

7. No driver or other person shall importune any person to hire any vehicle to the annoyance of the last-mentioned person, and no driver or other person shall, for the purpose of securing the hiring of any vehicle, endeavour to attract notice by whistling, shouting, or calling, or by means of any horn, syren, bell, or other sound-producing device whatsoever.

8. In any case where more than one vehicle is waiting for hire upon any appointed stand on any railway approach road the first vehicle on such stand shall have the right to the hiring unless the person hailing shall select a particular vehicle.

9. Any person who shall commit a breach of this by-law, or shall fail to do any act in this by-law directed to be done by him, or shall do any act which by this by-law is directed not to be done by him, shall be liable to a penalty not exceeding ten pounds (£10) for each such breach or the failure to do or the doing of each such act as aforesaid respectively.

Given under my hand, this 15th day of December, 1947.

R. SEMPLE, Minister of Railways.

Merchant Shipping Act.—Registration of Shipping Forms

Marine Department,  
Wellington, 10th December, 1947.

IN pursuance of the provisions of subsection (3) of section 65 and of section 89 of the Merchant Shipping Act, 1894, His Excellency the Governor-General revokes the approval of the 3rd September, 1868, and published in the *Gazette* of the 3rd September, 1868, at page 447, fixing prices to be charged for the printed forms required under the Merchant Shipping Act, 1854, for the registration of British ships, and doth direct that on and after the 1st day of December, 1947, the printed forms required under the Merchant Shipping Act, 1894, shall be distributed to the persons required to use the same, free of charge, with the exception of form numbered 9, Certificate of Registry, for which a charge of 2s. 6d. shall be made. All these forms may be procured at the Customhouses at the ports appointed for the registry of ships—namely, Auckland, Wellington, Napier, Nelson, Lyttelton, Timaru, Dunedin, and Invercargill.

F. HACKETT, Minister of Marine.

Alterations to Scale of Charges upon the New Zealand Government Railways

IN pursuance of all powers and authorities enabling me under the Government Railways Act, 1926, and its amendments, and of all other powers enabling me in this behalf, I, Robert Semple, Minister of Railways, do hereby make the following alterations to the General Scale of Charges made on the 13th day of April, 1939, and published in the Supplement dated the 19th day of April, 1939, to the *New Zealand Gazette* of the 13th day of April, 1939, in force on the New Zealand Government Railways open for traffic:—

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE

68. Classification of Goods, Live-stock, &c.

Omit:

Lime, certified for manuring farm lands and consigned direct to farmers .. .. .	Class.
.. .. .	F

Insert:

Lime, certified for manuring farm lands and consigned direct to farmers (see also Regulation 90) .. .. .	.. .. .	F
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GOODS

Insert the following new regulation:—

90. Lime for Manuring Farm Lands

1. Subject to the conditions set out herein, New Zealand lime for use in dressing land used *bona fide* as a farm, orchard, nursery, or market-garden within the Dominion of New Zealand, consigned from lime-works direct to farmers, orchardists, nurserymen, or market-gardeners in occupation of the land on which the lime is to be used, or educational institutions whose curricula require the carrying-on of farming for the purpose of instructing their students, may, at the option and convenience of the Department, be conveyed by rail at the following rates:—

Distance.	Rate.
Not exceeding 15 miles .. .. .	Class F.
Exceeding 15 miles .. .. .	Class F for 15 miles plus 50 per cent of the difference between Class F for 15 miles and Class F for the full distance conveyed.

2. (a) *Conditions*.—Application for the concession is to be made by the proprietor of the lime-works to, and approved by, at least seven days prior to the date on which it is desired to forward the first consignment of lime; the application, specifying the name of the lime-works, the railway-station from which the lime will be forwarded, and the net price to be charged for the lime:

(b) The price charged for the lime to be conveyed under this regulation must not exceed the authorized price:

(c) A certificate in the following form is to be endorsed on the consignment-note: "I hereby certify that the lime entered hereon and consigned to \_\_\_\_\_ is for use upon land used *bona fide* as a \_\_\_\_\_, that the price charged to the consignee does not exceed the authorized price, and that no undue preference has been given in fulfilling this order."

3. The minimum loads for New Zealand lime which will be accepted for carriage under the provisions of this regulation will be as follow:—

Per Four-wheeled Truck, n.o.s.	Per MA Truck.	Per LA or RD Truck.	Per R or U Truck.	Per RR or UB Truck.
Tons. 6	Tons. 9	Tons. 10	Tons. 15	Tons. 20

4. The Department reserves to itself the right to decline any application, and to withdraw approval in the event of an infringement of any of the foregoing conditions, and in particular may decline to extend the benefit of the regulation to any farmer, orchardist, nurseryman, or market-gardener who utilizes other means of transport than the railway for the carriage of other goods to or from his farm, orchard, nursery, or market-garden, as the case may be, when the railway is available for the transport of such goods.

The alteration provided for herein shall come into force on the 5th day of January, 1948.

As witness my hand, this 17th day of December, 1947.

EDWARD CULLEN,  
For the Minister of Railways.