

1910.
NEW ZEALAND.

COAL-FREIGHTS ON RAILWAYS

CHARGED ON DIFFERENT CLASSES OF COAL.

Return to an Order of the House of Representatives dated the 16th December, 1909.

Ordered, "That there be laid before this House a return showing the freight per ton charged on each of the Government railway-lines in New Zealand for (1) imported coal, (2) local brown coal, (3) local bituminous coal; and (4) the special rate (if any) for the carriage of coal from the State coal-mines."—(Mr. MANDER.)

COAL-RATES, NEW ZEALAND RAILWAYS.

SPECIAL RATES.

Kawakawa Section.

	Miles.	Per Ton.
		s. d.
Coals, native brown, Kawakawa to Opuā, including weighing and discharging into ships	8	2 0
Brown coal between other stations, ordinary schedule rates.		
Bituminous and imported coals at ordinary schedule rates (see schedule attached).		

Whangarei Section.

Native coals, brown or bituminous,—		
Waro to Kioreroa	15	2 6
Hikurangi Coal Company's siding (situated between Waro and Otonga) to Kioreroa	15	2 6
Northern Coal Company's siding (situated between Waro and Otonga) to Kioreroa	16	2 6
Ruatangata to Kioreroa	7	2 0
Mair to Kioreroa	4	2 0
(Including weighing and delivery to ship by skip.)		
Brown and bituminous coal between other stations, schedule rates.		
Imported coal at schedule rates (see attached schedule).		

Kaihu.

All coal at schedule rates (see attached schedule).

North Island Main Line and Branches.

Native coal, brown, between Onehunga and Auckland	8	1 9
Coal not otherwise specified, between Onehunga and Auckland	8	2 6
Coal-slack, native, for lime-burning, ore-roasting, and brick-burning purposes, Huntly or Kimihia to Te Kuiti	61	5 0
Coal-slack, native, delivered on railway-trucks at pit's mouth at a price not exceeding 2s. per ton, will be charged,—		
Huntly or Kimihia to Thames	83	6 0
Huntly or Kimihia to Shortland	82	6 0

	Miles.	Per Ton.
Coal-slack, native : Huntly or Kimihia to—		s. d.
Karangahake	68	5 3
Waikino	72	5 4
Waihi Gold-mining Company's siding	73	5 4
Waihi	76	5 6
Brown or bituminous coal from Kimihia siding will be charged 1d. per ton in addition to above rates.		
Coal, native brown, bituminous, or imported, between Wanganui and Aramoho ..	3	1 9
Coal, native brown, bituminous, or imported, between Port Ahuriri and Napier ..	2	1 9
Coal, imported, from Wellington to Petone	7	3 2
Coal, native brown, or bituminous, and imported, between other stations, schedule rates (see schedule attached).		
Coal, all descriptions, Wellington to Ngahauranga	4	2 6

Westland Section.

Except where otherwise specified, coals and coal-dross consigned to port for shipment will be charged 1s. 10d. per ton for distances not over 8 miles, and for each additional mile or part of a mile $\frac{3}{4}$ d. per ton will be charged, including weighing and delivery to ship.

Coal to Greymouth from Blackball	18	2 6
Coal to Greymouth from Roa	20	2 10
(Including weighing and delivery to ship.)		
Coal, Reefton to Greymouth, for shipment (including all charges)	47	5 2
Coal, Brunner to Greymouth	8	2 0
Coal of all descriptions between other stations at schedule rates (see attached schedule).		

Westport Section.

Coal and coal-dross consigned to Westport will be charged 1s. 10d. per ton for distances not over 8 miles, and for each additional mile or part of a mile $\frac{3}{4}$ d. per ton will be charged. This charge includes weighing and discharging from coal-staiths on coal for export.

Coal-dross for briquette-making consigned direct from the pit at Seddonville to the briquette-works at Westport will be charged 2s. 6d. per ton, including weighing and delivery into siding at works.

Coal and coal-dross from Waimangaroa Branch line to—		
Waimangaroa Junction	2	2 3
Fairdown	6	2 3
Sergeant's Hill	9	2 3
Coal and coal-dross, Conn's Creek to Waimangaroa	1	1 0
Coal of all descriptions between other stations at schedule rates (see schedule attached).		

Nelson Section.

Brown coal at schedule rates.

Bituminous coal at schedule rates for imported coal.

Imported coal at schedule rates (see schedule attached).

Picton Section.

Coals, native, *ex ship*,—

Picton to Grovetown	16	5 0
Picton to Blenheim	17	5 0
(Including wharfage.)		

Brown coals between other stations at schedule rates.

Bituminous coals between other stations at schedule rates for imported coal.

Imported coal between all stations at schedule rates (see schedule attached).

South Island Main Line and Branches.

Coal, native, between Bluff and Ocean Beach	2	2 0
Coal from Nightcaps : A terminal charge of 2s. 6d. per ton in addition to the ordinary rates will be made on all coal loaded at the public siding on the Nightcaps Coal Company's Railway at Nightcaps Station.		
Coal, native brown, bituminous, or imported, between all other stations at schedule rates (see attached schedule).		

NOTE.—No special rates are granted for the conveyance of State coal, the ordinary local or classified rates for bituminous coal being charged.

SCHEDULE.

Miles.	Imported. N. Per Ton.	Native Bituminous. P. Per Ton.	Native Brown. Q. Per Ton.	Miles.	Imported. N. Per Ton.	Native Bituminous. P. Per Ton.	Native Brown. Q. Per Ton.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
1 ..	2 6	2 6	1 9	64 ..	11 0	8 7	6 5
2 ..	2 6	2 6	1 9	65 ..	11 1	8 8	6 6
3 ..	2 6	2 6	1 9	66 ..	11 2	8 9	6 6
4 ..	3 6	2 6	1 9	67 ..	11 3	8 10	6 7
5 ..	3 6	2 6	1 9	68 ..	11 4	8 10	6 7
6 ..	3 6	2 6	1 9	69 ..	11 5	8 11	6 8
7 ..	3 6	2 6	1 9	70 ..	11 6	9 0	6 8
8 ..	3 6	2 6	1 9	71 ..	11 7	9 1	6 9
9 ..	3 6	2 6	1 9	72 ..	11 8	9 2	6 9
10 ..	3 6	2 6	1 9	73 ..	11 9	9 2	6 10
11 ..	3 6	2 6	1 9	74 ..	11 10	9 3	6 10
12 ..	3 6	2 6	1 9	75 ..	11 11	9 4	6 11
13 ..	3 8	2 8	1 11	76 ..	12 0	9 4	6 11
14 ..	3 10	2 10	2 0	77 ..	12 0	9 4	6 11
15 ..	4 0	3 0	2 2	78 ..	12 1	9 4	6 11
16 ..	4 2	3 2	2 3	79 ..	12 1	9 5	7 0
17 ..	4 4	3 3	2 5	80 ..	12 2	9 5	7 0
18 ..	4 6	3 5	2 6	81 ..	12 3	9 5	7 0
19 ..	4 8	3 6	2 8	82 ..	12 3	9 5	7 0
20 ..	4 10	3 8	2 9	83 ..	12 3	9 5	7 0
21 ..	5 0	3 10	2 11	84 ..	12 4	9 6	7 1
22 ..	5 2	3 11	3 0	85 ..	12 4	9 6	7 1
23 ..	5 4	4 1	3 2	86 ..	12 5	9 6	7 1
24 ..	5 6	4 2	3 3	87 ..	12 5	9 6	7 1
25 ..	5 8	4 4	3 4	88 ..	12 6	9 6	7 2
26 ..	5 10	4 6	3 5	89 ..	12 6	9 7	7 2
27 ..	6 0	4 7	3 6	90 ..	12 7	9 7	7 2
28 ..	6 2	4 9	3 7	91 ..	12 7	9 7	7 2
29 ..	6 4	4 10	3 8	92 ..	12 8	9 7	7 3
30 ..	6 6	5 0	3 9	93 ..	12 8	9 7	7 3
31 ..	6 8	5 3	3 10	94 ..	12 9	9 8	7 3
32 ..	6 10	5 3	3 11	95 ..	12 9	9 8	7 3
33 ..	7 0	5 5	4 0	96 ..	12 10	9 8	7 4
34 ..	7 2	5 6	4 1	97 ..	12 10	9 8	7 4
35 ..	7 4	5 8	4 2	98 ..	12 11	9 8	7 4
36 ..	7 6	5 10	4 3	99 ..	12 11	9 9	7 4
37 ..	7 8	5 11	4 4	100 ..	13 0	9 9	7 4
38 ..	7 10	6 1	4 5	101 ..	13 0	9 9	7 5
39 ..	8 0	6 2	4 6	102 ..	13 1	9 9	7 5
40 ..	8 2	6 4	4 7	103 ..	13 1	9 9	7 5
41 ..	8 4	6 6	4 8	104 ..	13 2	9 10	7 5
42 ..	8 6	6 7	4 9	105 ..	13 2	9 10	7 5
43 ..	8 8	6 9	4 10	106 ..	13 3	9 10	7 6
44 ..	8 10	6 10	4 11	107 ..	13 3	9 10	7 6
45 ..	9 0	7 0	5 0	108 ..	13 4	9 10	7 6
46 ..	9 2	7 2	5 1	109 ..	13 4	9 11	7 6
47 ..	9 4	7 3	5 2	110 ..	13 5	9 11	7 6
48 ..	9 6	7 5	5 3	111 ..	13 5	9 11	7 7
49 ..	9 8	7 6	5 4	112 ..	13 6	9 11	7 7
50 ..	9 10	7 8	5 5	113 ..	13 6	9 11	7 7
51 ..	9 11	7 9	5 6	114 ..	13 7	10 0	7 7
52 ..	10 0	7 10	5 7	115 ..	13 7	10 0	7 7
53 ..	10 1	7 10	5 8	116 ..	13 8	10 0	7 8
54 ..	10 2	7 11	5 9	117 ..	13 8	10 0	7 8
55 ..	10 3	8 0	5 10	118 ..	13 9	10 0	7 8
56 ..	10 4	8 1	5 11	119 ..	13 9	10 1	7 8
57 ..	10 5	8 2	6 0	120 ..	13 10	10 1	7 8
58 ..	10 6	8 2	6 1	121 ..	13 10	10 1	7 9
59 ..	10 7	8 3	6 2	122 ..	13 11	10 1	7 9
60 ..	10 8	8 4	6 3	123 ..	13 11	10 1	7 9
61 ..	10 9	8 5	6 4	124 ..	14 0	10 2	7 9
62 ..	10 10	8 6	6 4	125 ..	14 0	10 2	7 9
63 ..	10 11	8 6	6 5	126 ..	14 1	10 2	7 10

SCHEDULE—continued.

Miles.	Imported. N. Per Ton.	Native Bituminous. P. Per Ton.	Native Brown. Q. Per Ton.	Miles.	Imported. N. Per Ton.	Native Bituminous. P. Per Ton.	Native Brown. Q. Per Ton.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
127 ..	14 1	10 2	7 10	Not ex- ceeding			
128 ..	14 2	10 2	7 10				
129 ..	14 2	10 3	7 10		220 ..	18 6	12 6
130 ..	14 3	10 3	7 10		225 ..	18 9	12 8
131 ..	14 3	10 3	7 11		230 ..	19 0	12 10
132 ..	14 4	10 3	7 11		235 ..	19 3	13 0
133 ..	14 4	10 3	7 11		240 ..	19 6	13 2
134 ..	14 5	10 4	7 11		245 ..	19 9	13 4
135 ..	14 5	10 4	7 11		250 ..	20 0	13 6
136 ..	14 6	10 4	8 0		255 ..	20 3	13 8
137 ..	14 6	10 4	8 0		260 ..	20 6	13 10
138 ..	14 7	10 4	8 0		265 ..	20 9	14 0
139 ..	14 7	10 5	8 0		270 ..	21 0	14 2
140 ..	14 8	10 5	8 0		275 ..	21 3	14 4
141 ..	14 8	10 5	8 1		280 ..	21 6	14 6
142 ..	14 9	10 5	8 1		285 ..	21 9	14 8
143 ..	14 9	10 5	8 1		290 ..	22 0	14 10
144 ..	14 10	10 6	8 1		295 ..	22 3	15 0
145 ..	14 10	10 6	8 1		300 ..	22 6	15 2
146 ..	14 11	10 6	8 2		305 ..	22 9	15 4
147 ..	14 11	10 6	8 2		310 ..	23 0	15 6
148 ..	15 0	10 6	8 2		315 ..	23 3	15 8
149 ..	15 0	10 7	8 2		320 ..	23 6	15 10
150 ..	15 1	10 7	8 2		325 ..	23 9	16 0
Not ex- ceeding				330 ..	24 0	16 2	12 0
155 ..	15 1	10 8	8 3	335 ..	24 3	16 4	12 1
160 ..	15 4	10 9	8 4	340 ..	24 6	16 6	12 2
165 ..	15 7	10 10	8 6	345 ..	24 9	16 8	12 3
170 ..	15 10	10 11	8 8	350 ..	25 0	16 10	12 4
175 ..	16 1	11 0	8 10	355 ..	25 3	17 0	12 5
180 ..	16 4	11 2	9 0	360 ..	25 6	17 2	12 6
185 ..	16 8	11 4	9 2	365 ..	25 9	17 4	12 7
190 ..	16 11	11 6	9 4	370 ..	26 0	17 6	12 8
195 ..	17 2	11 8	9 6	375 ..	26 3	17 8	12 9
200 ..	17 5	11 10	9 8	380 ..	26 6	17 10	12 10
205 ..	17 8	12 0	9 10	385 ..	26 9	18 0	12 11
210 ..	17 11	12 2	10 0	390 ..	27 0	18 2	13 0
215 ..	18 2	12 4	10 1	395 ..	27 3	18 4	13 1
				400 ..	27 6	18 6	13 2

For each additional 5 miles or fraction thereof beyond 400 miles, 3d. per ton will be added on imported coal, 2d. per ton on native bituminous coal, and 1d. per ton on native brown coal.

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