15. *Mr. Tanner.*] Is the vegetable-parchment paper referred to the best material for the purpose for which it is used?—Yes.

16. *Mr. Duncan.*] Is it expensive?—No. The boxes we use for the butter cost 1s. 4d. each, including the vegetable-parchment paper. They are 56lb. boxes on an average. Previously the cost of totara kegs and Pond's boxes at the factories ranged from 3s. to 4s. 6d. each. Now you can see the profit effected to dairy factories through this one item.

17. *Mr. Tanner.*] Is the vegetable-parchment paper a colonial industry?—No.

18. Imported?—Yes.

19. Where from?—England.

20. Has any attempt been made to manufacture it in the colony?—Not that I know of.

21. *Mr. Duncan.*] Is there any special reason why it could not be manufactured in the colony?—No, not that I am aware of.

22. *Hon. Sir J. Hall.*] Do you know what it is made of?—It is made by immersing a good quality of ordinary unsized paper for a few moments in sulphuric acid diluted by about half its volume of water. On drying it is found to have assumed a new character, resembling rather that of animal membrane than vegetable fibre, and its strength is nearly doubled. After the immersion it is washed in water, afterwards in diluted ammonia, and if any of the latter remains it is removed by lime or baryta.

23. Have you formed any opinion, as regards cream butter-making, of the value of creameries sending their cream to the central factories, to separate butter-manufactories in different districts?—Well, there can be no doubt that the establishment of a central factory, fed by "creameries," or what they call "feeders," would reduce to a great extent the cost of production, also the cost in buildings and the cost of utensils; and I feel sure that on the whole a large line of such butter would sooner work out for itself a history, and take the market better than would the same amount of produce manufactured in separate dairy factories. The more we can concentrate our work in that direction the better will be our results.

24. Do you know whether anything of the kind is done in Victoria or New South Wales?—Yes, on a large scale in Victoria. They have got over two hundred factories and creameries at work, and only some thirty-five of these are manufacturing centres.

25. And the rest?—The rest are "feeders," or "creameries." They send their cream to these central factories to be manufactured into butter.

26. Is that in Melbourne?—That is in Melbourne and all throughout the country—Geelong, Sandhurst, Warrnambool, Ballarat, and other good centres for railway and other facilities.

27. *The Chairman.*] Can you tell the Committee on what terms cream is fed at these central factories, or through the special vehicles provided for it, and what is the freight?—The freight is very low, especially in carrying it a long distance. What it is exactly I cannot say, only that I know that cream is brought from a distance of about a hundred and fifty and two hundred miles to the factories to be manufactured into butter.

28. I suppose it is brought in high tin cans?—It is chiefly carried in jacketed tin cans—a tin within a tin—that is, a tin having an outside jacket which is filled with cold water when it leaves the creamery. That preserves the cream by keeping it in a cool state, and thus it is kept comparatively sweet until it gets to the manufactories. The Railway Department also provide ice-trucks for the transit of cream and butter during the hot weather. I have heard that they go so far as to carry it at a loss during the summer months.

29. At a loss?—Yes.

30. *Mr. Tannner.*] Can you give the maximum distance it is conveyed in that way?—Well, I should say two hundred miles is the maximum.

31. Before reaching the central dépôt?—Yes.

32. *Hon. Sir J. Hall.*] You do not know what rate is charged?—I do not know.

33. Can you obtain the information?—Yes. I shall obtain the information and attach it to my evidence.

MILK, CREAM, BUTTER, AND EGGS.

Milk and Cream, in Cans, by Passenger-trains.

	Per Can.		
	84lb.	126lb.	144lb.
1 to 15 miles	0s. 4d.	0s. 5d.	0s. 6d.
16 „ 30 „	0s. 7d.	0s. 8d.	0s. 9d.
31 „ 50 „	0s. 10d.	0s. 11d.	1s. 0d.
51 „ 70 „	1s. 1d.	1s. 2d.	1s. 3d.
71 „ 100 „	1s. 4d.	1s. 5d.	1s. 6d.
101 „ 150 „	1s. 6d.	1s. 7d.	1s. 8d.

One-fourth to be added for every 28lb., or part thereof, over 144lb. ¼d. to be dropped, and ½d. or ¾d. to be charged as 1d.

When cheaper, fourth-class rate, owner's risk. 9d. per ton per mile, department's risk, prepaid. First-class minimum.

Milk and Cream, in Cans, by Goods-trains.

	Per Can.		
	84lb.	126lb.	144lb.
1 to 15 miles	0s. 3d.	0s. 4d.	0s. 5d.
16 „ 30 „	0s. 5d.	0s. 6d.	0s. 7d.
31 „ 50 „	0s. 7d.	0s. 8d.	0s. 9d.
51 „ 70 „	0s. 10d.	0s. 11d.	1s. 0d.
71 „ 100 „	1s. 1d.	1s. 2d.	1s. 3d.
101 „ 150 „	1s. 3d.	1s. 4d.	1s. 5d.

One-fourth to be added for every 28lb., or part thereof, over 144lb. ¼d. to be dropped, and ½d. or ¾d. to be charged as 1d.

When cheaper, miscellaneous-class rate. First-class minimum.