

LUGGAGE, PARCELS, ETC.—*continued.*

(f)

RATES.

Lb.	Not exceeding		151 Miles or Over.
	75 Miles.	150 Miles.	
	s. d.	s. d.	s. d.
3	0 3	0 4	0 5
7	0 4	0 5	0 6
14	0 6	0 7	0 8
28	0 8	0 9	0 11
42	0 11	1 0	1 1
56	1 0	1 3	1 4
84	1 4	1 9	2 3
112	1 8	2 4	2 8

(g) Single newspapers will be conveyed, irrespective of distance, at a uniform charge of $\frac{3}{4}$ d. 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.

(b) The charges for conveyance of such packages will be computed at the rate of 3s. 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. 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, 8 tons.

3. 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 1d. 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. 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 112. 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 paragraphs 3, 4, 5, and 6 of Regulation 112, 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 112 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.