

By adding the following :—

Sheep-skins or Hides, Dunedin to Christchurch or Woolston.

Sheep-skins or hides, loose or in bundles, conveyed from Dunedin to Christchurch or Woolston will be charged £2 9s. 2d. per ton, owners to load and unload. Minimum quantity, 2 tons per L wagon, and 3 tons per LA wagon.

PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK, ETC.

By omitting the following :—

	Class:
Brads, packed	B
Empties, casks, cases, kegs, jars, tins, tubs, and crates 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," see Regulation 23, Part III.	
Nails, iron, packed	C
Plaster, fibrous, not otherwise specified, New Zealand manufacture, packed in cases or crates. Owner's risk. Special goods .. (If fibrous plaster, ornamental or plain, or quantities of both, are forwarded loose, the minimum will be 1 ton per four-wheeled truck, loading and unloading and packing in wagons to be performed by owners. If handled by the Department, rate and a half will be charged.)	A
Plaster, fibrous, in plain slabs, New Zealand manufacture, packed in cases or crates. Owner's risk. Special goods	C

And substituting the following :—

Boxes and tins, empty, consigned to dried-milk factories for packing dried-milk powder, not returned empties, but when full to be forwarded by rail	D
Brads, not otherwise specified, packed	B
Brads, flooring, packed	C
Concrete chimneys, in pieces. Owner's risk	D
Empties, casks, cases, kegs, jars, tins, tubs, crates, and drums, 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, see Regulation 23, Part III.	
Nails or flooring-brads, packed	C
Plaster, fibrous, loose, New Zealand manufacture, ornamental or plain. (Minimum quantity 4 tons per four-wheeled wagon, 8 tons per bogie wagon). Owner's risk. Special goods .. (All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, rate and a half will be charged.)	C
Plaster, fibrous, loose, New Zealand manufacture, ornamental or plain (minimum quantity 1 ton per four-wheeled wagon). Owner's risk. Special goods (All loading, unloading, and packing in wagons to be performed by owners. If handled by the Department, rate and a half will be charged.)	A
Plaster, fibrous, ornamental or plain, New Zealand manufacture, packed in cases or crates. Owner's risk. Special goods ..	C
Rennet, not otherwise specified. Owner's risk. Special goods ..	A
Rennet, New Zealand manufacture. Owner's risk. Special goods ..	D
Tins and boxes, empty, consigned to dried-milk factories for packing dried-milk powder, not returned empties, but when full to be forwarded by rail	D

PART VI.—WHARVES.

By omitting the following :—

1. The working-hours of the Department are from 8 a.m. to 5 p.m. from Monday till Friday, and from 8 a.m. till noon on Saturdays, holidays excepted. Ships discharging or taking in cargo at any other time will be charged for extra labour at the full rates ruling at the port less 9d. per hour, which latter amount will be paid by the Department. Such rates shall be paid by the ship for each employee engaged by the Department at shunting, tallying, supervising, or in any way upon or in connection with the working of the ship.

And substituting the following :—

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 Saturdays, 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.

As witness my hand this 7th day of July, 1926.

J. G. COATES, Minister of Railways.