

Railways, Wellington, 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 Department reserves to itself the right to decline any application.

LOCAL FARES AND REGULATIONS.

NORTH ISLAND MAIN LINE AND BRANCHES.

By adding to Regulation 41 the following :—

4a. Trip Bearer Tickets to Upper Hutt.

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

From	To	First Class.	Second Class.
		s. d.	s. d.
Wallaceville ..	Upper Hutt ..	3 0	2 0
Trentham	3 0	2 0
Heretaunga	4 6	3 0
Silverstream	6 0	4 0

These tickets will be unrestricted as to period of availability.

4b. Special Wednesday Fares to Wellington (Lambton).

Special return tickets will be issued to Wellington (Lambton) from the undermentioned stations by the 12.48 p.m. train from Upper Hutt and later trains on Wednesdays only :—

From	To	Fares.	
		First-class Return.	Second-class Return.
		s. d.	s. d.
Upper Hutt ..	Wellington (Lambton)	3 0	2 0
Wallaceville	3 0	2 0
Trentham	3 0	2 0
Heretaunga	2 6	1 9
Silverstream	2 6	1 9
Haywards	2 6	1 9
Pithecaithly's Siding	2 3	1 6
Belmont	2 3	1 6
Melling	2 0	1 3
Lower Hutt	1 10	1 1
Petone	1 8	1 0

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

SOUTH ISLAND MAIN LINE AND BRANCHES.

By omitting from Paragraph 5 of Regulation 43 the following :—

Return tickets at these fares are available for three days including the date shown on the ticket.

And substituting the following :—

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

PART III.—GOODS.

By omitting the following :—

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

1. Empty cases, manufactured from New Zealand timber, and crates containing empty punnetts, consigned direct to *bona fide* fruitgrowers—not "returned empties," but to be reconsigned over the railway full, and, when so reconsigned, to contain only New-Zealand-grown fresh fruit—will be charged at the rate for returned empties (paragraph 6, Regulation 23, Part III).

2. Shooks, New Zealand timber, not exceeding 3 ft. in length, in bundles, consigned direct from mills to *bona fide* fruitgrowers for manufacture of cases to be used solely for 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 heading 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 *bona fide* fruitgrower, 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.