

## MANCHESTER SHIP CANAL.—AUSTRALIAN FOOD PRODUCTS.

COMPARATIVE COST (at per Ton) of conveying various Commodities to Inland Towns from *ex* Ship "London," and *ex* Ship "Manchester," respectively, showing,—(1) The present cost of importing *via* London, including London dock charges; (2) The cost of importing *via* Manchester, including Ship Canal tolls and all charges; (3) A comparison of the total charges in each case, showing the saving effected by importing *via* Manchester.

(1.) *Present Cost of Transit from ex ship "London," including London Landing Charges, Delivery to Railway-wagon Railway-carriage, and Delivery at Destination within the Ordinary Cartage Limits.*

| At per Ton of 20 Cwt. | Milk (Condensed). | Butter (in Casks and Firkins). | Cheese (in Boxes and Casks). | Mutton (Frozen). | Poultry (Dead). | Game. | Fish in Class 1. | Eggs in Boxes and Cases. | Fruit in Class 1 (Apples, Pears, Onions, &c.). | Fruit in Class 2 (Oranges, Lemons, Tomatoes, &c.). |
|-----------------------|-------------------|--------------------------------|------------------------------|------------------|-----------------|-------|------------------|--------------------------|------------------------------------------------|----------------------------------------------------|
|                       | s. d.             | s. d.                          | s. d.                        | s. d.            | s. d.           | s. d. | s. d.            | s. d.                    | s. d.                                          | s. d.                                              |
| Manchester            | 34 0              | 33 4                           | 36 0                         | 45 0             | 62 0            | 72 7  | 34 6             | 44 3                     | 34 6                                           | 43 0                                               |
| Bolton                | 42 6              | 34 3                           | 43 0                         | 64 4             | 64 4            | 75 0  | 35 6             | 53 0                     | 35 6                                           | 42 6                                               |
| Bradford              | 43 4              | 43 10                          | 43 10                        | 57 6             | 64 9            | 75 0  | 35 9             | 53 0                     | 35 9                                           | 43 4                                               |
| Halifax               | 43 4              | 43 10                          | 43 10                        | 60 0             | 65 0            | 75 0  | 37 3             | 53 0                     | 37 3                                           | 43 4                                               |
| Leeds                 | 35 6              | 43 10                          | 43 10                        | 57 6             | 63 6            | 74 1  | 35 1             | 53 0                     | 35 1                                           | 43 4                                               |
| Oldham                | 36 6              | 33 4                           | 43 10                        | 57 6             | 64 0            | 75 0  | 35 7             | 53 0                     | 35 7                                           | 43 4                                               |
| Rochdale              | 37 4              | 36 0                           | 43 10                        | 55 0             | 65 0            | 80 0  | 36 8             | 53 0                     | 36 8                                           | 43 4                                               |
| Sheffield             | 35 8              | 29 6                           | 40 4                         | 57 6             | 57 6            | 70 0  | 32 4             | 49 2                     | 32 4                                           | 39 10                                              |

(2.) *The Cost of Importing the same Articles via Manchester, including Manchester Ship Canal Tolls and Wharfage, Delivery to Railway-wagons, Railway-carriage, and Delivery at Destination within the Ordinary Cartage Limits.*

| At per Ton of 20 Cwt. | Milk (Condensed). | Butter (in Casks and Firkins). | Cheese (in Boxes and Casks). | Mutton (Frozen). | Poultry (Dead). | Game. | Fish in Class 1. | Eggs in Boxes and Cases. | Fruit in Class 1 (Apples, Pears, Onions, &c.). | Fruit in Class 2 (Oranges, Lemons, Tomatoes, &c.). |
|-----------------------|-------------------|--------------------------------|------------------------------|------------------|-----------------|-------|------------------|--------------------------|------------------------------------------------|----------------------------------------------------|
|                       | s. d.             | s. d.                          | s. d.                        | s. d.            | s. d.           | s. d. | s. d.            | s. d.                    | s. d.                                          | s. d.                                              |
| Manchester*           | 6 0               | 6 0                            | 6 0                          | 8 6              | 8 3             | 9 3   | 5 3              | 7 3                      | 5 0                                            | 6 0                                                |
| Bolton                | 11 2              | 11 0                           | 11 9                         | 15 3             | 15 3            | 17 7  | 10 0             | 13 4                     | 10 0                                           | 11 9                                               |
| Bradford              | 18 0              | 18 6                           | 19 0                         | 27 0             | 27 0            | 32 0  | 16 0             | 22 0                     | 16 0                                           | 19 0                                               |
| Halifax               | 16 3              | 17 8                           | 17 8                         | 25 0             | 25 0            | 30 0  | 15 0             | 22 0                     | 15 0                                           | 18 0                                               |
| Leeds                 | 18 0              | 18 6                           | 18 9                         | 27 0             | 27 0            | 32 0  | 15 0             | 23 0                     | 15 0                                           | 19 0                                               |
| Oldham                | 12 0              | 12 0                           | 12 0                         | 16 0             | 16 0            | 19 0  | 10 0             | 14 0                     | 10 0                                           | 12 0                                               |
| Rochdale              | 12 6              | 12 6                           | 12 6                         | 16 0             | 16 0            | 22 0  | 10 6             | 14 0                     | 10 6                                           | 12 6                                               |
| Sheffield             | 19 6              | 19 6                           | 19 6                         | 26 0             | 26 0            | 31 0  | 16 0             | 22 6                     | 16 0                                           | 19 6                                               |

\* These rates do not include delivery in Manchester. The cartage rate is from 1s. 6d. to 2s. 6d.

(3.) *Comparison of the Total Charges in Nos. 1 and 2, showing Savings by Importing via Manchester Ship Canal.*

| At per Ton of 20 Cwt. | Manchester.* | Bolton. | Bradford. | Halifax. | Leeds. | Oldham. | Rochdale. | Sheffield. |
|-----------------------|--------------|---------|-----------|----------|--------|---------|-----------|------------|
|                       | s. d.        | s. d.   | s. d.     | s. d.    | s. d.  | s. d.   | s. d.     | s. d.      |
| Milk..                | 28 0         | 31 4    | 25 4      | 27 1     | 17 6   | 24 6    | 24 10     | 16 2       |
| Butter                | 27 4         | 23 3    | 25 4      | 26 2     | 25 4   | 21 4    | 23 6      | 10 0       |
| Cheese                | 30 0         | 31 3    | 24 10     | 26 2     | 25 1   | 31 10   | 31 4      | 20 10      |
| Mutton (frozen)       | 36 6         | 49 1    | 30 6      | 35 0     | 30 6   | 41 6    | 49 0      | 31 6       |
| Poultry (dead)        | 53 11        | 49 1    | 37 9      | 40 0     | 36 6   | 48 0    | 49 0      | 31 6       |
| Game                  | 63 4         | 57 5    | 43 0      | 45 0     | 42 1   | 56 0    | 58 0      | 39 0       |
| Fish (in Class 1)     | 29 3         | 25 6    | 19 9      | 22 3     | 20 1   | 25 7    | 26 2      | 16 4       |
| Eggs                  | 37 0         | 39 8    | 31 0      | 31 0     | 30 0   | 39 0    | 39 0      | 26 8       |
| Fruit (in Class 1)    | 29 6         | 25 6    | 19 9      | 22 3     | 20 1   | 25 7    | 26 2      | 16 4       |
| Fruit (in Class 2)    | 37 0         | 30 9    | 24 4      | 25 4     | 24 4   | 31 4    | 30 10     | 20 4       |

\* These rates do not include delivery in Manchester. The cartage rate is from 1s. 6d. to 2s. 6d.

## No. 2.

## MEMORANDUM for the AGENT-GENERAL.

Notes re Letter from Manchester Chamber of Commerce, dated 30th January, 1899.

CLAUSE 3. It is always the working-classes who are associated with the consumption of colonial food products. The working-classes are now well supplied. I consider there is a good field amongst the better classes, as they are called, to be developed.

Clause 4. Manchester is the headquarters of the Danish butter trade, and consequently New Zealand butter would have to contend with strong competition. Further, Manchester is a market specially for pale-coloured butter, and objection is strongly made there to the dark colour of New Zealand butter.

Clause 5. I agree with this. A market should be made for New Zealand products by creating demand by advertisement by demonstration, as I have repeatedly suggested.