

higher than on other railways. Without noticing the charges at present in force, we have resolved to recommend that the following rates should be adopted for the several classes of goods comprised in the following Schedules:—

For the first 50 miles of distance and under:—

				Carriage per mile.	Terminal charge.	
				d.	s.	d.
Class A	per ton weight	...	...	6	2	6
" B	" "	...	...	5	2	6
" C	" "	...	...	4	2	6
" D	" "	...	...	3	2	6
Grain	...	...	...	3	2	6

				Carriage per mile.
Minerals, per ton weight	...	...	...	2d.
with a minimum of 6s. a truck, and the owners to do all loading and unloading.				
Firewood and posts and rails, per truck	...	...	...	1s.
with a minimum of 7s., the owners to do all loading and unloading.				
Sawn timber, per 100 feet	...	...	...	$\frac{1}{2}$ d.
with a minimum of 200 feet, and 3d. per 100 for each loading or unloading done by the railway.				
Tussock grass and fascines, per truck	...	...	...	1s.
with a minimum of 7s., the owners to do all loading and unloading.				
Wool, per bale not exceeding 4 cwt.	...	...	...	1d.
with a minimum of 1s. 6d., and 7d. a bale for loading or unloading done by the railway.				
Coal, per ton	...	...	...	2d.
minimum 2s. 6d., loading and unloading to be done by owners.				

For distances after the first 50 miles to 100 miles the above rates to be diminished as follows:—

On A, B, C, D, and grain, by 1d.; on minerals,  $\frac{1}{2}$ d.; on wool,  $\frac{1}{8}$ d.; on coal,  $\frac{1}{2}$ d.

For distances above 100 miles the rates to be further diminished—

On A, B, C, by 1d.; on D and grain,  $\frac{1}{2}$ d.; wool,  $\frac{1}{8}$ d.

60. Twenty shillings a day should be charged as demurrage for each truck not unloaded by a consignee under contract to do so, within twelve working hours after arrival. Demurrage.

61. We think that a much more complete and extensive classification of goods than is in force at present on any of the lines should be adopted. We have therefore prepared such a list, and included it amongst the forms recommended. Classification of goods.

62. Where the gradients on a line are unusually heavy, or where the cost of construction has been unusually great, the scale should be constructed by increasing the mileage in proportion to the gradients or cost for the purpose of the calculation. Increased rate on some lines.

63. In the case of shipping goods, the bills of lading should be taken as the basis of the charge, and the goods carried by dead weight or measurement. In all other cases, the charge should be by dead weight. Weight and measurement.

64. With respect to the rates for special goods, we think that they should be carried at the value declared on the consignment note, and should be insured by the railway. The freight to be the same as for ordinary goods, and the scale of insurance the same as that now in force on the Northern lines. Freight of special goods.

65. Special goods will have to be defined by an Order in Council.

Order in Council.

66. Although it is understood that whatever be the declared value of special goods, consigned as such, the owner could only recover the actual value, at the same time, where a fictitious value or an obviously extravagant value is declared, the Station-master should have power to refuse to receive such goods without first referring to the Manager for instructions, and the Manager should refuse to carry them except at a rate of insurance which would be practically prohibitive. Fictitious value declared.

67. It is found that the consignment notes sometimes understate the amount or weight of goods sent in for carriage, under circumstances which lead to the conclusion that the error was not unintentional, but where it would be impossible Errors in consignment note.