

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	2d. per can.
Exceeding thirty miles, but not exceeding fifty miles	3d. per can.
For any distance in excess of fifty miles	4d. per can.

The railage charges on empty return cans must be prepaid.

8. Test-boxes containing samples of milk or cream sent to central offices for testing-purposes will be conveyed at the rate specified in paragraph 2 of this regulation. When returning empty they will be returned free, but at the sole risk of the owners, who must do all loading and unloading.

9. 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 6 and 6A of this regulation.

PART III.—GOODS.

By omitting from the first line of paragraph 1 of Regulation 14 the figures "100" and substituting the figures "116."

By omitting the following :—

26. Goods for Distribution at Destination.

1. When more packages or articles than one are packed in hampers, crates, bags, cases, or other packing or fastening, and are consigned from or to express companies or forwarding agents, and are for distribution at destination, double the usual charge will be made; minimum charge, as for 5 cwt. at single rate.

2. The words "forwarding agents" for the purposes of this regulation mean and include any person, firm, or company to whom goods intended to be distributed are sent (whether generally or in the particular case), such person, firm, or company receiving such goods merely as agent for the purpose of distribution. The onus of proving that goods are not forwarded to an agent for distribution rests with the consignor in each case.

3. Where a *bona fide* trading firm (not being a forwarding agency) consigns goods to itself, its branch, or its representative in the ordinary course of its business, whether such goods are to be held as stock or are for delivery to its customers, the ordinary and not the distribution rate will apply. Every such consignment must be handed to the Department and taken delivery of from the Department as a single consignment, and under no circumstances are deliveries to be split to permit of distribution being made direct from the railway premises.

And substituting the following :—

26. Goods for Distribution at Destination.

1. When more packages or articles than one, whether loose or packed in hampers, crates, cases, or other packing, fastening, or container are consigned from a forwarding agency or express company to a forwarding agency or express company, and such package or packages are for distribution at the destination station, the charges will be computed at double the classified or local rate, as the case may be, minimum charge as for 5 cwt. at the appropriate single rate.

2. The onus of proving that consignments are not forwarded to an agency for distribution rests with the consignor in each case.

3. For the purposes of this regulation the words "forwarding agency or express company" shall mean and include any person, firm, or company by whom or to whom goods intended for distribution are consigned (whether generally or in the particular case), and such person, firm, or company merely acts in the capacity of agent for the purpose of distribution or for the purpose of consigning for distribution.

4. Where a *bona fide* trading firm (not being a forwarding agency) consigns goods to itself, its branch, or its representative, in the ordinary course of its business, whether such goods are to be held as stock or are for delivery to its customers, the classified or local rate, as the case may be, shall apply, and not the rate provided in paragraph 1 of this regulation.

5. Where an express company or forwarding agency consigns goods to a *bona fide* trading firm (not being a forwarding agency) or receives goods consigned from a *bona fide* trading firm (not being a forwarding agency), the classified or local rate, as the case may be, shall apply, and not the rate as provided in paragraph 1 of this regulation.

6. Goods intended for conveyance under the provisions of paragraphs 4 and 5 of this regulation shall be delivered to the Railway Department as a single consignment, and any such consignment accepted for conveyance shall be taken delivery of at the destination station in a like manner. Delivery shall not, in any circumstances, be split to permit of distribution being made direct from the railway premises.

PART IV.—GOODS: LOCAL RATES.

By adding the following :—

From	To	Description of Goods.	Rate.
Auckland ..	Hamilton ..	Glass, window, packed. Owner's risk. Special goods	44s. 1d. per ton; m i n i m u m quantity, 2 tons per four-wheeled wagon.
Wellington, Napier, Port Ahuriri, or Wanganui	Auckland ..	Sheep - skins, dried in bales	11s. per bale, m a x i m u m weight, 4 cwt. per bale. Any excess weight to be charged as provided in paragraph 2, Regulation 6, Part III.