

GENERAL—*continued.*

18. Any animal that, through sickness or through injury received from other animals in a truck or through animals in a truck being unduly crowded or other similar circumstances, is taken out of a truck and subsequently transported to destination in another truck will be charged as a separate consignment from the station at which it was removed from the original truck to such destination station, and in addition any other necessary expenses incurred in connection with such sickness, injury, or removal.

19. The cost of removing and burying animals dying in trucks or railway enclosures and in circumstances where it is found impossible or, in the opinion of the Department, not reasonably practicable to tender the carcass of such dead animals to the consignee as provided in paragraph 14 of this regulation must be paid by the consignor (or consignee) at the following scale:—

For each head of cattle, including (calves over six months old),	s.	d.
horses, or mules	..	11 0
For each sheep, goat, dog, pig, or calf (under six months old)	..	2 9
Plus cartage charges (if any).		

20. This regulation does not relieve consignees of the responsibility for taking delivery of dead animals found in trucks on arrival at destination, as provided in paragraph 14 of this regulation.

21. Any live-stock not taken delivery of within one week after arrival at destination may, after notice to take delivery of same has been given to the owner or consignee or consignor, be sold by auction and the proceeds applied in payment of any sums payable in respect of such live-stock and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application. If neither the owner nor the consignor nor the consignee is known, or if they cannot be found, request for delivery to be taken of the live-stock published in any newspaper circulating in the district or posted for a period of not less than three days at the destination station of the live-stock shall be sufficient notice for the purposes of this regulation.

STOPPAGE IN TRANSIT.

22. Should the transport of any live-stock be stopped by order of any Government official at any point either before, during, or after transit and whilst still in the possession of the Department in consequence of any breach by the consignor or consignee of any regulations concerning diseases of animals, or in consequence of any law or regulation prohibiting importation of such live-stock or the like, the Department shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations to deliver the said live-stock, and may deal with the same accordingly. In such case the Department shall not be liable to make any allowance of freight paid, and the consignor or consignee shall not be relieved from his obligation to pay freight.

23. Should the destination station of any live-stock be altered within two days prior to the date on which the live-stock is to be forwarded or while the live-stock is in transit, a charge of 2s. 9d. per truck, with a minimum charge of 5s. 6d., will be made for each such alteration.

115. Fodder for Stock and Racehorses.

1. Consignors of stock may be allowed free conveyance of fodder sufficient for both an outward and in the case of show stock for a homeward journey. Free conveyance is not applicable to fodder railed from a sending station for use in feeding stock during the period they are on a showground.

2. An allowance of one sack of oats and 56 lb. of other fodder for each G horse-box and two sacks of oats and 112 lb. of other fodder for each UG horse-box may be granted horseowners. The fodder must in each case be carried in the horse-box.

116. Special Rate of Charges for Understatements.

1. Where in any consignment-note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate; then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 20 of the Government Railways Act, 1926.

117. Fractional Parts of Pence, Hundredweights, and Miles.

1. Passenger fares (Regulations 1 to 43, inclusive) will be computed to the nearest penny. Where a fraction of 1d. occurs such fraction if less than $\frac{1}{2}$ d. shall be omitted and if $\frac{1}{2}$ d. or over shall be taken as 1d.

2. In computing the charges for luggage, parcels, &c. (Regulations 44 to 67, inclusive), fractions of 1d. in the final result will be charged as 1d.

3. Except where otherwise provided, in computing the freight and charges on goods and live-stock traffic, and wharfage and berthage charges, fractions of 1d. less than $\frac{1}{2}$ d. in the final result will be omitted; $\frac{1}{2}$ d. or more in the final result will be taken as 1d.