

acid, oil of vitriol or sulphuric acid, oily canvas or oily paper for packing, oily rags or oily waste, perchloride of iron, petroleum, phosphorus, pudrolythe, pyrolithe, or other materials or compounds liable to sudden ignition or explosion, and the Minister may, at his option, refuse to receive or carry such goods.

45. Fruit, fish, meat, poultry, and any other perishable articles, shall be carried only at the sole risk of the person sending the same, and if not taken away within six hours after arrival at the station to which they are consigned, may be forthwith sold, by auction or otherwise, without notice to the sender or consignee; and payment or tender of the net proceeds of any such sale, after deduction of freight and expenses, shall be accepted as equivalent to delivery.

46. All empties not taken away within one month after arrival will be sold to defray expenses.

47. All goods and merchandise, whether bonded or free, and all luggage, having arrived at its destination, shall be removed by the consignees from the platform and sheds within such periods as may be defined in the tables of rates published in accordance with clause 52 hereof; and if not removed within such period may be stored or kept in the wagons at the risk and expense of the consignees or owners, and will become subject to such charges as may from time to time be published in such tables. If on the arrival of goods forwarded by railway the railway sheds and stores shall, in the opinion of the General Manager, be full, and the consignees or owners do not take delivery within twelve working hours, the General Manager may store such goods in any private store or yard at the risk and expense of the owners. In case of goods to be unloaded by the consignee, a charge will be made for demurrage according to the tables of rates from time to time published in the *New Zealand Gazette*, in accordance with clause 52 hereof, for each truck not unloaded within the period named therein.

48. Should a consignor present a consignment note with goods understating the quantity or weight of such goods, he shall be liable to a charge of double the ordinary rate on the difference between the actual weight or measurement of the goods in question and that stated upon the consignment note, in addition to any penalty which may be inflicted under the 154th clause of "The Public Works Act, 1876."

49. All tolls and charges and warehousing charges must be paid immediately on demand to the person duly authorized to receive the same, and, except where a special agreement is entered into, no goods will be delivered to the consignee until the payment of such tolls and charges shall have been made.

50. If any person refuses or fails to pay the proper charges for any goods carried on a railway, or received on, stored in, or delivered from any wharf, pier, jetty, shed, or yard connected therewith, or any charge for demurrage, for one month after demand of same by any person duly authorized to collect such charges, any such goods, or in case such goods have been delivered, then any other goods on the premises of the railway belonging to the same person, may, by order of the Minister, be sold; and the proceeds of such sale shall be applied first for paying the said charges and the expenses of such sale, and the balance, if any, shall be paid over to the owner of the goods sold.

51. If any such goods are left on the premises of the railway, and the owner thereof, or the person liable for the charges thereon, is not known, the Minister may cause it to be publicly notified that such goods will be sold upon a day named in such notice, not less than one month from the publication thereof; and if such goods are not removed and the

charges thereon paid before such day, the said goods may be sold, and the balance of the proceeds of such sale, after paying the charges upon such goods, shall be paid into the Public Trust Office, and shall be paid by the Public Trustee to any person establishing a lawful claim thereto.

52. The Minister may from time to time fix or alter scales of fares and charges for passengers and goods carried on a railway, or received on or into, or stored in, or delivered from any wharf, pier, jetty, store, shed, or yard in connection with a railway, or for demurrage on the use of any rolling stock, or for the use of any cranes, hoists, or other machinery for loading or unloading of such goods, by a notice published in the *New Zealand Gazette* declaring the date at which such shall take effect. A printed notice of such fares and charges shall also be fixed and maintained in a conspicuous place at such stations as may be deemed advisable by the Engineer-in-Chief.

The Minister may authorize the General Manager from time to time to alter such passenger fares and rates temporarily by publishing a notice to that effect, such notice to be affixed in some conspicuous place at each station to which such alterations refer on the line of railway affected.

The General Manager may from time to time make time tables fixing and showing the times at which trains arrive at and depart from stations; such time tables, so far as relating to public passenger trains, shall be advertised in a local newspaper three days before coming into force, and shall also be posted in a conspicuous place at each station on the railway affected where tickets are sold.

The General Manager may, by the posting of notices at such stations as they refer to, fix rules for regulating the loading and unloading of carriages and wagons and the weights they carry, for ordering the receipt and delivery of goods, and for storing the same.

The Engineer-in-Chief may from time to time, by a notice in the *New Zealand Gazette* make rules and regulations for the conduct of the traffic, and for the guidance and observance of the officers and men employed on the railways.

FORSTER GORING,
Clerk of the Executive Council.

Rates for Storage and Delivery of Grain at the Gladstone Pier and Lyttelton and other Railway Sheds, and for Conveyance of Minerals—Amberley to Moeraki Railway, and Branches thereof.

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council dated the 17th day of April, 1877, the following rates for the storage and delivery of grain, and for the conveyance, loading, and unloading of minerals, are hereby declared to be fixed, and shall be paid by persons using the railways from this date forward, until altered, on that portion of the railway from Amberley to the Bluff situated between Amberley and Moeraki, and on the branch lines in connection therewith, in substitution of all previous rates for storage and delivery of grain, and for conveyance, loading, and unloading of minerals, except for the conveyance, loading, and unloading of minerals on the Lyttelton branch.

TABLE OF RATES FOR STORAGE AND DELIVERY OF
GRAIN FOR LYTTELTON STATION AND THE GLADSTONE PIER.

£ s. d.
For grain not taken delivery of by the consignee within five (5) working hours after arrival (to be kept in the railway wagons or stored at the risk of the consignees or owners, and at the