

10. The exception referred to in the last paragraph applies to sailing-vessels and to slow steamships, the maintenance of which is also essential to our maritime progress and prosperity, and also to the strength of our military power.

11. Vessels engaged in the deep-sea fisheries are also provided for upon the same policy of supplying to the United States a body of intelligent and experienced American mariners at all times, ready to serve our country when needed.

12. The respective compensations arranged in the Bill have been computed, it is believed, upon the lowest basis consistent with the attainment of the great and urgent objects already stated.

The foregoing paragraphs present the scheme and main points of the Bill. The other provisions are incidental and of detail.

The provisions of the Bill are believed to be in harmony with the last annual message of the President of the United States, and with the recommendations of the Secretary of the Treasury, the Postmaster-General, and the Commissioner of Navigation, and, it is hoped, will commend themselves to the patriotic judgment of Congress.

A table is subjoined showing in some degree the extent to which the people of the United States are dependent on foreign shipping for their sea-borne commerce with each of the grand divisions of the world, and the amount and percentage of our exports and imports carried by American and foreign vessels.

TABLE showing the Combined Tonnage (net) of American and Foreign Vessels entered and cleared at Seaports of the United States in the Foreign Trade for the Fiscal Year ended 30th June, 1897, with the Percentage of each in the Trade with the Various Grand Divisions of the World.

Trade with	American Tonnage.	Foreign Tonnage.	Total.	Percentage.	
				American.	Foreign.
Europe	899,081	23,024,093	23,923,174	5	95
Africa... ..	57,396	946,125	1,003,521	6	94
Asia	303,226	1,150,265	1,453,491	21	79
Oceanica	158,205	485,112	643,317	25	75
Hawaii	283,211	77,962	361,173	88	12
South America	691,231	2,055,999	2,747,230	25	75
North America (salt water)	4,852,195	4,892,863	9,745,058	50	50
Whaling vessels	4,080	...	4,080	100	...
Total by sea	7,248,625	32,632,419	39,881,044	18	82

During the fiscal year ended 30th June, 1897, the value of the exports and imports of the United States, and the amount carried by land, by American vessels, by foreign vessels, and the percentage of exports and imports carried by water which were carried by American and foreign vessels were as follows :—

—	By Land.	By Water.			Percentage.	
		American Vessels.	Foreign Vessels.	Total.	American.	Foreign.
Exports	\$ 65,082,305	\$ 79,941,823	\$ 905,969,428	\$ 985,911,251	8	92
Imports	35,812,620	109,133,454	619,784,338	728,917,792	15	85
Exports and imports	100,894,925	189,075,277	1,525,753,766	1,714,829,043	11	89

No. 114.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Post Office Department, Office of Foreign Mails, Washington, D.C.,
9th January, 1899.

SIR,—

Referring to your letter of the 5th November last, advising this department that “the Mail-agent by the last voyage of the R.M.S. ‘Alameda’ reports that four bags (three for Honolulu and one for Sydney) for transmission by the ‘Alameda’ were left behind at Ogden on the 5th ultimo,” I have the honour, by direction of the Postmaster-General, to inform you that the Mail-agent was in error in reporting that the bags in question were left behind at Ogden.

The facts in the case are that the bags reached New York per the steamer “Etruria” on the 29th October, and that the captain of that steamer refused to deliver the incoming mails to the mail-boat which met the “Etruria” at the quarantine station.