

No. 3.—COMPARISON OF MEAT AND DAIRY-PRODUCE RATES OF FREIGHT FROM MAY 1915, TO DATE.

		Beef, per Pound.	Boned Beef.	Butter, per Box.	Cheese, per Pound.	Lamb, per Pound.	Mutton, per Pound.	Pork, per Pound.	Rabbits, per Ton Measurement.	Frozen Sundries in Bags, per Pound.	Frozen Sundries in Crates.	Veal, per Pound.	Shoulders, per Cask.
		d.	Per Ton Meas. 60s.	s. d.	d.	d.	d.	d.	s. d.	d.	Per Ton Meas. 80s.	d.	d.
31 May, 1915 (net)		..	Per lb. d.	3 0	$\frac{3}{4}$	..	..	$\frac{3}{4}$	75 0	$\frac{3}{4}$	80s.	1	..
16 Oct., 1915 (net)		..	$1\frac{1}{8}$	3 9	$\frac{11}{16}$	..	..	$1\frac{1}{8}$	100 0	$1\frac{1}{8}$	100s.	$1\frac{1}{8}$	..
1 Jan., 1918 (net)		..	2	5 9	$1\frac{1}{8}$	..	..	$2\frac{1}{4}$	180 0	2	180s.	$2\frac{1}{4}$	..
			Per lb. d.										
8 July, 1918 (plus 5 per cent.)		$1\frac{7}{8}$	$2\frac{1}{8}$	6 0	$1\frac{3}{4}$	$2\frac{1}{8}$	2	2	187 6	$2\frac{1}{8}$	2	2	$2\frac{1}{8}$
14 Jan., 1919 (plus 5 per cent. for private cargo)		$1\frac{11}{16}$	$1\frac{15}{16}$	5 4	$1\frac{9}{16}$	$1\frac{15}{16}$	$1\frac{13}{16}$	$1\frac{13}{16}$	167 6	$1\frac{15}{16}$	$1\frac{13}{16}$	$1\frac{13}{16}$	$1\frac{13}{16}$
24 Mar., 1919 (plus 5 per cent. for private cargo)		$1\frac{5}{8}$	$1\frac{7}{8}$	5 3	$1\frac{1}{2}$	$1\frac{7}{8}$	$1\frac{3}{4}$	$1\frac{3}{4}$	165 6	$1\frac{7}{8}$	$1\frac{3}{4}$	$1\frac{3}{4}$	$1\frac{7}{8}$
5 July, 1919 (plus 5 per cent., private cargo extra 5 per cent.)		$1\frac{11}{16}$	$1\frac{13}{16}$	5 4	$1\frac{1}{4}$	$1\frac{15}{16}$	$1\frac{13}{16}$	$1\frac{13}{16}$	167 6	$1\frac{15}{16}$	$1\frac{13}{16}$	$1\frac{13}{16}$	$1\frac{15}{16}$
Rates for private cargo from 27th July, 1920, plus 10 per cent.		$1\frac{3}{4}$	$1\frac{7}{8}$	..	..	2	$1\frac{7}{8}$	$1\frac{7}{8}$	175 0	2	$1\frac{7}{8}$	$1\frac{7}{8}$	2

NOTE.—Butter and cheese are still being carried at the rates fixed on 5th July, 1919, but an indication was received on 27th July that revised rates for dairy-produce would follow.
Wellington, 30th August, 1920.

APPENDIX F.

Agricultural and Pastoral Industries, Stock, and Commerce Committee,
1st October, 1920.

DEAR SIR,—
I am directed by the above Committee to thank you for your attendance and the information given to the Committee to-day.
The Committee desires to ascertain from you whether the terms and conditions set out in the circular—viz., “Proposed Statement by New Zealand Overseas Shipowners’ Committee to Press Association,” is final both in regard to the rate of freight charges and general conditions.
The Committee wish to obtain this information as early as possible so as to be able to consider it before the presentation of its report to the House.
Yours faithfully,
H. HARRISON,
Clerk of the Committee
J. Findlay, Esq., Chairman, Overseas Shipping Committee (N.Z.) Wellington.

APPENDIX G.

New Zealand Overseas Shipowners’ Committee,
Wellington, 5th October, 1920.

DEAR SIR,—
I am in receipt of your letter of 1st instant, and in reply have to advise you that so far as this Committee is concerned the rates of freight for private wool—i.e., $1\frac{5}{8}$, $1\frac{7}{8}$, and $2\frac{1}{8}$ per pound net—and the conditions of carriage as expressed in the new clause reading as follows: “Consignees undertake immediately on arrival of the steamer within the port of discharge to be ready forthwith to receive their cargo as fast as the steamer can discharge from the ship’s tackles, wherever she may be lying, and in the event of the consignees failing from any cause whatsoever to so take delivery, the ship-owners are at liberty at the merchant’s risk and expense to discharge into craft and (or) land in any available storage space notwithstanding that it may not be a usual place for the discharge of such goods or that the goods may not be stored under cover, same being at merchant’s risk absolutely from the time of leaving the ship’s tackles, anything in this bill of lading to contrary notwithstanding”—must be regarded as final
There is a possibility that scoured wool may be placed on a parity with slipe wool at $1\frac{7}{8}$, but this cannot yet be regarded as definite. The rates of freight are as moderate as circumstances will permit, and in view of possible storage difficulties in the United Kingdom it is considered reasonable by ship-owners that they should protect themselves, under the abnormal conditions which may prevail, from having their steamers used as store ships for wool for lengthy periods, which would result in retarding their expeditious return to the Dominion for the carriage of other classes of general cargo.
Yours faithfully,
NEW ZEALAND OVERSEAS SHIPOWNERS’ COMMITTEE :
JAMES FINDLAY, Chairman.
The Clerk of the Committee, Agricultural and Pastoral Industries, Stock, and Commerce Select Committee, House of Representatives, Wellington.