

less finely ground, an allowance off the above maximum prices shall be made to the purchaser at the rate of 5d. for each 1 per cent. (calculated on the total weight of the Basic Slag) by which the quantity which will pass through such sieve as aforesaid is less than 80 per cent., but with an additional allowance at the rate of 9d. for each 1 per cent. (calculated as aforesaid) by which the quantity which will pass through such sieve is less than 75 per cent. The invoice to be given to purchasers as required by clause 6 (c) of the above Order shall state in every case the percentage of the total weight of Basic Slag delivered which will pass through a sieve containing 10,000 apertures to the square inch.

For ground Basic Slag packed in special bags for carriage by sea an extra charge at the rate of 2s. 6d. per ton may be made.

FOURTH SCHEDULE.

Limits of error referred to in clauses 5 and 6 of the above Order.

Fertiliser.	Contents, of which percentage is to be stated on invoice.	Limit of error (calculated on the total weight of the Fertiliser).
Superphosphate.	Phosphate rendered soluble in water (calculated in terms of tri-basic phosphate of lime).	1 per cent.
Sulphate of Ammonia.	Ammonia (NH ₃) ...	·25 per cent.
Ground Basic Slag.	Total phosphate (calculated in terms of tri-basic phosphate of lime).	2 per cent.

FIFTH SCHEDULE.

Scheme for equalising costs of distribution of Superphosphate, Sulphate of Ammonia and Ground Basic Slag.

1. Each maker or producer of Superphosphate, Sulphate of Ammonia or Ground Basic Slag (hereinafter called "the maker") shall open with the Minister of Munitions or any other Government Department nominated by him for this purpose (hereinafter called "the Government") an account entitled "Delivery charges on Fertilisers."

2. The Government shall be debited in such account with the costs of carriage incurred by the maker in delivering Superphosphate, Sulphate of Ammonia or Ground Basic Slag of his own manufacture sold by him at any time on or after the date on which the above Order takes effect for delivery between the 1st June, 1918, and the 31st May, 1919 (or such other date as may hereafter be fixed by the Minister), and actually delivered between those dates. Provided that except as otherwise expressly authorised by or under the authority of the Government from time to time, either generally or in the case of any particular sale on delivery by the maker:—

(a) The costs of carriage to be debited to the Government in the said account shall be

the actual costs incurred by the maker, after deducting all rebates, discounts and allowances whatsoever.

(b) Nothing shall be debited to the Government in the said account in respect of costs of carriage on (i) sales for delivery as mentioned in paragraphs (b) and (c) of clause 2 of the above Order, or (ii) sales of any of the four classes specified in clause 7 of the above Order.

(c) Only costs of carriage by rail or water shall be debited to the Government in the said account, and nothing shall be debited in respect of costs of loading or of cartage, whether from maker's works to railway station or wharf for putting on rail, barge, or ship, or at any other point of transit, except as otherwise expressly below mentioned.

(d) The costs which may be debited to the Government shall include:—

(i) Demurrage incurred on railway wagons and vessels, if due to causes not within the control of the maker or the consignee;

(ii) In the case of carriage by water, insurance and shipping charges actually incurred, and also dock dues, if any;

(iii) In the case of transport partly by rail and partly by water, for which a through rate is not obtainable, any costs of cartage from rail to ship, or from ship to rail, and of putting on board or on rail at point of transfer;

(iv) In the case of sales for export to the Channel Islands or the Isle of Man, the costs of putting on board at port of shipment.

(e) The cheapest available route by rail or water must be adopted for all consignments, and in default the maker may not debit the Government with any extra costs of carriage incurred.

(f) No sales shall be made by the maker for delivery by rail or water in contravention of any general or special instructions or directions which may from time to time be given by or under the authority of the Government, or of any of the terms or conditions of the license under which the same is made, and should any such sales be made, no costs of carriage incurred in delivering the fertiliser may be debited to the Government in the said account.

(g) In cases where Superphosphate, Sulphate of Ammonia, or Ground Basic Slag is consigned by the maker to his own local store for subsequent delivery or distribution:—

(i) The cost of carriage by rail or water between the works and the store may be debited to the Government, such debit to be made when the fertiliser has been sold and delivered.

(ii) Where such store has been approved by the Government for the supply by such maker of Superphosphate, Sulphate of Ammonia and Ground Basic Slag, or any one or more of such fertilisers, to any particular district (but not otherwise), any further costs of carriage by rail or water incurred by the maker in delivering Superphosphate, Sulphate of Ammonia, and/or Ground Basic Slag (as the case may be) from such store to purchasers or consumers within such district, may be debited to the Government; and in addi-