODS—*continued.*

Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment : Rate per Ton.	Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment : Rate per Ton.
	s. d.	s. d.		s. d.	s. d.
55	6 7	8 3	110	9 3	11 8
56	6 8	8 5	111	9 5	11 9
57	6 9	8 5	112	9 5	11 9
58	6 11	8 7	113	9 5	11 10
59	7 0	8 9	114	9 5	11 10
60	7 0	8 9	115	9 6	12 0
61	7 1	8 11	116	9 6	12 0
62	7 2	9 0	117	9 8	12 0
63	7 3	9 1	118	9 8	12 0
64	7 4	9 2	119	9 9	12 1
65	7 4	9 3	120	9 9	12 1
66	7 6	9 4	121	9 10	12 3
67	7 6	9 5	122	9 10	12 3
68	7 7	9 6	123	9 10	12 3
69	7 8	9 8	124	9 10	12 3
70	7 10	9 9	125	10 0	12 6
71	7 11	9 10	126	10 0	12 6
72	7 11	9 10	127	10 0	12 7
73	7 11	9 11	128	10 0	12 7
74	7 11	9 11	129	10 1	12 7
75	8 1	10 1	130	10 1	12 7
76	8 1	10 1	131	10 2	12 9
77	8 1	10 1	132	10 2	12 9
78	8 1	10 1	133	10 3	12 10
79	8 2	10 2	134	10 3	12 10
80	8 2	10 2	135	10 4	12 11
81	8 3	10 4	136	10 4	12 11
82	8 3	10 4	137	10 5	13 0
83	8 4	10 4	138	10 5	13 0
84	8 4	10 4	139	10 5	13 1
85	8 5	10 7	140	10 5	13 1
86	8 5	10 7	141	10 7	13 2
87	8 5	10 8	142	10 7	13 2
88	8 5	10 8	143	10 8	13 4
89	8 6	10 8	144	10 8	13 4
90	8 6	10 8	145	10 9	13 5
91	8 7	10 10	146	10 9	13 5
92	8 7	10 10	147	10 10	13 6
93	8 9	10 11	148	10 10	13 6
94	8 9	10 11	149	10 10	13 7
95	8 10	11 0	150	10 10	13 7
96	8 10	11 0	155	11 1	13 11
97	8 11	11 1	160	11 3	14 0
98	8 11	11 1	165	11 7	14 5
99	8 11	11 2	170	11 8	14 6
100	9 0	11 2	175	11 11	14 10
101	9 0	11 3	180	12 0	15 0
102	9 1	11 3	185	12 3	15 4
103	9 1	11 4	190	12 5	15 6
104	9 1	11 4	195	12 8	15 10
105	9 2	11 6	200	12 9	15 11
106	9 2	11 6	205	13 0	16 4
107	9 3	11 7	210	13 2	16 5
108	9 3	11 7	215	13 6	16 9
109	9 3	11 8	220	13 7	17 0

GOODS—continued.

Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment : Rate per Ton.	Miles.	Minimum, 6 Tons per Consignment : Rate per Ton.	Minimum, 1 Ton per Consignment : Rate per Ton.
	s. d.	s. d.		s. d.	s. d.
225	13 10	17 3	480	23 7	29 5
230	13 11	17 5	485	23 9	29 8
235	14 3	17 9	490	23 11	29 11
240	14 4	17 11	495	24 2	30 2
245	14 6	18 1	500	24 4	30 5
250	14 8	18 4	505	24 7	30 9
255	14 10	18 7	510	24 9	30 11
260	15 2	18 11	515	24 11	31 2
265	15 3	19 1	520	25 1	31 4
270	15 6	19 4	525	25 4	31 8
275	15 8	19 6	530	25 6	31 10
280	15 10	19 10	535	25 8	32 1
285	16 1	20 0	540	25 10	32 4
290	16 3	20 3	545	26 2	32 8
295	16 5	20 6	550	26 3	32 10
300	16 6	20 10	555	26 6	33 0
305	16 9	21 0	560	26 8	33 3
310	17 1	21 3	565	26 10	33 7
315	17 2	21 5	570	27 1	33 9
320	17 5	21 9	575	27 3	34 0
325	17 7	21 11	580	27 5	34 3
330	17 9	22 2	585	27 7	34 7
335	18 0	22 6	590	27 9	34 9
340	18 2	22 9	595	28 1	35 0
345	18 5	23 0	600	28 2	35 2
350	18 7	23 2	605	28 5	35 6
355	18 10	23 7	610	28 8	35 8
360	19 0	23 8	615	28 9	35 11
365	19 3	24 0	620	29 0	36 3
370	19 4	24 1	625	29 2	36 6
375	19 7	24 6	630	29 4	36 8
380	19 9	24 8	635	29 6	36 11
385	20 0	24 11	640	29 8	37 2
390	20 1	25 1	645	29 11	37 4
395	20 4	25 6	650	30 1	37 7
400	20 5	25 7	655	30 4	37 10
405	20 9	25 10	660	30 6	38 2
410	20 11	26 0	665	30 9	38 5
415	21 1	26 4	670	30 11	38 7
420	21 3	26 7	675	31 1	38 10
425	21 5	26 10	680	31 3	39 1
430	21 8	27 1	685	31 5	39 4
435	21 10	27 4	690	31 8	39 6
440	22 0	27 6	695	31 11	39 9
445	22 3	27 9	700	32 0	40 1
450	22 4	28 0			
455	22 8	28 3			
460	22 10	28 6			
465	23 0	28 9			
470	23 2	29 0			
475	23 5	29 3			

For each additional five miles or fraction thereof beyond 700 miles will be added 2½d. 2¾d.

87. Food Products and Clothing for Charitable Purposes.

1. Food-products, coal, firewood, and clothing donated to charitable institutions, other than orphanages and Maori Mission Fields, will be conveyed as goods traffic at owner's risk at half the appropriate rates, on the authority of the General Manager. Written application for the concession must be made to the General Manager at least fourteen days before the goods are presented for carriage.

2. In the case of food and clothing donated to orphanages and Maori Mission Fields, the concession of half-rates will be granted subject to a certificate in the following form being endorsed on the consignment-note:—

"I hereby certify that the goods entered hereon are a free donation to the*....., to which they are consigned."

[Signature of Sender.]

* Insert "Orphanage" or "Maori Mission Field."

88. Returned Empties.

1. 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 the original sending-station.

2. Furniture-coverings such as scrim or canvas used for covering furniture, scrim and sacking used by nurserymen in packing plants and seedlings, also cardboard bottle protectors which have been conveyed by rail may, when being returned, be carried as returned empties under the provisions of this regulation.

GOODS—continued.

3. Except as provided in paragraphs 4 and 5, the charges for returned empties will be as follows:—

Miles.						Rate per Ton.
						s. d.
Not exceeding	25	..	..	..	..	11 0
"	50	..	..	..	..	16 6
"	100	..	..	..	..	24 4
"	150	..	..	..	..	32 1
"	200	..	..	..	..	39 11
"	250	..	..	..	..	47 8
"	300	..	..	..	..	55 6
"	350	..	..	..	..	63 3
"	400	..	..	..	..	71 1
"	450	..	..	..	..	78 10
"	500	..	..	..	..	87 7
For each additional 50 miles or portion thereof in excess of 500 miles, will be added						7 10

Quantities of less than 1 ton will be charged *pro rata* of the tonnage rates, subject to a minimum charge as for 1 cwt.

4. Textile coverings for fresh meat which has been conveyed by rail will, when being returned to the original consignor and sending-station from the original consignee and the original receiving-station, be conveyed free up to 100 miles and at the rates prescribed in paragraph 3 for the balance of the journey.

5. Returned empty butter, cheese, egg, eskimo-pie, fish, fresh-meat, cooked ham, fruit, ice-cream, ice-cream mix, nut, vegetable, carbon dioxide snow (dry ice), and casein curd packages, other than textile coverings for fresh meat, which comply with the provisions of paragraph 1, will be charged as follows:—

Miles.						Rate per Ton.
						s. d.
Not exceeding	25	..	..	..	..	5 6
"	50	..	..	..	..	8 3
"	100	..	..	..	..	12 2
"	150	..	..	..	..	19 11
"	200	..	..	..	..	27 9
"	250	..	..	..	..	35 6
"	300	..	..	..	..	43 4
"	350	..	..	..	..	51 1
"	400	..	..	..	..	58 11
"	450	..	..	..	..	66 8
"	500	..	..	..	..	74 6
For each additional 50 miles or fraction thereof in excess of 500 miles, will be added						7 10

Quantities of less than 1 ton will be charged *pro rata* of the tonnage rates, subject to a minimum charge as for 1 cwt.

6. Returned empties must be certified by consignors to have passed over the railway full as provided herein.

7. Carriage must be prepaid, unless there be an arrangement between the Department and the consignee to the contrary.

8. Owners may be required to perform all handling of returned empties. Returned empties handled at ship's side and not carried under the provisions of Regulation 96, will be charged 1s. 7d. per ton for such handling. Minimum charge, 7d.

9. Consignments under this regulation will be carried at owner's risk.

10. Empty tank wagons which on the outward journey have been used for the conveyance of benzine, kerosene, or similar mineral oils, and fuel oil, will, when being returned from the original consignee and the original receiving-station to the original consignor and the original forwarding-station, be carried free. Where the empty tank wagon is not returned to the original forwarding-station, but is forwarded to another station for filling, and where the mileage, when the empty tank is railed, is in excess of that for which it is entitled to free return, the excess mileage will be charged at the rate of 2s. 2d. per mile.

89. Seeds returning from Seed-cleaning Establishments.

1. 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 at half-rates, provided that such seed was grown in the vicinity of the original forwarding-station and is for use by the grower in the locality where grown, and that a certificate in the following form is endorsed 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 the purpose of being cleaned, and will, when returned, be used by me in the locality where grown."

2. When seed is returned under this regulation the consignment-note must be endorsed as follows: "The seed entered hereon is New Zealand grown, and was consigned from Station to Station on for cleaning, and is entitled to be carried back at half rates."

GOODS—continued.

90. Lime for Manuring Farm Lands.

1. New Zealand lime for use in dressing land used *bona fide* as a farm, orchard, nursery, or market-garden within the Dominion of New Zealand consigned from kilns direct to farmers, orchardists, nurserymen, market-gardeners, or educational institutions whose curricula require the carrying-on of farming for the purpose of instructing their students, may, at the option and convenience of the 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 at least seven days prior to the date on which it is desired to forward the first consignment of lime; the application, accompanied by a sample of the lime, specifying the name of the lime-kiln, the railway-stations from which the lime will be forwarded, and the net price to be charged to the farmers;
- (b) That the price charged to the farmers for the lime to be conveyed free under this regulation does not exceed the price approved by the Department;
- (c) That a certificate in the following form is endorsed on the consignment-note: "I hereby certify that the lime entered hereon and consigned to _____ is for use upon land used *bona fide* as a _____, that the price charged to the consignee does not exceed the price approved by the Department, and that no undue preference has been given in fulfilling this order."

2. The minimum loads for New Zealand lime which will be accepted for carriage under the provisions of this regulation will be as follow:—

Per Four-wheeled Truck, n.o.s.	Per MA Truck.	Per LA or RD Truck.	Per R or U Truck.	Per RB or UB Truck.
Tons. 6	Tons. 9	Tons. 10	Tons. 15	Tons. 20

3. The Department reserves to itself the right to decline any application, and to withdraw approval in the event of an infringement of any of the foregoing regulations, and in particular may decline to extend the benefit of the regulation to any farmer, orchardist, nurseryman, or market-gardener who utilizes other means of transport than the railway for the carriage of other goods to or from his farm, orchard, nursery, or market-garden, as the case may be, when the railway is available for the transport of such goods.

91. Empty Cases for Carriage of Fruit, and Shooks for Manufacture of Fruit-cases.

1. Empty cases and crates containing empty punnets—not "returned empties," but to be reconsigned over the railway full, and, when so reconsigned, to contain only New-Zealand-grown fresh fruit—consigned direct to fruitgrowers' agents or associations approved by the General Manager, and *bona fide* fruit-growers, will be charged at the rate for returned empties (paragraph 5, Regulation 88).

2. Shooks not exceeding 3 ft. in length, in bundles, consigned direct from mills to fruitgrowers' agents or associations approved by the General Manager, and *bona fide* fruitgrowers, for manufacture of cases to be used solely for the carriage by rail of New-Zealand-grown fresh fruit, will be charged half rates Class C, or Class K, whichever is the cheaper.

3. Consignments under this regulation will be conveyed at owner's risk.

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

I hereby certify that these cases [or shooks] are consigned direct to a* _____, and are to be used solely for packing New-Zealand-grown fresh fruit to be conveyed by rail.

5. All loading and unloading must be performed by the owners.

* Insert fruitgrowers' agent, fruitgrowers' association, or *bona fide* fruitgrower, as the case may be.

92. Exhibits forwarded to and from Shows, Horses forwarded to and from Ploughing-matches.

1. Stock (other than freak animals for exhibition at side-shows), implements, dogs, poultry, birds, produce, &c. (but not including motor-bicycles, motor-cars, motor-lorries, or motor-buses), consigned for exhibition at agricultural, horticultural, dog, poultry, pigeon, and cage-bird shows, and egg-laying competitions; ploughs for use at prize ploughing matches; motor-tractors for use at ploughing matches which have an event on their programmes for tractor ploughs; entire horses consigned for exhibition at horse parades; and sheep-dogs competing at dog trials—will be charged full tariff rates going to the show, competition, ploughing match, parade, or dog trial; freight charges must be prepaid.

2. All such goods (whether forming the whole or only a portion of the original consignment, and which have not broken the journey to compete at a show, competition, ploughing-match, parade, or dog trial on either the outward or homeward journey) will, if returned unsold within one month from the closing of the show, competition, ploughing-match, parade, or dog trial, be conveyed back to the original consignor and to the original forwarding-station free, but at owner's risk, provided a certificate in the following form is handed to the Department when the returned exhibits are consigned.

GOODS—*continued.*

3. CERTIFICATE FOR UNSOLD RETURNED EXHIBITS.

, 19 .

To Stationmaster,

I hereby certify that the undermentioned were catalogued by _____ at
 the (a) _____ (Signed) _____, Secretary, (b) _____

Description of Exhibits.	Number in Society's Catalogue.

I hereby certify that the exhibits above mentioned were forwarded by rail from _____ to _____ on _____ for the purpose of being exhibited at the (a) _____; that they were then and still are my property, no sales or exchanges thereof having been effected since they were forwarded by rail as above mentioned; and that they are being returned from _____ to _____ after having been exhibited at the above-named (a) _____

[Owner's Signature.]

The above-mentioned exhibits were entered on waybill No. _____, from Station, dated _____, 19 _____, and were charged for full ordinary rates. _____, Stationmaster [Destination station.]

(a) Insert name of show, parade, &c.

(b) Insert name of society.

4. All goods specified in paragraph 1 of this regulation not coming within the provisions of paragraph 2 of this regulation, and which are entered to compete at two or more shows, competitions, ploughing-matches, parades, or dog trials within the period between their departure from the original forwarding station and their return thereto, will be charged full rates for all journeys made. On the return of such exhibits to the original forwarding-station, and on production of a certificate on the prescribed form obtainable at any officered railway-station, a refund will be made of 50 per cent. of the total amount of railage paid for all exhibits which have completed a circuit of journeys. The return journey to the original forwarding-station must be completed within one month from the conclusion of the last show, competition, ploughing-match, parade, or dog trial at which such exhibits were entered to compete.

5. For all exhibits which have been sold or exchanged ordinary rates will be charged for all journeys made irrespective of the points between which they were carried, and no refund will be made on the railage charges paid for such exhibits.

6. Full rates will be charged for all goods or live-stock received at the original forwarding-station in excess of the number forwarded from such station, and no refund will be made of the railage charges on such exhibits.

7. All vehicles, used on any of the journeys made, in excess of the number of vehicles used for conveyance of the exhibits on the initial journey from the original forwarding-station will be charged full rates, and no refund will be made on any portion of the railage charges paid for such excess number of vehicles.

8. Food-troughs, buckets, &c., poultry pens and coops for use at shows, egg-laying competitions, &c., and marquees and tents consigned with exhibits to be used for covering such exhibits, will be conveyed under this regulation.

9. Trade displays comprising samples of manufactured goods, accompanied by relative advertising-matter, consigned for exhibition at shows specified in paragraph 1 will be conveyed under the provisions of this regulation.

10. Loading and unloading shall be performed by owners.

11. The Department shall be relieved of all responsibility for loss of or damage to goods or live-stock carried free under the provisions of this regulation.

12. Horses consigned to or from ploughing-matches will be charged 25 per cent. less than the appropriate rate under Regulations 76 or 81, provided a certificate in the following form is endorsed on the consignment-note:—

"I hereby certify that the horses entered hereon are proceeding to [Name of station] to compete at (having competed at) a ploughing-match to be held (held on) [Date of match].

[Signature of owner.]

93. Boats for Use at Regattas.

1. Rowing, sailing, or motor boats exclusively for use in contests at regattas and rowing boats exclusively for use at inter-University, college, or secondary-school rowing events will on the outward journey be charged Class C. Minimum. 10 cwt. per four-wheeled wagon, 1 ton per bogie wagon.

2. On being returned from the regatta the boats will be conveyed from the original destination station to the original forwarding-station free of charge. All loading and unloading is to be performed by owners, and the boats will be carried entirely at owners' risk.

3. For the outward journey the following certificate must be endorsed on the consignment-note by the consignor:—

I hereby certify that the boat entered hereon is being forwarded from _____ to _____ exclusively for the purpose of being used in contests at [insert name and place of event], and that the crews of the boat will travel by rail to and from such event.

4. On the return journey the following certificate must be endorsed on the consignment-note by the consignor:—

I hereby certify that the boat entered hereon was consigned from _____ to _____ on _____, and that it has been used exclusively in contests at [insert name and place of event].

GOODS—*continued.*

94. Furniture-vans and Household Removals.

1. Furniture and household effects, including sewing-machines, pianos, organs, perambulators, and go-carts, in furniture vans or transports, will be charged Class C plus 20 per cent. computed on the gross weight of the van or transport and contents and conveyed at the sole risk of the owner; minimum weight, 1 ton per four-wheeled wagon for any container not exceeding 11 ft. in length and 3 tons per four-wheeled wagon for any container exceeding 11 ft. in length, 4 tons per bogie wagon.
2. Furniture vans or transports 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 84), no extra charge being made for vans or transports over 1 ton in weight.
3. *Bona fide* household removals consisting of articles which have actually been in use in a household, including sewing-machines, pianos, organs, perambulators, and go-carts will be charged Class C plus 20 per cent., and conveyed at the sole risk of the owner. Minimum weight per consignment, 1 ton. Persons desiring the exclusive use of a wagon for such household removals may be allowed such exclusive use at a minimum charge as for 3 tons at Class C plus 20 per cent. for each four-wheeled wagon.
4. The Department may require all loading and unloading to be performed by the owners, but where the loading or unloading is performed by the Department, a charge of 1s. 7d. per ton will be made for each service.

95. Circuses.

1. Circuses conveyed by ordinary trains will be charged as follow:—
 Animals, living, including animals in cages, at the Class M rate (truck rate only).
 Vehicles, empty, at rates for carts, drays, &c. (Regulation 84).
 Vehicles loaded with material, or in same truck with material, at the rates for material as hereinafter provided.
2. Material, 9d. per four-wheel truck, not otherwise specified, per mile; 1s. 2½d. per LA truck per mile; 1s. 6¾d. per bogie R, U, or 30 ft. Z truck per mile; 2s. 3½d. per bogie RB, UB, or 47½ ft. Z truck per mile. Minimum charge as for 30 miles in each case.
3. Circuses for which special trains are ordered by the owners will be charged as follow:—

	s.	d.
Per carriage containing passengers	3	10½
Per four-wheel wagon, not otherwise specified	1	6¾
Per LA wagon	2	4½
Per bogie R, T, U, or 30 ft. Z wagon	3	1½
Per bogie RB, UB, or 47½ ft. Z wagon	3	10½
Minimum charge	30	10

Minimum charge for a special train, £30 16s.
4. The distance which a train has to run to commence a service will be charged at the rate of 8s. 3d. per mile.
5. Special trains will be run only at the option of the Department.
6. 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. They will also be liable for the expense of making good any damage done to the Department's rolling-stock in connection with the loading, unloading, or carriage of any circus.

96. Haulage, Handling, Sorting, and Transshipment Charges.—Port Stations.

1. Except as otherwise provided, the charge for haulage and handling at and between ship's side and private stores or sidings or Government sheds and public sidings at the same station will be as follows:—
 (a) For handling at ship's side—

	s.	d.
Goods not otherwise specified, per ton (minimum charge 10d.)	1	7
Goods charged Class E, single rate, per ton (minimum charge 10d.)	1	2
Scrap iron or scrap steel per ton (minimum charge 10d.)	1	7
Timber (Class K), per 100 superficial feet (minimum charge 10d.)	0	7

Provided that in the case of goods of Classes F, N, P, Q, or R (other than scrap iron or scrap steel), the handling charge at the ship's side will be 10d. per ton where the ship's gear is used for discharging into or loading from railway-wagons.
- (b) For haulage from ship to Government shed or public siding, or *vice versa*—

Goods not otherwise specified, per ton (minimum charge 10d.)	1	7
Live-stock, per four-wheeled wagon	11	7
Timber (Class K) not otherwise specified, per 100 superficial feet (minimum charge 1s. 8d.)	0	7
Australian hardwood exceeding 6 in. by 6 in. in breadth and thickness (or the equivalent) for sawn timber, 7 in. in diameter for round timber, and in the case of either sawn or round timber exceeding 15 ft. in length, per 100 superficial feet (minimum charge 2s. 6d.)	0	10
- (c) For haulage from ship to private store or siding, or *vice versa*—

Goods not otherwise specified, per ton (minimum charge 2s. 5d.)	1	7
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GOODS—*continued.*

- (c) For haulage from ship to ship, etc.—*continued.*
- | | s. | d. |
|---|----|----|
| Live-stock, per four-wheeled wagon | 11 | 7 |
| Timber (Class K) not otherwise specified, per 100 superficial feet (minimum charge 3s. 10d.) | 0 | 7 |
| Australian hardwood exceeding 6 in. by 6 in. in breadth and thickness (or the equivalent) for sawn timber, 7 in. in diameter for round timber, and in the case of either sawn or round timber exceeding 15 ft. in length, per 100 superficial feet (minimum charge 5s. 9d.) | 0 | 10 |
- (d) For handling at Government sheds or public sidings—
- | | | |
|--|---|----|
| Goods not otherwise specified, per ton (minimum charge 10d.) | 1 | 7 |
| Goods charged as Class E, single rate, per ton (minimum charge 10d.) | 1 | 2 |
| Scrap iron or scrap steel per ton (minimum charge 10d.) | 1 | 7 |
| Timber (Class K), per 100 superficial feet (minimum charge 10d.) | 0 | 9½ |
- Provided that where cramage charges are incurred the provisions of Regulation 100, paragraph 1, sub-paragraphs (c) and (d) will apply.
- (e) When goods conveyed under this regulation are tallied but not handled by the Department the following charges for tallying will be made—
- | | | |
|--|---|----|
| Goods not otherwise specified, per ton (minimum charge 10d.) | 0 | 10 |
| Timber, per 100 superficial feet (minimum charge 10d.) | 0 | 4½ |
- (f) Delivery of motor-vehicles completely assembled on their wheels may, at the option of the Department, be taken by consignees at the ship's side. Except as otherwise provided, the charge for each vehicle so delivered will be 9s. 11d. In cases where delivery is, or is to be, taken under the provisions of this clause the Department will not be responsible for any damage howsoever caused or arising which may occur to any such vehicle after the same has been placed upon the wharf.
2. (a) Goods ex ship comprising two or more packages hauled and charged for such haulage as per sub-paragraphs (b) and (c) of paragraph 1 of this regulation, and which require to be sorted out for delivery or for redespach, will be charged 2s. 4d. per ton, which charge shall include the unloading charge specified in clause (d) of paragraph 1 of this regulation (minimum charge 1s. 1d.).
- (b) Goods ex ship comprising two or more packages (other than those mentioned in subparagraph (a) of this paragraph) which require to be sorted out for delivery or redespach will be charged for such sorting at the rate of 1s. 7d. per ton (minimum charge 10d.).
3. Where the consignee of any goods requires that the consignment be divided for delivery or redespach to his order the following charges will be levied on such goods in addition to those specified in clauses (a) and (b) of paragraph 2 of this regulation :—
- | | s. | d. |
|--|----|----|
| Goods not otherwise specified, per ton (minimum charge per lot delivered or redespached 4d.) | 1 | 1 |
| Timber, per 100 superficial feet (minimum charge per lot delivered or redespached 4d.) | 0 | 3½ |
4. The charge on consignments divided for delivery or redespach to order will be enforced only on that portion of each such consignment as is subdivided for delivery or redespach.
5. Haulage of ship's ballast from ship's side and tipping to spoil will be charged 3s. 1d. per ton (minimum charge 46s. 2d.).
6. Except as otherwise provided, *bona fide* transhipments from one vessel to another at the same port will be charged for haulage, handling, and storage at the following rates :—
- (a) When the goods are received by the Department on the wharf and redelivered to another vessel at the same wharf without being placed in trucks, 2s. 4d. per ton (minimum charge 1s. 1d.). The Department reserves to itself the right to decide whether such goods shall or shall not be loaded into trucks and hauled from ship to ship.
- (b) When the goods are received ex ship into trucks and hauled to another ship for reshipment within thirty-six hours, 4s. 8d. per ton, including receipt ex ship, haulage, and redelivery to ship (minimum charge 2s. 6d.).
- (c) When the goods are received ex ship into trucks and are not reshipped within thirty-six hours or are hauled to shed for storage and afterwards redelivered to ship, a transhipment charge of 2s. 4d. per ton (minimum charge 1s. 1d.) will be made to cover handling in the shed (or detention of the trucks) and storage up to one week. In addition, charges will be made for haulage from or to the ships and for handling (when performed by the Department) at the ships' side at the rates specified in subparagraphs (a) and (b) of paragraph 1 of this regulation. After the expiry of one week storage will be charged for at the rate ordinarily chargeable for storage at the station concerned in each case.
- (d) Live-stock received ex ship into trucks and hauled to another ship for reshipment will be charged 11s. 7d. per four-wheeled truck.
- (e) For the purposes of charging under the provisions of this paragraph the weight of timber will be calculated as follows: Australian hardwood, 350 superficial feet to the ton: all other timbers 450 superficial feet to the ton.
- (For wharfage rates on transhipments over railway wharves, see Regulation 131.)
7. Wool will be computed at the rate of five bales not exceeding 4 cwt. each to the ton.
8. Charges may be computed by weight or measurement, at the option of the Department, and where the charges are so computed the provisions of paragraph 1, Regulation 127, will apply.

GOODS—*continued.***97. Haulage between Sheds and Sidings and Handling Charges.**

1. Where the loading or unloading of traffic is performed by consignors or consignees 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 consignors or consignees.

2. Goods hauled between a private siding and a public siding or Government shed, or between two private sidings at the same station, will be charged haulage as follow :—

	s.	d.
Goods not otherwise specified, per ton	1	7
Live-stock per four-wheeled wagon	11	7
Timber, not otherwise specified, per 100 superficial feet	0	7
Australian hardwood exceeding 6 in. by 6 in. in breadth and thickness (or the equivalent) for sawn timber, 7 in. in diameter for round timber, and in the case of either sawn or round timber, exceeding 15 ft. in length, per 100 superficial feet	0	10

When any such goods are handled by the Department at a public siding, Government shed, or private store or siding the following charges will be made for handling :—

	s.	d.
Goods not otherwise specified, per ton (minimum charge 10d.)	1	7
Goods charged at Class E, single rate, per ton (minimum charge 10d.)	1	2
Timber (Class K), per 100 superficial feet (minimum charge 10d.)	0	9½

Provided that where crantage charges are incurred the provisions of Regulation 100, paragraph 1, subparagraphs (c) and (d) will apply.

3. Where goods conveyed under this regulation are tallied at the request of the owners, but not handled by the Department, the following charges for tallying will be made :—

	s.	d.
Goods not otherwise specified, per ton (minimum charge 10d.)	0	10
Timber, per 100 superficial feet (minimum charge 10d.)	0	4½

4. For the purpose of this regulation the minimum load for a truck of timber will be 700 superficial feet, and any less quantity will be charged at this minimum.

5. In the case of wool the minimum load will be eight undumped or four double-dumped bales per four-wheeled wagon ; any less quantity will be charged at this minimum.

6. Except where wagons are fully loaded, the minimum load of any wagon delivered to a private siding, or of a wagon lifted from a private siding, will be 30 cwt. Any less quantity will be charged as 30 cwt.

7. The Department reserves the right to fill up at its sheds or yards any wagon not loaded to its full carrying-capacity consigned to or from a private siding.

8. Holders of private sidings are held responsible for the safe custody of railway property of any kind while in their sidings, and must return such property to the Department in the same condition as when placed in the private siding.

98. Tarpaulins.

1. Consignors who undertake the covering of any goods shall make good all damage to tarpaulins arising from such goods being insufficiently or negligently covered, secured, or protected.

2. The Department does not undertake to provide tarpaulins for goods of Classes F, K, M, N, P, Q, or R, nor labour for covering such goods when loaded by consignor, and will take no responsibility in respect of these classes of goods on account of their not being covered by tarpaulins. Tarpaulins, if supplied for these classes of goods, will be charged for as follow :—

Distance.	Rate per Tarpaulin.
	s. d.
Not exceeding 100 miles	1 7
Over 100 miles and not exceeding 250 miles	3 1
Over 250 miles	4 7

3. When tarpaulins are provided to cover goods of Classes F, K, M, N, P, Q, or R, from one consignor to various consignees, or from various consignors to one or several consignees, the consignor who requires the goods to be covered will be called upon to pay the charges for the tarpaulin.

4. Tarpaulins not released within eight working-hours from time of arrival will be charged demurrage at the rate of 1s. 7d. per tarpaulin per day or part of a day after the first eight hours. Working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*.

5. When owners of goods do their own loading, and require the use of tarpaulins, they must provide the labour for covering the truck. If covering is performed by the Department 1s. 7d. per tarpaulin will be charged.

6. Private tarpaulins supplied by consignors for the protection of their consignments during transit by rail will be conveyed free of charge on both the outward journey and when being returned from the original destination station to the original forwarding-station.

GOODS—continued.

99. Weighing.

1. The consignor shall declare the weight of traffic handed to the Department for transport. If, however, the weight is not declared, and it is necessary for the Department to weigh the traffic for the purpose of calculating the railrage charges, a charge may be made for weighing at the rates set forth hereunder.

2. Consignments of goods are weighed solely for the purpose of arriving at railway charges, and in no instance will the Department accept responsibility for or guarantee its weighings as between buyer and seller.

3. The Department will, at stations where weighing facilities exist, and when reasonably convenient, weigh goods at the special request of consignor or consignee. No liability shall rest on the Department for any omission to weigh any goods. Consignors should declare on the consignment-note whether they require the goods weighed by the Department. The reweighing of goods in truck loads will be at the option of the Department.

4. In cases where either the consignor or consignee requests in writing that the goods be weighed and there is no wagon weighbridge either at the forwarding or the destination station, or on the direct route between such forwarding and destination stations, the goods will be forwarded to the nearest weighbridge station and the railrage will be calculated via such weighing-station. The usual charge for the weighing will be imposed. In addition, a shunting charge of 2s. 9d. per wagon will be made when a wagon has to be specially shunted at a station (not being the starting or destination station of the goods to be weighed) to enable the weight to be ascertained for the purposes of the consignor or consignee.

5. The charges for each wagon weighed on a wagon weighbridge will be as follow:—

Four-wheeled wagons	..	..	..	..	1s. 7d. each.
Bogie wagons	..	..	..	..	3s. 1d. each.

When more than one copy of a weight-certificate is required by the same person or firm for goods weighed on the Department's wagon weighbridges a charge of 7d. will be made for each certificate in addition to the first for each four-wheeled or bogie wagon.

6. Goods weighed on cart weighbridges will be charged as follow:—

Goods conveyed by rail	..	..	..	..	6d. per load.
Goods not conveyed by rail	..	..	..	..	7d. per load.

7. The charges for other goods weighed by the Department will be as follow:—

Wool, rabbit, and sheep skins in bales	..	..	..	..	6d. per bale.
Sheep-skins in bundles	..	..	..	..	1½d. per bundle.
Grain, onions, potatoes, and seeds	..	..	..	..	1½d. per bag.
All other goods	..	..	..	..	1½d. per cwt.
Minimum charge 1½d. per package.					

8. The Department may decline to supply weights.

100. Cranage.

1. Except as otherwise specified, cranage will be charged for the use of the Department's cranes for lifts exceeding 10 cwt. at the following rates, based on the aggregate weight of the overweight goods in one consignment:—

- (a) For goods not otherwise specified, 9d. per ton; minimum charge, 9d. For timber, 2½d. per 100 superficial feet; minimum charge, 9d.
- (b) When the weight of any package for which a crane is used exceeds 30 cwt. cranage will be charged for at the rate of 3s. 1d. per ton, plus the cost to the Department of providing labour and supervision.
- (c) Except in the case of scrap iron and scrap steel, when cranage is charged for under subparagraph (a) hereof in respect of the handling of any goods for which loading, unloading, or handling charges are payable, half the ordinary charges will, unless otherwise provided, be made for such loading, unloading, or handling (in addition to the charge for cranage).
- (d) Except in the case of scrap iron and scrap steel, where cranage is charged for, plus the actual cost of labour and supervision as provided for in subparagraph (b) hereof, no charge will be made for loading, unloading, or handling.
- (e) Where the weight of the individual packages in a consignment of goods does not exceed 10 cwt. and a crane is used for the convenience of the Department during loading or unloading operations no cranage charge will be made.

2. When the weight of the consignment to be handled is beyond the lifting-capacity of the crane at the station, or where there is no crane provided, and a crane is, at the request of the consignee (or consignor), hauled from another station to the station at which the crane is required, a charge at the rate of 2s. 2d. per mile (mileage counted one way only) will be made for such haulage, with a minimum charge of 15s. 5d.

3. The Department does not undertake to supply cranes, nor does it guarantee the lifting-capacity thereof, or of any appliances used in connection therewith.

4. The loading and unloading of heavy articles at stations or sidings unprovided with suitable lifting appliances for the handling of such packages must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements shall first have been made by the owners for loading or unloading, as the case may be.

5. No article weighing more than 10 tons or the weight of which exceeds the lifting-capacity of the crane at either the receiving or forwarding station, or which requires for its carriage a specially constructed truck, or any alteration to a truck, shall be received and carried except under a special agreement.

GOODS—*continued.*

101. Yardage.

1. Live-stock which has not been carried by or is not to be forwarded by rail, occupying or using Railway stockyards, will be charged as follows :—
Cattle, 9½d. per head per day or part of a day.
Calves, sheep, goats, pigs: For the first 100 or part thereof, 3½d. per head per day or part of a day; for each additional animal, 1d. per head per day or part of a day.
2. Live-stock will be held at the sole risk of owners, who will also require to make their own arrangements for feeding and watering the same.
3. Railway stockyards may be used for such live-stock only at the convenience of the Department.

102. Storage.

1. Consignees are, according to the distance of their residence or place of business from the destination station, allowed the undermentioned periods (calculated from the time of arrival of their goods at the destination station) in which to remove such goods :—

Distance of Residence or Place of Business from Station (by nearest Available Route).	Period allowed when Goods are handled by the Department and stored.	Period allowed when Goods are required to be unloaded from Trucks by Consignees.
Within 2 miles	Eight working-hours ..	} Eight working - hours (irrespective of distance).
Over 2 miles and within 5 miles	Sixteen working-hours	
Over 5 miles and within 20 miles	Three days	
Over 20 miles	One week	

Working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*.
2. Goods not removed within the time specified above in each case will be considered as stored, and storage may be charged for at the following rates :—

- (a) At country stations: 3s. 1d. per ton per week or part of a week (minimum charge per week 10d.).
 - (b) At other stations: 10d. per ton per day or part of a day (minimum charge 3½d. per day).
 - (c) When goods are stored in the open, half the above rates will be charged in each case. Minimum charges as per subparagraphs (a) and (b) of paragraph 2 of this regulation.
 - (d) When tarpaulins are used for covering goods stored in the open they will be charged for at the rate of 1s. 7d. per tarpaulin per day or part of a day in addition to the charges for storage: Provided that the total charges shall not exceed the charges for storage at the rate specified in subparagraphs (a) or (b) of paragraph 2 of this regulation.
3. Storage charges as set out in paragraph 2 hereof will be levied after twelve working-hours on goods brought to stations pending consignment, whether such goods form part of uncompleted consignments or not.
4. When goods which consignees are required to unload are stored on a truck at destination station demurrage charges will be levied as per Regulation 103.
5. The storage charges on goods ex ship will be computed in accordance with the provisions of Regulation 127.
6. Stored goods will be held at owner's risk.
7. Whenever goods are stored due notice will be given to the consignee if his address is known, or, if his address is unknown, notice will be given by posting a letter to the consignee to the address (if any) given on the goods or on papers relating thereto; but the omission to give such notice will not affect the liability of the Department in respect of such goods, or its right to charge for the storage of the same.
8. All stations except those at Whangarei, Auckland, Newmarket, Mount Eden, Frankton Junction, Hamilton, Wanganui, Wanganui Wharf, New Plymouth, Gisborne, Napier, Palmerston North, Wellington, Blenheim, Nelson, Westport, Greymouth, Hokitika, Lyttelton, Christchurch, Timaru, Oamaru, Port Chalmers, Dunedin, Gore, and Invercargill are deemed to be country stations for the purpose of this regulation.
9. The Department does not undertake the provision of storage accommodation for goods.
10. Explosives and dangerous goods must be removed from the premises of the railway immediately they are available for delivery. If left on the premises of the railway they will be at the entire risk and responsibility of the owner, and will be charged for storage at treble the rates specified above, or they may be removed from the premises of the Department and stored at the risk and expense of the owner.

103. Demurrage.

1. Demurrage will be charged on each truck loaded with goods which it is the duty of the owner or consignee to unload, and which is not discharged within eight working-hours from the time when the truck is available for unloading.
The charges will be as follows :—
Four-wheeled trucks—15s. 5d. per truck for each succeeding eight working-hours or part thereof.
Bogie trucks—30s. 10d. per truck for each succeeding eight working-hours or part thereof.

GOODS—*continued.*

2. The Department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid eight hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the Department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

3. Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every truck ordered and not loaded, or improperly loaded, or loaded and not ready for despatch within eight working-hours from the time such wagon is made available for loading in pursuance of such order.

4. For the purpose of calculating demurrage charges working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods traffic is not worked will be treated as *dies non*.

5. Except as otherwise provided, the following charge will be made on goods consigned to a port and held in railway-trucks awaiting shipment:—

For the day of arrival and following day no charge will be made. After the expiry of that time 1s. 7d. per ton per day or part of a day will be charged. Minimum charge 7s. 9d. per four-wheeled wagon per day or part of a day. In no case shall such charge exceed the charge for demurrage under paragraph 1 of this regulation.

104. Locomotive Engines.

1. Locomotive engines running on their own wheels will be charged as follows:—

Under their own steam, 4s. 2d. per mile.

Dead, 4s. 8d. per mile.

Minimum charge as for 20 miles.

2. When locomotive engines are run under their own steam they must, if the Department so requires, be manned by employees of the Department, and the wages and allowances payable to such employees in connection with the transport of any such engine over the railway, together with the cost of any fuel, oil, &c., supplied by the Department for the running of the engine, shall be payable by the consignor (or consignee) in addition to the charges set forth in paragraph 1 of this regulation.

3. When dead locomotives have to be hauled by special train the charges as for a special train at the rates specified in Regulation 105 shall be payable in addition to the charges specified in the preceding provisions of this regulation.

105. Goods and Live-stock conveyed by Special Trains.

1. Special trains ordered by consignors for conveyance of goods or live-stock which could be worked by the ordinary train service will be charged 15s. 5d. per mile; minimum charge, £8 16s. 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 8s. 3d. per mile.

2. The Department does not undertake to run special trains.

3. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train; but no reduction of the special-train rates shall be made on account of the train being so utilized by the Department.

106. Check and Empty Railway-wagons.

1. Check wagons and empty railway-wagons hauled on their own wheels will be charged 7d. per truck per mile up to 50 miles, and 4½d. per truck per mile for each additional mile; minimum charge, 10s. Bogie trucks will be charged double rates.

2. A check wagon or wagons will be charged for when the running of the same is required by reason of the length of the goods. When such goods cannot be loaded in a four-wheeled truck and a bogie truck is specially provided, charges as for a check wagon will be made unless other provision is made for charging for such goods when loaded in bogie wagons.

107. Shunting Charges.

The classified or local rates or haulage charges on goods for shipment cover the placing of the wagons containing such goods at the ship's side. Where a request is made to the Department, either before or after the wagons are placed at the ship's side, for the wagons to be sorted for a particular hold or port of discharge, and such sorting necessitates additional shunting work beyond that which would ordinarily be required to place such wagons at the ship's side, the additional service will be charged for at the rate of £1 13s. per hour; minimum charge, 8s. 3d. for each service.

GENERAL.

108. Definitions.

(a) "The Act" means and includes the Government Railways Act, 1926, and its amendments.

(b) "Department" means the Crown acting through that Department of the Government of New Zealand having the control of the Government railways open for traffic within the meaning of the Act.

(c) "The General Manager" means the General Manager holding office under the Act, or any person for the time being acting in his stead or on his behalf.

(d) "Officered station" means any station where a Stationmaster is in charge.

"Flag station" means any station where no Stationmaster is in charge.

(e) Unless inconsistent with the context, "goods" means goods, luggage, or chattels of any description, and includes live or dead animals.

(f) "Person" includes a body of persons, whether incorporated or not.

The expressions "double rate," "plus 20%," "less 50%," and other similar expressions, mean that the specified rate is to be doubled, increased by 20%, or reduced by 50%, or as the case may be.

109. Inspection of Goods.

The Department reserves the right to inspect any goods before receiving the same or while the same are in its custody, and for this purpose to call upon the owner to open out any package for inspection at the expense of the owner.

110. "Owner's Risk" and "Special Goods": Insurance of Goods.

1. Where it is provided that goods will be received, held, or carried at "Owner's risk," such goods will, unless a request in writing is made and a receipt obtained and increased charges paid as hereinafter provided, be received, held, and carried at the sole risk, in all respects, of the owner, and will be charged at the rates ordinarily applicable to such goods as provided in this the General Scale of Charges, or the Goods—Local Rates Scale of Charges, as the case may be. Such goods will, however, be received, held, and carried at the risk of the Department (subject to the provisions of the Act and the by-laws and regulations made thereunder) if a request in writing that the goods be received, held, or carried at the risk of the Department be delivered to the Department with the goods, which request shall, in the case of goods consigned, be deemed to be sufficiently made if the consignment-note relating to such goods is endorsed with the words "At Railway risk" and a receipt for such goods similarly endorsed is obtained at the time of tendering the goods, and in such cases the goods will be received, held, and carried at the risk of the Department (subject as aforesaid) and the charges computed as provided in this the General Scale of Charges or in the Goods—Local Rates Scale of Charges, as the case may be, for such goods when received for carriage at owner's risk will be increased by one-sixth. Where it is provided that any goods declared to be "Special goods" will be received, held, and carried at "Owner's risk," the liability of the Department in respect of such goods shall be limited as provided for in subparagraph (b) of paragraph 2 hereof unless the provisions of this and the succeeding paragraphs of this regulation are complied with.

2. (a) The liability of the Department for loss of or damage to special goods shall be subject to the following provisions:—

If the consignor of any such goods—

(i) Delivers to the Department with such goods a declaration in writing of the nature and value of such goods (which declaration shall, in the case of goods consigned, be made on the consignment-note delivered with such goods); and

(ii) Requests in writing that the goods be insured with the Department against loss or damage during the transit of such goods over the railways to the extent of the value so declared; and

(iii) Obtains a receipt from the officer in charge of the station at which such goods are delivered to the Department for transit by rail specifying the nature and value of the goods so declared; and

(iv) Pays the charge for insurance as hereinafter provided;

the maximum amount which the Department may be liable to pay in respect of damage to or loss of such goods during such transit shall be the value of the goods declared as aforesaid.

(b) No person, unless he shall have made such declaration and request, and obtained such receipt and paid such charges, shall be entitled to recover any greater sum than £10 for any loss of or damage to any article of goods which exceeds in value the sum of £10 or any parcel, package, or container whatsoever of goods which, together with the contents of such parcel, package, or container, exceeds in value the sum of £10, or any greater sum than £15 for any horse, £8 for any one head of cattle, £2 for any dog, 15s. for any one sheep, goat, pig, or other quadruped not otherwise specified, or 3s. 6d. for any bird.

GENERAL—*continued.*

(c) The following are the charges to be made for insuring special goods other than animals and birds :—

Distance in Miles.				Percentage on Declared Value.	Minimum Additional Charge.
				£ s. d.	£ s. d.
1 to 100 miles	..	..	..	0 10 0	0 2 2
101 to 250	..	..	..	0 15 0	0 3 4
251 to 500	..	..	..	1 0 0	0 4 5
501 to 1,000	..	..	..	1 5 0	0 5 6
Over 1,000	..	..	..	1 10 0	0 6 7

In the case of animals and birds a charge of 5 per cent. of the declared value will be made for insuring the same ; minimum charge, 2s. 2d.

(d) All charges on insured goods shall in every case be prepaid.

(e) For the purposes of the declaration required by clause (i) of subparagraph (a) of paragraph 2 of this regulation, the value of every article of goods which exceeds in value the sum of £10 must be stated ; and, in the case of parcels, packages, or containers as aforesaid, the total value of each shall be given, together with a list of the contents and the values of any items which exceed in value the sum of £2. The values of animals and birds must be separately stated.

111. Sale of Goods.

Whenever any goods are sold under any of the provisions of this Scale of Charges the proceeds of such sale shall be applied in payment of any sums payable in respect of any such goods and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application.

112. Cinematograph Films.

1. Cinematograph films will be accepted for conveyance by rail only when packed and securely fastened in metal containers which comply with the following specifications :—

- (a) Containers must be of galvanized iron of not less than No. 24 gauge, strengthened by ridging 2 in. apart, and lined throughout with hard fibre-board at least $\frac{1}{2}$ in. thick riveted to the metal. All the corners of sides and bottom must be strengthened by folded seams.
- (b) The cover of each container must be permanently attached to the body of the container by two hinges in the case of the five-reel container and one hinge for the one-reel container. The covers must be lined with fibre-board of the same character and thickness as required for the body of the container.
- (c) The cover of each container must fit tightly against the shoulder of the body and lap over same for a space of not less than 1 in. on all sides. The body of each container must be fitted with a staple or eye-bolt, and the lid with a strong metal hasp, which must fit over the staple or eye-bolt and be provided with a permanently attached catch to engage in the staple or eye-bolt.
- (d) Each container must be fitted with hinged wire handles and the bottom strengthened by metal straps.
- (e) Sample containers from each manufacturer of such containers must be submitted to and approved by the Chief Inspector of Explosives before containers supplied by such manufacturers are used for conveyance of films by rail. The Department reserves to itself the right to call upon the consignor of any receptacle containing cinematograph film to produce a certificate from the Chief Inspector that a sample container of the type presented to the Department has been approved by him.

113. Charges and Refills for Chemical Fire-extinguishers.

1. Packages containing charges and refills for chemical fire-extinguishers in which sulphuric acid forms part of the charge will be accepted for conveyance by rail only when packed in cardboard cartons or containers, the interior of which must be packed on top and bottom with cotton-wool or other suitable absorbent material and on the sides with corrugated cardboard packing. Such cartons or containers must in turn be placed in strong wooden cases, and packed with not less than 2 in. of wood-wool or other suitable packing-material between the various packages and between the packages and the interior sides of the wooden case.

2. The sulphuric acid must be contained in hermetically sealed or glass-stoppered bottles of glass, containing in each such bottle not more than 4 fluid ounces of acid. The accompanying charge of bi-carbonate of soda may be placed in the same carton or container in which the sulphuric-acid charge is placed.

114. Live-stock.

CONDITIONS OF CARRIAGE.

1. Besides delivering with the live-stock a consignment-note properly completed as required by the Railway By-laws, every consignor must, before live-stock will be accepted for transit, provide any stock-removal permits or other documents necessary in connection with the statutes or regulations (if any) concerning diseases of animals. The Department will not in any way be liable for the consequences resulting from the non-compliance with this regulation.

GENERAL—*continued.*

2. Consignors of live-stock are required to give such notice to consignees regarding despatch as will prevent delay in delivery at the destination station.

3. The Department is not a common carrier of live-stock. The Department may, at its option, require freight on live-stock to be prepaid.

4. Loading and unloading must be performed by, and under all circumstances entirely at the risk of, the consignor and consignee respectively.

5. The Department may—

(a) Refuse the transport of sick, wild, unmanageable, or fierce animals.

The Department may, however, accept such animals for transportation upon condition that freight is prepaid and that the Department is free from all liability in respect thereof.

(b) Refuse the transport of live-stock when the animals, in the opinion of the Stationmaster or Guard, are not in a fit condition to travel.

(c) Restrict if necessary the number of animals which may be loaded in any truck or any class of truck.

(d) Load other animals, vehicles, or goods from the same or different consignors to the same or different consignees in the same truck.

(e) Refuse to accept for transport any live-stock that are or may be timed to arrive at their destination between 6 p.m. on Saturday and 6 p.m. on Sunday, unless and until an undertaking in writing shall have been received from the consignee that the live-stock will be unloaded and delivery taken thereof within three hours after arrival at destination.

6. The Department does not under any circumstances accept any responsibility whatever for animals before they are placed into the truck; for the consequences resulting from animals falling in trucks; for animals injured by other animals in trucks, or after the animals arrive at the station to which they are transported; nor is the Department liable for loss caused by live-stock jumping out of trucks whilst in transit.

7. The Department will not be bound to receive any live-stock for carriage to or from any railway-station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading live-stock: Provided that at the option of the Department live-stock may be received for carriage to or from such places if the owners accept all the risk.

FEEDING AND WATERING.

8. Live-stock must be adequately fed and watered immediately prior to being tendered to the Department for transport, and a certificate may be required from the consignor that this has been done. Live-stock may not be accepted for transport where this condition has not been complied with.

9. Owners of live-stock must in all cases make their own arrangements for feeding, watering, or tending stock. The Department does not accept any responsibility in regard thereto.

10. If desired by the owners, live-stock may be off-loaded for feeding and watering at a station convenient to the Department between that from which they are forwarded and their destination, but they must not be detained more than twenty-four hours, otherwise the journey will be regarded as a new journey from the point where the stock was detained, and charges will be payable thereon accordingly.

11. The Department may, whenever it considers it necessary, provide live-stock whilst in its charge with food or water, or both (when practicable), at the expense of the consignees or consignors (as the case may be), and for such purpose the live-stock may be off-loaded. In no case will any charge be made for the water supplied to such stock.

12. In either of the cases referred to in paragraphs 10 and 11 the Department may, whenever it performs the work of reloading, make an additional charge of 4s. 2d. per four-wheeled truck and 8s. 3d. per double-bogie truck.

LOADING AND UNLOADING.

13. The consignor shall be responsible and shall pay for damage done by animals to trucks, enclosures, or other railway property while such animals are on the premises of the railway, unless he can prove that the damage is to be ascribed to the bad condition of such truck, enclosure, or railway property.

14. Animals which have died during their transport or before delivery to consignees must be accepted by the consignor or consignee (as the case may be) if the carcass is tendered by the Department, and such carcass must be removed forthwith from railway property, failing which the Department will take steps to have it removed at the cost of the consignor or consignee (as the case may be). If any animal has died whilst in transit and has been removed from the truck the consignor or consignee (as the case may be) shall pay the cost of such removal and burial as hereinafter provided.

15. Live-stock received by rail at stations must be removed within three working-hours after their arrival, otherwise such stock will be unloaded and held at the sole risk and expense of the owner.

16. A charge of 3s. 4d. per four-wheeled truck and 6s. 7d. per double-bogie truck will be made for unloading such stock.

17. Except as may be otherwise provided, a charge of 6½d. per head of cattle, horses, or mules and 1¼d. per head of sheep, goats, calves (under six months old), or pigs, or other small stock, will be made for every eight hours or portion thereof after the expiry of the first three hours after arrival at destination station that the stock so remains in the custody of the Department, in addition to any charge that may have been incurred for food, water, veterinary surgeon's charges, and the like. Should it be considered necessary, the live-stock may, if practicable, at the option of the Department, be sent for stabling or grazing at the sole risk and expense of the consignee, and any expense incurred by the Department in connection with the feeding, maintenance, or custody of such live-stock shall be deemed to be charges payable in respect of the carriage of such live-stock.

GENERAL—*continued.*

18. Any animal that, through sickness or through injury received from other animals in a truck or through animals in a truck being unduly crowded or other similar circumstances, is taken out of a truck and subsequently transported to destination in another truck will be charged as a separate consignment from the station at which it was removed from the original truck to such destination station, and in addition any other necessary expenses incurred in connection with such sickness, injury, or removal.

19. The cost of removing and burying animals dying in trucks or railway enclosures and in circumstances where it is found impossible or, in the opinion of the Department, not reasonably practicable to tender the carcass of such dead animals to the consignee as provided in paragraph 14 of this regulation must be paid by the consignor (or consignee) at the following scale :—

For each head of cattle, including (calves over six months old),	s.	d.
horses, or mules	..	11 0
For each sheep, goat, dog, pig, or calf (under six months old)	..	2 9
Plus cartage charges (if any).		

20. This regulation does not relieve consignees of the responsibility for taking delivery of dead animals found in trucks on arrival at destination, as provided in paragraph 14 of this regulation.

21. Any live-stock not taken delivery of within one week after arrival at destination may, after notice to take delivery of same has been given to the owner or consignee or consignor, be sold by auction and the proceeds applied in payment of any sums payable in respect of such live-stock and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application. If neither the owner nor the consignor nor the consignee is known, or if they cannot be found, request for delivery to be taken of the live-stock published in any newspaper circulating in the district or posted for a period of not less than three days at the destination station of the live-stock shall be sufficient notice for the purposes of this regulation.

STOPPAGE IN TRANSIT.

22. Should the transport of any live-stock be stopped by order of any Government official at any point either before, during, or after transit and whilst still in the possession of the Department in consequence of any breach by the consignor or consignee of any regulations concerning diseases of animals, or in consequence of any law or regulation prohibiting importation of such live-stock or the like, the Department shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations to deliver the said live-stock, and may deal with the same accordingly. In such case the Department shall not be liable to make any allowance of freight paid, and the consignor or consignee shall not be relieved from his obligation to pay freight.

23. Should the destination station of any live-stock be altered within two days prior to the date on which the live-stock is to be forwarded or while the live-stock is in transit, a charge of 2s. 9d. per truck, with a minimum charge of 5s. 6d., will be made for each such alteration.

115. Fodder for Stock and Racehorses.

1. Consignors of stock may be allowed free conveyance of fodder sufficient for both an outward and in the case of show stock for a homeward journey. Free conveyance is not applicable to fodder railed from a sending station for use in feeding stock during the period they are on a showground.

2. An allowance of one sack of oats and 56 lb. of other fodder for each G horse-box and two sacks of oats and 112 lb. of other fodder for each UG horse-box may be granted horseowners. The fodder must in each case be carried in the horse-box.

116. Special Rate of Charges for Understatements.

1. 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 these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 20 of the Government Railways Act, 1926.

117. Fractional Parts of Pence, Hundredweights, and Miles.

1. Passenger fares (Regulations 1 to 43, inclusive) will be computed to the nearest penny. Where a fraction of 1d. occurs such fraction if less than $\frac{1}{2}$ d. shall be omitted and if $\frac{1}{2}$ d. or over shall be taken as 1d.

2. In computing the charges for luggage, parcels, &c. (Regulations 44 to 67, inclusive), fractions of 1d. in the final result will be charged as 1d.

3. Except where otherwise provided, in computing the freight and charges on goods and live-stock traffic, and wharfage and berthage charges, fractions of 1d. less than $\frac{1}{2}$ d. in the final result will be omitted; $\frac{1}{2}$ d. or more in the final result will be taken as 1d.

GENERAL—*continued.*

4. Where classified or local rates are prescribed to be increased or decreased and a fraction of 1d. occurs in the rate per ton as so increased or decreased, such fraction shall if less than $\frac{1}{2}$ d. be omitted, and if $\frac{1}{2}$ d. or over shall be taken as 1d.

5. Weights of less than 1 cwt. will be taken as follows for the purpose of computing charges at tonnage rates:—

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

6. In computing rates and charges odd fractions of a mile amounting to 5 chains and over will be taken as an additional mile; less than 5 chains will be omitted.

118. Charges collected on Behalf of Consignors.

When notice of charges to be collected from a consignee of goods on behalf of the consignor of such goods is given to and accepted by the Department such acceptance shall in every case be expressly subject to the condition that though the Department will use reasonable care for the collection of such amounts before the goods are delivered up by the Department to the consignee, the Department gives no guarantee that such charges will be collected by it. In particular every person desiring the Department to collect charges on his behalf shall be deemed to have agreed to be bound by all the rules and practice of the Department in connection with the collection of moneys, either in respect of the granting of credit accounts or otherwise.

119. Refunds and Adjustments on Freights.

1. Except where a special arrangement is entered into, a commission of 2½ per cent. will be charged on all amounts collected by the Department on behalf of express companies and forwarding agents, coach and steamship companies, picnic parties, racing or sports clubs, or any other persons or bodies. Minimum charge, 4d.

2. A deduction of 10 per cent. (minimum 1s. 1d., maximum 5s. 6d.) may be made on all sums payable by the Department by way of refund not being sums coming within the provision of the first paragraph of this regulation, unless it is shown that the Department is entirely responsible for the circumstances giving rise to the refund in each case.

3. In cases where a charge of 2s. 9d. per wagon is enforced, as provided in paragraph 23 of Regulation 114 no further deduction will be made as provided in paragraph 2 of this regulation.

4. Where wrong declarations of weight or other errors are made by consignors or senders which give rise to overcharges necessitating adjustments in freight by the Department, either before or after delivery at the destination station, a deduction of 10 per cent. (minimum 1s. 1d., maximum 5s. 6d.) may be made on all sums payable by the Department by way of refunds in connection with such adjustments.

120. Traffic to or from Stations or Sidings where there is no Stationmaster.

1. Traffic tendered for transport from or to a station or siding where there is no Stationmaster in charge will be accepted for transport and will be left at the station or siding only at the risk of the owner.

2. Freight on traffic consigned to a station or a siding where there is no Stationmaster in charge must be prepaid unless the consignee has a ledger account with the Department.

3. Explosive goods will not be accepted at, or delivered to, a station or a siding where there is no Stationmaster in charge unless by special arrangement with the Department.

121. Packing of Goods.

1. 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. A number of articles tied together by string or wire will be treated as not packed. The Department reserves the right to decide whether any goods are packed within the meaning of this regulation.

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

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

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

5. Goods packed in fibre-board containers may be accepted as sufficiently packed for carriage under the conditions provided in the classification for the particular class of goods so packed, provided, however, the gross weight of the package does not exceed 65 lb. The term "fibre-board" includes cardboard, leatherboard, millboard, strawboard, or other material of a similar nature.

6. Where any container is, in the opinion of the Department, unsuitable for the packing of the goods contained therein, any consignment so packed will be accepted only at "Owner's risk," notwithstanding that in the classification may be provided that such goods will be carried at "Railway risk."

GENERAL—continued.

122. Loading, Unloading, or Tallying of Goods.

1. When loading or unloading or tallying of goods is not performed by the Department, no responsibility as to quantity or condition will be taken.
2. Except where otherwise specified, when senders who do their own loading, or consignees who do their own unloading, desire the Department to check and give receipts for goods in respect of which loading or unloading charges are prescribed, a charge at 10d. per ton will be made for tallying. Minimum charge, 10d.
3. Where in respect of any goods specified that loading and/or unloading is to be performed by consignors and/or consignees and the loading and/or unloading for any such goods is to be performed by the Department, the charge for such loading and/or unloading will, unless otherwise provided, be at the rate of 1s. 7d. per ton, with a minimum charge of 10d.
4. Except as otherwise provided, in cases where the nature or condition of any goods (or the containers in which such goods are packed) is such that additional charges are incurred in the handling of such goods from railway-wagons into ships, or in any handling incidental thereto, such additional charges will require to be borne by the consignor or consignee as the case may be.

123. Light and Bulky Articles.

1. Except where otherwise provided, the charges for consignments of goods which, by reason of their light and bulky character, or other circumstance connected with the nature of the goods, require the sole use of a truck for their carriage, and which goods if properly loaded will not permit of other goods being loaded in the same wagon, will be computed on a minimum weight of 15 cwt.
2. The Department may decline to accept for carriage, or may accept for carriage only under special agreement, articles which by reason of excessive length, bulk, weight, or other circumstance the Department considers unsuitable for carriage, or suitable for carriage only under special conditions.
3. In the case of consignments of traffic of Classes C, D, E, E plus 25%, or E plus 50%, the units of the consignment must be such as will not impose on the Department unreasonable work in handling the same.

124. Wagons Overloaded or requiring Adjustment of Load.

1. Except as otherwise provided, where goods are loaded by a consignor or where a consignor has incorrectly stated the weight of the goods and the load of a four-wheeled wagon into which such goods are loaded is 10 cwt. or more in excess of the maximum carrying-capacity marked on such wagon, or in the case of a bogie-wagon where the load is 1 ton or more in excess of the maximum carrying capacity marked on such wagon, the weight in excess of the maximum carrying capacity of such wagon will be charged as a separate consignment. When the excess weight is removed to another truck, the owner will require to pay for such removal at the rate of 3s. 1d. per ton.
2. When the load of a wagon is considered unsafe to travel, the Department will reload or adjust the same. In the case of a wagon loaded by a consignor, a charge of 3s. 1d. per ton will be made for such reloading or adjusting. Minimum charge, 8s. 3d.
3. For the purpose of charging under the provisions of this regulation, the weight of timber will be calculated as follows: Australian hardwood, 350 superficial feet to the ton; all other timbers, 450 superficial feet to the ton.

125. Miscellaneous.

1. 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 owner's sole risk, subject to the by-laws and regulations.
2. Except as otherwise provided working-hours shall be deemed to be between 8 a.m. and 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*.
3. Consignors shall make good all damage to trucks or tarpaulins arising from goods being insufficiently or negligently covered, secured, or protected by consignors.
4. Where cartage, collection, or delivery is undertaken by the Department, either itself or by a contractor for the purpose, the following shall be the maximum weight or measurement of any package that will be carted by the Department:—
 - (a) In the case of cartage by a contractor or in any case whether otherwise specified than in the next following subparagraph, as may be specified in the contract or in such other specifications:
 - (b) In all other cases, 10 cwt. by weight or 60 cubic feet by measurement.
 Any package exceeding the maximum weight or measurement as specified in this paragraph will be carted by the Department only at its option and under special agreement which may provide, *inter alia*, for special rates of charge for such cartage.
5. Fruit, vegetables, fish, meat, and other goods which become, while still in the custody of the Department, offensive through putrefaction or other cause may be buried or otherwise disposed of by the Department without prejudice to the right of the Department to recover railage or other charges that may be payable thereon, and any such goods so dealt with shall be deemed to have been duly delivered to the consignee.

GENERAL—*continued.*

6. The Department will not receive live poultry for carriage except in properly constructed coops, cases, or crates of a suitable size.

7. 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 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.

8. The Railway Department is not responsible for coach, steamer, or other services, and is not answerable for their fulfilment unless such services are managed and controlled by the Department.

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

10. Except where inconsistent with the context or otherwise specially provided, the following days shall be public holidays, namely:—

- (a) New Year's Day.
 Good Friday.
 Anzac Day.
 Sovereign's Birthday.
 Labour Day.
 Christmas Day.
 The day after Christmas Day.
 (As to each provincial district) the day recognized in such district as Anniversary Day.
- (b) Any day declared by the General Manager to be a public holiday and publicly notified as such.

126. Cranes and Loading-banks used for other than Rail-borne Goods.

(1) The following charges will be made for the use of the Department's loading-banks and cranes when used for handling goods or live-stock other than those which have been received, or are to be despatched, by rail:—

For use of loading-banks—	s.	d.	
Merchandise ..	2	9	per ton. Minimum charge, 1s. 5d.
Horses ..	5	6	each.
Cattle ..	0	10	each.
Calves, pigs, sheep, and goats ..	0	3½	each.
For use of cranes—			
All classes of goods ..	5	6	per ton. Minimum charge, 2s. 9d. Cost of labour and/or supervision additional.

127. Charges on Ships' Goods.

1. Ships' goods will be charged according to ships' bill of lading, or by weight or measurement, at the option of the Department. The charges shall not be computed on more than twice the actual weight of any consignment: Provided that in no case shall the charges be less than when computed on half the measurement.

2. The term, "ships' goods," for the purposes of this regulation, means and includes goods received direct from ships on to the railway, and, except where otherwise provided, refers to goods of Classes C and D only.

3. The following are Port Lines: Breakwater—New Plymouth, Lyttelton—Christchurch, Port Chalmers—Dunedin, Bluff—Invercargill.

4. In computing the railage charges on goods ex ship each bill of lading shown on the manifest is to be treated as covering a separate consignment. In the event of there being more than one entry on the manifest for the same consignee such entries shall not be grouped but the charges shall be computed separately.

128. Quotation of Rates and Freight Charges.

1. The Department will not be responsible for quotations of rates, or conditions of carriage, or particulars of freight charges given verbally or by telephone unless confirmed in writing.

2. Quotations of rates or of the conditions of carriage, either verbal or by telephone, or in writing, shall not be binding upon the Department beyond the currency of the regulation under which such quotations are given.

129. Exhibits forwarded to and from the New Zealand Centennial Exhibition, 1939.

1. Goods forwarded from stations in the North Island for the sole purpose of being exhibited at the New Zealand Centennial Exhibition, Wellington, may, at the option and convenience of the Department, be conveyed by rail to Wellington free of charge. The benefit of free railage will be extended to South Island exhibitors in cases where the goods are forwarded per medium of the Department's system of through booking by railway and sea.

2. Goods conveyed by railway free of charge under the provisions of this regulation, and duly exhibited, may, at the option and convenience of the Department, be conveyed back to the exhibitor at the original forwarding station railage free provided that a certificate in the following form is tendered with the consignment-note for the return journey:—

GENERAL—continued.

CERTIFICATE FOR RETURNED EXHIBITS.

, 19

Goods Agent,
Railways Department,
Wellington.

I hereby certify that the goods described in the schedule hereto were duly exhibited at the New Zealand Centennial Exhibition at Wellington.

.....
Secretary,
New Zealand Centennial Exhibition Co., Ltd.

Schedule.

.....
.....
.....

I hereby certify that the goods described in the above schedule comprise the whole of the consignment forwarded by me (us) by rail from.....on..... free of charge for the sole purpose of being exhibited at the New Zealand Centennial Exhibition; that they were then and still are my (our) property; that no portion of the said goods has been sold, transferred, exchanged, or otherwise disposed of; and that the said goods are being returned to me (us) after being duly exhibited at the said exhibition.

.....
Owner.

3. Goods for conveyance under the provisions of this regulation shall be received, held, and conveyed subject to the provisions of the Act and, except as may be modified herein, the by-laws and regulations made thereunder, and subject also to the following conditions:—

- (a) They shall be addressed and consigned to the owner care of "The Secretary, New Zealand Centennial Exhibition Co., Ltd., Wellington," and every package or unit forming part of any consignment of such goods shall be clearly labelled or marked "For exhibition at the New Zealand Centennial Exhibition."
- (b) Delivery at Wellington of the goods will be given only upon production of the written authority of the Secretary of the New Zealand Centennial Exhibition Co., Ltd.
- (c) Goods for exhibition will be accepted by the Department for carriage under the provisions of this regulation only upon the express condition that His Majesty the King, the Minister of Railways, the Department, and its servants or agents shall be under no liability or responsibility whatsoever for any loss, damage, delay, deviation, misdelivery, or detention howsoever caused, and whether in transit or not in transit, and notwithstanding that such loss, damage, delay, deviation, misdelivery, or detention may have been caused by the negligence or wilful misconduct of the Department or its servants, agents, or contractors, or otherwise howsoever.
- (d) In the event of the whole or any portion of any goods conveyed rail free under the provisions of this regulation being sold, exchanged, transferred, or otherwise disposed of, the full ordinary railway charges shall be payable on the whole of the goods as originally consigned to the exhibition, and free railage shall not be granted on the portion of the goods returned from the exhibition.

4. The Department reserves the right of determining whether any goods will be conveyed free of charge under the provisions of this regulation, and free conveyance will not be granted in respect of goods which are to be used or exhibited in sideshows or for the purposes of pecuniary gain.

WHARVES.

EXCEPT where otherwise specified, 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 regulations.

130. General.

1. The working-hours of the Department are from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m. Monday to Friday inclusive, and from 8 a.m. to noon on Saturday, holidays excepted. Ships discharging or taking in cargo at any other time will be charged, in the case of employees engaged by the Department upon or in connection with the working of the ship and paid in terms of the Waterside Workers' Award, at the full rates ruling at the port less 9d. per hour, which latter amount will be paid by the Department. In the case of employees engaged by the Department in shunting, tallying, or supervising, or in any way upon or in connection with the ship, and who are not paid in terms of the Waterside Workers' Award, the ship will be charged for such employees at the ordinary time rate ruling for waterside labour at the port less 9d. per hour, which latter amount will be paid by the Department.

(a) Where ships discharge any cargo which by reason of its nature or condition comes within any provision of any Waterside Workers' award or any agreement made with the representatives of the Waterside Workers' Federation, whether or not such agreement is in substitution for any such award, and so requires the payment of a special rate exceeding the ruling rates of pay for the handling of such cargo, or for work deemed to be incidental to the discharging of the same, then, in such cases, in addition to the rates or charges that would be payable for the handling of such goods (or for the work incidental thereto) had they not been subject to such provision or agreement as aforesaid, there shall be payable by the shipowner to the Department in respect of all workers engaged by the Department and entitled under such provision or agreement as aforesaid to such rate exceeding the ruling rate of pay the extra cost incurred by the Department in the handling of such cargo or for the work incidental thereto.

(b) Where by reason of the discharge of any such cargo as aforesaid other workers, exclusive of those workers mentioned in clause (a) above, working or handling other cargo on the same ship or engaged on work deemed to be incidental thereto become entitled to the payment of such special rate exceeding the ruling rates of pay, then there shall be payable by the shipowner to the Department in respect of all workers so engaged by the Department the extra cost thereby incurred in the employment of such labour.

(c) In every case where the shipowner does not have an office at the port where such extra cost is incurred, it shall be a condition precedent to the handling or working such cargo that the ship's agent shall be deemed to have agreed with the Department for the payment by such agent of such additional cost.

2. When request is made for labour to be provided at a certain time, but owing to rain or other cause the work does not start at the time arranged, or when the work has been stopped by rain or other cause and the men stand by at the request of the ship's owner or agent, the full time the men are standing by will be payable by the ship's owner or agent: Provided that when by any award prescribing the conditions of work of waterside workers it is provided that if workers are "ordered down" or "ordered back" they shall be paid as for a minimum period of time (computed as from the due time of commencement of the first daily start during the recognized working-hours) such period of time shall not be time for which payment shall be made in pursuance of the provisions of this paragraph when work is not commenced owing to weather conditions.

3. In the case of vessels loading or discharging cargo on a day in respect of which special rates are payable to the employees of the Department, owners or agents must pay such rates in full for all men engaged in connection with the working of the vessel, and an undertaking must in every case be given before the work is commenced that the payment will be made.

4. 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 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 Stationmaster thereto.

5. Except where cargo is worked or passengers are landed or embarked on Sundays or public holidays, berthage charges will not be enforced at wharves under the control of the Department in respect to Sundays or public holidays.

131. Transhipments.

1. *Bona fide* transhipment from one vessel to another which pass over a railway wharf will be charged ordinary wharfage rates when received ex ship, and will be exempt from wharfage charge when being reshipped.

2. Except as otherwise provided, goods which are transhipped from one vessel to another lying at a railway wharf but which do not pass over the wharf will be charged half wharfage rates.

(For haulage, handling, and storage charges on transhipments see Regulation 96.)

WHARVES—*continued.*

132. Dargaville Wharf.

Rates.

The following wharfage rates will be charged on goods passing over the wharf:—

	s.	d.
Goods and live-stock from or to stations inland by rail	Free	
On all goods not otherwise specified (by weight or measurement, as the Department may direct), per ton	3	1
Cattle and horses, per head	3	10
Sheep, pigs, and goats, per head	0	4½
Timber, per 100 superficial feet	0	4½
Goods of Classes F, N, P, Q, or R, per ton	1	1
Minimum charge	0	9

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. 7d. per ton will be charged for landing or shipping. For unloading charges on timber shipped at Dargaville, see Goods—Local Rates Scale of Charges.

Charges for Use of Wharf.

For every vessel not over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	s. d.
	23 1
For every vessel over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	46 2
For every vessel, not otherwise specified, lying at the wharf, per 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	3 10

The working-hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at any other times without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

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.

For the purpose of this regulation a day shall be deemed to be from midnight on one day until midnight on the following day.

133. Helensville Wharf.

Rates.

The following wharfage rates will be charged on goods passing over the wharf:—

	s.	d.
Goods and live-stock from or to stations inland by rail	Free	
On all goods not otherwise specified, per ton (weight or measurement at the option of the Department)	3	1
Cattle and horses, per head. (Calves, one year old and under, half rates)	1	8
Sheep, pigs, and goats, per head	0	1½
Wool, per bale	0	4½
Timber, per 100 superficial feet	0	4½
Goods of Classes F, N, P, Q, or R, per ton	1	1
Minimum charge	0	6
Returned empties	Half rates	

Storage.

On goods not taken away within twelve working-hours, per ton, per week or fraction thereof	s. d.
	3 1
On timber not taken away within one week, per 100 superficial feet per week or fraction thereof	0 9½
Working-hours, 8 a.m. to 5 p.m. on week-days.	

Cranage.

On all timber, per 100 superficial feet	s. d.
	0 3½

Charges for Use of Wharf.

For every vessel not over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	s. d.
	23 1
For every vessel over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	46 2
For every vessel, not otherwise specified, lying at the wharf, per 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	3 10

The working-hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at any other times without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

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.

For the purpose of this regulation a day shall be deemed to be from midnight on one day until midnight on the following day.

WHARVES—*continued.*

134. Ranganui Wharf.

Rates.

The following wharfage rates will be charged on goods passing over the wharf:—

On all goods not otherwise specified per ton (weight or measurement, at the option of the Department)	s. d.
On all goods from or to stations inland by rail	3 1
Cattle and horses, per head. (Calves, one year old and under, half rates)	Free
Sheep, pigs, and goats, per head	1 8
Wool, per bale	0 1½
Timber, per 100 superficial feet	0 4½
Goods of Classes F, N, P, Q, or R, per ton	1 1
Minimum charge	0 6
Returned empties	Half rates

Storage.

On goods not taken away within twelve working-hours, per ton, per week or fraction thereof	s. d.
On timber not taken away within one week, per 100 superficial feet, per week or fraction thereof	3 1
Working-hours, 8 a.m. to 5 p.m. on week-days.	0 9½

135. Mercer Wharf.

Rates.

The following wharfage rates will be charged on goods passing over the wharf:—

Goods, not otherwise specified, per ton (weight or measurement, at the option of the Department)	s. d.
Bones and artificial manures, not otherwise specified, per ton	2 2
Cattle and horses, per head	1 7
Cement, per ton	1 8
Coal, native, per ton	1 7
Fencing-wire and fencing material, per ton	0 9½
Flax or tow, not otherwise specified, per bale	1 1
Flax or tow, conveyed from the wharf to stations inland by rail	0 4½
Grain, flour, and agricultural produce, not otherwise specified, per ton	Free
Gravel, shingle, and sand, per cubic yard	1 7
Goods of Classes F, N, P, or Q, not otherwise specified, per ton	0 3½
Manures conveyed to the wharf from stations inland by rail	1 1
Newsprint	Free
Parcels of fresh bread or meat up to 8 lb. in weight	Free
Parcels not exceeding 28 lb. in weight, each	0 2
Returned empties	Half rates
Road-metal, per cubic yard	0 3½
Sheep, pigs, and goats, not otherwise specified, per head	0 1½
Sheep, pigs, and goats, from or to inland stations by rail	Free
Sheep-skins and rabbit-skins, per bale (not exceeding 2 cwt.)	0 3½
Tallow, per ton	1 11
Tanks, empty, each	1 7
Timber, per 100 superficial feet	0 4½
Vehicles, two-wheeled	3 10
Vehicles, four-wheeled	7 8
Wool, per bale	0 4½
Wool, from the wharf to stations inland by rail	Free
Minimum charge per consignment, except as otherwise provided	0 6

Labour.

Receiving or delivering, for all kinds of goods, per ton	s. d.
Packages exceeding 10 cwt., by arrangement.	1 7

Timber.—For each handling by the Railway Department 5½d. per 100 superficial feet will be charged.

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

Charges for Use of Wharf.

Vessels lying at the wharf or using the wharf for mooring purposes, whether cargo is worked or not, will be charged as follow:—

- (a) For every vessel over 10 tons but not over 36 tons net register, trading within the river, per quarter, payable in advance s. d. 30 10
- (b) For every vessel over 36 tons up to 150 tons net register, lying at the wharf, per ton net register, per day or part thereof 0 0 ¾
- (c) For each additional ton net register above 150, per day or part thereof 0 0 ¾
- (d) Minimum charge per vessel per day (except on vessels chargeable under paragraph (a)) 3 10
- (e) Vessels lying outside other vessels at the wharf will be charged full rates under paragraph (a) and half rates under paragraphs (b), (c), and (d).

For the purpose of this regulation a day shall be deemed to be from midnight on one day until midnight on the following day.

WHARVES—*continued.*

136. Wanganui Wharf-shed.

Ships' Goods.

Except otherwise specified, storage at the rate of 10d. per ton per day will be charged on goods for town delivery not removed within twenty-four hours, and on goods received from or to be forwarded by railway after seventy-two hours. Minimum charge, 4d. per day.

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

No ship shall discharge or take in cargo at other times than ordinary working-hours without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

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

137. Patea Goods-shed.

Ships' Goods.

Except otherwise specified, storage at the rate of 3s. 1d. per ton per week or fraction of a week will be charged on goods for town delivery not removed within twenty-four hours after being received into the shed. For goods received from or to be forwarded by railway seventy-two hours free storage will be allowed. Minimum charge, per week, 10d.

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

138. Westport Wharves.

Rates.

The following wharfage rates will be charged on goods passing over the wharves :—

	s.	d.
On all goods and luggage not otherwise specified, per ton weight or measurement, at the option of the Department	3	1
Wool, per bale	0	9½
Flax or tow, per bale	0	4½
Sheep-skins, per bale not exceeding 2 cwt.	0	4½
Sheep-skins over 2 cwt. but not exceeding 4 cwt., per bale	0	9½
Hides, each	0	1½
Shingles, per 1,000	0	9½
Palings, per 100	0	9½
Posts and sleepers, per 100	1	1
Lime for shipment (when conveyed by rail)	Free	
Coal, landed ex ship, per ton	1	7
*Coal or coke for shipment (when conveyed by rail)	Free	
Coke not carried by rail	1	7
Ship's ballast	Free	
Goods of Classes F, N, P, Q, or R, not otherwise specified	1	1
Timber, not otherwise specified, per 100 superficial feet	0	6½
Timber for shipment, when conveyed by rail	Free	
Timber originating from areas not served by the railway, per 100 superficial feet	0	3½
Cattle or horses, per head (first 20)	3	1
Cattle or horses, per head (each additional after the first 20)	2	4
Sheep, pigs, goats, &c., per head (first 50)	0	4½
Sheep, pigs, goats, &c., per head (each additional after the first 50)	0	1½
Vehicles, not otherwise specified, four-wheel	7	8
Vehicles, not otherwise specified, two-wheel	3	10
Motor-cars, set up, each	7	8
Motor-bicycles with side-car, each	3	10
Motor-bicycles, each	2	9
Bicycles, each	0	10
Returned empties	Half rates	
Minimum charge	0	6

Goods for Transshipment.

Timber landed on the Karamea Wharf for subsequent shipment at the merchandise or crane wharf will be charged 3½d. per 100 superficial feet, including fourteen days' free storage.

Cranage.

For use of steam-crane, per ton (minimum charge, except as otherwise provided, 19s. 3d.)	s.	d.
	3	1

Exceptional cargoes (as determined by the Department) to be charged per day, or otherwise as may be determined by the Stationmaster at Westport.

The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

Minimum charge for use of 12-ton steam-crane (when specially ordered)	44	0
Minimum charge for use of 20-ton steam-crane (when specially ordered)	61	7

* A wharfage charge of 1s. per ton is levied by the Marine Department on coal or coke shipped at Westport, but such charge is not collected by or payable to the Railways Department.

WHARVES—continued.

<i>Storage.</i>		s. d.
On goods not removed within twelve working-hours, per day, per ton . .		1 7
On timber not removed within one week, per 100 superficial feet, per day		0 3½

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 than ordinary working-hours without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

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.

139. Picton Wharves.

Rates.

The following wharfage rates will be charged on goods not otherwise specified passing over the wharves :—

		s. d.
Goods not otherwise specified, per ton, weight or measurement, at the option of the Department		3 1
Newspapers, per ton		3 1
Grain, flour, or malt, not otherwise specified, per ton		2 4
Class E goods for shipment at Picton previously carried to Picton by rail, per ton		1 7
Posts and rails per 100, and firewood per cord		0 9½
Timber, per 100 superficial feet		0 4½
Horses, not otherwise specified, for the first head		3 10
Horses, not otherwise specified, each additional, per head		2 2
Cattle, not otherwise specified, for the first head		3 10
Cattle, not otherwise specified, each additional, per head		0 10
Sheep or pigs, not otherwise specified, not exceeding 50, each		0 3½
Sheep or pigs, not otherwise specified, all over 50, each		0 1½
Dogs		0 10
Bricks, per 1,000		3 10
Coal, per ton		1 7
Wool and sheep-skins, not exceeding 4 cwt., per bale		0 4½
Flax, hemp, or tow, per bale		0 3½
Corpses, each		5 6
Vehicles, four-wheeled, not otherwise specified, each		7 8
Vehicles, two-wheeled, not otherwise specified, each		3 10
Hand-carts or trucks, each		0 10
Motor-cars, set up, each		6 1
Motor-car trailers, each		3 10
Motor-cycles, with side car, each		3 10
Motor-bicycles, each		2 9
Bicycles, each		0 10
Sulkies, each		2 4
Pigeons, homing, per ton		1 7
Boats, motor or sailing, 1 ton and over, each		15 5
Boats, motor or sailing, under 1 ton, each		7 8
Boats, motor or sailing, unloaded into harbour, or loaded direct from harbour into ships and not passing over wharves		Half rates
Empties, per ton measurement		Half rates
Passengers' luggage, carried in hand		Free
Minimum charge		0 7

The following wharfage rates will be charged on the goods specified hereunder passing over the wharves for local delivery at Picton :—

		s. d.
Goods not otherwise specified, per ton, weight or measurement, at the option of the Department		2 2
Newspapers, per ton		2 2
Benzine and similar mineral oils, in bulk, per ton of 250 gallons		3 1
Grain, flour, or malt, per ton		1 8
Posts and rails per 100, and firewood per cord		0 6½
Timber, per 100 superficial feet		0 3½
Bricks, per 1,000		2 9
Coal, per ton		1 1
Vehicles, four-wheeled, not otherwise specified, each		5 6
Vehicles, two-wheeled, not otherwise specified, each		2 9
Hand-carts or trucks, each		0 6½
Motor-cars, set up, each		6 1
Motor-car trailer, each		3 10
Motor-cycles, with side-car, each		3 10
Motor-bicycles, each		2 9
Bicycles, each		0 10
Sulkies, each		1 8
Pigeons, homing, per ton		1 1
Boats, motor or sailing, 1 ton and over, each		15 5
Boats, motor or sailing, under 1 ton, each		7 8
Boats, motor or sailing, unloaded into harbour, and not passing over wharves		Half rates
Empties, per ton measurement		Half rates
Passengers' luggage, carried in hand		Free
Minimum charge		0 5

All goods and live-stock that do not pass over the wharves but are landed on or shipped from or pass over railway lands adjacent to the wharves, and goods and live-stock loaded or unloaded from or into lighters into or from ships lying at or adjacent to any wharf or within the limits of the railway lands, except as specially provided, will be charged half the ordinary wharfage rates.

Goods and produce from and to settlers residing in the Queen Charlotte or Pelorus Sounds landed or shipped at the Department's wharves set apart for traffic to and from the Sounds will be exempt from wharfage charges.

WHARVES—*continued.**Charges for Use of Wharves.*

On every vessel, not otherwise specified, lying within the limits of the railway, for the first month, per day or part thereof, per ton net register up to 150 tons	.. .. .	s. d.
		0 0 $\frac{3}{8}$
For each additional day or part thereof after the first month	.. .. .	0 0 $\frac{1}{8}$
For each additional ton above 150 tons, for the first month, per day or part thereof	.. .. .	0 0 $\frac{3}{8}$
For each additional day or part thereof after the first month	.. .. .	0 0 $\frac{1}{8}$
Minimum charge per day or fraction thereof	.. .. .	3 10
Vessels occupying berths outside other vessels lying alongside the wharves will be charged half dues.		

Vessels trading between Picton and the Sounds will be charged as under, per quarter, payable in advance:—

		s. d.
Not exceeding 20 tons net register	.. .. .	15 5
Over 20 tons but not exceeding 60 tons net register	.. .. .	61 7
Over 60 tons but not exceeding 100 tons net register	.. .. .	92 5

For the purposes of this regulation a day shall be deemed to be from midnight on one day until midnight on the following day.

140. LAKE WAKATIPU STEAMER SERVICE.

GENERAL.

1. The fares, rates, and conditions set out in this regulation will be operative upon the Lake Wakatipu steamer service. Except as hereinafter provided, the preceding regulations so far as they may be applicable will apply.

DISTANCE TABLE.

2 :— *East of Queenstown.*

Right-hand Side from Kingston.			Left-hand Side from Kingston.		
Calling-place.	Distance from		Calling-place.	Distance from	
	Kingston.	Queenstown.		Kingston.	Queenstown.
	M. ch.	M. ch.		M. ch.	M. ch.
1. <i>Kingston</i> ..	..	20 76	7. <i>Half-way Bay</i>	9 70	11 75
2. <i>Clippings</i> ..	3 68	18 25	8. <i>Sunnyside</i> or	14 70	6 42
3. <i>Staircase</i> ..	5 54	15 65	<i>Cecil Peak</i>		
4. <i>Wye Creek</i> ..	13 20	8 65			
5. <i>Woolshed</i> ..	16 32	5 62			
6. <i>Frankton</i> ..	23 24	4 16			

West of Queenstown.

Left-hand Side from Queenstown.		Right-hand Side from Queenstown.	
Calling-place.	Distance from Queenstown.	Calling-place.	Distance from Queenstown.
	M. ch.		M. ch.
10. <i>Beach Bay</i> (or <i>Walter Peak</i>)	7 55	16. <i>Closeburn</i> ..	5 40
11. <i>Mount Nicholas</i> ..	11 78	17. <i>Bob's Cove</i> ..	8 55
12. <i>Islands</i> —		18. <i>Mount Creighton</i> ..	16 25
<i>Pig Island</i> ..	19 8	19. <i>Glenorchy</i> ..	26 38
<i>Pigeon Island</i> ..	21 9		
13. <i>Elfin Bay</i> ..	20 17		
14. <i>Greenstone</i> ..	21 76		
15. <i>Kinloch</i> ..	27 9		

	M. ch.
Queenstown to Slip ..	2 14
Kinloch to Glenorchy ..	1 54

Calling-places provided with wharves in italics.

Traffic to and from Queenstown will be dealt with as if from or to an officered station.

PASSENGERS.

3. When tickets are issued on the steamer to passengers joining at Kingston or Queenstown, a booking fee of 6d. will be charged in addition to the ordinary fare. In the case of children under twelve years of age half the additional fee (3d.) only will be charged.

4. Except in cases where break of journey is necessitated by the steamer service, single or return tickets on the Lake Wakatipu steamers are not available for break of journey.

5. Unless otherwise provided, ordinary tickets issued for travel by the Lake Wakatipu steamers will have the same period of availability as tickets issued under the provisions of Regulation 2.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

6:—

SCHEDULE OF FARES.

Between						Ordinary Single.*	Excursion Return (when specially author- ized).	Day Excursion Return (when specially author- ized).								
						s. d.	s. d.	s. d.								
Kingston and Queenstown	5 6	6 11	..								
Head of Lake and Queenstown	6 11	10 4	6 11								
5 mile	} and Queenstown	5 3								
7 mile																
9 mile or Closeburn																
12 mile																
Limekiln																
Bob's Cove	} and Head of Lake	7 7								
5 mile																
7 mile																
9 mile or Closeburn																
12 mile																
Limekiln	} and Queenstown	7 7								
Bob's Cove																
Creighton Islands	} and Head of Lake	5 3								
Creighton Islands																
Beach Bay or Walter Peak Mount Nicholas	} and Queenstown or Head of Lake	7 7								
Elfin Bay																
Greenstone																
From Queenstown to Elfin Bay or Greenstone	5 6								
Other places to pick up shepherds, &c., as indicated by lighting fires	} and Queenstown or Head of Lake	7 7								
Sunnyside (boat), and Kingston or Queenstown																
Half-way Bay Woolshed Wye Creek Staircase Clippings	} and Kingston or Queenstown	7 7								
Or any other place as indicated by lighting fires																
Kinloch and Glenorchy	1 5
Queenstown to Frankton	1 9

* The ordinary return fare will be the charge for two ordinary single fares.

SPECIAL CHARTER OF STEAMERS.

7. (a) :—

For Passengers.

Steamer.	Rate per Hour between 8 a.m. and 5 p.m., Sundays excepted.		Rate per Hour between 5 p.m. and 8 a.m., Sundays excepted.	
	£	s. d.	£	s. d.
T.s.s. "Earnslaw"	3	6 0	3	17 0
S.s. "Ben Lomond"	1	13 0	2	4 0

Minimum charge for any steamer, £13 4s.

For Cargo, including Live-stock.

(b) T.s.s. "Earnslaw" £13 4s. in addition to ordinary tariff rates for goods conveyed.

S.s. "Ben Lomond" £8 16s. in addition to ordinary tariff rates for goods conveyed.

8. In no case shall the charges for the special charter of a steamer for cargo, including live-stock, together with the ordinary tariff rates for the cargo conveyed, be less than the charge made for the special charter of such steamer for passengers.

9. Except in cases of a charter for four hours or less, applications must be made three days before the steamer is required.

10. The Department reserves the right to decline any application for the charter of a steamer.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

PICNIC PARTIES.

11. Excursion tickets, available for one (specified) day in each case, will be issued to picnic parties numbering not less than twenty persons travelling together for recreation and not for business purposes, and organized by any friendly society, School Committee, or other body approved by the Department, at the following fares:—

	Children not exceeding 15 Years of Age.	Senior Scholars over 15 but not exceeding 19 Years of Age attending School.	Adults, Teachers, and Pupils exceeding 19 Years of Age.
	s. d.	s. d.	s. d.
Kingston to Queenstown, or <i>vice versa</i>	1 8	2 2	3 4
Queenstown to Bob's Cove, Beach Bay, or Halfway Bay	0 10	1 5	2 9
Queenstown or Frankton to Glenorchy, or <i>vice versa</i>	2 2	2 9	3 10

SCHOOL ATHLETIC TEAMS, ETC.

12. Stop-over excursion tickets (available for return within seven days from and including the commencing-date shown on the ticket in each case) will be issued to school pleasure parties and school athletic teams, numbering not less than twenty persons in all, *bona fide* scholars and teachers travelling together, at the following fares:—

Kingston to Queenstown or <i>vice versa</i>	3 4
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SPORTING AND PLEASURE PARTIES.

13. Return tickets will be issued at three-fourths the ordinary return fare to athletic teams, golf, rowing, and rifle clubs, and pleasure parties, as may be approved by the Department, of not less than six adult passengers travelling together. Where a single journey only is to be made, single tickets at three-fourths the ordinary single fare will be issued. These tickets will have the same period of availability as tickets issued under the provisions of Regulation 2.

14. Teams and parties are required to give not less than three days' notice to the Officer in Charge, Queenstown, and must travel by the steamers arranged for by that officer. They will be furnished with a certificate signed by the Officer in Charge authorizing the concession specified herein. Certificate must be shown to the officer of the Department when tickets are examined, or at any other time when requested.

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

SEASON TICKETS.

16. Season tickets will be issued between calling-places on Lake Wakatipu at the following fares, and such tickets will be subject to the same conditions as season tickets issued under the provisions of Regulation 12:—

	Rate per Annum.		
	£	s.	d.
(a) Available over Lake Wakatipu	16	10	0
(b) Between Queenstown and all calling-places east of Queenstown	11	0	0
(c) Between Queenstown and all calling-places west of Queenstown	11	0	0

LUGGAGE, PARCELS, ETC.

EXCESS LUGGAGE.

17. Except as provided in paragraph 18 hereof the provisions of Regulation 46 will be applicable to luggage conveyed on the Lake Wakatipu steamer service.

18. Goods which are accepted for carriage as luggage, but which are not entitled to be carried free as such, and goods which are entitled to be carried free as luggage but which in the aggregate are over the weight allowed to be carried free, will (in the first case as to all such goods, and in the second case as to the weight in excess of the free allowance) be charged for at the rate of 9d. for each 28 lb. or fraction of 28 lb. for any distance on Lake Wakatipu.

COMMERCIAL TRAVELLERS' LUGGAGE.

19. Except as provided in paragraph 20 hereof the provisions of Regulation 47 will be applicable to commercial travellers' luggage on the Lake Wakatipu steamer service.

20. Commercial travellers who do not take out annual tickets for their *bona fide* samples will be charged for such samples as follows: For every 56 lb. or fraction of 56 lb. of *bona fide* samples in excess of the free allowance specified, for any distance on Lake Wakatipu, 9d.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

THEATRICAL COMPANIES' LUGGAGE, EFFECTS, ETC.

21. Luggage, effects, scenery, and other articles not otherwise specified belonging to theatrical and other similar entertainment companies as described in Regulation 27 will be subject to the following rates and conditions and carried at owner's risk.

22. Companies of not less than six adult members will be allowed to take free of charge 2 cwt. of luggage for each adult ticket held. "Luggage" for the purpose of this regulation includes the wardrobe and such other articles incidental thereto, but does not include poles, scenery, furniture, or other articles of a similar nature.

23. All luggage in excess of the quantities specified in paragraph 22 hereof, when forwarded in the same steamer by which the theatrical company is travelling, will be charged 9d. for each 56 lb. or fractional part thereof for any distance on Lake Wakatipu.

24. Dynamos and other machinery will be charged at the rate for ordinary goods not otherwise specified.

25. Performing animals and birds will be charged parcel or goods rates as may be applicable.

26. Consignments of theatrical luggage, scenery, and other articles not otherwise specified will be charged at the rate of 13s. 9d. per ton; minimum charge, 1s. 8d.

27. The Department will not accept responsibility for loss of trade or business, or for any expense incurred in consequence of delay, damage, or loss of the goods or articles carried under the provisions of paragraphs 21 to 26 (inclusive) hereof.

BICYCLES, MOTOR-BICYCLES, TRICYCLES, ETC., ACCOMPANYING PASSENGERS.

28. Bicycles, pedal, will be charged 1s. 5d. for each machine seated to carry one rider.

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

30. Motor-bicycles will be charged 8s. 3d. each.

31. Motor-bicycles, with side-cars attached, and motor-tricycles, will be charged 11s. each. Side-cars detached from motor-bicycles will be charged 2s. 9d. each.

32. Motor-bicycles when charged with naphtha, petroleum, gas, benzine, or any inflammable liquid or vapour will not be accepted for conveyance by the Lake Wakatipu steamers.

PARCELS.

33. So far as the same may be applicable, the provisions of Regulation 55, paragraphs 5, 6, 7, 8, 9, 10, 11, 13, 24, and 26, shall form part of the paragraphs under this heading.

34. Parcels will be conveyed at the following rates for any distance on Lake Wakatipu:—

	s.	d.
Not exceeding 14 lb.	0	7
Over 14 lb. but not exceeding 28 lb.	0	10

Parcels exceeding 28 lb. in weight will be charged at the rates for ordinary goods (paragraph 57 hereof).

35. Bread, loose, will be charged 1d. per loaf. Where bread is packed in boxes or bags parcel rates will be charged.

36. Bicycles, pedal, not packed in cases or crates, to seat one rider, each machine will be charged 1s. 5d. For every seat after the first, on each machine to seat more than one rider, 50 per cent. additional will be charged. Bicycles pedal, packed in cases or crates, will be charged on actual weight at goods rates.

37. Bicycles, motor, to seat one rider will be charged 8s. 3d. each.

38. Bicycles, motor, with side-cars attached or motor-tricycles will be charged 11s. each. Side-cars detached from motor-bicycles will be charged 2s. 9d. each.

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

Crackers, Chinese.
Fuse.

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

41. The charges on all parcel traffic consigned to calling-places on Lake Wakatipu, other than Kingston or Queenstown, must be prepaid.

LIBRARY EXCHANGES.

42. Books for exchange forwarded to and from subscribers to recognized circulating libraries from and to such libraries will be charged at one-quarter parcels rates (minimum charge per consignment, 3d.), and will be conveyed on the steamers under the provisions of Regulation 59.

NEWSPAPERS AND STEREOTYPE CASTS.

43. Newspapers, periodicals, stereotype casts, and type, as defined in Regulation 64, will be charged 5d. for each 28 lb. or part thereof for conveyance on the Lake Wakatipu steamers.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

Dogs.

44. Dogs, including dogs secured in hampers, crates, or boxes, will be charged 1s. 5d. each, except that where the charge for a dog secured in a hamper, crate, or box, computed at goods rate (paragraph 57 hereof), is greater than the foregoing rate, the goods rate will be charged.

FRESH FRUIT AND FRESH VEGETABLES.

45. The maximum charges for fresh fruit, fresh vegetables, mushrooms, and nuts, grown and packed in New Zealand (including Cook Islands or Niue), whether conveyed as excess luggage or as parcels, will be as follow for any distance by the Lake Wakatipu steamer service:—

	s. d.
Not exceeding 56 lb.	0 9

Packages exceeding 56 lb. in weight, at the rate for New Zealand fresh-grown fruit and vegetables (paragraph 57 hereof).

46. When more packages than one consisting of fresh fruit, fresh vegetables, mushrooms, and nuts are consigned from one consignor to one consignee at the same destination such packages will be charged upon the total weight of each consignment.

47. The provisions of paragraphs 45 and 46 will be applicable only to fresh fruit, fresh vegetables, mushrooms, and nuts forwarded for the domestic use of the consignee, with a maximum weight per consignment of 56 lb., and will not apply to fresh fruit, fresh vegetables, mushrooms, and nuts forwarded for sale or to be used or dealt with by the consignee for any purpose other than that mentioned. In every case the consignor shall endorse on the face of the consignment-note, "Certified for domestic use of consignee only."

MILK AND CREAM.

48. Milk and cream carried by the Lake Wakatipu steamers will be charged 1½d. per gallon for any distance; minimum charge per consignment, 9d. The charge will in each instance be computed on the carrying-capacity of the can, and each can must be legibly marked with the capacity thereof (in gallons), and the name of the owner and the calling-place from which the can is forwarded.

CORPSES.

49. Corpses carried on the Lake Wakatipu steamers will be charged £1 10s. 10d. for any distance on the lake.

GOODS AND LIVE-STOCK.

50. Except where otherwise specified, the charges on all goods and live-stock conveyed by the Lake Wakatipu steamer service will be calculated as follows:—

Between	And	Where Wharf provided at both Calling-places.	Where Wharf not provided at one or both Calling-places.
Kingston	Queenstown or Frankton and intermediate calling-places	} Ordinary rates (paragraph 57)	} Ordinary rates (paragraph 57) plus 50 per cent.
One intermediate calling-place between Kingston and Queenstown	Another intermediate calling-place between Kingston and Queenstown		
Glenorchy or Kinloch . .	Queenstown or Frankton and intermediate calling-places	} Ordinary rates (paragraph 57) plus 50 per cent.	} Double ordinary rates (paragraph 57).
One intermediate calling-place between Glenorchy and Queenstown	Another intermediate calling-place between Glenorchy and Queenstown		
Any calling-place (including Kingston) east of Queenstown or Frankton	Any calling-place west of Queenstown or Frankton	} Ordinary rates (paragraph 57) plus 50 per cent.	
Queenstown	Frankton	} Half ordinary rates (paragraph 57)	}
Glenorchy	Kinloch		

51. At places where wharves are not provided, and where residents meet steamer in their own boats, the charge for service shall be as from or to the nearest calling-place provided with a wharf.

52. The Department reserves the right to decline to work cargo at calling-places not provided with wharves.

53. Fractions of a hundredweight will be charged as the next hundredweight.

54. The charges on goods and live-stock consigned to calling-places on Lake Wakatipu, other than Kingston or Queenstown, must be prepaid, except where such goods or live-stock are consigned to the holder of a ledger account.

55. Motor-vehicles charged with petrol or other motor-spirit will be accepted for conveyance by the Lake Wakatipu steamers only if the petrol-connections are tight and the petrol is cut off between the supply-tank and the carburettor. Motor-vehicles which are not fitted with pumps or "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor-spirit has been removed from the tank.

56. The Department reserves the right to decline to convey any motor-vehicle unless all the petrol is removed therefrom.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

57:—

SCHEDULE OF RATES.

Description.	Per	Rate.
		s. d.
Goods, ordinary, not otherwise specified. Owner's risk ..	Ton	13 9
Baths, plunge, if loose. Owner's risk. (Minimum charge per consignment, 2s. 9d.)	"	24 9
Boats, not otherwise specified, other than motor-boats, not exceeding 10 cwt.	Each	11 7
Boats, not otherwise specified, other than motor-boats, exceeding 10 cwt.	"	17 4
Boats or launches, motor. Minimum charge as for 1 ton per consignment	Ton	23 1
Boats, rowing, exclusively for use in contests at regattas, will, on the outward journey, be charged	Each	11 7
Boats, rowing, returning from regattas	"	Free.
Bricks, not otherwise specified	Ton	13 9
Benzine, kerosene, and similar minerals oils, in cases or drums. Dangerous. Owner's risk	Ton	13 9
Canoes (minimum charge as for 5 cwt.)	"	13 9
Cement	"	13 9
Coke, bagged	"	13 9
Chaff	"	13 9
Cattle, not otherwise specified. Owner's risk. Special goods	Head	11 7
Calves, six months old and under. Owner's risk. Special goods	"	5 9
Calves (six months old and under), sheep, goats, or pigs, properly secured in crates, provided the gross weight does not exceed 3 cwt. per crate. Owner's risk. Special goods	Crate	5 6
Calves (six months old and under), sheep, goats, or pigs, properly secured in crates, of which the gross weight exceeds 3 cwt. per crate, but does not exceed 5 cwt. per crate. Owner's risk. Special goods	"	8 3
Coal, bagged	Ton	9 4
Empties, returned, or when full to be forwarded by rail or steamer. (Minimum charge per consignment, 7d.)	Cwt.	0 7
Empties, not returned empties. (Minimum charge per consignment, 1s. 1d.)	"	1 1
Explosives as enumerated in Division II of Appendix to Working Time-table (to be carried by cargo-steamers only)	Ton	27 6
Fruit, fresh, grown in New Zealand, Cook Islands, or Niue, packed. Owner's risk	"	11 7
Fruit, fresh, not otherwise specified. Owner's risk	"	13 9
Furniture, loose, in sacking, mattings, straw bands, partially or wholly exposed. Owner's risk. Special goods	"	24 9
Furniture, packed. Owner's risk. Special goods	"	16 6
Firewood, not exceeding 8 ft. in length	Cord	11 7
Flax, green	Ton	11 7
Flax, hemp, or tow in bales, dressed, pressed. (Loose dressed flax, hemp, or tow will not be accepted for carriage.) If unpressed, rate and a half. Owner's risk. Special goods	Bale	2 2
Grain, in bags, including bran, flour, oatmeal, and pollard, not otherwise specified. Owner's risk	Ton	9 4
Hay, in bales	"	13 9
Horses, not otherwise specified. Owner's risk. Special goods	Head	11 7
Ponies not exceeding 14 hands in height; foals one year old and under; mules and asses	"	7 8
Implements, agricultural, bulky, such as hay-rakes, manure-sowers, reapers, reapers-and-binders, scufflers, and similar implements, set up. Minimum charge as for 1 ton per consignment. Owner's risk	Ton	24 9
Lime, bagged. Minimum quantity 6 tons per consignment	"	6 7
Lime, bagged, not otherwise specified	"	9 4
Manures, artificial. Minimum quantity 6 tons per consignment	"	6 7
Manures, artificial, not otherwise specified	"	9 4
Machinery, not otherwise specified. Owner's risk. Special goods. (See also paragraph 63)	"	13 9
Machines, sewing. Owner's risk. Special goods	Each	2 9
Mining props, not exceeding 7 ft. in length. (The charges on mining props exceeding 7 ft. in length will be increased in the proportion that the actual length bears to 7 ft.)	"	0 10
Motor-cars	"	27 6
Motor-lorries and motor-buses—		
Not exceeding 30 cwt.	"	27 6
Exceeding 30 cwt.	"	46 2
Posts and rails, fencing, n.o.s.	"	0 4½
Posts, not exceeding 6 ft. long and equal to 6 in. by 4 in. in breadth and thickness, between Glenorchy or Kinloch and Queenstown or Frankton and intermediate calling-places, in minimum consignments of 100 posts. Any less quantity will be charged at the rate of 3¼d. per post	100	24 9

LAKE WAKATIPU STEAMER SERVICE—*continued.*

Description.	Per	Rate.
		s. d.
Pianos, packed. Owner's risk. Special goods	Ton	13 9
Pianos, loose. Owner's risk. Special goods	Each	11 7
Pipes, steel or galvanized iron	Ton	13 9
Pipes and fluming, iron or steel, for mining or irrigation purposes	"	24 9
Pipes, drain, concrete or earthenware	"	24 9
Pigs not otherwise specified	Head	2 2
Potatoes, in bags	Ton	9 4
Rails, iron or steel	"	11 7
Roots, including beetroot, carrots, turnips, mangolds, marrows, onions, in bags	"	9 4
Seeds, garden and agricultural	"	13 9
Sheep, not otherwise specified, up to 200 head	Head	0 7½
Each additional head in excess of 200 up to 300	"	0 6½
Each additional head in excess of 300	"	0 5½
Sheepskins in bales. See Paragraph 62.		
Lambs, unweaned	"	0 4½
Rams	"	2 2
Stakes, fencing	100	17 4
Sleepers, railway or tramway	Each	0 10
Timber	100 super. feet	2 2½
Tanks, galvanized corrugated iron	Each	8 3
Vegetables, not otherwise specified, packed. Owner's risk	Ton	13 9
Vegetables, fresh, grown in New Zealand, Cook Islands, or Niue	"	11 7
Vehicles other than motor-vehicles, two-wheeled	Each	16 6
Vehicles other than motor-vehicles, four wheeled	"	27 6
Wool in bales. See Paragraph 62.		
Minimum charge (except otherwise provided) to or from places provided with wharves .. ..	..	1 5
Minimum charge (except otherwise provided) to or from places not provided with wharves .. ..	..	2 9

LOADING AND UNLOADING LIVE-STOCK.

58. For the use of a horse-box or loading-stage for loading, discharging, or transporting live-stock a charge of 3s. 10d. per consignment will be made.

59. Live-stock must be delivered to and taken delivery of at steamer's side at Kingston and Queenstown. When the owner is not present to assist in loading or unloading railway wagons at Kingston, a charge of 2s. 9d. per four-wheel truck or 5s. 6d. per bogie truck will be made. The Department reserves to itself the right to discharge any consignment of live-stock to any other calling-place in the absence of the owner or his representatives. Trucks containing animals charged at small lots will be charged half rates for loading or unloading.

EXPLOSIVE TRAFFIC.

60. The Department reserves to itself the right to decline or accept for carriage over Lake Wakatipu small lots of explosives.

61. Dangerous goods will be carried on cargo-boats only.

62:— RATE ON UNDUMPED BALES OF WOOL AND SKINS.

From	To	Rate per Bale.
		s. d.
Glenorchy ..	Kingston	3 1
Kinloch ..		
Islands ..		
Greenstone ..		
Elfin Bay ..		
Mt. Creighton ..		
Mt. Nicholas ..		
Walter Peak ..		
Closeburn ..	Kingston	2 1
Queenstown		
Frankton		
Sunnyside		
Halfway Bay		
Woolshed	Kingston	2 1

For bales of more than 4 cwt. the excess weight per bale will be charged *pro rata* at ordinary goods (not otherwise specified) rate.

LAKE WAKATIPU STEAMER SERVICE—*continued.*

HEAVY MACHINERY, ETC., INCLUDING CRANAGE.

63. From Kingston to Queenstown—Frankton, or *vice versa*, or from calling-places east or west of Queenstown to Queenstown or Kingston, or *vice versa* :—

				£	s.	d.
18 cwt. to under 1 ton	..	..	..	0	18	5
1 ton to „ 1¼ „	..	..	..	1	3	1
1¼ „ „ 1½ „	..	..	..	1	7	9
1½ „ „ 1¾ „	..	..	..	1	12	5
1¾ „ „ 2 „	..	..	..	1	16	10
2 „ „ 2¼ „	..	..	..	2	1	6
2¼ „ „ 2½ „	..	..	..	2	10	11
2½ „ „ 3 „	..	..	..	3	9	4
3 „ „ 3½ „	..	..	..	4	11	0
3½ „ „ 4 „	..	..	..	5	12	9
4 „ „ 4½ „	..	..	..	6	14	2
4½ „ „ 5 „	..	..	..	7	15	11
5 „ „ 5½ „	..	..	..	8	17	8
5½ „ „ 6 „	..	..	..	10	3	6
6 „ „ 6½ „	..	..	..	11	9	8
6½ „ „ 7 „	..	..	..	12	15	6

64. Between any calling-place east of Queenstown and any calling-place west of Queenstown any package weighing 18 cwt. or over will be charged 50 per cent. more than the above rates.

65. Packages to be delivered to and discharged at ship's side.

66. Heavy machinery, &c., charged under the provisions of this regulation will be conveyed at "Owner's risk."

GOODS.—LOCAL RATES SCALE OF CHARGES.

IN pursuance of all powers and authorities enabling me under the Government Railways Act, 1926, and its amendments, and of all other powers enabling me in this behalf, I, Daniel Giles Sullivan, Minister of Railways, do hereby fix the following local rates or scales of charges for goods, and do hereby impose the following conditions and regulations in respect of the New Zealand Government Railways open for traffic; and do hereby declare that such local rates or scales of charges and such conditions and regulations shall come into force on the 1st day of May, 1939, on which date all local rates or scales of charges, conditions, and regulations previously made, fixed, or imposed in this behalf in respect of the said railways shall be revoked.

As witness my hand, this 13th day of April, 1939.

D. G. SULLIVAN, Minister of Railways.

THE following rates or scales, conditions, and regulations may be cited as the Goods—Local Rates Scale of Charges, and shall be read together with and deemed part of the scales, conditions, and regulations fixed and imposed on the 13th day of April, 1939, and therein cited and hereinafter referred to as the General Scale of Charges :—

The following rates or scales shall be charged upon the portions of the railway hereinafter specified instead of the classified rates set forth in the General Scale of Charges.

Except as hereinafter provided, the conditions and regulations prescribed by the General Scale of Charges with respect to goods (which expression means goods, luggage, or chattels of any description, and includes live or dead animals) shall apply to goods charged at or according to the following scales.

LOCAL RATES.

NORTH ISLAND MAIN LINE AND BRANCHES.

1. 1. Butter and Cheese.

From	To	Rate.
Kaikohe	Auckland or Southdown	42s. 11d. per ton.
Hikurangi	"	£8 10s. per 8-ton W wagon The rate for other classes of wagons will be <i>pro rata</i> of the rate for an 8-ton W wagon, based on the weight capacity of the wagon used. Smaller quantities to be charged 26s. per ton, provided the charge when computed at this rate shall not be more than for a fully loaded wagon.
Whangarei	"	£7 14s. per four-wheeled 8-ton wagon. Per Ton. s. d.
Oakleigh	"	31 0
Maungaturoto	"	31 4
Te Hana	"	28 1
*Helensville Wharf	Mount Eden, Newmarket, Auckland, or Southdown	17 9
*Helensville or Helensville South	Auckland or Southdown	17 7
*Waimauku	Southdown	16 6
†Southdown	Paeroa	27 6
Taupiri	Auckland	27 6
†Horotiu	"	24 9
Frankton Junction	Auckland or Southdown	24 9
Matangi	"	32 2
Bruntwood	"	32 2
Hautapu	"	32 2
Morrinsville	"	30 3
Kiwitahi	"	34 1
Waharoa	"	33 0
Matamata	"	33 7
Hinuera	"	34 8
Tirau	"	36 4
§Putaruru	"	43 6
Ngongotaha	"	39 7
Tatuanui	"	31 11

* Owners to load and unload.

† Butter; minimum quantity, 1 ton per consignment.

‡ This rate is applicable only to consignments which were previously railed to Horotiu and are reconsigned from that station to Auckland for shipment. Owners to load and unload.

§ Includes collection within the area as determined by the Department in that behalf.

1. Butter and Cheese—continued.

From		To		Rate.
				Per Ton. s. d.
Waitoa	.. ..	Auckland or Southdown		33 0
Paeoa	.. ..	"		24 9
Matatoki	.. ..	"		24 9
Katikati	.. ..	"		£11 per 8-ton W wagon. The rate for other classes of wagons will be <i>pro rata</i> of the rate for an 8-ton W wagon, based on the weight capacity of the wagon used. Smaller quantities to be charged 33s. per ton, provided the charge when so computed shall not be more than for a fully loaded wagon.
Tauranga	.. ..	"		£10 per 8-ton W wagon. The rate for other classes of wagons will be <i>pro rata</i> of the rate for an 8-ton W wagon, based on the weight capacity of the wagon used. Smaller quantities to be charged 30s. per ton, provided the charge when so computed shall not be more than for a fully loaded wagon.
				Per Ton. s. d.
Te Puke	.. ..	Auckland "	.. ..	35 9
Te Kuiti	.. ..	Auckland or Southdown		38 6
Piriaka	.. ..	Auckland or Southdown		46 9
Rochfort	.. ..	Wanganui	.. ..	29 6
				(Including delivery to Castlecliff Cool Store.)
Utiku	.. ..	"	.. ..	25 4
"	.. ..	Wellington	.. ..	38 6
Rata	.. ..	"	.. ..	32 9
"	.. ..	Wanganui	.. ..	17 7
Waitara Road	.. ..	Moturoa	.. ..	8 6
*Inglewood	.. ..	"	.. ..	13 0
Durham Road	.. ..	"	.. ..	8 0
Norfolk Road	.. ..	"	.. ..	8 0
*Tariki	.. ..	"	.. ..	12 0
Midhurst	.. ..	"	.. ..	11 0
*Stratford	.. ..	"	.. ..	14 3
†Ngaere	.. ..	"	.. ..	13 6
‡	.. ..	"	.. ..	14 6
Eltham	.. ..	"	.. ..	14 10
§	.. ..	"	.. ..	17 6

* Includes collection within the area as determined by the Department in that behalf.
 † Includes collection from Ngaere Dairy Co.'s factory.
 ‡ Includes collection from Lowgarth Dairy Co.'s factory.
 § Includes collection from the dairy factories at Kaponga, Riverlea, and Rowan.

1. Butter and Cheese—continued.

From	To	Rate.
		Per Ton.
		s. d.
Eltham	Patea	13 9
Duthie Road	"	16 5
Kapuni	"	17 4
Auroa Road	"	18 2
Pihama	"	18 2
Waiteika	"	19 6
Normanby	"	12 11
Hawera	"	11 3
Whareroa	"	10 9
Mokoia	"	8 6
Manutahi	"	6 1
Waverley	"	7 3
Kai Iwi	Wanganui	8 10
Makino Road	"	17 7
"	Wellington	24 0
Feilding	Wanganui	18 2
"	Wellington	24 0
Palmerston North	"	22 0
Longburn	Wanganui	23 10
"	Wellington	20 11
Rangiotu	"	20 11
Linton	"	20 11
Tokomaru	"	20 11
Shannon	"	19 3
Levin	"	18 2
Ohau	"	18 2
Manakau	"	18 2
Otaki	"	18 2
Te Horo	"	17 7
Paraparaumu	"	17 7
*Wellington	Makino Road	24 0
"	Longburn	20 11
†	Levin	18 2
Featherston	Wellington	15 5
Greytown	"	18 5
Dalefield	"	19 0
"	Ngahauranga	21 9
Carterton	Wellington	19 7
Clareville	"	20 3
Masterton	"	26 8
Mauriceville	"	29 8
Eketahuna	"	30 10
Newman	"	30 10
Hukanni	"	30 10
Mangamaire	"	30 10
Pahiatua	"	30 10
Mangatainoka	"	30 10
Ngawapurua	"	30 10
Woodville	"	30 10
Papatawa	"	30 10
Maharahara	"	34 10
Oringi	"	35 1
Dannevirke	"	36 0
Mangatera	"	36 4
Matamau	"	37 2

* Applies only to butter previously railed from Makino Road to Wellington and returned for reurning.

† Applies only to butter previously railed from Levin to Wellington and returned for reurning or patting.

2. Benzine, Kerosene, &c., in Owner's Tank Wagons.

The charges for the conveyance of benzine, kerosene, and similar mineral oils in owner's tank wagons will be as follow:—

From			To			Rate, per Ton.	
						s.	d.
Auckland	..	..	Whangarei	..	..	52	3
"	..	..	Pukekohe	..	..	19	3
"	..	..	Frankton Junction	..	..	43	10
"	..	..	Koutu	..	..	58	5
"	..	..	Rotorua	..	..	58	5
"	..	..	Paeroa	..	..	27	6
"	..	..	Tauranga	..	..	49	6
"	..	..	Te Kuiti	..	..	51	7
"	..	..	Taumarunui	..	..	58	5
Moturoa	..	..	Hawera	..	..	30	10
Wellington	..	..	Taihape	..	..	57	3
"	..	..	New Plymouth	..	..	67	9
"	..	..	Hawera	..	..	61	11
"	..	..	Wanganui	..	..	56	1
"	..	..	Terrace End	..	..	40	8
"	..	..	Levin	..	..	36	3
"	..	..	Masterton	..	..	29	8
"	..	..	Tahoraiti	..	..	50	5
"	..	..	Hastings	..	..	60	2
"	..	..	Port Ahuriri	..	..	61	11
Oil companies' private sidings near Woburn			Taihape	..	..	58	5
Ditto	..	..	New Plymouth	..	..	68	11
"	..	..	Stratford	..	..	65	5
"	..	..	Hawera	..	..	63	1
"	..	..	Wanganui	..	..	57	3
"	..	..	Terrace End	..	..	43	2
"	..	..	Levin	..	..	38	9
"	..	..	Masterton	..	..	28	3
"	..	..	Tahoraiti	..	..	51	7
"	..	..	Waipukurau	..	..	57	3
"	..	..	Hastings	..	..	60	9

3. Wool Rates.

Wool will be charged as follows per bale undumped from and to the undermentioned stations:—

From	To	Description of Goods.	Rate.
Wanganui	Feilding	Greasy wool	2s. 2d.
		Scoured wool	3s. 10d.
Feilding	Wellington or Kaiwarra	Classed wool from wool-classing store	6s. 1d., railage only.
	Wellington	Classed wool from wool-classing store	7s. 6d. per bale, including collection at Feilding and delivery at Wellington within the area as determined by the Department in that behalf.
Wellington or Kaiwarra	Feilding	Greasy wool	4s. 11d.
Port Ahuriri	Feilding	Greasy wool	6s. 1d.

4. Motor-vehicles.

Motor-cars or motor-lorries will be charged as follow from and to the undermentioned stations. Unless otherwise provided the rates shown apply only to unpacked motor-cars or motor-lorries on wheels, and include the cost of crange and tarpaulins:—

From	To	Rate, per Vehicle.	
		One Car or Lorry loaded on a Four-wheeled Wagon or Two or more Cars or Lorries loaded on a Bogie Wagon.	One Car or Lorry loaded on R or U Wagon.
		£ s. d.	£ s. d.
Auckland or Newmarket	Hawera	6 1 0	..
	†New Plymouth	6 1 0	..
	*Auckland, *Newmarket	8 11 3	12 16 9
	*Frankton Jn., *Hamilton	8 16 0	13 4 0
	*Cambridge	9 7 0	14 0 6
	*Morrinsville	9 1 6	13 12 3
Wellington	*Te Aroha, *Thames, *Paeroa	9 7 0	14 0 6
	*Tauranga	11 11 0	17 6 6
	*Whakatane West	12 11 0	18 16 3
	†New Plymouth	5 10 0	8 5 0
	†Stratford	5 4 6	7 16 9
	†Hawera	4 19 0	7 8 6
	Wanganui	3 17 0	5 15 6
	Feilding	2 1 3	3 2 0
	Palmerston North	1 13 0	2 9 6
	Hastings, Napier	4 19 0	7 8 6
	*Auckland, *Newmarket	8 11 3	12 16 9
	Petone or Ford Motor Co. of New Zealand, Ltd.'s, private siding, near Woburn	*Hamilton	9 0 6	13 10 9
*Morrinsville		9 6 0	13 19 0
*Te Aroha, *Thames, *Paeroa		9 11 6	14 7 3
*Tauranga		11 15 6	17 13 3
*Whakatane West		12 15 3	19 3 0
New Plymouth		5 14 6	8 11 9
Stratford		5 9 0	8 3 6
Hawera		5 3 6	7 15 3
Wanganui		4 1 6	6 2 3
Feilding		2 5 9	3 8 6
Palmerston North	1 17 6	2 16 3	
Hastings, Napier	5 3 6	7 15 3	

* Charge for crange and tarpaulins additional. † These rates apply also to motor-cars in cases. For such consignments additional charges will be enforced for crange or labour.

5. Sugar, Golden Syrup, and Treacle.

From	To	Rate, per Ton
Auckland or Newmarket	Karangahake, Waihi, and intermediate stations	s. d. 31 0
	Te Puke	49 6
	†Raetihi, †Ohakune	57 9
	Rangataua, Karioi, Hihitahi, Mataroa, Taihape	57 9
	Ohingaiti	51 3
	Rata	50 9
	†Marton	49 6
	New Plymouth	41 9
	*Auckland	47 3
	Waitara	47 3
	Inglewood	48 6
	Tariki, Midhirst, Ngaere, Eltham	52 9
	†Stratford	52 9
	Opunake	63 3
	Normanby, †Hawera, †Patea	58 3
	Waverley	48 6
	†Wanganui	†44 0
†Feilding	55 0	

* These rates include tallying at Auckland. † These rates include delivery as per Regulation 11. ‡ Minimum quantity 10 tons per consignment.

6. Miscellaneous.

From	To	Description of Goods.	Rate.
Okaihau	Whangarei ..	Sawn timber	3s. per 100 super feet. Minimum loads: Per L wagon, 2,500 sup. ft.; per LA wagon, 3,000 sup. ft.; per U wagon, 4,000 sup. ft.; per UB wagon, 5,000 sup. ft.
	Whangarei or Port-land	Iron ore	8s. 10d. per ton. Minimum load per wagon as per Regulation 79, General Scale of Charges.
	Auckland or Mount Eden	Limonite	19s. 3d. per ton, including the charge for tarpaulins. Minimum quantity, 6 tons per four-wheeled wagon.
Kaikohe	Whangarei ..	Sawn timber	£5 10s. per LA wagon containing not more than 4,000 sup. ft.
Moerewa (Auckland Farmers' Freezing Co.'s siding)	Opua ..	Wool double-dumped for shipment by overseas vessels at Opua	2s. 10d. per double-dumped bale.
		Frozen mutton or lamb, for shipment by overseas vessels at Opua	9s. 6d. per ton.
		Frozen pork for shipment by overseas vessels at Opua	8s. 7d. per ton.
		Frozen beef for shipment by overseas vessels at Opua	7s. 10d. per ton.
		Tallow in casks for shipment by overseas vessels at Opua	9s. 11d. per ton.
Whangarei ..	Okaihau .. Opua, Otiria, Moerewa, Kawakawa, Kaikohe, Okaihau, Towai, and Whakapara	Pelts in casks for shipment by overseas vessels at Opua	9s. per ton.
		Butter-box shooks ..	25s. 5d. per ton.
Auckland or New-market	Hikurangi and Rutangata (Springs)	Classes C, D, E, and E plus 50 per cent., except explosives. Owner's risk	£9 18s. per four-wheeled wagon. Owners to load and unload. The maximum load of benzine, kerosene, or similar oils chargeable at this rate will be 31 44-gallon drums per four-wheeled wagon.
	Whangarei ..	Classes C, D, E, and E plus 50 per cent., except explosives. Owner's risk	£8 16s. per four-wheeled wagon. Owners to load and unload. The maximum load of benzine, kerosene, or similar oils chargeable at this rate will be 31 44-gallon drums per four-wheeled wagon.
Auckland ..	Te Hana	Wire, fencing	£7 14s. per four-wheeled wagon. Owners to load and unload. The maximum load of benzine, kerosene, or similar oils chargeable at this rate will be 31 44-gallon drums per four-wheeled wagon.
		Benzine, kerosene, and lubricating oil, packed	35s. per ton. 38s. 6d. per ton.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Auckland	Wellsford	Benzine, kerosene, and lubricating oil, packed	38s. 6d. per ton.
		Wire, barbed	35s. per ton.
Auckland or Newmarket	Hoteo Wayby Maungaturoto Kaiwaka Onehunga Wharf	Benzine and kerosene packed	38s. 6d. per ton.
		Classes C and D	6s. 6d. per ton, which includes all charges for loading and unloading in the yards or sheds, or delivery to or receipt from ships in trucks alongside the wharf at Onehunga.
Auckland	Onehunga Town Stations on the North Island Main Line and Branches	Classes C and D Carbon-dioxide snow (dry ice) conveyed in the Guard's van of the 3 p.m. Auckland-Wellington express train when accommodation is available in the Guard's van on this train	6s. 3d. per ton. Double the rate for conveyance by goods or mixed trains.
	Penrose ..	Raw materials to be used in the manufacture of rubber goods	4s. 2d. per ton. Minimum charge, 11s. per four-wheeled wagon.
Auckland, loaded direct from ship at wharves	Te Papapa or Westfield	Empty sulphuric-acid jars ..	4s. 2d. per ton. Minimum charge, 11s. per four-wheeled wagon.
	Westfield .. Westfield, Southdown, Te Papapa, Otahuhu, for private sidings	Salt, packed Artificial manures; phosphate rock, sulphur, and raw materials (except lime) for use in the manufacture of artificial manures	4s. 11d. per ton. 2s. 4d. per ton. Minimum quantity, 6 tons per four-wheeled wagon. When consignments ex ship are tallied by the Department 10d. per ton additional will be charged.
Auckland ..	Otahuhu ..	Empty return containers ..	4s. 2d. per ton. Minimum charge, 11s. per four-wheeled wagon. Per Ton. s. d. 15 0
Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Papakura, Opaheke, Drury, Paerata, Pukekohe	Classes C and D, n.o.s. ..	15 0
	Buckland ..	Classes C and D	17 6
	Tuakau ..	Classes C and D	20 0
	Whangarata ..	Classes C and D	22 0
	Pokeno ..	Classes C and D	24 0
	Mercer .. Huntly ..	Classes C and D Phosphate rock loaded direct from ship at wharves	26 0 7s. 4d. per ton. Minimum quantity 6 tons per four-wheeled wagon. When consignments are tallied by Department, 10d. per ton additional will be charged.
Auckland ..	Frankton Junction	Tin plate	33s. per ton.
	Frankton Junction	Casein, packed, previously railed from Frankton Junction to Auckland, and being returned to Frankton Junction for regrinding	27s. 6d. per ton.
	Matangi ..	Tin plate	24s. 6d. per ton.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Te Aroha	Classes C and D, except fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	38s. 6d. per ton.
		Cement	22s. per ton. Minimum quantity 6 tons per four-wheeled wagon. Owners to load and unload.
		Fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	27s. 6d. per ton.
Auckland	Thames, Thames North, or Paeroa Thames	Classes C and D, n.o.s. ..	27s. 6d. per ton.
		Cement	22s. per ton.
Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Waihi ..	Benzine and kerosene, packed	27s. 6d. per ton.
		Classes C and D, except benzine and kerosene, sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	38s. 6d. per ton.
Auckland or Morningside	Karangahake-Waihi and intermediate stations	Fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	31s. per ton.
		Katikati ..	Classes C and D
Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Tauranga ..	Butter-box or cheese-crate shooks	27s. 6d. per ton.
		Imported fruit, including fruit from Cook and Niue Islands, also New-Zealand-grown oranges and grapefruit	Per standard container— Not exceeding 28 lb., 9d. Not exceeding 100 lb., 1s. 5d. Exceeding 100 lb., 2s. 2d.
Auckland	Stations Tauranga to Te Puke inclusive	Classes C and D, n.o.s. ..	56s. 9d. per ton.
		Iron and wire	44s. per ton.
Auckland, Newmarket, or Otahuhu	Taneatua ..	Imported fruit, including fruit from Cook and Niue Islands, also New-Zealand-grown oranges and grapefruit, n.o.s., in standard containers—	
		Not exceeding 20 lb. ..	1s. 3d. per package.
Auckland, Newmarket, or Otahuhu	New Plymouth	Not exceeding 100 lb. ..	2s. per package.
		Exceeding 100 lb. ..	2s. 9d. per package.
Auckland	New Plymouth, Wanganui, Palmerston North, Hastings, Napier, Wellington	Beer, stout, wines, or spirits, bottled or in bulk, and beer gas in cylinders	60s. 6d. per ton.
		Fruit or vegetables (produce of New Zealand, Cook Islands, or Niue, or imported), by express or passenger train at the option of the Department	60s. 3d. per ton. Minimum quantity, 10 tons per consignment. Owners to load and unload.
		Fruit or vegetables (produce of New Zealand, Cook Islands, or Niue, or imported), by express or passenger train at the option of the Department	Class D. Minimum quantity, 6 tons per consignment. Owners to load and unload.
Auckland, Newmarket, or Otahuhu	New Plymouth, Wanganui, Palmerston North, Hastings, Napier	Imported fruit or vegetables by goods and mixed trains	60s. 3d. per ton. Minimum quantity, 5 tons per consignment. Any less quantity will be charged at such minimum or at Class D.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Auckland ..	New Plymouth ..	Fruit or vegetables (produce of New Zealand, Cook Islands, or Niue), by express or passenger train at the option of the Department, in less than 6-ton lots	Double the rates specified in para. 4, Reg. 85, General Scale of Charges.
Auckland, Newmarket, or Otahuhu	Wanganui ..	Beer, stout, wines, or spirits, bottled or in bulk, and beer gas in cylinders	66s. per ton.
		Imported fruit or vegetables by mixed or goods trains	60s. 3d. per ton. Minimum quantity, 5 tons per consignment.
Auckland ..	Wellington	Granite	40s. per ton. Minimum load per wagon as per Reg. 79, General Scale of Charges.
		Biscuits and confectionery in crates or tins	88s. per ton. Minimum quantity, 4 tons per consignment.
Auckland or Newmarket	Hastings ..	Empty tins for packing of fruit-pulp or canned fruit	119s. per ton.
	Any station on North or South Island Main Lines and Branches	Bottles and jars, glass, also jar lids, direct from factory	Class D. The charges at this rate will be reduced by 12½ per cent. In cases where the charges are computed on a combination of a local and the classified rate the 12½ per cent. reduction will not be made.
	Any station on the North Island Main Line and Branches	Small lots of glass bottles and jars, also jar lids, direct from factory for the same destination station	<i>Pro rata</i> of the Class D rate, provided that not less than 3 tons are loaded in the same wagon. The charges so computed will be reduced by 12½ per cent.
	Any station on the North or South Island Main Lines and Branches	Bottles and jars, also jar lids, packed, in small lots direct from factory	Class D. The charges when computed under the provisions of Reg. 71 will be reduced by 12½ per cent.
Penrose	Wellington, Palmerston North, Napier, New Plymouth, Hawera	Concrete washtubs, boiler-frames, fire-places, cottage chimneys, and lavatory cisterns	60s. 6d. per ton.
	Stations New Plymouth—Stratford inclusive, Ngaere—Marton inclusive, Greatford—Napier inclusive, Longburn—Wellington inclusive, Kaiwarra—Ngawapurua inclusive, and stations on Waitara, Opunake, Wanganui, Foxton, and Greytown branches	Rubber goods direct from factory	Class D.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Penrose ..	Wellington	Asbestos-cement ("Fibro-lite") products as under— Sheets, corrugated or plain, and builders' requisites including ventilators, skylights, downpipe, guttering, &c.	Class N. For sheets, or sheets and builders' requisites loaded together in the same wagon, a minimum load of 6 tons per four-wheeled wagon will apply. Otherwise the minimum loads per wagon will be as provided for under Regulation 77, General Scale of Charges.
Te Papapa ..	Auckland ..	Waterpipes .. Roofing slates .. Sulphuric acid ..	
Onehunga Town ..	Auckland or Newmarket	Classes C and D ..	5s. 5d. per ton. Minimum charge, 10s. 10d. per four-wheeled wagon.
Onehunga Wharf	Auckland or Newmarket	Classes C and D ..	6s. 2d. per ton.
Westfield and Southdown	Auckland, Newmarket, and Mount Eden	Oil, soap, candles, soda-crystals, starch, refined tallow, sulphuric acid, and oil-cake, and their by-products; and empties	6s. 6d. per ton, which includes all charges for loading or unloading in the yards or sheds, or receipt from ships in trucks alongside the wharf at Onehunga.
	Onehunga ..	Oil, soap, candles, soda-crystals, starch, sulphuric acid, and oil-cake, and their by-products; and empties	5s. 5d. per ton. Minimum charge, 10s. 10d. per four-wheeled wagon.
Westfield	Auckland Farmers' Freezing Co.'s Siding, Southdown	Frozen meat ..	5s. 5d. per ton. Minimum charge, 10s. 10d. per four-wheeled wagon.
Southdown	Southdown ..	Live-stock ..	1s. 7d. per ton. Minimum charge, 11s. per W wagon.
Panmure ..	Westfield ..	Live-stock ..	11s. per four-wheeled wagon.
	Any station north of Newmarket	Road-metal ..	Charges to be based on the classified rates for the mileages from Ellerslie.
Otahuhu	Auckland ..	Sulphuric acid, packed ..	5s. 5d. per ton. Minimum charge, 10s. 10d. per four-wheeled wagon.
	Wellington ..	Beer, stout, wines, and spirits, bottled or in bulk, and beer gas in cylinders	66s. per ton. Minimum quantity, 6 tons per consignment.
	Hastings and Napier	Beer, stout, wines, and spirits, bottled or in bulk, and beer gas in cylinders	68s. 9d. per ton. Minimum quantity, 4 tons per consignment to Hastings and/or Napier.
Rotowaro	Wellington, Kandallah, or Johnsonville	Coal briquettes or carbonettes	33s. per ton, including cost of one tarpaulin for each wagon used. Minimum load per wagon as provided for in Reg. 78, General Scale of Charges.
	Petone ..	Coal briquettes or carbonettes	34s. 1d. per ton, including cost of one tarpaulin for each wagon used. Minimum load per wagon as provided for in Reg. 78, General Scale of Charges.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Pukemiro and Renown Coal Co. Siding	Rotowaro ..	Coal, slack	1s. 1d. per ton. Minimum quantity per wagon as per Reg. 80, General Scale of Charges.
Renown Siding and Pukemiro	Huntly ..	Coal, slack	2s. 2d. per ton. Minimum quantity per wagon as per Reg. 80, General Scale of Charges.
Rotowaro ..	Huntly ..	Coal, slack	2s. 2d. per ton. Minimum quantity per wagon as per Reg. 80, General Scale of Charges.
Rotowaro and Pukemiro	Huntly ..	Limestone	2s. 2d. per ton. Minimum quantity per wagon as per Reg. 79, General Scale of Charges.
Horotiu ..	Auckland or Westfield	Hides, calf-skins, sheep-skins (loose or in bundles), tallow tails, and wool in bags	27s. 6d. per ton. Owners to load and unload.
Frankton Jn.	Auckland .. Mount Eden ..	Casein, packed	22s. per ton.
Matangi ..		Auckland, Mount Eden, or South-down	Condensed milk .. ..	30s. 3d. per ton.
Morrinsville ..	Foxton ..	Flax fibre, unscutched ..	45s. 1d. per ton. Minimum load as per Reg. 73, General Scale of Charges.
Waharoa ..	Auckland or Mount Eden	Skim-milk powder ..	24s. per ton.
Rotorua ..	Auckland or Westfield	Tallow	44s. per ton.
Waitoa ..	Auckland or Mount Eden {	"Ancorea" baby food ..	33s. per ton.
Te Aroha, Waihi, Thames North, and intermediate stations		Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Skim-milk powder ..	23s. 3d. per ton.
Katikati ..	Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Classes C and D ..	38s. 6d. per ton.
Stations Tauranga—Te Puke inclusive	Auckland, Mount Eden, Onehunga, Otahuhu, and intermediate stations	Classes C and D ..	56s. 9d. per ton.
Stations Kairua—Pongakawa inclusive	Auckland ..	Hemp and tow in bales ..	32s. per ton.
Te Awamutu ..	Auckland or Mount Eden	Milk-powder	22s. 3d. per ton.
Taumarunui ..	Frankton Junction	Butter-boxes, in pieces ..	30s. per ton.
Hunterville ..	Cook and Son's siding, Palmerston North	Timber	£8 16s. per U3 wagon.
	Palmerston North	Timber	£8 16s. per U3 wagon.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
New Plymouth	Auckland ..	Honey extracted and section packed	46s. 3d. per ton. Minimum quantity, 1 ton per consignment.
	Stratford ..	Coke	55s. per LA wagon. Owners to load and unload.
Waitara	Petone ..	Tallow	58s. 6d. per ton.
	Breakwater ..	Casein, packed. Consigned for shipment by overseas vessels at Breakwater	13s. 3d. per ton.
Midhirst	Wellington ..	Casein, packed ..	35s. 9d. per ton. Minimum quantity, 4 tons, which may include one or more consignments loaded in the same wagon. Small lots loaded in the same wagon as other consignments of casein will be charged <i>pro rata</i> of 35s. 9d. per ton.
			49s. 6d. per ton. Minimum quantity, 2 tons, which may include one or more consignments loaded in the same wagon. Small lots of casein loaded in the same wagon as other consignments of casein to be charged <i>pro rata</i> of 49s. 6d.
Stratford	New Plymouth ..	Cheese-crate shooks ..	Class D, less 25 per cent.
Eltham	New Plymouth, Waitara, Bell Block, Lepperton, Inglewood, Tariki, Stratford, Toko, Douglas, Mokoia, Manutahi, Ball Road, Kakaramea, Patea, Pihama, Opunake	Shooks for the manufacture of cheese-crates	Class D, less 25 per cent.
Patea ..	Breakwater ..	Casings, hides, pelts, or tallow for shipment	34s. 3d. per ton.
	Wellington ..	Sheep-skins, calf-skins, hides, tallow	55s. per ton.
Waverley	New Plymouth	Shooks for the manufacture of cheese-crates	Class D, less 25 per cent.
	Waitara		
	Bell Block		
	Lepperton		
	Inglewood		
	Stratford		
	Eltham		
	Hawera		
	Mokoia		
	Manutahi		
Aramoho or St. John's	Ball Road	Sheep-skins, calf-skins, hides, tallow, tails, horns, horse-hair, wool (in bags)	33s. per ton.
	Wellington ..		

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Aramoho, St. John's or Wanganui	Wellington ..	Class C, n.o.s., except meat, frozen or chilled, for export	Class D.
	Any station, North Island Main Line and Branches	Pipes, steel, spiral or lock- bar, and fittings for same, loaded in bogie wagons	Class D. Minimum quan- tity, 4 tons. Any less quantity will be charged at such minimum or at Class C on actual weight without the charge for a runner, whichever is the cheaper.
Wanganui	Aramoho Junction	Coal	2s. 9d. per ton. Minimum load as per Reg. 79, General Scale of Charges.
	Wellington	Sheep-skins, calf-skins, hides, tallow, tails, horns, horse- hair, wool (in bags), n.o.s.	33s. per ton, including the charge for conveyance over the Castlediff Rail- way Co.'s line.
Castlediff Railway Co.'s private rail- way	Wellington	Sheep-skins, calf-skins, hides, tallow, tails, horns, horse- hair, wool (in bags)	37s. 6d. per ton, including cartage to rail at Wanga- nui from within the area as determined by the De- partment in that behalf.
	Petone Aramoho	Tallow Artificial manures and raw materials (except lime) for the manufacture of arti- ficial manures	35s. 9d. per ton. 2s. 4d. per ton. Minimum quantity, 6 tons per four- wheeled wagon.
Feilding, Aorangi, Taonui, Bunny- thorpe, and Ter- race End	Wellington	Class C, n.o.s.	46s. 9d. per ton.
		Class D, n.o.s.	45s. per ton.
Bunnythorpe ..	Wellington	Glaxo and milk-powder, packed	30s. 3d. per ton.
Aorangi	Wellington	Glucose D, packed	Class D.
		Hides and sheep-skins	33s. per ton.
Palmerston North	Wellington	Classes C and D, n.o.s.	45s. per ton.
		Bacon, packed	35s. 6d. per ton.
		Classes C, D, E, and E plus 50 per cent., also empty returns (explosives ex- cepted). Owner's risk	£6 per four-wheeled wagon containing not more than 8 tons. Any weight in excess of 8 tons per four-wheeled wagon will be charged at the rate of 15s. per ton. Owners to load and unload. Quantities of less than 5 tons per four-wheeled wagon will be charged for at the rate of 22s. per ton. Small lots <i>pro rata</i> . Mini- mum charge, 1s. 1d. Minimum, tenfour-wheeled wagons per week from Palmerston North to Wel- lington and/or Wellington to Palmerston North. Participation in this rate is subject to the conclusion of a special agreement with the Department.
		Honey, extracted and section, packed	38s. 3d. per ton.

6. Miscellaneous—continued.

From	To	Description of Goods	Rate.
Foxton ..	Wellington	Wool packs, in bales, n.o.s.	25s. per ton.
		Wool packs, in bales ..	£6 12s. per four-wheeled wagon containing not more than 8 tons. Any tonnage in excess of 8 tons to be charged at the rate of 11s. per ton.
	Any station North Island Main Line and Branches except Wellington	Wool packs, in bales ..	Class D, less 10 per cent. (This rate will also apply to small consignments chargeable under the provisions of Regulation 71.)
	Wellington or Kaiwarra	Hemp and tow, in bales, dressed, pressed	22s. 9d. per ton.
	Auckland ..	Fruit or vegetables (produce of New Zealand, Cook Islands, or Niue, or imported) by express or passenger train; also imported fruit by goods or mixed train. Fruit or vegetables will be carried by express or passenger trains only at the convenience of the Department	60s. 3d. per ton. Minimum quantity, 10 tons per consignment. Any less quantity will be charged at this minimum or at Class D rate, with a minimum of 6 tons per consignment. Owners to load and unload.
Wellington	Aramoho ..	Manure sacks, in bales ..	26s. 6d. per ton, including wharfage, tallying, and cartage wharf to rail at Wellington, and tallying at Aramoho.
	Wanganui, Aramoho, or St. John's	Classes C and D, n.o.s. ..	Class D, including delivery at Wanganui as per Reg. 11.
	Wanganui	Hessian and stockinette, in bales	30s. per ton.
		Hoop steel	26s. 6d. per ton. Minimum quantity, 6 tons per four-wheeled wagon.
		Salt, not agricultural salt ..	26s. 6d. per ton. Minimum quantity, 6 tons per four-wheeled wagon.
	Feilding, Aorangi, Taonui, Bunnythorpe, and Terrace End	Class C	46s. 9d. per ton, including delivery at Feilding as per Reg. 11.
		Class D	45s. per ton, including delivery at Feilding as per Reg. 11.
Palmerston N. ..	Ice-cream conveyed by express, mail, or passenger trains (other than the Wellington-Auckland "Limited" express train) when accommodation is available in the guards' vans of such trains	55s. per ton, including delivery as per Reg. 11.	

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Wellington	Palmerston N.	Classes C and D, n.o.s. ..	45s. per ton, including delivery as per Reg. 11.
		Classes C, D, E, and E plus 50 per cent., also empty returns (explosives excepted). Owner's risk	£6 per four-wheeled wagon containing not more than 8 tons. Any weight in excess of 8 tons per four-wheeled wagon will be charged at the rate of 15s. per ton. Owners to load and unload. Minimum, ten four-wheeled wagons per week from Wellington to Palmerston North and/or Palmerston North to Wellington. Participation in this rate is subject to the conclusion of a special agreement with the Department.
	Paekakariki ..	Oyster shells and pipi shells in sacks	6s. per ton. Minimum quantity, 6 tons per four-wheeled wagon.
	Petone.. ..	Motor-vehicles, in cases ..	9s. 3d. per ton. Cranage or cartage charges, where incurred, additional.
	Ava	Motor-vehicles, in cases ..	10s. per ton. Cranage or cartage charges, where incurred, additional.
	Masterton ..	Ice-cream conveyed by express, mail, or passenger trains, when accommodation is available in the guards' vans of such trains	44s. per ton, including delivery as per Reg. 11.
	Hastings or Napier	Classes C, D, E, and E plus 50 per cent., excepting benzine in bulk or in drums, explosives, and motor-cars in cases. Owner's risk	32s. per ton. Minimum quantity, 4 tons per four-wheeled wagon and 50 tons per week from Wellington to Hastings and Napier and/or Napier and Hastings to Wellington. Owners to load and unload. Participation in this rate is subject to the conclusion of a special agreement with the Department.
Ngahauranga ..	Port Ahuriri ..	Tobacco-leaf, in casks or bales	Class E. Minimum load, 2 tons 13 cwt. per four-wheeled wagon.
	Wellington ..	Tallow and pelts ..	3s. 10d. per ton. Minimum quantity, 3 tons per four-wheeled wagon. Owners to load and unload.
Petone	Wellington ..	Tallow and pelts	4s. 7d. per ton. Minimum quantity, 3 tons per four-wheeled wagon. Owners to load and unload.

6. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Oil companies' private sidings near Woburn	Terrace End ..	Benzine and kerosene packed	48s. 9d. per ton.
	Palmerston North	Benzine and kerosene packed	46s. 6d. per ton.
Greytown, Carterton, Woodside, and Woodville	Auckland, Frankton Junction, and stations on Branch lines from Frankton Junction	Cherries, raspberries, fresh currants, and asparagus (packed) and forwarded from Palmerston North in the guard's van of the 3.0 p.m. Wellington-Auckland express train when accommodation is available in the guard's van of this train	Double the rates as specified in paragraph 4, Reg. 85, General Scale of Charges.
Waingawa ..	Wellington ..	Tallow, hides, and pelts ..	33s. per ton.
Waipawa ..	Hastings ..	Shooks for the manufacture of fruit-cases	7s. 9d. per ton. Owners to load and unload.
Hastings	Auckland or Newmarket	Fruit and vegetables, canned, and tomato soup, canned, packed, consigned direct from factory	60s. 6d. per ton.
		Fruit-pulp, packed, consigned direct from factory	48s. 6d. per ton.
	Wellington ..	Fruit and vegetables, canned, and tomato soup, canned, packed, consigned direct from factory	49s. 6d. per ton.
	Port Ahuriri ..	Fruit and vegetables, canned, and tomato soup, canned, packed, consigned direct from factory for shipment to Gisborne and South Island ports	8s. 3d. per ton, including haulage from Port Ahuriri to Napier Harbour Board's line.
Tomoana ..	Port Ahuriri ..	Tallow and pelts	8s. 3d. per ton.
Whakatu ..	Port Ahuriri ..	Tallow and pelts	7s. 8d. per ton.
Napier or Hastings	Wellington ..	Fresh fruit and fresh vegetables as described in Reg. 85, General Scale of Charges, and Classes C, D, E, and E plus 50 per cent., excepting benzine in bulk or in drums, explosives, dairy produce, and frozen meat. Owner's risk	31s. per ton. Minimum quantity, 4 tons per four-wheeled wagon and 50 tons per week from Hastings and Napier to Wellington and/or Wellington to Hastings and Napier. Owners to load and unload. Participation in this rate is subject to the conclusion of a special agreement with the Department.
Port Ahuriri	Hastings ..	Beer, in bulk	16s. 9d. per ton, including delivery as per Reg. 11, and all charges at Port Ahuriri for loading, consigning, and haulage.
	Napier ..	Coal	3s. per ton. Minimum load as per Reg. 79, General Scale of Charges.

7. Through Booking to or from Ports on the Kaipara.

Sugar, golden syrup, and treacle, for or from ports on the Kaipara and stations on the Kaihu Section beyond Dargaville, will be charged 15s. 11d. per ton weight between Auckland or Newmarket and Helensville, wharfage at Helensville included; ships to place in and take delivery of goods from trucks at Helensville Wharf.

Goods and live-stock booked through to or from ports on the Kaipara and stations on the Kaihu Section beyond Dargaville, will be charged the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Helensville, and, where applicable, to and from Dargaville as prescribed, ships to place in and take delivery of goods and live-stock from trucks at Helensville Wharf:—

	To or from Dargaville, Mangawhare, Turihiri, Aratapu, Mititai, Arapohue, Bradley's Landing, Hore Hore, Rope's Wharf, Te Kopuru, Tatarariki, Tokatoka, Tikinui, Ruawai, Tangahiri, Pouto, Beacon Point, South Head.	To or from Slades' Wharf, Williams' Wharf, Vinerles, Hoanga South, Harding's Wharf, Tangowahine, Hoanga North, Kohuroa, O'Shea's Wharf, Mangarata, Mapuna, Pukehula, Allen's Wharf, Kirikopuni, Tangiteroria, and Ports North of Dargaville.
	s. d.	s. d.
Goods not otherwise specified, per ton of 20 cwt.	21 0	27 0
Minimum charge for parcels up to 28 lb., each	1 3	..
Parcels over 28 lb. and up to 1½ cwt., each	2 6	..
Minimum charge for parcels up to 1½ cwt.	..	2 6
Minimum charge for goods (other than parcels) up to 1½ cwt.	2 6	2 6
Benzine, motor-spirits, and power kerosene—		
65-gallon drums, full, each ..	6 0	..
45-gallon drums, full, each ..	5 0	..
44-gallon drums, full, each ..	4 8	..
40-gallon drums, full, each ..	4 2	..
8-gallon drums, full, each ..	0 10	..
4-gallon drums, full, each ..	0 6	..
Per case of two 4-gallon cans ..	0 10	2 6
Bicycles, each	2 6	2 6
Carriages, two-wheeled, either set up or in pieces	20 0	25 0
Carriages, four-wheeled, either set up or in pieces	35 0	40 0
Calves, each	2 0	3 0
Cattle, one only	25 0	30 0
Cattle, two or three, property of one owner, each	25 0	30 0
Cattle, lots over three	By arrangement	By arrangement.
Cement, per ton	11 0	11 0
Classes E, F, N, P, Q, and R, not otherwise specified, per ton	11 0	27 0
Dangerous goods not otherwise specified, per ton weight	50 0	50 0
Dogs, each	2 0	2 0
Drapery, per ton weight	30 0	40 0
Drays, and two-wheeled carts, set up or in pieces, each	20 0	25 0
Empty egg and butter boxes, each ..	0 6	0 6
Empty return biscuit-tins (minimum charge, 2s. 6d.), per 20 cwt.	10 6	..

7. Through Booking to or from Ports on the Kaipara—continued.

	To or from Dargaville, Mangawhare, Turihiri, Aratapu, Mititai, Arapohue, Bradley's Landing, Hore Hore, Rope's Wharf, Te Kopuru, Tatarariki, Tokatoka, Tikinui, Ruawai, Tangahiri, Pouto, Beacon Point, South Head.	To or from Slades' Wharf, Williams' Wharf, Vineries, Hoanga South, Harding's Wharf, Tangowahine, Hoanga North, Kohuroa, O'Shea's Wharf, Mangarata, Mapuna, Pukehuia, Allen's Wharf, Kirikopuni, Tangiteroria, and Ports North of Dargaville.
	s. d.	s. d.
Empty return benzine-drums, not otherwise specified, each	1 6	..
Empty return 4-gallon benzine-drums, each	0 2	..
Empty return 8-gallon benzine-drums, each	0 3	..
Empty return cases containing two 4-gallon tins, each case	0 3	..
Explosives of all description, per hundred-weight or fractional part thereof	3 0	3 6
Flax, per bale	4 0	5 0
Furniture of every description, packed or unpacked, per ton weight	42 0	50 0
Hardwood, timber, per 100 superficial feet	5 0	5 0
Hardwood, piles	By arrangement	By arrangement.
Horses, each	25 0	30 0
Manure, artificial, and agricultural lime, per ton	10 0	18 6
Motor-bicycles, each	7 6	7 6
Motor-bicycles with side-car, each ..	10 0	10 0
Motor-cars, not otherwise specified, each	40 0	40 0
Motor-cars of the "baby" type	20 0	20 0
Mouldings, per 100 ft.	5 0	5 0
Perambulators, each	4 0	5 0
Pianos, per cwt.	2 0	2 6
Pigs, each	3 0	4 0
Plate glass in cases not exceeding 10 cwt., each	50 0	60 0
Plate glass in cases exceeding 10 cwt., each	50 0	60 0
Sheep, not exceeding 100, per head ..	1 6	2 0
Sheep, exceeding 100, per head ..	By arrangement	By arrangement.
Stud rams, one and over, property of one owner, each	3 0	4 0
Sugar, syrup, and teacle, per ton weight	13 6	..
Tanks, iron, plain or corrugated, each	15 0	20 0
Timber, n.o.s., sawn, per 100 superficial feet	4 0	4 0
Tow, per bale	5 0	6 0
Vehicles, four-wheeled, each	35 0	40 0
Velocipedes, each	7 6	7 6
Wool, per bale	5 0	5 0
Heavy weights exceeding 1 ton but not exceeding 2 tons, per ton	30 0	40 0
Heavy weights exceeding 2 tons	By arrangement	By arrangement.

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

The Department is not responsible for steamer services, and is not answerable for their fulfilment.

3. Timber Traffic, Kaihu Section.

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

	s.	d.
At the skids	0	1
At the Railway Wharf	0	5½

2.

From	To	Description of Goods.	Rate.
Donnelly's Crossing	Dargaville ..	Log timber other than kauri	71s. 6d. per pair of N wagons.
Whatoro ..	Dargaville ..	Log timber other than kauri	66s. per pair of N wagons.
Any station ..	Any station	Log timber ..	Class K. Minimum quantity, 3,000 super. feet per pair of N wagons.
Kaihu Section ..	Kaihu Section }		

9. Traffic to or from Port Whangarei and Opua Wharves.

1. Except otherwise specified, goods of Classes C, D, and H consigned to or from stations Papanoa to Whangae Bridge inclusive (including stations on branch lines) from or to ships at Port Whangarei or Opua will be charged Class C plus 50 per cent., according to the provisions of Reg. 127, General Scale of Charges.

2. Ships shall place goods in and take delivery of goods from trucks at Opua Wharf which shall, for the purpose of receipt and delivery of goods, be deemed to be a flag-station.

3. Except where otherwise provided, charges at the rate of 7d. per ton (minimum charge 15s. 5d.) will be made for the use of the Department's steam crane on Opua Wharf.

4. The Department may require owners to unload timber from the wharf at Opua. For unloading performed by the Department the following charges will be made, per 100 superficial feet :—

	s.	d.
At the skids	0	1
At the wharf	0	5½

5. 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.

6. The haulage charge on goods between Whangarei and Port Whangarei will be computed as per subparagraph (b), paragraph 1, Regulation 96, General Scale of Charges. Minimum loads: General cargo, 3 tons per four-wheeled wagon; other goods, 6 tons per four-wheeled wagon. For handling and/or sorting at Whangarei charges as per subparagraph (d), paragraph 1, and subparagraph (a), paragraph 2, Regulation 96, General Scale of Charges, will be enforced. The charges on goods conveyed to or from the wharf from or to stations beyond Whangarei to be computed on the Whangarei mileage plus two miles.

10. Tallying, Auckland Wharves.

1. For tallying goods of Classes C and D, except sugar, to or from ships at the Auckland wharves a charge of 10d. per ton, weight or measurement at the option of the Department, will be made. Minimum charge, 10d.

2. For tallying sugar to or from ships at the Auckland wharves, and golden syrup or treacle when such are loaded simultaneously with sugar, a charge of 2½d. per ton will be made. Minimum charge, 10d.

3. Consignments of basic slag and artificial manures loaded ex ship at Auckland direct into railway-wagons and tallied by the Department will be charged 10d. per ton for such services.

11. Delivery of Goods and Minimum Charges—North Island Main Line and Branches.

1. Goods specified in subparagraph (b) hereof, with the exceptions stated therein and with the further exceptions specified in subparagraph (a) hereof, consigned as under, will be delivered by the Department within the limits of the areas which it may from time to time determine in that behalf:—

- | | |
|--------------------------------|--------------------------------------|
| (a) Aeroplanes. | Show exhibits. |
| Agricultural machinery set up. | Side shows. |
| Boats. | Theatrical luggage and scenery. |
| Contractor's plant. | Vats, creamery and freezing. |
| Empty tanks. | Vehicles. |
| Glass, plate. | Any package over 20 ft. in length or |
| Household removals. | involving special cartage arrange- |
| Pianos. | ments. |

(b):—

Station to	Station from	Description of Goods delivered by Department.	Goods, in addition to those listed in Subparagraph (a) excluded from Delivery Arrangement.
Frankton Junction	Any station ..	Classes C and D	Benzine, kerosene and similar oils.
Hamilton ..	Any station ..	Classes C and D	Benzine, kerosene and similar oils.
Cambridge ..	Any station ..	Classes C and D	Benzine, kerosene and similar oils; fish.
Rotorua ..	Any station ..	Classes C and D	Benzine, kerosene, and similar oils; fish.
Ohakune Junction } Raetihi ..	Auckland ..	Sugar, golden syrup, and treacle	..
	Auckland ..	Sugar, golden syrup, and treacle	..
Marton ..	Wanganui } Aramoho } St. Johns } Wellington } Auckland ..	Classes C and D	Fish.
Stratford	Breakwater } New Plymouth } Breakwater } New Plymouth } Breakwater } New Plymouth } Auckland ..	Sugar, golden syrup, and treacle Classes C and D Classes C and D Classes C and D Classes C and D Sugar, golden syrup and treacle	..........
Hawera.	Breakwater } New Plymouth } Wanganui } Aramoho } St. Johns } Auckland ..	Classes C and D	Fish; wickerware; basket-ware; benzine, kerosene and similar oils.
Patea ..	Auckland ..	Sugar, golden syrup, and treacle	..
Wanganui	Auckland .. } Palmerston N. } Wellington }	Confectionery, sugar, golden syrup, and treacle Classes C and D .. ..	.. Fish; benzine, kerosene, and similar oils.
Feilding	Auckland .. } Wanganui } Aramoho } St. Johns } Wellington }	Sugar, golden syrup, and treacle Classes C and D .. ..	.. Fish.
Palmerston N.	Wanganui } Aramoho } St. Johns } Wellington }	Classes C and D	Benzine, kerosene, and similar oils.
Shannon ..	Wellington ..	Classes C and D	Benzine, kerosene, and similar oils.

11. Delivery of Goods and Minimum Charges—North Island Main Line and Branches—*continued.*

Station to	Station from	Description of Goods delivered by Department.	Goods, in addition to those listed in Subparagraph (a) excluded from Delivery Arrangement:
Koputaroa ..	Wellington ..	Classes C, D, and E, plus 50 per cent.	..
Levin ..	Wellington ..	Classes C and D ..	..
Otaki ..	Wellington ..	Classes C and D ..	Benzine, kerosene, and similar oils.
Featherston ..	Any station ..	Classes C and D ..	Fish.
Carterton ..	Any station ..	Classes C and D ..	Fish.
Masterton ..	Any station ..	Classes C and D ..	Fish.
Pahiatua ..	Wellington ..	Classes C and D ..	..
Woodville ..	Wellington ..	Classes C and D ..	..
Dannevirke ..	Wellington ..	Classes C and D ..	..
Hastings ..	Wellington ..	Classes C and D ..	..
Napier ..	Wellington ..	Classes C and D ..	..
Port Ahuriri ..	Wellington ..	Classes C and D ..	..
	Port Ahuriri ..	Beer, in bulk ..	..

2. For the purposes of this regulation Classes C and D will be deemed to include goods chargeable at such rates plus a percentage or other increase.

3. The minimum charges for goods subject to delivery in accordance with the provisions of this regulation will be as follow:—

	s.	d.
Not exceeding 1 qr.	1 8
Over 1 qr. but not exceeding 1 cwt.	2 2
Over 1 cwt. but not exceeding 2 cwt.	2 9
Over 2 cwt. but not exceeding 3 cwt.	3 4
Over 3 cwt. but not exceeding 5 cwt.	4 5
Over 5 cwt. but not exceeding 10 cwt.	5 6
Over 10 cwt. but not exceeding 15 cwt.	8 3
Over 15 cwt. but not exceeding 20 cwt.	11 0
Over 20 cwt. at the rate of (per ton)	11 0

12. Cartage Charges between Taneatua, and Whakatane, Opotiki, Matawai, Te Karaka, Gisborne, and Points beyond Gisborne.

Parcels and goods traffic may be consigned between any station and the points specified hereunder, via Taneatua. The following are particulars of the cartage charges from or to Taneatua:—

	Whakata- tane.	Opotiki.	Gisborne, Matawai, Te Karaka.	Wairoa, Nuhaka.	Tolaga Bay.	Toko- maru Bay.	Ruatoria, Waipiro, Te Puia.	Tikitiki.	Te Araroa.
Goods and parcels <i>not otherwise specified, weight not exceeding—</i>									
7 lb. ..	-/7	-/7	1/1	1/7	1/10	1/10	1/10	2/1	2/4
14 lb. ..	-/7	-/7	1/5	2/2	2/5	2/5	2/5	2/8	2/11
21 lb. ..	-/10	-/10	1/8	2/5	2/8	3/2	3/2	3/5	3/8
28 lb. ..	-/10	-/10	2/2	3/2	3/8	3/11	3/11	4/2	4/5
42 lb. ..	1/8	1/8	2/9	4/3	4/6	4/9	4/9	5/-	5/3
56 lb. ..	1/8	1/8	3/4	5/1	5/1	5/7	5/7	5/10	6/1
70 lb. ..	2/2	2/2	3/7	5/4	5/7	6/1	6/1	6/4	6/7
84 lb. ..	2/2	2/2	3/10	5/10	5/10	6/4	6/7	6/10	7/1
112 lb. ..	2/9	2/9	4/5	6/5	6/5	7/2	7/5	7/11	8/2
Each additional 28 lb. ..	-/8	-/8	1/1	1/7	1/7	1/10	2/1	2/4	2/4
*Fruit per case ..	-/7	-/10	1/11						
				(Connecting services will collect their own charges from Gisborne to destination.)					
Bicycles, pedal, not packed	2/2	3/-	4/2	9/2	8/2	8/2	8/8	9/2	10/2
Motor-cycles ..	2/9	11/-	16/6	31/6	24/-	26/6	31/6	31/6	31/6

* Fruit may be charged at the scale for goods and parcels not otherwise specified if cheaper than at the special case rate.

12. Cartage Charges between Taneatua, and Whakatane, Opotiki, Matawai, Te Karaka, Gisborne, and Points beyond Gisborne—continued.

Furniture for points other than Nuhaka and Wairoa will be charged at rate and one-quarter of the foregoing scale for goods and parcels not otherwise specified:—

To Nuhaka and Wairoa the charges will be as follows—

Chesterfield suites	9s. per cwt.
All other furniture	10s. per cwt.

The foregoing charges will not apply to goods consigned between Auckland or Newmarket and the points specified.

13. Through Booking between Auckland, Mount Eden, Otahuhu, Onehunga, and Intermediate Stations and Taupo, Wairakei, &c.

1. The following through rates will be charged in respect of goods through-booked by rail and road between the undermentioned points:—

- (a) Auckland, Mount Eden, Otahuhu, Onehunga, and intermediate stations; and Taupo, Wairakei, and Oruanui, via Rotorua or via Putaruru.
- (b) Auckland, Mount Eden, Otahuhu, Onehunga, and intermediate stations; and Kaingaroa, Murapara, and Te Whaiti, via Rotorua.

Description of Goods.	Through Rate.	
	s.	d.
Classes C and D, n.o.s., per ton	74	6
Benzine, in drums, per ton	79	6
Sugar, per ton	69	0
New-Zealand-grown fruit and vegetables, per ton	60	2
Cement, per ton	52	6
Classes E and E plus 50 per cent., in consignments of more than 1 cwt.	48	1

Any less quantity to be charged at the through rate for Classes C and D, n.o.s.

2. Small lots of goods of Classes C, D, E, and E plus 50 per cent., also New-Zealand-grown fresh fruit and vegetables, will be charged at the following scale:—

Weight not exceeding lb.	Through Rate.	
	s.	d.
3	1	0
7	1	3
14	1	9
21	2	0
28	2	3
42	2	6
56	2	9
84	3	3
112	3	9

14. Through Booking of Fruit from Auckland to Whakatane, via Whakatane West.

Imported fruit, including fruit from Cook and Niue Islands, also New Zealand oranges and grapefruit through-booked from Auckland to Whakatane via Whakatane West, will be charged at the following rates:—

Description.	Rate.	
	s.	d.
In standard packages, not exceeding 20 lb., per package	1	3
In standard packages, not exceeding 100 lb., per package	2	0
In standard packages, exceeding 100 lb., per package	2	9

15. Haulage and Storage Charges, New Plymouth - Breakwater Line.

1. (a) Except as provided in subparagraph (b) hereof, goods of Classes C, D, E, and E plus 25 per cent., and E plus 50 per cent. between New Plymouth and New Plymouth Breakwater will be charged 4s. 7d. per ton.

(b) In cases where loading and/or unloading is performed by the Department the charges for goods of Classes N, P, and R in less than the prescribed minimum truck loads will in no case be less than when computed on actual weight at the appropriate tonnage rates for such goods plus the prescribed loading and/or unloading charges.

15. Haulage and Storage Charges, New Plymouth—Breakwater Line—continued.

2. The charges on ships' goods, Classes C and D, will be computed in accordance with Regulation No. 127, General Scale of Charges.

3. Cattle, sheep, horses, and pigs carried between the Moturoa Cattle-yards and the New Plymouth Breakwater will be charged 11s. 7d. per four-wheeled truck; bogie trucks double rate.

4. Carriages and motor-vehicles not packed in cases or crates conveyed in four-wheeled wagons between New Plymouth Breakwater and New Plymouth will be charged as follow:—

	s.	d.
Two-wheeled vehicle	7	8
Four-wheeled vehicle	11	0

5. Goods of Classes C and D conveyed between New Plymouth Station and the Taranaki Freezing-works Company's Siding at Moturoa will be charged 3s. 10d. per ton.

6. Goods for shipment stored at New Plymouth will be charged 3s. 1d. per ton per week or fraction of a week. Minimum charge, 1s. 7d.

16. Haulage Charges, 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. 7d. per ton; minimum charge per truck, 3s. 1d.

Except as otherwise provided, 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, 1½d. per bale.
Timber, 1½d. per 100 superficial feet.
Live-stock, 3s. 1d. per four-wheeled truck.
Other goods, 3½d. per ton.

Minimum charge, 4d.

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 11s. 7d. per four-wheeled truck. Bogie trucks double rates.

17. Through Booking of Goods, via Wairoa, to and from Gisborne and Intermediate Points beyond Wairoa.

Parcels and goods traffic (Classes C, D, E, and E plus 50 per cent.), except fish and oysters, will be accepted for conveyance from any station by rail to Wairoa, thence by road to Wharerata, Bartletts, Kopua, Muriwai, Manutuke, Matawhero, Morere, and Gisborne, or *vice versa*, at the appropriate rail rates to or from Wairoa, plus cartage charges between Wairoa and the specified towns as scheduled hereunder:—

	s.	d.
Consignments not exceeding 3 lb.	0	6
Over 3 lb. and not exceeding 7 lb.	0	9
Over 7 lb. and not exceeding 14 lb.	1	0
Over 14 lb. and not exceeding 28 lb.	1	6
Over 28 lb. and not exceeding 56 lb.	2	0
Over 56 lb. and not exceeding 84 lb.	2	6
Over 84 lb. and not exceeding 112 lb.	3	0
Over 112 lb. at the rate of 50s. per ton.		

Unless otherwise provided, charges will be assessed on the grouped weight of all packages in each consignment.

Films, each package to be charged separately on weight.

Furniture, small lots up to 4 cwt.	Rate and a half.
Bicycles	2s. 6d. each.
Dogs (on chain)	3s. 6d. each.
Motor-bicycles	10s. each.
Motor-tires (irrespective of size)	1s. 3d. per tire.
Perambulators	3s. each.
Push-chairs	2s. each.
Wicker chairs	1s. each.
Wicker chairs, in nests of 3 or more	9d. per chair.

The cartage charges on articles specified in Regulation 55, General Scale of Charges, as being chargeable at rate and a quarter or rate and a half by rail will be based on the individual weight of each package.

18. Storage at Foxton.

Goods not conveyed by rail left on railway premises at Foxton awaiting shipment will be charged for the time during which they are so left at the rate of 3s. 1d. per ton per week or part of a week (minimum charge, 10d. per week or part of a week). Charges will be computed on weight or measurement at the option of the Department. Such goods will be on railway premises entirely at owner's risk. The Department reserves the right to decline to allow such goods to be brought or to remain on the premises of the railway.

19. Port Traffic, Wellington Station.

	s.	d.
Tallying wool, hemp, or tow at Harbour Board sheds or at ships, per bale	0	1½
Tallying goods, other than wool, hemp, or tow, at Harbour Board sheds or at ships, per ton, weight or measurement at the option of the Department. Minimum charge, 10d.	..	0 10

Basic slag and tobacco-leaf ex ship at Wellington wharves, loaded direct into railway wagons, will be charged 1s. 1d. per ton for haulage from wharves to railway yard. This haulage charge when applied to tobacco-leaf will be computed on measurement.

20. Private Sidings at Kaiwarra.

1. The following charges will be made for the haulage of wool, sheep-skins, rabbit-skins, hemp, and tow between Wellington and Levin and Co.'s, Ltd., private siding at Kaiwarra :—

	Per Undumped Bale.	Per Double-dumped Bale.
Wool	d. 5½	d. 9½
Sheep-skins	6½	9½
Rabbit-skins	6½	9½
Hemp and tow	6½	9½

2. Traffic between the Emulsified Asphalt Co's, Ltd., private siding at Kaiwarra and Wellington will be charged 3s. 0d. per ton.

21. Gisborne Section.

From	To	Description of Goods.	Rate.
Motuhora	Ormond ..	Road metal ..	5s. 10d. per ton.
	Waihirere ..	Road metal ..	6s. 0d. per ton.
	Makauri ..	Road metal ..	6s. 2d. per ton.
	King's Road ..	Road metal ..	6s. 4d. per ton.
	Makaraka ..	Road metal ..	6s. 6d. per ton.
Motuhora or Matawai	Gisborne ..	Road metal ..	6s. 7d. per ton.
	Gisborne ..	Log timber ..	£6 ls. per U wagon.
Motuhora	Otoko ..	Road metal ..	3s. 9d. per ton.
	Mahaki ..	Road metal ..	4s. 7d. per ton.
	Waikohu ..	Road metal ..	4s. 9d. per ton.
	Puha ..	Road metal ..	4s. 10d. per ton.
	Te Karaka ..	Road metal ..	5s. 3d. per ton.
	Waipaoa ..	Road metal ..	5s. 7d. per ton.

22. Westport Section.

1. Goods of Classes C and D will be charged as Class C plus 50 per cent.
2. Except as otherwise provided, coal and coal-dross consigned to Westport for shipment will be charged at the following rates, which include weighing and discharging by cranes into ships. Minimum quantity, 7 tons per four-wheeled wagon, except in the case of wagons passing over the Denniston incline in which case the minimum quantity will be 6 tons per four-wheeled wagon :—

From	Rate Per Ton.	
	s.	d.
Cascade Siding	3	4
Waimangaroa Junction	3	4
*Conn's Creek	3	6½
Westport-Granity Coal-mines	3	11
Granity	4	2
Ngakawau	4	3
St. Helens	5	2
Seddonville	5	3
Mokihinui	5	6

3. Coal consigned to Westport for bunkering overseas vessels at Westport will be charged the following rates :—

From	Rate Per Ton.	
	s.	d.
Cascade Siding	3	0
*Conn's Creek	3	3
Westport-Granity Coal-mines	3	7
Granity	3	9
Ngakawau	3	10
St. Helens	4	8
Seddonville	4	9
Mokihinui Mine	4	11

4. Coke consigned from Granity to Westport for shipment will be charged 7s. 8d. per ton; minimum quantity, 4 tons per four-wheeled wagon. This charge includes weighing and (when in bulk) delivery to ship. For bagged coke 9d. per ton additional will be charged for delivery to ship.

5. Timber loaded at Westport for shipment at Westport wharf will be charged 3½d. per 100 superficial feet for haulage from sidings to ships. The foregoing charge will include storage up to twelve days, after the expiry of which period storage charges at the rate of ½d. per day or part thereof will be enforced.

6. Timber stacked on wharf stacking-sites awaiting shipment will be charged for storage at the following rates :—

For any period not exceeding twelve days, 3½d. per 100 superficial feet.
For each additional day or part of a day, ½d. per 100 superficial feet.

7. Coal and coal-dross consigned from Conn's Creek to Waimangaroa will be charged 4s. 3d. per ton. Minimum quantity, 6 tons per four-wheeled wagon.

8. 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 :—

- (a) Between Waimangaroa Junction and Conn's Creek : Sheep, 4½d. per head; timber, 4½d. per 100 superficial feet; coal and minerals, minimum quantity, 6 tons per four-wheeled wagon, 1½d. per ton; other goods, 1s. 11d. per ton. Minimum charge, 6d.
- (b) Between Waimangaroa Junction and Waimangaroa : Timber, 3½d. per 100 superficial feet; coal and minerals, minimum quantity, 6 tons per four-wheeled wagon, 3½d. per ton; other goods, 1s. 2d. per ton. Minimum charge, 6d.

9. Except as otherwise provided, goods booked between stations on the Waimangaroa Branch (including Waimangaroa Junction) will be charged at the classified rate. Owners of sheep must take all risk and responsibility, and perform all loading and unloading.

* Includes 1½d. per ton for working traffic between Waimangaroa Junction and Conn's Creek and 1d. per ton wagon-hire.

23. Nelson Section.

1. Except where otherwise specified, goods of Classes C and D will be charged as Class C, plus 20 per cent.
2. Goods of Class P will be charged as Class N; minimum weights as provided in Reg. 77, General Scale of Charges will apply.
3. Goods which are conveyed between Nelson Station and Port will be charged at the rates specified in Reg. 96, General Scale of Charges, and the charges on ship's goods will be computed in accordance with the provisions of Reg. 127, General Scale of Charges.
- 4.

From	To	Description of Goods.	Rate.
Glenhope, Stoke, and intermediate stations	Nelson ..	Hops, in bales ..	Class H.
Glenhope	Stations on the Nelson Section Nelson .. Nelson or Richmond	Coal	Class R.
		Butter and cheese	28s. 7d. per ton.
		Sawn timber, dry ..	2s. 2d. per 100 sup. ft.
Brightwater Hope Appleby Richmond Freezing-works	Port Nelson ..	Fruit, packed, New-Zealand-grown	5s. 6d. per ton.

24. Picton Section.

1. Except where otherwise specified, goods of Classes C and D conveyed between Picton, Blenheim, and intermediate stations will be charged as Class C plus 50 per cent.
- 2.

From or to	To or from	Description of Goods.	Rate.				
Picton	Tuamarina .. Spring Creek .. Grovetown .. Blenheim ..	Classes C and D, except goods direct from or to ship	13s. 2d. per ton.				
				Blenheim	Mount Pleasant Elevation ..	Classes C and D ..	13s. 2d. per ton.

3. Ships' goods of Classes C and D from Picton to Blenheim and intermediate stations will be charged as Class C plus 20 per cent.; maximum charge including wharfage, loading, and unloading, 11s. 7d. per ton, the charges to be computed in accordance with Reg. 127, General Scale of Charges.

4. Except where otherwise specified, the maximum charge for goods of Classes C and D consigned from Blenheim and intermediate stations to Picton for shipment will be 11s. 7d. per ton, including wharfage and labour at ship's side at Picton; the charges to be computed in accordance with Reg. 127, General Scale of Charges.

24. Picton Section—continued.

5. Goods of Class E consigned from Blenheim and intermediate stations to Picton for shipment will be charged 7s. 8d. per ton, including wharfage and handling at ship's side; if to private sidings, 7s. per ton.

6. The charges for haulage, handling, and sorting goods ex ship for local delivery at Picton will be as follows:—

	Per Ton.
	s. d.
Handling at wharf (minimum charge, 4d.)	1 1
Haulage (minimum charge, 4d.)	1 1
Unloading, sorting, and delivery (minimum charge, 6d.)	1 8

The charges will be computed in accordance with the provisions of Reg. 127, General Scale of Charges.

7. The maximum charge for green flax, flax-straw, hay, lime, lime-stone, or straw consigned from Blenheim, Tuamarina, and intermediate stations to Picton for shipment will be 30s. 10d. per truck, including wharfage and unloading and the use of tarpaulins.

8. (a) The maximum charge for chaff consigned from Blenheim, Tuamarina, and intermediate stations to Picton for shipment will be 35s. per truck, including wharfage and unloading and the use of tarpaulins.

(b) Chaff consigned from Blenheim, Tuamarina, and intermediate stations to Picton for shipment, and which is delivered to store at Picton for storage and subsequently hauled from store to ship, will be charged 35s. per truck, including wharfage and labour at the ship's side, use of tarpaulins, and haulage.

9. Wool in bales, undumped, consigned from Blenheim and intermediate stations to Picton and delivered to store at Picton for storage or dumping will be charged 1s. 7d. per bale. Minimum load, 23 undumped bales per four-wheeled wagon. Wool subsequently reconsigned from store to ship will be charged 3½d. per bale undumped and 5½d. per bale double-dumped. These rates include wharfage and handling at the ship's side at Picton.

10. Fruit consigned from Blenheim and intermediate stations to Picton for shipment will be charged 9s. 11d. per ton weight or measurement at the option of the Department, including wharfage and labour at the ship's side at Picton.

11. Except otherwise provided, goods of Class H consigned from Blenheim and intermediate stations to Picton for shipment will be charged 1s. 10d. per bale for undumped, and 2s. 8d. per bale for double-dumped, including wharfage and handling at Picton. An extra charge of 4½d. per undumped bale and 9½d. per double-dumped bale will be made for loading by the Department at Blenheim. Double-dumped bales must be in truck-loads of not less than 13 double-dumped full-sized bales, or 14 double-dumped small-sized bales. Undumped bales must be in truck loads of not less than 23 bales. Any less quantities will be charged at these minima or at ordinary rates, whichever is the cheaper.

12. Flax, dressed, screw-pressed, will be charged as follows:—

	Per Ton.
	s. d.
From Blenheim and intermediate stations to ship at Picton, including wharfage and labour at ship's side, Picton	8 3
If consigned to Picton "for shipment," and delivered to store at Picton for grading and subsequently hauled from store to ship (including wharfage and labour at ship's side, Picton)	9 10

Tow, dressed, pressed, will be charged as follows:—

From Blenheim and intermediate stations to ship at Picton, including wharfage and labour at ship's side, Picton	11 7
If consigned to Picton "for shipment," and delivered to store at Picton for grading, and subsequently hauled from store to ship (including wharfage and labour at ship's side, Picton)	11 11

13. Except where otherwise specified, goods of Class P will be charged as Class N; minimum weights as provided in Reg. 77, General Scale of Charges will apply.

14. New Zealand coals, ex ship, Picton to Grovetown or Blenheim, will be charged 8s. 6d. per ton, including wharfage; owners to load and unload; minimum weights as provided in Reg. 78, General Scale of Charges will apply.

15. Storage at Blenheim on goods of Classes E, F, and Q 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 9
For each week or fraction of a week after the first month, at per ton	0 1½

16. The Department does not guarantee storage room.

24. **Picton Section—continued.**

THROUGH BOOKING OF WOOL.

17. Wool in bales, undumped, booked through by rail and steamer from Blenheim via Picton and Lyttelton to Woolston, Christchurch, or Addington will be charged 10s. 4d. per bale, including all charges at forwarding and destination stations and at Picton and Lyttelton, and steamer freights by the vessels of shipping companies approved by the Department.

THROUGH BOOKING BETWEEN WELLINGTON AND STATIONS ON THE PICTON SECTION.

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

WELLINGTON-BLENHEIM FREIGHT RATES.

Class of Goods.	Per Ton of or Charge as indicated.	Rate.
GENERAL CARGO.		
General cargo, not otherwise specified..	40 cub. ft. or 20 cwt. (whichever is greater)	s. d. 27 0
<i>*Small lots of general cargo:—</i>		
Not exceeding $\frac{1}{2}$ cwt. or 1 cubic foot ..	..	2 6
" 1 " 2 cubic feet ..	..	3 0
" 1 $\frac{1}{2}$ " 3 " ..	..	4 0
" 2 " 4 " ..	..	4 9
" 2 $\frac{1}{2}$ " 5 " ..	..	5 3
" 3 " 6 " ..	..	5 9
(Charges to be computed at these rates on weight or measurement whichever is greater. Weights or measurements of all packages in each consignment are to be grouped for the purpose of charging.)		
*Bicycles, assembled, uncrated ..	Each ..	12 0
<i>*Cinematograph films—</i>		
Packages not exceeding $\frac{1}{2}$ cubic foot ..	Package ..	7 0
" 2 cubic feet ..	Package ..	9 0
" 3 " ..	Package ..	12 6
" 4 " ..	Package ..	16 6
" 5 " ..	Package ..	20 6
Coke, in sacks ..	Sack ..	1 5
Fruit—		
Not otherwise specified ..	40 cub. ft. ..	27 0
For export ..	40 cub. ft. ..	22 0
Furniture in transports—		
Weighing up to 40 cwt. ..	40 cub. ft. ..	27 0
† Weighing over 40 up to 50 cwt. ..	20 cwt. ..	36 6
† " 50 " 60 " ..	20 cwt. ..	39 6
† " 60 " 70 " ..	20 cwt. ..	42 6
† " 70 " 80 " ..	20 cwt. ..	45 6
† " 80 " 90 " ..	20 cwt. ..	49 6
† " 90 " 100 " ..	20 cwt. ..	54 0
Lime (builders' unslaked) ..	20 cwt. ..	32 6
Manures, not otherwise specified, including basic slag and agricultural lime ..	20 cwt. ..	27 0

* These rates include (in addition to wharfage, loading, or unloading at Picton and the use of tarpaulins) cartage, wharfage, and harbour-improvement rate at Wellington and sorting at Blenheim. Consignments exceeding 3 cwt. in weight or 6 cubic feet measurement will be charged 5s. 9d. or at the rates applicable to general cargo, whichever is greater.

† The freight to be charged on the actual weight at the above rates and the excess of the measurement over the weight to be charged in addition at the ordinary general cargo rate.

24. Picton Section—continued.

WELLINGTON-BLENHEIM FREIGHT RATES—continued.

Class of Goods.	Per Ton of or Charge as indicated.	Rate.
GENERAL CARGO—continued.		
		s. d.
Manures, odious	20 cwt. ..	30 0
Newsprint	40 cub. ft. ..	23 6
Plate glass—		
Packages up to 20 cubic feet	40 cubic feet ..	40 0
Packages over 20 and up to 40 cubic feet	40 cubic feet ..	45 0
Sewing-machines	Each ..	10 6
Woolpacks and cornsacks (New Zealand manufacture)	40 cubic ft. ..	23 6
Tanks, empty—		
200 gallons	Each ..	18 6
400 gallons	Each ..	28 0
600 gallons	Each ..	42 6
Underground petrol tanks, 500 gallons	40 cub. ft. ..	27 0
Motor-vehicle engines consigned to Wellington for reconditioning at Ford Motor Co.'s factory. (Minimum charge for small lots as for general cargo)	40 cub. ft. ..	22 1
Empties—		
Sacks—		
Empty return or used in bundles of 25	Bundle ..	2 4
Empty return or used in sacks	40 cub. ft. ..	27 0
Empty return or used in bales	40 cub. ft. ..	23 6
Bottles, in sacks, cases or casks	40 cub. ft. ..	23 6
Benzine drums, empty return	Drum ..	4 0
Empty returns, not otherwise specified	40 cub. ft. or 20 cwt. (whichever is greater)	13 6
DANGEROUS CARGO.		
Acids: Ammonia, batteries charged with acid, bisulphide, carbide of calcium, gases in cylinders, phosphorus	40 cub. ft. ..	56 6
Minimum charge for foregoing	Charge ..	10 0
Inflammable oil (including power kerosene)—		
In cases	Case ..	1 6
In drums	Drum ..	8 0
Kerosene, other than power kerosene	40 cub. ft. ..	27 0
Fuel oil, in drums	40 cub. ft. ..	27 0
Dynamite, detonators, gelignite in packages up to 50 lb.	Package ..	12 6
Powder in—		
25 lb. packages	Package ..	7 6
50 lb. packages	Package ..	12 6
TIMBER.		
New Zealand softwood, oregon, redwood—		
Up to 24 ft. lengths	100 sup. ft. ..	8 4
Over 24 ft. up to 36 ft. lengths	100 sup. ft. ..	9 4
" 36 ft. " 42 ft. "	100 sup. ft. ..	10 4
" 42 ft. " 48 ft. "	100 sup. ft. ..	11 4
Hardwood, sawn—		
Up to 20 ft. lengths	100 sup. ft. ..	9 4
Over 20 ft. up to 25 ft. lengths	100 sup. ft. ..	10 4
" 25 ft. " 30 ft. "	100 sup. ft. ..	11 4
" 30 ft. " 35 ft. "	100 sup. ft. ..	12 4
" 35 ft. " 40 ft. "	100 sup. ft. ..	13 4
Hardwood round timber at the rates for hardwood sawn timber, plus 33¼ per cent.		

24. Picton Section—continued.
WELLINGTON-BLENHEIM FREIGHT RATES—continued.

Class of Goods.	Per Ton of or Charge as indicated.	Rate.
WOOL AND SKINS.		
Wool, in bales—		s. d.
Double-dumped	Double dump bale	9 3
Single-dumped	Single dump bale	6 9
Undumped	Bale	7 3
In fadges	Each	5 0
Wool, in bags	Each	1 4
Rabbit-skins, in bales, undumped	Bale	7 3
Sheep-skins—		
In bales, dumped	40 cub. ft.	20 3
In woolpacks, undumped	Bale	7 3
HEMP, HIDES, PELTS, TALLOW, TOW.		
Hemp, in bales, dumped or undumped	20 cwt.	36 0
Hides, in sacks	40 cub. ft.	27 0
Pelts, in casks	Cask	15 0
Tallow—		
In casks	Cask	15 0
In drums	40 cub. ft.	27 0
Tow, in bales, pressed or unpressed	20 cwt.	40 6
PRODUCE.		
Barley, beans, bran, maize, oatmeal, oats, peas, pollard, ryecorn, wheat—		
In 48 in. sacks	Sack	2 1
In packages other than 48 in. sacks	40 cub. ft.	27 0
Chaff	Sack	1 5
Flour	2,000 lb.	20 6
Hay and straw—		
Ordinary bales, hand-pressed	20 cwt.	43 0
Machine pressed	20 cwt.	39 0
Malt	Sack	2 4
Onions in 48 in. sacks	20 cwt.	27 0
Onions in small bags or cases	40 cub. ft.	27 0
Potatoes—		
In 48 in. sacks	Sack	2 1
New, in small bags	20 cwt.	27 0
Vegetables, not otherwise specified, including beet, cabbages, carrots, cauliflowers, marrows, parsnips, pumpkins—		
In 48 in. sacks	Sack	1 11
In packages other than 48 in. sacks	40 cub. ft.	27 0
Walnuts	40 cub. ft.	27 0
Seeds—		
Carrot, mangold, parsnip, lupin, seed-heads (unthreshed), in 48 in. sacks	Sack	2 1
Clover in sacks—		
Not exceeding 140 lb. each	Sack	3 1
Exceeding 140 lb. each	Sack	4 1
Cabbage, cow-grass, lucerne, onion, rape, swede, sweet pea, tree lucerne, turnip	Sack	4 1
Brown-top, cocksfoot, dogstail, fescue, <i>Poa pratensis</i> , rye-grass	Sack	3 1

SOUTH ISLAND MAIN LINE AND BRANCHES.

25. Benzine, Kerosene, &c., in Owner's Tank Wagons.

The charges for the conveyance of benzine, kerosene, and similar mineral oils in owner's tank wagons will be as follow:—

From			To			Rate, per Ton.	
						s.	d.
Lyttelton	..	..	Christchurch	..	..	6	6
Lyttelton	..	..	Addington	..	..	7	10
"	..	..	Middleton	..	..	9	0
"	..	..	Greymouth	..	..	59	7
"	..	..	Ashburton	..	..	32	7
"	..	..	Timaru	..	..	45	3
"	..	..	Oamaru	..	..	60	4
"	..	..	Invercargill	..	..	85	3
Dunedin	..	..	Oamaru	..	..	37	0
"	..	..	Cromwell	..	..	56	3
"	..	..	Alexandra	..	..	53	8
"	..	..	Gore	..	..	44	0
"	..	..	Invercargill	..	..	48	3
Bluff	..	..	Gore	..	..	35	7
"	..	..	Invercargill	..	..	10	0

26. Miscellaneous.

From	To	Description of Goods.	Rate.
Lyttelton	Woolston	Glue pieces, packed	6s. 3d. per ton. The charges on consignments ex ship to be computed in accordance with Reg. 127, General Scale of Charges.
		Classes C and D also Classes C and D, subject to a percentage or other reduction	6s. 6d. per ton. The charges on ships' goods will be computed in accordance with Reg. 127, General Scale of Charges.
	Christchurch	Classes C and D, n.o.s., also classes C and D subject to a percentage or other reduction, for stations beyond Christchurch	4s. 6d. per ton. The charges on ships' goods will be computed in accordance with Reg. 127, General Scale of Charges. From Christchurch to destination the charges to be computed on actual weight at the classified or local rate as the case may be. Small lots to be computed on the actual weight at the classified or local rates Lyttelton to destination station.
		Small consignments of wool-packs for stations beyond Christchurch and forming part of a shipment ex an overseas vessel at Lyttelton	<i>Pro rata</i> of the rate of 4s. 6d. per ton.
		Cheese from Pigeon Bay	25s. 6d. per ton, which includes steamer freight from Pigeon Bay and wharfage at Lyttelton.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Lyttelton	Styx, Islington, Woolston, and intermediate stations	Class N, n.o.s., ex ship ..	6s. 10d. per ton, including unloading charges from ship. Minimum per truck as per Reg. 77, General Scale of Charges. Any less quantity will be charged at such minimum or on actual weight at 7s. 5d. per ton.
	Addington	Classes C and D, n.o.s., not ex ship	10s. per ton.
	Inangahua Jn. ..	Colfix, not ex ship ..	9s. per ton.
		Benzine, kerosene, and lubricating-oils, packed	69s. 2d. per ton.
	Greymouth	Benzine, kerosene, and lubricating-oils, packed	61s. 11d. per ton.
		Newsprint in bales or rolls	50s. 9d. per ton.
	Hokitika	Newsprint in rolls or bales	53s. 9d. per ton
		Benzine, kerosene, and lubricating-oils, packed	64s. 11d. per ton.
	Timaru ..	Ships' goods of Classes C and D	23s. 3d. per ton. Minimum quantity, 10 tons per consignment. The charges to be computed in accordance with Reg. 127, General Scale of Charges.
	Oamaru ..	Imported fruit and imported vegetables by mail, express, mixed, or goods trains	48s. 6d. per ton. Minimum quantity, 8 tons per consignment.
Dunedin ..	Imported fruit and imported vegetables by mail, express, mixed, or goods trains	48s. 6d. per ton. Minimum quantity, 10 tons per consignment.	
Christchurch	Invercargill	Imported fruit and imported vegetables, by mail or express trains	60s. 3d. per ton. Minimum quantity, 10 tons per consignment.
		Imported fruit and imported vegetables, by goods and mixed trains	60s. 3d. per ton. Minimum quantity, 5 tons per consignment. Any less quantity will be charged at such minimum or at Class D.
	Lyttelton ..	Classes C and D	6s. 6d. per ton.
	Addington ..	Classes C and D, ex ship at Lyttelton for Addington, and such goods not required to be sorted at Christchurch	3s. 6d. per ton. Minimum quantity, 3 tons per consignment.
	Papanui, for private sidings	Classes C and D, ex ship at Lyttelton	4s. per ton. Minimum quantity, 30 cwt. per consignment.
Rangiora ..	Classes C and D	12s. 3d. per ton, including delivery as per Reg. 34.	
Stations Christchurch, Hornby, Papanui, inclusive	Scargill	Classes C and D	27s. 6d. per ton.
	Greta ..	Classes C and D	33s. per ton.
	Ethelton		
	Tormore	Classes C and D	41s. 3d. per ton, including delivery at Mina as per Reg. 34.
	Domett		
	Nonoti		
	Mina ..		
Phoebe	Classes C and D	41s. 3d. per ton, including delivery at Mina as per Reg. 34.	
Spotswood			
Parnassus	Classes C and D	41s. 3d. per ton, including delivery at Mina as per Reg. 34.	

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Christchurch	Balmoral, Pahau, and Culverden	Classes C, D, E, and E plus 50 per cent., except explosives and benzine and similar oils in owners' tank-wagons. Owners' risk	£4 8s. per 8 ton four-wheeled wagon. Any weight in excess of 8 tons per four-wheeled wagon will be charged at the rate of 11s. per ton. Owners to load and unload. Minimum, three four-wheeled wagons per week. Participation in this rate is subject to the conclusion of a special agreement with the Department.
	Middleton	Benzine, kerosene, and similar oils, packed	5s. 2d. per ton.
	Greymouth	Motor-vehicles on wheels which, owing to their length, require to be loaded on U or U _B bogie wagons	£6 1s. per vehicle.
		Nails	49s. 6d. per ton. Minimum quantity, 1 ton per consignment.
Stations Christchurch, Hornby, Papanui, inclusive	Hokitika	Nails	49s. 6d. per ton. Minimum quantity, 1 ton. Small consignments to make up the minimum of 1 ton will be charged <i>pro rata</i> of 49s. 6d., with a minimum charge of 2s. 9d.
	Methven	Classes C and D	52s. 6d. per ton. Minimum quantity, 1 ton per consignment.
	Ashburton	Class C, n.o.s.	
Christchurch	Ashburton	Classes C, D, E, and E plus 50 per cent., excepting explosives, benzine, kerosene, and similar oils	44s. per each 8-ton four-wheeled wagon. Minimum quantity, four wagons per week. Owners to load and unload.
		Ice-cream conveyed by express or mail trains, when accommodation is available in the Guards' vans of such trains	37s. 3d. per ton. This rate does not include delivery.
Stations Christchurch, Hornby, Papanui, inclusive	Winslow	Classes C and D	33s. per ton.
	Windermere		
	Hinds		
	Ealing		
	Rangitata Island	Classes C and D	35s. 9d. per ton.
	Rangitata		
	Orari		
	Geraldine	Classes C and D	38s. 6d. per ton.
	Winchester		
	Temuka		
Arowhenua	Classes C and D	40s. 9d. per ton.	
Seadown			
Washdyke	Classes C and D, n.o.s.	40s. 9d. per ton.	
Smithfield			
Timaru			

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Christchurch	Timaru	Ice-cream conveyed by express or mail trains, when accommodation is available in the Guards' vans of such trains	51s. 9d. per ton.
		Motor-cars on wheels which can be loaded on four-wheeled wagons	49s. 6d. per car, including crannage and tarpaulins when required.
	Oamaru	Ice-cream conveyed by express or mail trains, when accommodation is available in the Guards' vans of such trains	62s. per ton.
		Vinegar, in casks ..	38s. 6d. per ton. Minimum quantity, 7 tons per four-wheeled wagon.
	Dunedin	Fresh fruit or vegetables, New-Zealand-grown, packed, by express or mail trains only	Double goods rates, para. 4, Reg. 85, General Scale of Charges.
		Motor-cars on wheels which can be loaded on four-wheeled wagons	£5 10s. per car, including crannage and tarpaulins when required.
	Invercargill	Vinegar, in casks ..	45s. 3d. per ton. Minimum quantity, 7 tons per four-wheeled wagon.
		Fresh fruit or vegetables, New-Zealand-grow, packed, by express or mail trains only	Double goods rates, para. 4, Reg. 85, General Scale of Charges.
Papanui ..	Lyttelton ..	Vinegar, in casks ..	55s. per ton. Minimum quantity, 7 tons per four-wheeled wagon.
		Motor-cars on wheels which can be loaded on four-wheeled wagons	£8 5s. per car, including crannage and tarpaulins when required.
Belfast ..	Greymouth ..	Farinaceous foods (including such foods prepared in biscuit form packed in boxes or cartons); also marmite, peanut butter, dates, figs, and prunes	9s. per ton.
		Soap, soda crystals, and candles	50s. 9d. per ton. Minimum quantity, 1 ton. Consignments to make up the minimum of 1 ton will be charged <i>pro rata</i> of 50s. 9d. with a minimum charge of 2s. 9d.
Rangiora ..	Hokitika ..	Soap, soda crystals, and candles	54s. 9d. per ton. Minimum quantity, 1 ton. Consignments to make up the minimum of 1 ton will be charged <i>pro rata</i> of 54s. 9d., with a minimum charge of 2s. 9d.
		Classes C and D ..	12s. 3d. per ton.
Rangiora ..	Stations Christchurch, Papanui, Hornby, inclusive		

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Scargill ..	Stations Christchurch, Papanui, Hornby, inclusive	Classes C and D	27s. 6d. per ton.
Greta .. Ethelton .. Tormore .. Domett .. Nonoti .. Mina .. Phœbe .. Spotswood .. Parnassus ..	Stations Christchurch, Papanui, Hornby, inclusive	Classes C and D	33s. per ton.
Middleton, Sockburn, and Hornby	Lyttelton ..	Class N, consigned to ship..	41s. 3d. per ton.
..	..	..	6s. 10d. per ton, including unloading charges at ship. Minimum load as per Reg. 77, General Scale of Charges. Any less quantity will be charged at such minimum or on actual weight at 7s. 5d. per ton.
Sockburn ..	Timaru, Dunedin, and Invercargill	Coke	Class P.
..	..	Butter or cheese from Le Bon's Bay	33s. 6d. per ton, which includes cartage from Le Bon's Bay to Little River.
..	..	Butter or cheese from Paua Bay	34s. per ton, which includes cost of cartage, Paua Bay to Little River.
Little River ..	Lyttelton	Butter or cheese from Duvauchelle's Bay	33s. per ton, including cartage from Duvauchelle's Bay to Little River.
..	..	Butter or cheese from Barry's Bay	29s. 10d. per ton, including cartage from Barry's Bay to Little River.
..	..	Butter or cheese from Takamatua	33s. 7d. per ton, including cartage from Takamatua to Little River.
..	..	Motor-cars requiring the exclusive use of bogie wagons, conveyed by mail trains	58s. 9d. per car.
..	..	Motor-cars not otherwise specified, conveyed by mail trains	39s. 3d. per car.
Springfield ..	Otira	Motor-trailers accompanying motor-cars conveyed by mail trains	At the rate for motor-trailers conveyed by ordinary trains.
Otira	Springfield	Motor-cars and motor-cars with trailers conveyed by rail on outward and homeward journeys within six weeks	The appropriate charges for the homeward journey will be reduced by 25 per cent.
Blackball ..	Green Island ..	Coal	29s. 8d. per ton.
*Blackball ..	Greymouth ..	Coal	4s. 3d. per ton.
*Roa	Greymouth ..	Coal	4s. 8d. per ton.
*Reefton ..	Greymouth ..	Coal (slack)	6s. 1d. per ton.
*Reefton ..	Greymouth ..	Coal	7s. 2d. per ton.
*Cronadun ..	Greymouth ..	Coal	7s. 11d. per ton.

* These rates are applicable only to coal for shipment to Nelson, Onakaka, Picton, or Tarakohe, or ports outside the South Island, or for bunkering ships at Greymouth, and include all railway charges.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Inangahua Jn.	Lyttelton ..	Butter	54s. per ton, including cartage from Westport to Inangahua.
	Christchurch ..	Butter	54s. per ton, including cartage from Westport to Inangahua.
	Christchurch ..	Jams and preserves, packed	33s. per ton. Minimum quantity, 10 tons per four-wheeled wagon.
*Brunner	Greymouth ..	Coal	3s. 1d. per ton.
Brunner	Greymouth ..	Coke for shipment at Greymouth	5s. 1d. per ton, including weighing and discharging into ships. Minimum charge, 24s. 2d. per four-wheeled wagon.
*Wallsend	Greymouth ..	Coal	3s. 1d. per ton.
Wallsend	Dunedin ..	Coal	26s. 11d. per ton.
*Dobson	Greymouth ..	Coal	3s. 1d. per ton.
Dobson	Camerons ..	Coal	4s. 5d. per ton.
Dobson	Dunedin ..	Coal	26s. 11d. per ton, which includes weighing and delivery to private sidings at Dunedin.
Greymouth	Hokitika and all stations between Greymouth and Hokitika	Goods of Classes C and D, consigned direct ex ship at Greymouth	13s. 1d. per ton. Charges to be computed in accordance with Reg. 127, General Scale of Charges.
*Rapahoe	Greymouth ..	Coal	3s. 1d. per ton.
Dunollie	Runanga ..	Coal	2s. 7d. per ton. Minimum charge, 15s. 2d. per four-wheeled wagon.
*Dunollie	Greymouth ..	Coal	3s. 1d. per ton.
*Rewanui	Greymouth ..	Coal	3s. 7d. per ton.
Rewanui	Camerons ..	Coal	4s. 11d. per ton.
Rewanui	Oamaru ..	Coal	26s. 11d. per ton, which includes weighing and delivery to private sidings at Oamaru.
Rewanui	Port Chalmers ..	Coal	26s. 11d. per ton, which includes weighing and delivery to the service siding at Mussel Bay.
Rewanui	Dunedin ..	Coal	26s. 11d. per ton, which includes weighing and delivery to private sidings at Dunedin.
Hokitika and all stations between Hokitika and Greymouth	Greymouth ..	Classes C and D, for shipment at Greymouth	13s. 1d. per ton. Charges to be computed in accordance with Regulation 127, General Scale of Charges.
Methven	Stations Christchurch, Hornby, Papanui, inclusive	Classes C and D	33s. per ton.
Ashburton	Stations Christchurch, Hornby, Papanui, inclusive	Class C	33s. per ton.

* These rates are applicable only to coal for shipment to Nelson, Onakaka, Picton, or Tarakohe, or ports outside the South Island, or for bunkering ships at Greymouth, and include all railway charges.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Winslow Windermere Hinds .. Ealing .. Rangitata Island Rangitata Orari .. Geraldine Winchester Temuka Arowhenua Seadown Washdyke Smithfield	Stations Christ- church, Horn- by, Papanui, inclusive	Classes C and D	33s. per ton.
		Classes C and D	35s. 9d. per ton.
		Classes C and D	38s. 6d. per ton.
		Classes C and D	40s. 9d. per ton.
Orari Washdyke	Smithfield Dunedin	Butter and cheese Tallow, packed	9s. 11d. per ton. 44s. per ton. Minimum quantity, 4 tons per con- signment. Owners to load and unload.
Smithfield Timaru	Timaru Stations Christ- church, Horn- by, Papanui, inclusive	Butter and cheese Classes C and D, n.o.s.	3s. 10d. per ton. 40s. 9d. per ton.
*Timaru and sta- tions north there- of and east of Arthur's Pass	Stations west of Arthur's Pass	Pressed hay in bales and straw chaff	Class Q. Minimum quan- tity, 4 tons per four- wheeled wagon.
		Pressed straw, in bales	Class F. Minimum quan- tity, 4 tons per four- wheeled wagon.
Timaru	Fairlie	Benzine and kerosene, packed	4s. 5d. per 45-gallon drum including delivery, &c., as per Reg. 34.
Waimate Oamaru	Smithfield Dunedin, Cavers- ham, or Burnside	Butter and cheese Classes C and D	16s. 6d. per ton. 37s. per ton.
Makareao	Burnside	Limestone	7s. per ton. Minimum quantity per wagon as per Reg. 79, General Scale of Charges.
Port Chalmers	St. Leonard's Burnside, and intermediate stations	Class N, ex ship	6s. 10d. per ton, including unloading charges from ship. Minimum quantity per wagon as per Regu- lation 77, General Scale of Charges. Any less quan- tity will be charged at such minimum or on actual weight at 7s. 5d. per ton.
	Dunedin	Classes C and D	7s. per ton. The charges on ships' goods will be computed in accordance with Reg. 127, General Scale of Charges.

* Tarpaulins to be charged for at the rates provided in paragraph 2, Reg. 98, General Scale of Charges. Consignor will require to certify on the consignment-note as to the contents of each wagon carried under these provisions, and also that the pressed hay or straw chaff or pressed straw, as the case may be, is consigned to a *bona fide* farmer for distribution to *bona fide* poultry-keepers.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Port Chalmers	Burnside, for private sidings	Artificial manures and raw materials (except lime) for the manufacture of artificial manures, direct ex ship	2s. 4d. per ton. Minimum quantity, 6 tons per four-wheeled wagon. Where the Department provides the labour a charge of 1s. 2d. per ton will be made for such loading.
	Gore	Motor-cars on wheels loaded on four-wheeled wagons	60s. 6d. per car, including the cost of crantage.
	Invercargill ..	Motor-cars loaded on four-wheeled wagons	61s. 6d. per car, including the cost of crantage.
Dunedin	Christchurch ..	Unmanufactured iron and steel	41s. 3d. per ton. Minimum quantity, 2 tons per four-wheeled wagon, 4 tons per bogie wagon. Owners to load and unload.
	Stations on the South Island Main line and Branches	Ice-cream conveyed by express or mail trains when accommodation is available in the Guards' vans of such trains	Classified C rate. This rate does not include delivery at any station.
	Greymouth ..	Unmanufactured iron and steel, including bolts, nuts, rivets, and patterns	55s. per ton. Minimum quantity, 2 tons per four-wheeled wagon, 4 tons per bogie wagon. Owners to load and unload.
Dunedin, Caversham, or Burnside	Inangahua ..	Beer, in bulk	75s. per ton.
	Oamaru	Classes C and D, n.o.s. ..	37s. per ton, including delivery as per Reg. 34.
Dunedin	Port Chalmers ..	Classes C and D	7s. per ton.
	Anderson's Bay ..	Goods from stations beyond Dunedin	1s. 1d. per ton. Minimum charge, 1s. 8d.
	Burnside, for private sidings	Fat, bones, offal, oil, tallow, sulphuric, muriatic, and nitric acid, and raw materials used in the manufacture of acids	3s. 10d. per ton. Minimum quantity, 2 tons per four-wheeled wagon.
	Burnside	Fat, bones, offal, oil, tallow, sulphuric, muriatic, and nitric acid, and raw materials used in the manufacture of acids	4s. 7d. per ton. Minimum quantity, 2 tons per four-wheeled wagon.
Dunedin or Port Chalmers	Burnside, for private sidings	Artificial manures and raw materials (except lime) for the manufacture of artificial manures, ex ship	2s. 4d. per ton. Minimum quantity, 6 tons per four-wheeled wagon. Where the Department provides labour for loading a charge of 1s. 2d. per ton will be made for such loading.
	Green Island ..	Steel billets	Class N.
	Dunedin	Gore	Motor-cars on wheels loaded on four-wheeled wagons	55s. per car, including the cost of crantage.
Dunedin Caversham, or Burnside	Gore or East Gore	Classes C and D, n.o.s. ..	44s. per ton, including delivery at Gore as per Reg. 34.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Dunedin ..	Invercargill ..	Ships' goods of Classes C and D	33s. per ton dead-weight. Minimum quantity, 5 tons per consignment. Sorting where necessary will be charged for under the provisions of Reg. 96, General Scale of Charges.
Dunedin, Caversham, or Burnside	Invercargill ..	Class C, n.o.s. ..	48s. 3d. per ton.
Dunedin ..	Invercargill	Soap, packed ..	35s. 3d. per ton. Minimum quantity, 5 cwt. per consignment.
Dunedin ..	Invercargill	Nails, packed ..	35s. 3d. per ton. Minimum quantity, 1 ton per consignment.
Anderson's Bay ..	Dunedin ..	Motor-cars loaded on four-wheeled wagons Goods for stations on the main line beyond Dunedin to which local rates from Dunedin apply	55s. per car, including the cost of cramage. 1s. 1d. per ton.
Burnside	Christchurch ..	Cement ..	34s. 8d. per ton. Minimum quantity, 6 tons per four-wheeled wagon.
	Greymouth ..	Cement ..	37s. 5d. per ton. Minimum quantity, 6 tons per four-wheeled wagon.
	Dunedin, for private sidings	Fat, bones, offal, oil, tallow, sulphuric, muriatic, and nitric acid, and raw materials used in the manufacture of acids	3s. 10d. per ton. Minimum quantity, 2 tons per four-wheeled wagon.
	Dunedin ..	Fat, bones, offal, oil, tallow, sulphuric, muriatic, and nitric acid, and raw materials used in the manufacture of acids	4s. 7d. per ton. Minimum quantity, 2 tons per four-wheeled wagon.
Green Island	Christchurch ..	Unmanufactured iron and steel	44s. 9d. per ton. Minimum quantity, 2 tons per four-wheeled wagon, 4 tons per bogie wagon. Owners to load and unload.
	Greymouth ..	Unmanufactured iron and steel, including bolts, nuts, rivets, and patterns	55s. per ton. Minimum quantity, 2 tons per four-wheeled wagon, 4 tons per bogie wagon. Owners to load and unload.
	Invercargill ..	Unmanufactured iron and steel	45s. per ton. Minimum quantity, 2 tons per four-wheeled wagon, 4 tons per bogie wagon. Owners to load and unload.
Any station on the Otago Central Branch	Alexandra ..	Rabbits or hares, dead ..	All consignments from the same station on the same train to be charged as one consignment.
Kelso ..	Lyttelton ..	Shooks for the manufacture of fruit-cases	53s. 3d. per ton.

26. Miscellaneous—continued.

From	To	Description of Goods.	Rate.
Gore ..	Riccarton ..	Creamota, milk oaties, heart o' wheat, and oatie nuts	49s. 6d. per ton. Minimum quantity, 5 tons 10 cwt. per four-wheeled wagon.
	Any station on the South Island Main Line and Branches	Class E	Class E goods which by reason of their weight are charged Class E rate and a half will be charged Class E with the small-lots scale as a minimum, provided the aggregate weight of all the consignments in the wagon is not less than 5 tons 10 cwt.
Gore or East Gore	Dunedin ..	Creamota, milk oaties, oatie nuts, and heart o' wheat	22s. per ton. Minimum quantity, 5 tons 10 cwt. per four-wheeled wagon.
	Dunedin, Caversham, or Burnside	Classes C and D	44s. per ton.
Gore ..	Bluff ..	Creamota, milk oaties, oatie nuts, and heart o' wheat	16s. 6d. per ton. Minimum quantity, 5 tons 10 cwt. per four-wheeled wagon.
Mataura ..	Lyttelton ..	Shooks for the manufacture of fruit-cases	54s. per ton.
Invercargill	Dunedin ..	Class C	48s. 3d. per ton.
	Bluff ..	Classes C and D	10s. per ton.
		Classes C and D, n.o.s. ..	10s. per ton. The charges on ships' goods to be computed in accordance with Reg. 127, General Scale of Charges.
Bluff ..	Invercargill	Newsprint, ex ship, direct or from ship to store at Bluff, and subsequently from store to Invercargill	13s. 9d. per ton dead-weight. This rate includes cost of sorting as provided in Reg. 96, General Scale of Charges.
		Plaster-board, wallboard, fibre-board, and celotex, ex ship	15s. 6d. per ton dead-weight, including the cost of sorting as provided in Reg. 96, General Scale of Charges.
Waikiwi	Woolston ..	Pelts, hides, calf-skins, and sheep-skins	57s. 3d. per ton. Minimum quantity, 3 tons 10 cwt. per •L or LB wagon; 4 tons per LA wagon. Owners to load and unload.
	Bluff ..	Hides, tallow, pelts, and sheep-skins	13s. 9d. per ton.
Tokanui Te Peka Gorge Road Bush Siding Longwood Waihoaka Te Tua Tuatapere Piko Piko Fairfax Otautau	Appleby, Invercargill, and Waikiwi	Timber	2s. 1d. per 100 super. ft. 1s. 11d. per 100 super. ft. 1s. 6d. per 100 super. ft. 1s. 5d. per 100 super. ft. 1s. 11d. per 100 super. ft. 2s. 9d. per 100 super. ft. 3s. 0d. per 100 super. ft. 3s. 6d. per 100 super. ft. 3s. 3d. per 100 super. ft. 1s. 9d. per 100 super. ft. 2s. 0d. per 100 super. ft.

27. Wool, &c.

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

From	To Winchester.	To Temuka.	To Washdyke.	To Fairlie.	To Timaru.
	s. d.	s. d.	s. d.	s. d.	s. d.
Christchurch	5 6	5 6	.. .. .	.. .. .	.. .. .
Addington	5 6	5 6	.. .. .	.. .. .	.. .. .
Winchester .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1 2
Washdyke .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	0 11
Eversley .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	3 1
Winscombe .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	3 1
Fairlie .. .. .	.. .. .	.. .. .	3 1	.. .. .	3 1
Albury .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2 9
Cricklewood .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2 9
Smithfield .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	0 9
Timaru	1 2	.. .. .	.. .. .	3 1	.. .. .

28. Goods for Transhipment at Lyttelton.

Where goods for transhipment are landed ex ship they will be charged the rates provided for in Regulation 96, General Scale of Charges. If examined by the Customs, 1s. 7d. per ton in addition may be charged when extra handling is incurred. If left on the railway premises more than one week, storage at the rate of 3s. 1d. per ton per week or fraction of a week will be charged.

29. Storage-charges on Goods for Shipment at Lyttelton.

- | | | |
|--|---------|------|
| 1. For all goods of Classes C, D, and goods of classes not otherwise specified, not taken delivery of by consignees within five working-hours after arrival, unloaded and stored, the storage charges will be, for each week or fraction of a week, per ton | s. d. | 3 1 |
| Minimum charge .. .. . | .. .. . | 1 7 |
| 2. For all goods of Class H not taken delivery of by consignees within five working-hours after arrival, unloaded and stored, the storage charges will be, for each week or fraction of a week, for each bale, including handling .. .. . | .. .. . | 1 7 |
| 3. For all goods of Classes E, F, or Q not taken delivery of by the consignees within five working-hours after arrival, 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 .. .. . | .. .. . | 6 7 |
| 4. For storage, Classes E, F, or Q, except where otherwise specified for each additional week or fraction of a week after the first week, for each ton .. .. . | .. .. . | 0 4½ |
| 5. For storage, potatoes and onions, for each additional week or fraction of a week, at per ton .. .. . | .. .. . | 0 6½ |

30. Handling-charges at Lyttelton.

For each motor-vehicle loaded on to or unloaded from railway-trucks at Lyttelton steamer-express wharf, a charge of 2s. 9d. will be made.

31. Through Booking to and from Kalkoura.

1. Except as otherwise provided, goods booked between Christchurch and Kaikoura will be charged at the following rates:—

Between	And	Description of Goods.	Rate.
Christchurch ..	Kaikoura ..	Classes C, D, E, and E plus 50 per cent., excepting explosives. Owner's risk	40s. 0d. per ton. Minimum quantity, 36 tons per four-weekly period. Includes collection and delivery at Christchurch and Kaikoura within the areas as determined by the Department in that behalf. Owners to load and unload. Participation in this rate is subject to the conclusion of a special agreement with the Department.

31. Through Booking to and from Kaikoura—*continued.*

2. Goods booked to and from Kaikoura will be charged at the following rates:—

FROM OR TO STATIONS CHRISTCHURCH—PAPANUI—HORNBY INCLUSIVE.

Description of Goods.	Rate.
Class C	58s. 6d. per ton.
Class D	57s. 10d. per ton.
Class E	34s. per ton.
Class E plus 50 per cent.	41s. 1d. per ton.
Class F	28s. 4d. per ton.
Class H	9s. 9d. per bale.
Class K	8s. 7d. per 100 sup. ft.
Class K plus 50 per cent.	10s. 10d. per 100 sup. ft.
Class N	39s. 0d. per ton.
Class P	34s. 10d. per ton.
Class Q	31s. 3d. per ton.
Class R	26s. 11d. per ton.
Cement	35s. 10d. per ton.
Coal, imported	32s. 11d. per ton.
Coal, New Zealand anthracite or bituminous	28s. 10d. per ton.
Artificial manures: minimum, 6 tons per consignment (Reg. 86, General Scale of Charges)	26s. 3d. per ton.
Artificial manures: minimum, 1 ton per consignment (Reg. 86, General Scale of Charges)	28s. 4d. per ton.
Fresh fruit, fresh vegetables, mushrooms, and nuts as defined in Reg. 85, paragraph 1, General Scale of Charges	42s. 10d. per ton.

The charges on small lots of goods of Classes C, D, E, and E plus 50 per cent. will be as follow:—

	s.	d.
Not exceeding 14 lb.	1	1
„ 28 lb.	1	8
„ 56 lb.	2	9
„ 84 lb.	3	10

Consignments in excess of 84 lb. will be charged *pro rata*, with a minimum charge of 4s. 5d.

LYTTELTON TO KAIKOURA.

3. Cement 37s. 6d. per ton.
Salt (classification E) 33s. 10d. per ton.
Salt (classification E plus 50 per cent.) 41s. 10d. per ton.

KAIKOURA TO LYTTELTON.

4. Butter, 37s. 6d. per ton.

KAIKOURA TO CHRISTCHURCH.

5. Butter, 38s. 4d. per ton, including delivery within the area determined by the Department in that behalf.

KAIKOURA TO STATIONS CHRISTCHURCH—HORNBY—PAPANUI INCLUSIVE.

6. Fish in cases, not exceeding 1 cwt. per case 2s. 2d. per case.
Crayfish in sacks, not exceeding 1½ cwt. per sack 3s. 9d. per sack.

KAIKOURA TO ADDINGTON.

7. Butter, 36s. 6d. per ton.

8. Small lots of timber will be charged under the provisions of paragraph 2, Regulation 75, General Scale of Charges, between stations Christchurch—Papanui—Hornby inclusive and Parnassus, plus 4s. per 100 sup. ft. between Parnassus and Kaikoura.

9. Empty returns between stations Christchurch—Papanui—Hornby inclusive and Parnassus will be carried under the provisions of Regulation 88, General Scale of Charges. Between Parnassus and Kaikoura (with the exception of empty return fish-cases and pigeon-crates, which are carried free) the rate is 6d. per hundredweight.

32. Through Booking of Artificial Manures from Hornby to Picton Section.

Artificial manures as described in Regulation 86, paragraphs 1 and 6, General Scale of Charges, booked through from Hornby to stations Elevation to Wharanui inclusive via Lyttelton and Picton will be charged at the following through rates for conveyance by rail and steamer, including wharfages and handling charges to and from ship:—

Station to	Rate per Ton.	
	Minimum Quantity 6 Tons per Consignment.	Minimum Quantity 1 ton per Consignment.
	s. d.	s. d.
Elevation	33 7	34 3
Mount Pleasant	33 7	34 3
Koromiko	33 7	34 3
Para	33 7	34 3
Tuamarina	33 9	34 5
Spring Creek	33 10	34 9
Grove Town	33 10	35 0
Blenheim	33 10	33 10
Riverlands	34 9	35 9
Dashwood	36 2	37 4
Seddon	36 4	37 6
Blind River	36 6	37 10
Kaparu	36 8	38 1
Huawai	36 11	38 4
Taimate	37 1	38 6
Ward	37 4	38 11
Mirza	37 9	39 3
Wharanui	38 0	39 9

33. Through Booking of Artificial Manures from Islington to Picton Section.

Artificial manures as described in Regulation 86, paragraphs 1 and 6, General Scale of Charges, booked through from Islington to stations on the Picton Section via Lyttelton and Picton will be charged at the following through rates for conveyance by rail and steamer, including wharfages and handling charges to and from ship:—

Station to	Rate per Ton.	
	Minimum Quantity 6 tons per Consignment.	Minimum Quantity 1 Ton per Consignment.
	s. d.	s. d.
*Picton	33 5	..
Elevation	33 11	34 7
Mount Pleasant	33 11	34 7
Koromiko	33 11	34 7
Para	33 11	34 7
Tuamarina	34 2	34 9
Spring Creek	34 3	35 2
Grove Town	34 3	35 4
Blenheim	34 3	34 3
Riverlands	35 2	36 2
Dashwood	36 6	37 9
Seddon	36 8	37 11
Blind River	36 11	38 2
Kaparu	37 1	38 5
Huawai	37 3	38 9
Taimate	37 5	38 11
Ward	37 9	39 3
Mirza	38 1	39 7
Wharanui	38 4	40 1

*This rate also includes haulage, sorting, and unloading charges at Picton. Where sorting and unloading is not incurred the rate will be reduced by 1s. 8d. per ton.

34. Delivery of Goods and Minimum Charges, South Island Main Line and Branches.

1. Goods of Classes C and D, except such goods as require special delivery arrangements, consigned as under, will be delivered by the Department within the limits of the areas which it may from time to time determine in that behalf:—

Station to	Station from
Rangiora (1s. per ton to be added to the classified rates for consignments other than from stations Christchurch, Hornby, Papanui, inclusive)	Any station.
East Oxford	Christchurch, Hornby, Papanui, inclusive.
Sefton	Christchurch, Hornby, Papanui, inclusive.
Amberley	Christchurch, Hornby, Papanui, inclusive.
Waipara	Christchurch, Hornby, Papanui, inclusive.
Mina	Christchurch, Hornby, Papanui, inclusive.
Waiau	Christchurch, Hornby, Papanui, inclusive.
Leeston	Christchurch, Hornby, Papanui, inclusive.
Kirwee	Christchurch, Hornby, Papanui, inclusive.
Darfield	Christchurch, Hornby, Papanui, inclusive.
Coalgate	Christchurch, Hornby, Papanui, inclusive.
Sheffield	Christchurch, Hornby, Papanui, inclusive.
Springfield	Christchurch, Hornby, Papanui, inclusive.
Methven	Christchurch, Hornby, Papanui, inclusive.
Ashburton	Christchurch, Hornby, Papanui, inclusive.
Orari (for Geraldine)	Christchurch, Hornby, Papanui, inclusive, and Timaru.
*Fairlie	Timaru.
Waimate	Christchurch, Hornby, Papanui, inclusive.
Waimate	†Timaru.
Oamaru	Dunedin, Caversham, or Burnside.
Balclutha	Dunedin, Caversham, Burnside, and Invercargill.
Gore	Dunedin, Caversham, Burnside, and Invercargill.
Otautau	Any station.

* Applies to benzine in drums only, and includes, in addition to delivery, servicing and return of empty drums to rail.

† The Department will also undertake the collection at Timaru within such area as it may determine of goods of Classes C and D (excepting such goods which require special cartage arrangements) consigned to Waimate.

2. For the purposes of this regulation Classes C and D will be deemed to include goods chargeable at such rates plus a percentage or other increase.

3. The minimum charges for goods subject to delivery in accordance with the provisions of this regulation will be as follow:—

	s.	d.
Not exceeding 1 qr.	1	8
Over 1 qr., but not exceeding 1 cwt.	2	2
„ 1 cwt. „ 2 cwt.	2	9
„ 2 cwt. „ 3 cwt.	3	4
„ 3 cwt. „ 5 cwt.	4	5
„ 5 cwt. „ 10 cwt.	5	6
„ 10 cwt. „ 15 cwt.	8	3
„ 15 cwt. „ 20 cwt.	11	0
„ 20 cwt. at the rate of (per ton)	11	0

35. Cartage Charges between Inangahua Junction and Burleys, Berlins, Tiroroa, or Westport.

Parcels and goods may be booked through between Burleys, Berlins, Tiroroa, or Westport via Inangahua Junction; the following are particulars of the cartage charges to or from Inangahua Junction:—

Classes of Goods.	From or to Inangahua Junction to or from Burleys (7 Miles).	From or to Inangahua Junction to or from Berlins (9 Miles).	From or to Inangahua Junction to or from Tiroroa (16 Miles).	From or to Inangahua Junction to or from Westport (30 Miles).
<i>Parcels.</i>				
Up to 7 lb. (each)	s. d. 0 6	s. d. 0 6	s. d. 0 6	s. d. 0 6
8 lb. to 14 lb. "	0 6	0 6	0 6	0 9
15 lb. to 28 lb. "	0 9	0 9	0 9	1 0
29 lb. to 56 lb. "	0 9	0 9	1 0	1 3
57 lb. to 84 lb. "	1 0	1 0	1 3	1 6
85 lb. to 112 lb. "	1 3	1 3	1 3	1 6
Motor-bicycles .. .. "	..	..	..	6 6
<i>Goods.</i>				
<i>Small lots—</i>				
Above 1 cwt. to 1½ cwt. ..	1 3	1 3	1 3	1 6
.. 1½ .. 1¾	1 3	1 3	1 3	1 6
.. 1¾ .. 2	1 3	1 3	1 3	1 6
.. 2 .. 2½	1 6	1 6	1 6	1 9
.. 2½ .. 3	1 6	1 6	1 6	1 9
.. 3 .. 3½	1 9	1 9	1 9	2 0
.. 3½ .. 4	2 0	2 0	2 0	2 3
.. 4 .. 4½	2 3	2 3	2 3	2 6
.. 4½ .. 5	2 3	2 3	2 3	2 6
.. 5 .. 5½	2 6	2 6	2 6	2 9
.. 5½ .. 6	2 9	2 9	2 9	3 0
General merchandise (Classes C and D, not otherwise specified)—				
Ex Inangahua (per ton)	5 0	6 0	7 6	11 0
To Inangahua "	7 0	8 0	9 0	15 0
Beer in barrels "	4 6	4 6	5 6	8 6
Dairy-produce—				
Ex Inangahua "	5 0	6 0	7 6	11 0
To Inangahua "	7 0	8 0	9 0	10 0
Grain, flour, chaff, also fresh fruit and vegetables, mushrooms, and nuts, grown and packed in New Zealand, Cook Islands, and Niue (per ton)				
Bricks "	7 0	8 0	9 0	15 0
Wool and hemp (per bale)	1 6	1 9	2 3	3 0
Tow (per ton)	7 0	8 0	9 0	15 0
Fencing-posts and house-blocks ..	7 0	8 0	9 0	15 0
Timber, New Zealand (per 100 sup. ft.)	1 6	1 9	2 3	3 0
Timber, hardwood "	2 0	2 3	3 3	4 3
Firewood (per ton)	7 0	8 0	9 0	15 0
Coal and coke—				
Bags "	7 0	8 0	9 0	15 0
Loose "	7 0	8 0	9 0	15 0
*Travellers' samples (per hamper or case)	1 6	2 0	2 6	3 6
Horses (per head)	10 0	12 6	20 0	30 0
Cattle "	10 0	12 6	15 0	25 0

* Hampers or cases exceeding 15 cubic feet will be charged 3d. per cubic foot additional to these rates.

35. Cartage Charges between Inangahua Junction and Burleys, Berlins, Tiroroa, or Westport—continued.

Classes of Goods.	From or to Inangahua Junction to or from Burleys (7 Miles).	From or to Inangahua Junction to or from Berlins (9 miles).	From or to Inangahua Junction to or from Tiroroa (16 Miles).	From or to Inangahua Junction to or from Westport (30 Miles).
<i>Goods—continued.</i>				
Sheep (per head)	s. d. 1 0	s. d. 1 0	s. d. 1 3	s. d. 1 6
Pigs "	1 6	1 6	2 0	2 0
Dogs on chains "	0 9	0 9	1 3	2 0
Returned empties .. (per ton)	7 0	8 0	9 0	15 0
Gas-cylinders—				
<i>(Under 20 lb. each)—</i>				
Full (each)	0 9	0 9	0 9	1 0
Empty "	0 6	0 6	0 6	0 9
<i>(Over 20 lb. each)—</i>				
Full "	1 0	1 0	1 3	1 6
Empty "	0 9	0 9	0 9	1 0
Benzine, kerosene, and fuel oil—				
In drums (per ton)	5 0	6 0	6 0	9 0
Drums, empty, returns "	7 0	8 0	9 0	15 0
Iron and steel (rod, angle, bar, or rails)—				
Not exceeding 24 ft. .. (per ton)	8 0	9 0	10 0	16 0
Over 24 ft. "	9 6	10 6	12 0	18 6
Furniture and household removals—				
Inangahua Junction to Westport				
(per ton)	..	..	..	27 6
Westport to Inangahua Junction				
(per ton)	..	..	..	27 6
Manure "	5 6	6 6	7 6	13 6
Sugar (Westport to Inangahua) ..	..	..	..	12 6

Plate-glass windows, assembled bicycles and prams, and seagrass chairs will be charged double the appropriate rates.

For any article weighing 10 cwt. or more a charge of 2s. 6d. per ton for additional labour will be added to the appropriate rate. Where cranage at Inangahua is necessary, cranage charges at the appropriate rates will be enforced in addition to the labour charge for loading to or from lorries—i.e., 2s. 6d. per ton.

Quantities of under 1 ton will be charged *pro rata* tonnage rate, with minimum charges as specified under the heading "Small Lots."

The rates provided for herein will apply only to goods which comply with loading regulations.

36. Haulage and Shunting Charges, Christchurch, Riccarton, and Addington.

1. Except where otherwise specified, the charge for haulage between Government sheds at Christchurch will be as follows:—

s. d.

Goods not otherwise specified (minimum charge, 10d.) .. 1 7 per ton.

2. All goods conveyed between private sidings and station yards at Riccarton and private sidings and station yards at Addington will be charged 1s. 7d. per ton or part of a ton; minimum charge, 7s. 8d.

3. Grain in lots of not less than 20 tons conveyed between private sidings and station yards at Christchurch and private sidings and station yards at Riccarton will be charged at 2s. 8d. per ton.

4. Grain in lots of not less than 6 tons conveyed between private sidings and station yards at Christchurch and the private sidings and station yards at Addington will be charged 2s. 8d. per ton.

37. Through Traffic, Paparoa Coal Company's Line.

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	5
Timber, per 100 superficial feet	0	6½
Merchandise, per ton	1	7
Grain, including chaff, per ton	1	7
Minerals (except coal charged at the local rate of 4s. 8d. per ton) per ton	0	4½
Mining-props, and other Class F goods, per truck	5	5
Minimum charge per consignment (excepting parcels)	1	7

38. Hydraulic Cranes, Greymouth.

Loading or unloading by hydraulic cranes will be performed at the option of the Department, and except as otherwise provided the charge will be 9d. per ton, with a minimum charge of 3s. 10d. per lift.

Spécial lifts (as determined by the Department) will be at a rate per lift or otherwise as may be determined by the Stationmaster, Greymouth.

Minimum charge for hydraulic crane when specially ordered, 61s. 7d.

39. Haulage Charges, Timber, Hokitika and Greymouth.

Timber hauled between Hokitika Station and the timber-skids for local delivery or for shipment at Hokitika will be charged for such haulage at the following rates :—

Timber, previously conveyed to Hokitika by rail	3½d. per 100 super. ft.
Timber, not otherwise specified	6½d. per 100 super. ft.

Timber loaded at Greymouth for shipment at Greymouth Wharf will be charged the following rates for haulage from sidings to ship :—

Timber, previously conveyed to Greymouth by rail	3½d. per 100 super. ft.
Timber not otherwise specified	6½d. per 100 super. ft.

40. Oamaru and Breakwater.

Goods conveyed between Oamaru and Breakwater will be charged at the rates specified in Reg. 96, General Scale of Charges. Ships' goods will be charged according to the provisions of Reg. 127, General Scale of Charges.

41. Port Traffic, Dunedin.

1. Except as otherwise provided, the haulage charge on goods between Dunedin and Victoria Wharf will be computed as per subparagraphs (b) and (c), paragraph 1, Regulation 96, General Scale of Charges. The charges on goods conveyed to or from Victoria Wharf from or to stations beyond Dunedin will be computed on the Dunedin mileage plus two miles, except that in the case of goods chargeable at local rates from or to Dunedin, the charge for the additional mileage will not be enforced.

2. For tallying goods to or from ships at Birch Street Wharf, Dunedin, a charge of 10d. per ton, weight or measurement at the option of the Department, will be made; minimum charge, 10d.

42. Through Booking by Rail and Steamer to Portobello.

Coal, through-booked by rail and steamer from Stirling to Portobello will be charged at the rate of 14s. 10d. per ton. Minimum quantity per wagon as prescribed by Reg. 80 of the General Scale of Charges.

43. Dunedin Saleyards Company's, Limited, private siding at Burnside.

Small consignments of goods hauled between Burnside Station and the Dunedin Saleyards Company's, Limited, private siding may be charged for such haulage at the rate of 3½d. for each 28 lb. or part thereof with a minimum charge of 1s. 1d. per consignment, or under the provisions of Reg. 97, General Scale of Charges, whichever is the cheaper.

44. Through Booking by Rail and Steamer, Clutha River.

Goods as specified hereunder booked from stations on the South Island Main Line and Branches to stopping-places on the Clutha River, or *vice versa*, will be charged at the rates, as hereinafter prescribed, for conveyance by steamer in addition to the Railway rates and charges to or from Balclutha.

Balclutha to and from the following Landings.	Grain, Potatoes, Coal (bagged), per Ton.	Chaff and Grass-seed, per Ton.	Wool, per Bale.	Manures, per Ton.	Fencing-posts, per 100.	Strainers and Gate-posts, each.	Wire, per Coil.
Tuapeka Mouth (includes Cook's Landing)	s. d. 8 9	s. d. 9 9	s. d. 2 3	s. d. 8 9	s. d. 16 6	s. d.	s. d.
Upper Clydevale (includes Wharetoa and Cox's Landing)	7 9	8 9	2 0	7 9	15 6		
Clydevale	7 0	8 0	1 3	7 0	14 6	} 1 0	} 1 0
Greenfield	7 0	8 0	1 3	7 0	14 6		
Pomahaka (includes Clifton)	6 6	7 6	1 0	6 6	13 0		
Pukeawa	5 9	6 9	1 0	5 9	12 6		
Pukepito	5 9	6 9	1 0	5 9	11 6		
Te Houka	5 6	6 6	1 0	5 6	10 6		

Balclutha to and from the following Landings.	Sawn Timber, per 100 Sup. Ft. Bricks, per 100.	Building-lime, per Bag.	Cement, per Bag.	Motor-spirit, Kerosene.	General Goods, per Ton.	Odd Parcels and Packages.
Tuapeka Mouth (includes Cook's Landing)	s. d. 4 0	s. d.	s. d.	Single case, 1s. 3d.; additional case, 1s.; ton lots, as general goods.	s. d. 12 6	1s. each up to ½ cwt.; additional 6d. each, or per ½ cwt.
Upper Clydevale (includes Wharetoa and Cox's Landing)	3 6				11 0	
Clydevale	3 3	} 2 0	} 1 0	10 6		
Greenfield	3 3			10 6		
Pomahaka (includes Clifton)	3 0			9 6		
Pukeawa	2 6			8 6		
Pukepito	2 6			8 0		
Te Houka	2 6			8 0		

Agricultural Lime.—Carried to all landings above named at a flat rate of 5s. per ton, provided arrangements are made with the River Board and a load for the steamer is assured.

Fat Lambs.—To Balclutha or freezing-works: By steamer—From Tuapeka Mouth, at 5d. each; from Upper Clydevale, at 4½d. each; from Clydevale and Greenfield, and lower landings, at 3½d. each.

Sheep.—Shew sheep, 9d. per head; fat sheep, 6d. per head. Owners to be responsible in all cases for loading and unloading of live-stock. "General goods" means a consignment of miscellaneous goods.

44. Through Booking by Rail and Steamer, Clutha River—continued.

The freight on furniture and implements and any other goods not specifically provided for above may be arranged for with the River Board; also freight on any goods to any landing not provided for above may be similarly arranged.

All charges on goods consigned to the Clutha River Board's steamer at Balclutha for conveyance to stopping-places on the Clutha River must be prepaid.

The Department is not responsible for the steamer services, and is not answerable for their fulfilment.

45. Rate on Silver-beech Timber for Export.

1. Second-grade silver-beech timber railed from stations on the Catlins River Branch line and stations south of Balclutha to Kew, and subsequently from Kew to Bluff or from any of such stations to Bluff direct, for export to Australia, to be used exclusively for boxmaking or other purposes for which second-grade timber is customarily used, if certified accordingly by the consignor, will be charged Class K, less 20 per cent.

46. Mileage.

For the purpose of computing charges, the distance between Dunedin and the following stations will be deemed to be as follows:—

	Miles.		Miles.
Caversham	2	Ravensbourne	2
Green Island	4	Sawyer's Bay	7
Abbotsford	5	Port Chalmers (Lower Station) ..	8