

BREAD.

Statement handed into the Committee by Mr. B. Sutherland.

Town or Locality.	Cost Price.	Selling.	Profits, per Cent.
Auckland City and Suburbs (29)—	s. d.	s. d.	
Twenty-two shops	0 4	0 4½	12·5
Avondale	0 4	0 4	Nil
Onchunga	Do not stock.		
Mount Eden			
Herne Bay			
Grey Lynn			
Devonport			
Takapuna			
Waikato District (22)—			
Rotorua	0 11½	1 1	13·0
Te Awamutu	0 9½	0 11	12·8
Frankton	0 5	0 5½	10·0
Hamilton (two shops)	0 5	0 5½	10·0
Gisborne (two shops)	0 5	0 5½	10·0
Te Kuiti	0 5½, less 2½ per cent.	0 6	11·6
Otorohanga	0 10	0 10	Nil
Te Aroha	Do not stock.		
Thames			
Waihi			
Huntly			
Whakatane			
Tauranga			
Whangarei			
Morrinsville			
Matamata			
Pukekohe			
Paeoa			
Cambridge			
Dargaville			
Wellington District and Suburbs (37)—			
Thirty-three shops	0 4½, less 2½ per cent.	0 5	14·1
Upper Hutt	0 5, less 7½ per cent.	0 5	7·5
Trentham			
Palmerston North	0 4½, less 2½ per cent.	0 4½	8·5
Masterton	0 4½	0 5	11·1
Marlborough, Nelson, and Coast (8)—			
Blenheim	0 8½, less 2½ per cent.	0 9	8·5
Picton	0 4½	0 5	11·1
Nelson (2)	0 4½, less 2½ per cent.	0 5	14·1
Motueka	0 4½	0 5	11·1
Hokitika	0 4¾, less 2½ per cent.	0 5	8·8
Greymouth	0 10, less 5 per cent.	0 10	5·0
Westport	Does not stock.		
Christchurch Town and District (26)—			
Twenty-three city shops	0 4	0 4½	12·5
Ashburton	0 4	0 4½	12·5
Rangiora			
Timaru			
Dunedin Town and Country (14)—			
Ten city shops	0 3¾, less 1¼ per cent.	0 4	8·1
Balclutha	0 4	0 4½	12·5
Oamaru (2)	0 9, less 10 per cent.	0 9	10·0
Waimate	Does not stock.		
Invercargill and District (8)—			
Six town shops	0 8, less 2½ per cent.	0 8½	9·2
Gore	0 5, less 10 per cent.	0 5	11·1
Mataura	0 10½, less 7½ per cent.	0 10½	7·5

Statement of F. W. JOHNSTON on behalf of Associated Motorists Petrol Co., Ltd.
Commercial Trusts Amendment Bill, 1935.

Submission 1.—“That ‘motor-spirit’ be excepted from the operation of section 2 of the Bill.”

I refer specifically to section 2 of the Bill, because if the Bill becomes law it is to be read with and deemed part of the principal Act. It is desirable that the benefits of the principal Act itself should be preserved (as affecting motor-spirits) as is the case under section 14 of the Motor-spirits (Regulation of Prices) Act, 1933.

The difficulties arising out of the attempted enforcement of the Commercial Trusts Act, 1910, particularly in regard to motor-spirits, were recognized, hence the special legislation enacted by the Motor-spirits (Regulation of Prices) Act, 1933. This Act, together with the Commercial Trusts Act, 1910, affords reasonable protection to any oil-distributor whose existence is threatened:—

- (a) By a competitor or combination of competitors price-cutting; or
- (b) By such competitor or competitors for supplying a reseller except subject to a condition that such reseller will not vend the goods of the distributor against whom an attack is launched.