

(c) Where both Rail and Road Transport are used.

	Road-miles.					
	5.	10.	15.	20.	25.	30.
<i>Railage.</i>						
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Cost under old scheme : 10 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 10 miles	16 8	18 0	19 6	20 8	21 8	22 8
Cost under old scheme : 20 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 20 miles	17 0	18 4	19 10	21 0	22 0	23 0
Cost under old scheme : 30 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 30 miles	17 4	18 8	20 2	21 4	22 4	23 4
Cost under old scheme : 40 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 40 miles	17 6	18 10	20 4	21 6	22 6	23 6
Cost under old scheme : 50 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 50 miles	17 8	19 0	20 6	21 8	22 8	23 8
Cost under old scheme : 60 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 60 miles	17 10	19 2	20 8	21 10	22 10	23 10
Cost under old scheme : 80 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 80 miles	18 3	19 7	21 1	22 3	23 3	24 3
Cost under old scheme : 100 miles	19 0	22 4	26 0	29 0	31 6	34 0
Cost under new scheme : 100 miles	18 7	19 11	21 5	22 7	23 7	24 7
Cost under old scheme : 120 miles	22 10	26 2	29 10	32 10	35 4	37 10
Cost under new scheme : 120 miles	18 11	20 3	21 9	22 11	23 11	24 11

(2) *As to prices of agricultural lime.*

The Committee recommends that the prices of agricultural lime be controlled and that this should be effected by the introduction of a system of registration of lime-producing companies subject to approval by the Minister of the analysis and fineness of grinding as mentioned in (6) hereunder; and that registration should be refused to lime-producing companies failing to comply with the terms under which their registration had originally been approved.

(3) *As to rents and royalties on agricultural lime.*

The Committee recommends that legislative control be instituted to ensure that in the future rents and royalties paid for the right to quarry agricultural lime are regulated within reasonable limits. If possible, provision should be made for the revising of existing contracts in cases where the charge is deemed excessive.

(4) *As to commission rates on agricultural lime.*

The Committee recommends that the maximum rate of commission on the sale of agricultural lime be fixed at 10 per cent. of the selling-price excluding the cost of bags.

(5) *As to charges for bags.*

The Committee recommends that a standard charge per ton of lime for usage of bags be fixed throughout the Dominion, and also that efforts be made to explore the possibilities of a cheap paper bag being produced within the country.

(6) *As to standards.*

The Committee recommends that it should be a condition of its license that each company publish on each and every invoice issued a statement as to the official analysis showing carbonate content of the lime sold. Also that it be a further condition of the said license that a standard of fineness of grinding be required.

(7) *As to company promotion.*

The Committee recommends that no prospective lime-producing company be allowed to issue a prospectus without first obtaining a license.

(8) *As to spreading the peak period.*

The Committee recommends—

- That propaganda work be undertaken by the Fields Division of the Department of Agriculture and branches of the New Zealand Farmers' Union in an endeavour to spread the peak period;
- That representations be made to the road transport operators to freight lime on a reduced schedule of charges in other than peak periods;
- That, where practicable, lime companies provide storage both for spawls and the finished product to allow for production and storage in the off season and continuity of running;
- That companies institute a price differential with a view to encouraging the use of lime during the "off" months of the year.

In making these recommendations the Committee wishes to emphasize the fact that it is the considered opinion of all members that the peak period difficulty is the main disrupting factor in the agricultural lime industry to-day and that any spread of deliveries that can be effected will make for—

- Greater stability;
- Less congestion;
- More permanent employment;
- Reduced costs.

In attaining the objects set out above the Committee earnestly appeals for the co-operation of the farming community.

(9) *As to mobile plants and community plants.*

The Committee recommends that, in back-country districts not well served by existing units, local bodies should co-operate with the farming community in an endeavour to establish lime-crushing plants. The use of farmers' community plants in certain districts is also deserving of encouragement. With regard to the initial cost of the plant, the