

*Southland.*

Few complaints as to freight services and charges were brought before the notice of the Committee in Southland. Opinion was, however, expressed that internal distribution could be expanded if concessions were granted in the existing freight rates. The rates on fish, particularly in quantity, from Waikawa to Invercargill appear to be high, as they equal  $\frac{1}{4}$ d. per pound. It is considered that there should be some concessions for quantities over 100 lb. For rail transport between Tokanui and Invercargill the totally enclosed type of "K" wagon suits best under present conditions, but should the traffic warrant it, then insulated wagons should be provided. Reference was made to instances of oysters failing to be placed aboard the steamer express at Lyttelton, the fastest transport possible being wanted for this commodity.

One retailer in Invercargill delivers fish and oysters over a fairly wide country area extending from Mātaura to Ōhai and Nightcaps.

*Otago (Dunedin).*

In Dunedin, as elsewhere, the Committee's attention was called to what appeared to be anomalies in the railway tariff on the different classes of fish, fresh, frozen, smoked: whitebait: and oysters. Recommendations in regard to this matter and as applicable to the whole of the Dominion appear elsewhere.

Local matters in regard to transport concern the desirability of placing ice in the warmer months in the fish-van running between Port Chalmers and Dunedin, and a reduction in the rate on small lots and on rough fish so that a market may be more readily found for these varieties. One important matter affecting adversely an increase in country trade is the fact that fish auctioned at Dunedin after 8 a.m. (the time at which selling commences) misses all morning train connections. Remedial measures which will avoid this may arise out of recommendations which appear later.

*Oamaru and Timaru.*

The attention of the Committee was drawn to what were alleged to be heavy freight charges on fish arriving at or being despatched from Oamaru. These charges were, however, applicable to small quantities and also to transport by express trains. As pointed out under the Dunedin section, any fish sold at the auction-market there for despatch by rail misses the morning connections, and in the case of Oamaru retailers are forced to bring forward any supplies they may require from Dunedin by the second express, otherwise, if despatched by a goods-train, half a day is lost, and such fish is not available for retail sale until the next day. Further, Sunday fish from Timaru has to be brought by express train in order to be sold in Oamaru on Monday.

*Christchurch.*

The only difficulties in regard to transport in Christchurch, apart from representations made by fishermen in respect of high rail-age charges, appear to relate to uncertainty as to prompt delivery to the auction firm from the railway-yards in the morning. In turn, retailers are handicapped thereby, through getting late delivery from the auction-market with resultant loss of morning trade. Fish from Lyttelton is not railed until after 7 a.m., and if trawler fish is coming forward this means a late market. Some delay which appears avoidable occurs in the delivery of Timaru fish from the railway-yards.

*Greymouth.*

Representations were submitted that rail-transport costs were high and should be reduced in order to facilitate wider distribution of fish generally.

*Hokitika.*

Complaints were made that the classification of whitebait in the railway tariff was anomalous compared with fish, and should be altered.

*Kaikoura.*

The charge of 2s. 1d. for through transport of a case of approximately 100 lb. of fish was considered quite reasonable.

*Picton.*

The thrice-weekly steamer service is somewhat awkward in winter-time for fishermen who have no cool-storage accommodation, but this appears unavoidable under present circumstances.

*Blenheim.*

Transport costs to Wellington by direct vessel or via Picton are identical, and Blenheim is at an advantage in having alternative channels for shipment.

*Picton and French Pass.*

No complaints were made as to freight rates as between these points and Wellington. From both Picton and French Pass, however, shipment is made in sacks, and, in so far as this affects or is likely to effect the quality of the fish conveyed in this way, the Committee looks with extreme disfavour upon the practice. In regard to French Pass there are, however, special difficulties to be contended with in shipping in cases in comparison with sacks. All fish has to be landed from launches on to the through steamer while she is under way. If cases were used, a difficulty to be encountered