

20. Miscellaneous—continued

Insert—continued

From	To	Description of Goods	Rate																																	
Greymouth ..	Hokitika and stations between Greymouth and Hokitika	Classes C, D, and G signed direct ex-ship at Greymouth. Owner's risk	<p>\$3.75 per ton. Charges to be computed in accordance with section 127, General Scale of Charges. Small lots will be charged as follows:</p> <p>Not Exceeding:</p> <table><tr><th>cwt</th><th>cu ft</th><th>c</th></tr><tr><td>$\frac{1}{2}$ or</td><td>1</td><td>35</td></tr><tr><td>1 or</td><td>2</td><td>40</td></tr><tr><td>$1\frac{1}{2}$ or</td><td>3</td><td>45</td></tr><tr><td>2 or</td><td>4</td><td>50</td></tr><tr><td>$2\frac{1}{2}$ or</td><td>5</td><td>55</td></tr><tr><td>3 or</td><td>6</td><td>60</td></tr><tr><td>$3\frac{1}{2}$ or</td><td>7</td><td>70</td></tr><tr><td>4 or</td><td>8</td><td>80</td></tr><tr><td>$4\frac{1}{2}$ or</td><td>9</td><td>90</td></tr><tr><td>5 or</td><td>10</td><td>100</td></tr></table>	cwt	cu ft	c	$\frac{1}{2}$ or	1	35	1 or	2	40	$1\frac{1}{2}$ or	3	45	2 or	4	50	$2\frac{1}{2}$ or	5	55	3 or	6	60	$3\frac{1}{2}$ or	7	70	4 or	8	80	$4\frac{1}{2}$ or	9	90	5 or	10	100
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Hokitika and all stations between Hokitika and Greymouth	Greymouth ..	Classes C, D, and G for shipment at Greymouth	<table><tr><td>3 or</td><td>6</td><td>60</td></tr><tr><td>$3\frac{1}{2}$ or</td><td>7</td><td>70</td></tr><tr><td>4 or</td><td>8</td><td>80</td></tr><tr><td>$4\frac{1}{2}$ or</td><td>9</td><td>90</td></tr><tr><td>5 or</td><td>10</td><td>100</td></tr></table>	3 or	6	60	$3\frac{1}{2}$ or	7	70	4 or	8	80	$4\frac{1}{2}$ or	9	90	5 or	10	100																		
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Port Chalmers ..	Dunedin ..	Classes C, D, E, E plus 25 percent, E plus 50 percent and G, ex-ship. Owner's risk	<p>\$2.25 per ton. The charges for goods of classes C, D, and G will be computed in accordance with section 127, General Scale of Charges. Small lots will be charged as follows:</p> <p>Not Exceeding:</p> <table><tr><th>cwt</th><th>cu ft</th><th>c</th></tr><tr><td>$\frac{1}{2}$ or</td><td>1</td><td>25</td></tr><tr><td>1 or</td><td>2</td><td>30</td></tr><tr><td>$1\frac{1}{2}$ or</td><td>3</td><td>35</td></tr><tr><td>2 or</td><td>4</td><td>40</td></tr><tr><td>$2\frac{1}{2}$ or</td><td>5</td><td>45</td></tr><tr><td>3 or</td><td>6</td><td>50</td></tr><tr><td>$3\frac{1}{2}$ or</td><td>7</td><td>55</td></tr><tr><td>4 or</td><td>8</td><td>60</td></tr><tr><td>$4\frac{1}{2}$ or</td><td>9</td><td>65</td></tr><tr><td>5 or</td><td>10</td><td>70</td></tr></table>	cwt	cu ft	c	$\frac{1}{2}$ or	1	25	1 or	2	30	$1\frac{1}{2}$ or	3	35	2 or	4	40	$2\frac{1}{2}$ or	5	45	3 or	6	50	$3\frac{1}{2}$ or	7	55	4 or	8	60	$4\frac{1}{2}$ or	9	65	5 or	10	70
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Bluff	Invercargill ..	Classes C, D, and G, n.o.s., ex overseas ships at old wharves. Owner's risk	<p>\$3.05 per ton. The charges will be computed in accordance with section 127, General Scale of Charges. Small lots will be charged as follows:</p> <p>Not Exceeding:</p> <table><tr><th>cwt</th><th>cu ft</th><th>c</th></tr><tr><td>$\frac{1}{2}$ or</td><td>1</td><td>30</td></tr><tr><td>1 or</td><td>2</td><td>35</td></tr><tr><td>$1\frac{1}{2}$ or</td><td>3</td><td>40</td></tr><tr><td>2 or</td><td>4</td><td>45</td></tr><tr><td>$2\frac{1}{2}$ or</td><td>5</td><td>55</td></tr><tr><td>3 or</td><td>6</td><td>60</td></tr><tr><td>$3\frac{1}{2}$ or</td><td>7</td><td>65</td></tr><tr><td>4 or</td><td>8</td><td>70</td></tr><tr><td>$4\frac{1}{2}$ or</td><td>9</td><td>75</td></tr><tr><td>5 or</td><td>10</td><td>80</td></tr></table>	cwt	cu ft	c	$\frac{1}{2}$ or	1	30	1 or	2	35	$1\frac{1}{2}$ or	3	40	2 or	4	45	$2\frac{1}{2}$ or	5	55	3 or	6	60	$3\frac{1}{2}$ or	7	65	4 or	8	70	$4\frac{1}{2}$ or	9	75	5 or	10	80
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As witness my hand this 21st day of November 1968.

J. B. GORDON, Minister of Railways.