

19. Miscellaneous—continued

From	To	Description of Goods	Rate																																												
Stations west of Otira	Stations east of Otira exceeding 100 miles from forwarding station	Sawn white pine, rimu, and totara timber	<p>Class K less 1s. per 100 superficial feet subject to the following minimum loads:</p> <table> <thead> <tr> <th>Class of Wagon</th> <th>Minimum Load, Super. Ft.</th> </tr> </thead> <tbody> <tr> <td>L (10 tons capacity) ..</td> <td>4,300</td> </tr> <tr> <td>LA ..</td> <td>5,200</td> </tr> <tr> <td>Lc ..</td> <td>6,500</td> </tr> <tr> <td>U (16 tons capacity) ..</td> <td>6,900</td> </tr> <tr> <td>U (20 tons capacity) ..</td> <td>8,600</td> </tr> <tr> <td>RB or UB ..</td> <td>10,800</td> </tr> </tbody> </table> <p>32s. 9d. per ton including handling at ship's side. Charges to be computed in accordance with reg. 127, General Scale of Charges. Small lots will be charged as follows:</p>	Class of Wagon	Minimum Load, Super. Ft.	L (10 tons capacity) ..	4,300	LA ..	5,200	Lc ..	6,500	U (16 tons capacity) ..	6,900	U (20 tons capacity) ..	8,600	RB or UB ..	10,800																														
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Greymouth ..	Hokitika and all stations between Greymouth and Hokitika	Classes C, D, and G consigned direct ex-ship at Greymouth	<p>Not Exceeding:</p> <table> <thead> <tr> <th>Cwt.</th> <th>Cub. Ft.</th> <th>s.</th> <th>d.</th> </tr> </thead> <tbody> <tr> <td>$\frac{1}{2}$ or 1</td> <td></td> <td>1</td> <td>8</td> </tr> <tr> <td>1 or 2</td> <td></td> <td>2</td> <td>6</td> </tr> <tr> <td>$1\frac{1}{2}$ or 3</td> <td></td> <td>3</td> <td>4</td> </tr> <tr> <td>2 or 4</td> <td></td> <td>4</td> <td>2</td> </tr> <tr> <td>$2\frac{1}{2}$ or 5</td> <td></td> <td>4</td> <td>11</td> </tr> <tr> <td>3 or 6</td> <td></td> <td>6</td> <td>1</td> </tr> <tr> <td>$3\frac{1}{2}$ or 7</td> <td></td> <td>6</td> <td>1</td> </tr> <tr> <td>4 or 8</td> <td></td> <td>6</td> <td>4</td> </tr> <tr> <td>$4\frac{1}{2}$ or 9</td> <td></td> <td>7</td> <td>2</td> </tr> <tr> <td>5 or 10</td> <td></td> <td>8</td> <td>0</td> </tr> </tbody> </table>	Cwt.	Cub. Ft.	s.	d.	$\frac{1}{2}$ or 1		1	8	1 or 2		2	6	$1\frac{1}{2}$ or 3		3	4	2 or 4		4	2	$2\frac{1}{2}$ or 5		4	11	3 or 6		6	1	$3\frac{1}{2}$ or 7		6	1	4 or 8		6	4	$4\frac{1}{2}$ or 9		7	2	5 or 10		8	0
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Port Chalmers ..	Dunedin ..	Classes C, D, and G, ex-ship	<p>17s. 5d. per ton including handling at ship's side. The charges will be computed in accordance with reg. 127, General Scale of Charges. Small lots will be charged as follows:</p> <p>Not Exceeding:</p> <table> <thead> <tr> <th>Cwt.</th> <th>Cub. Ft.</th> <th>s.</th> <th>d.</th> </tr> </thead> <tbody> <tr> <td>$\frac{1}{2}$ or 1</td> <td></td> <td>1</td> <td>5</td> </tr> <tr> <td>1 or 2</td> <td></td> <td>1</td> <td>8</td> </tr> <tr> <td>$1\frac{1}{2}$ or 3</td> <td></td> <td>1</td> <td>11</td> </tr> <tr> <td>2 or 4</td> <td></td> <td>2</td> <td>2</td> </tr> <tr> <td>$2\frac{1}{2}$ or 5</td> <td></td> <td>2</td> <td>6</td> </tr> <tr> <td>3 or 6</td> <td></td> <td>3</td> <td>4</td> </tr> <tr> <td>$3\frac{1}{2}$ or 7</td> <td></td> <td>3</td> <td>4</td> </tr> <tr> <td>4 or 8</td> <td></td> <td>3</td> <td>7</td> </tr> <tr> <td>$4\frac{1}{2}$ or 9</td> <td></td> <td>3</td> <td>10</td> </tr> <tr> <td>5 or 10</td> <td></td> <td>4</td> <td>5</td> </tr> </tbody> </table>	Cwt.	Cub. Ft.	s.	d.	$\frac{1}{2}$ or 1		1	5	1 or 2		1	8	$1\frac{1}{2}$ or 3		1	11	2 or 4		2	2	$2\frac{1}{2}$ or 5		2	6	3 or 6		3	4	$3\frac{1}{2}$ or 7		3	4	4 or 8		3	7	$4\frac{1}{2}$ or 9		3	10	5 or 10		4	5
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Burnside ..	Islington ..	Pelts	<p>102s. 11d. per day. Minimum quantity, 6 tons per consignment. Owners to load and unload.</p>																																												