

GOODS.

6. **Empty Tank Wagons** which on the outward journey have been used for the conveyance of benzine, kerosene, or similar mineral oils, and fuel oil, will, when being returned from the original consignee and the original receiving station to the original consignor and the original forwarding station, be hauled free. Where the empty tank wagon is not returned to the original forwarding station, but is forwarded to another station for filling, and where the mileage, when the empty tank is railed, is in excess of that for which it is entitled to free return, the excess mileage will be charged at the rate of 4s. per mile.

7. **Handling.**—Owners may be required to perform all handling of returned empties. Returned empties handled at ship's side and not carried under the provisions of Regulation 96 will be charged 3s. per ton for such handling. Minimum charge, 1s. 6d.

8. **Prepayment of Charges.**—The Department reserves the right to accept consignments only on condition that freight charges are prepaid.

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 but not exceeding 115 miles	Class F for 15 miles plus 25 per cent. of the difference between Class F for 15 miles and Class F for the full distance conveyed.
Exceeding 115 miles	Class F, less 11s. 9d. per ton.

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

Per Four-wheeled Wagon, n.o.s.	Per MA Wagon.	Per LA Wagon.	Per LC Wagon.	Per R or U Wagon.	Per RB or UB Wagon.
Tons. 6	Tons. 9	Tons. 10	Tons. 12½	Tons. 15	Tons. 20

3. **Small Lots.**—The provisions of this regulation will not apply to any consignment of less than the prescribed minimum for the class of wagon used, nor to separate consignments (each less than the wagon minimum) loaded in the same wagon, notwithstanding that the aggregate weight thereof complies with the wagon minimum. The charges on such consignments will be computed separately at the appropriate rate.

Farmers may combine and order in the name of one consignee a wagon load of lime, minimum quantity as per paragraph 2, dividing the lime amongst themselves according to their requirements after arrival at the destination station.

Conditions.—4. (a) Application for the concession is to be made by the proprietor of the lime-works to, and approved by, the General Manager 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.”

5. 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.