20. Miscellaneous-continued

| Commodity Code | From | To | Description of Goods | Rate |
| :---: | :---: | :---: | :---: | :---: |
| 637 | Lyttelton | Greymouth, Westport, or Hokitika | Newsprint, New Zealand manufacture direct ex-ship (not requiring to be sorted at Christchurch). Owner's risk | Class D less 25 percent. Minimum 10 cwt per consignment. |
|  |  | Dunedin .. | Imported fruit or vegetables in crates, cases, or sacks | $\$ 18.11$ per ton, including sorting at Christchurch. Minimum quantity, 10 tons per consignment. |
| 637 | *Lyttelton $\{$ | Invercargill | Imported fruit or vegetables in crates, cases, or sacks | $\$ 22.48$ per ton, including sorting at Christchurch. Minimum quantity, 5 tons per consignment. |
| 641 | Woolston . . | Stations in the South Island | Plaster, direct ex factory, in minimum wagon loads as per section 77, General Scale of Charges | Class $N$, including the use of tarpaulins, but excluding the cost of sheeting. Quantities in less than prescribed minimum wagon loads will be charged at such minimum or on actual weight at classified rates, whichever is cheaper. |
| 637 | Christchurch | Blenheim .. | Gas, oxygen, and acetylene | Class D. Minimum quantity 8 tons per fourwheeled wagon. Owners to load and unload. |
| 666 | Kaikoura $\{$ | Kowhai, Hundalee, and intermediate stations | Bread, consigned as parcels or goods traffic | 2.2 c per 2 lb or 4 lb loaf. |
|  | 隹 $\{$ | Hapuku, Blenheim, and intermediate stations | Bread, consigned as parcels or goods traffic | 2.2c per 2 lb or 4 lb loaf. |
| 666 | Blenheim or Seddon | Kaikoura, Riverlands, and intermediate stations | Bread, consigned as parcels or goods traffic | 2.2 c per 2 lb or 4 lb loaf. |

*The Department will not accept unsorted cargo at ship's side, Cashin Quay for Christchurch or any other destination station. The provisions of General Scale of Charges, section 127, will not apply to sorted goods dispatched by rail from Cashin Quay; rail charges are to be based on classified rates from LytteIton to destination
station.

