

vessels were needed to cater for shipments during mid-season, with a corresponding shortage of cargo for steamers during the off season. In other words, a greater number of vessels were necessary because of the huge quantity to be shipped in the peak period.

*Handling of Bills of Lading, &c.*—The work of the shipping companies is much simplified because of the Board's work in handling all details relating to shipments of dairy-produce from all ports in the Dominion. The Board not only arranges for space and the forwarding of all dairy-produce from grading-stores to the ships, but it handles all the bills of lading, insurance documents, &c., and the freight due for each steamer is paid in one lump sum to the shipping companies by the Board. The collecting of freight from each dairy company is undertaken by the Board, and also a vast amount of detail work which would otherwise fall upon the shipping companies. The Dairy Board's work in this connection differs from that of the Meat Board, which arranges for shipping space, but leaves all the work of shipping, handling of documents, &c., to the freezing companies. We submit that this is another argument in favour of reduced charges by the shipping companies on the transport of dairy-produce.

We give below the rates of freight on butter and cheese under each of the contracts made by the Dairy Board, showing the percentage reductions and the savings they have represented to the industry.

*Rates prior to the Board's Inception.*

Year.					Butter (per Box).	Cheese (per Pound).
					s. d.	d.
1914	..	..	..	..	2 6	0½
1921	..	..	..	..	6 0	1¼, plus 10 per cent.
1922	..	..	..	..	5 0	1⅜, plus 10 per cent.
1923	..	..	..	..	5 0	1⅞, plus 10 per cent.
1924	..	..	..	..	4 6	1

*Rates under Board's Contracts.*

Year.					Butter (per Box).	Cheese (per Pound).	Annual Saving under Previous Rates ruling.
					s. d.	d.	£
1924-26	..	..	..	..	4 0	0⅝½	130,240
1926-29	..	..	..	..	4 0, less 7½ per cent.	0⅞, less 7½ per cent.	116,000
1929-30	..	..	..	..	4 0, less 12½ per cent.	0⅞, less 12½ per cent.	74,000
1930-33	..	..	..	..	4 0, less 15 per cent.	0⅞, less 15 per cent.	35,000
1933-36	..	..	..	..	4 0, less 21 per cent.	0⅞, less 21 per cent.	140,000
Total annual saving as compared with 1923-24					..	..	495,740

(Since January, 1933, rates have been subject to a surcharge of 13⅜ per cent. to compensate ship-owners for rise in exchange premium to 25 per cent.)

RECOMMENDATIONS.

To ensure, as far as possible, that arrivals of butter and cheese will be on a regular weekly basis, it is recommended that an endeavour be made to vary present contract conditions for carriage in the following manner :—

1. That a contract be made with the overseas shipping lines calling for a vessel to be despatched each week with a minimum of 50,000 boxes of butter and 10,000 crates of cheese for London from Auckland and Wellington combined, with the inclusion of New Plymouth whenever possible. Such vessels to complete the journey in thirty-five days, and to arrive in London at weekly intervals.

2. That any vessel allotted to load the equivalent of 40,000 freight carcasses or more in dairy-produce and meeting with delay at roadstead ports for forty-eight running-hours through *weather conditions* other than rain, shall, at the request of the Board, proceed upon her voyage to the next port of loading. Any dairy-produce not loaded at any port through such circumstances shall, whenever possible, be replaced with other dairy-produce from following ports of loading, and any dairy-produce short-shipped at the port where delay occurs shall be added to the next available loading.

(In the event of failure on the part of the shipowner to agree to such a clause, then the Board reserves the right to reduce quantities allotted in order to minimize any overloading of the market in arrivals due to delays under the special circumstances mentioned.)

3. That the Dairy Produce Export Control Act be amended in order that the Dairying Industry may negotiate its freight agreements to the best advantage of the industry.