

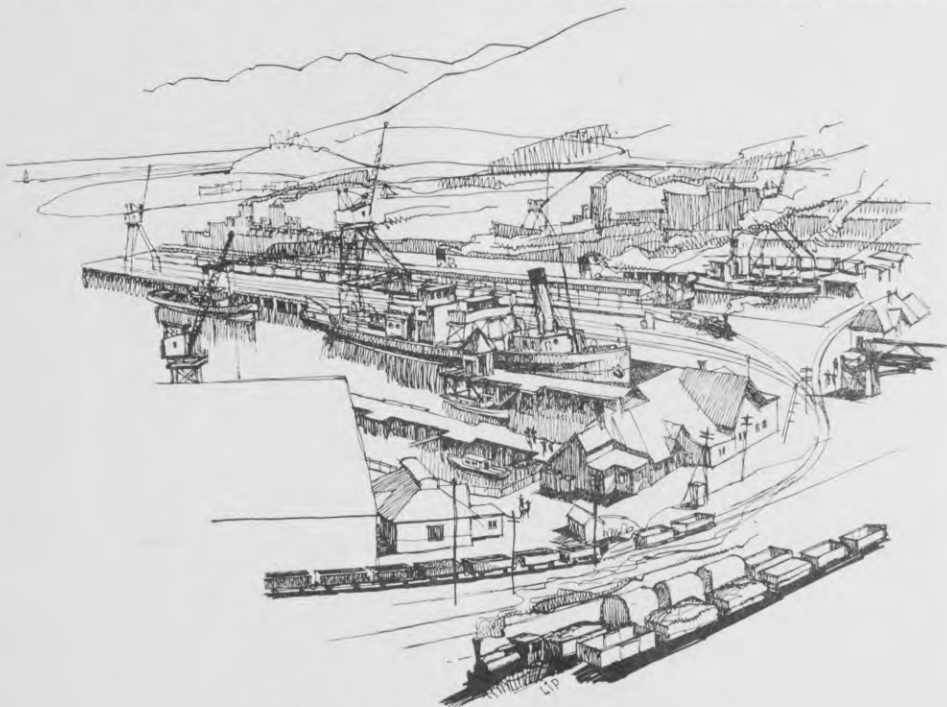
Perhaps the most commonly expressed opinion is that the inner harbour would have to be extended to the east to make room for additional facilities which improved access would require, a scheme which would probably cost at least £2,000,000. That is probably looking well into the future, but it's a subject on which Lyttelton people, and many other South-Islanders, are always ready to express an opinion.

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The grain and produce, meat, wool, butter and cheese which pass over the Lyttelton waterfront are the life-blood of the town, as well as of the port. Remove the port and there would be little justification for the town's continued existence. Lyttelton, by any standards, is a small place: the population of the borough is 3,200, of the borough and environs 4,500; and it's probably true that at least one member of most families gets his living directly or indirectly from the waterfront. Not that Lyttelton couldn't absorb all

the men of every family. It could, if more of them were manual workers. But, as things are, many of the women and men white-collar workers have to go off to Christchurch, and Lyttelton imports the extra manual workers required to satisfy the demand. About 55 per cent. of the 670 members of the Waterside Workers' Union, the largest single group of workers, live outside the port, 75 per cent. of the 100 permanent railway workers, two-thirds of the 110 men who work in Anderson's foundry, the largest private industry.

This shortage of local work for women has encouraged one Christchurch firm of shoe-manufacturers to set up a new factory in Lyttelton. Labour is short in the cities now, and this firm has found that by taking its factory to the port it can be assured of workers, because they save the amount of their daily train fares to and from the city. Other manufacturers are also adopting a policy of decentralization, though they have not



A section of the waterfront from the eastern hillside.