

2. Such checked luggage will thereafter be held and conveyed at the risk of the Department (or of the shipping company or of the Wellington Harbour Board, or the Bluff Harbour Board, as the case may be).

By adding to Regulation 2 the following:—

11a. For each check issued for luggage to be conveyed between stations on the South Island main line and branches and Stewart Island the charge will be 9d.

12a. For each check issued for luggage to be conveyed by railway and ship between points on the North Island main line and branches and Stewart Island, the charge, including cartage between rail and steamer at Wellington, will be 1s. 3d.

By omitting from Regulation 3 the following:—

13. Where 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 rate prescribed below for the sea journey.

And substituting the following:—

13. 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 rate prescribed below for the sea journey. In the case of excess charges being payable on luggage checked to or from Stewart Island such excess charges are to be collected from or to Bluff.

The Bluff Harbour Board will collect wharfage and excess charges on luggage in respect to the journey between Bluff and Stewart Island.

By adding the word "ice-cream" after the word "ice," in Regulation 10, paragraph 12.

By adding to Regulation 16 the following:—

8a. Motor-vehicle equipment recognized as the ordinary equipment of the vehicle, and comprising such articles as spare parts, wheels, tools, cushions, attached to or contained in a motor-vehicle received for transit by rail, will be carried at the sole risk of the owner, and no liability for loss or damage thereto will be accepted by the Department, unless particulars of such equipment are entered on the consignment-note.

PART III.—GOODS.

By omitting from Regulation 2 the following:—

- (e) Goods of Classes E, F, N, P, or Q from one consignor to one consignee, whether accompanied by goods of other classes or not, may be charged separately, or grouped together in one or more lots. The rate and minimum weight for each group shall each be the highest in the group.

And substituting the following:—

- (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 3, Part 3 hereof. For the purpose of this regulation timber is to be calculated as 450 superficial feet to the ton.

By omitting from Regulation 8 the following:—

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

And substituting the following:—

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").

By adding the word "wood-ash" after the words "in each case for bones," in the first line of paragraph 3 of Regulation 11.

By omitting Regulation 13.

(13.) Lime for Manuring Farm Lands.

1. New Zealand lime in truck-loads of not less than 6 tons consigned from kilns direct to farmers exclusively occupied as such to be used for manuring farm lands 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 is approved by, the Divisional Superintendent at Auckland or Christchurch, according to the Island in which the kiln is situated, at least fourteen days prior to the date on which it is desired to forward the first consignment of lime. Application must specify the name of the lime-kiln, the railway-station from which the lime will be forwarded, and the net price to be charged to the farmers,