

business with the colony on most advantageous terms. It may be that the trade in these is governed by the same conditions as govern the export of wool, in which case any diversion of trade to other markets, however beneficial such might prove to exporters, will only be accomplished by slow degrees.

6. GRAIN AND SEEDS.

There is a good market for these at Bristol, Cardiff, Manchester, and Glasgow. New Zealand oats in particular are highly prized for their superior quality. As, however, our production is limited, and is likely to remain so for some time, there seems to be no immediate utility in considering how the export may be increased.

IX. GROWTH OF TRADE.

The direct steamer service to west-coast ports was inaugurated in 1904—the earlier steamers calling at London before proceeding to Avonmouth and the other western ports. The first steamer to go to west-coast ports direct was the “Suffolk,” which arrived at Avonmouth on the 11th August, 1904, after a voyage of ten weeks’ duration by way of Australia and Cape Town. It may be useful to recall the principal items of her cargo, which were as follows:—

Port.	Carcases Mutton.	Carcases Lamb.	Crates Rabbits.	Boxes Butter.	Sacks Oats.
Bristol	722	3,359	Nil	250	Nil.
Liverpool... ..	9,026	17,614	14,165	Nil	3,232
Glasgow	2,002	1,084	Nil	Nil	2,685
Totals	11,750	22,057	14,165	250	5,917

There were also comprised in her cargo quantities of wheat, peas, beans, bran, and timber, consigned to Cardiff, Liverpool, and Glasgow. This was a very fair beginning, but the quantities of produce carried by successive steamers have gone on increasing, and the trade has now assumed very respectable proportions. I cannot do better than present in a series of tables the growth of trade to the five west-coast ports in our staple products. It is necessary to explain that there were no more than ten sailings of steamers in 1904, and that the statistics for 1907 are only up to the end of October. I present the figures, which are compiled from the ships’ papers kindly placed at my disposal:—

EXPORTS TO THE PORT OF BRISTOL, 1904 TO 1907.

Year.	Carcases Mutton.	Carcases Lambs.	Boxes Butter.	Cases Cheese.	Crates Rabbits.	Bales Hemp and Tow.	Bales Wool.
1904	10,527	17,254	500	Nil	150	Nil	Nil.
1905	3,436	47,554	8,298	223	350	Nil	Nil.
1906	18,914	43,375	28,323	5,028	7,801	1,095	Nil.
1907	24,000	92,322	76,102	21,409	3,430	652	168
Totals	56,877	200,505	113,223	71,660	11,731	1,747	168

The noteworthy feature about the foregoing table is the continuous and remarkable growth in the exportations of butter and cheese to Bristol. The increase in frozen meat is also considerable.

EXPORTS TO THE PORT OF CARDIFF (INCLUDING BARRY), 1904 TO 1907.

Year.	Carcases Mutton.	Carcases Lamb.	Boxes Butter.	Crates Rabbits.
1904	1,601	11,907	264	150
1905	Nil	4,692	Nil	7,977
1906	1,397	18,515	2,274	500
1907	Nil	Nil	Nil	Nil.
Totals	2,998	35,114	2,538	8,627

Cardiff has also been a considerable importer of wheat and other cereals, but that trade has not developed, on account of the steamers ceasing to call at that port. It will be observed that no trade whatever is credited to Cardiff for the year 1907. Palpably, however, there is a large amount of business to be done with Cardiff if it could be made a port of call. The trade has not, of course, ceased since the steamers stopped calling, but most of the goods for Cardiff are now unloaded at Avonmouth and forwarded by rail, a proportion going by way of London.