

An advantageous feature of the season's operations has been the large increase in shipments to the ports of Cardiff, Hull, Newcastle-on-Tyne, and Southampton. The quantities shipped to these ports during the 1937-38 season, compared with the 1936-37 season, are as follows :—

	Butter Shipments.		Cheese Shipments.	
	1937-38.	1936-37.	1937-38.	1936-37.
	Boxes.	Boxes.	Crates.	Crates.
To Cardiff	83,360	8,600	18,260	2,114
To Hull	95,150	8,640	14,960	2,200
To Newcastle-on-Tyne	85,920	5,560	17,526	1,862
To Southampton	91,240	43,000	17,344	5,614
	355,670	65,800	68,090	11,790
Increase	289,870	..	56,300	..

Direct shipments to Avonmouth, Liverpool, Manchester, and Glasgow have also been well maintained, the comparative figures being :—

Butter (Boxes).				Cheese (Crates).			
1937-38	..	..	1,529,040	1937-38	..	..	319,720
1936-37	..	..	1,513,640	1936-37	..	..	292,250
Increase	..	..	15,400	Increase	..	..	27,470

In consequence of increased shipments to other United Kingdom ports, shipments to London show a corresponding decrease. The comparative figures are as follows :—

Butter (Boxes).				Cheese (Crates).			
1937-38	..	..	3,485,080	1937-38	..	..	783,870
1936-37	..	..	4,288,080	1936-37	..	..	901,050
Decrease	..	..	803,000	Decrease	..	..	117,180

It is considered that increased shipments to United Kingdom ports other than London have improved the distribution of New Zealand dairy-produce, and that the decentralization during the past season has been an important factor in maintaining prices.

The arrangements for allocation of vessels for shipment of dairy-produce have been satisfactorily carried out by the Overseas Shipowners' Allotment Committee. There is complete co-operation between the Committee and the Department in the settling of a shipping programme which will ensure the clearing of dairy-produce evenly at all ports according to grading date, and give regular arrivals in the United Kingdom in quantities to suit the market requirements.

Seasonal conditions frequently upset the forward estimates of quantities of dairy-produce available for shipment, and thus necessitate variations in the shipping allotments. The Overseas Shipowners' Allotment Committee is always ready to meet, to the best of its ability, any such emergency, and the Department desires to record its appreciation of the full measure of co-operation given by the Committee. During the 1937-38 season there has been a further reduction in the average number of ports of loading for vessels sailing from the Dominion. The comparative figures are as follows :—

Season.	Vessels loaded.	Average Ports per Vessel.
1934-35	111	4.00
1935-36	104	3.98
1936-37	108	3.67
1937-38	111	3.35

The average for last season is arrived at as follows :—

- 3 vessels loaded dairy-produce at 1 port only.
- 22 vessels loaded dairy-produce at 2 ports only.
- 38 vessels loaded dairy-produce at 3 ports only.
- 31 vessels loaded dairy-produce at 4 ports only.
- 15 vessels loaded dairy-produce at 5 ports only.
- 2 vessels loaded dairy-produce at 6 ports only.

Total 111 vessels with 372 calls at ports for loading dairy-produce.

The Department has had the co-operation of the dairy-factory companies and cool-store companies, particularly in regard to the despatch of increased quantities of butter and cheese to United Kingdom outports. Requests to dairy companies for the port-marking of produce for outports, and to cool-store companies for special storage facilities, have been willingly complied with. The Department wishes to thank the officials of dairy companies and cool-store companies for this valuable assistance.