

1899.

NEW ZEALAND.

GRAIN FREIGHTS FOR LONDON

(CORRESPONDENCE IN CONNECTION WITH REDUCTION OF).

Laid on the Table of the House of Representatives by Leave of the House.

[Telegram No. 1.]

The Manager, Tyser Shipping Line, Napier.

Wellington, 20th February, 1899.

IN consequence of the abundant harvest and large crops throughout New Zealand, to be able to find a market for it a large portion of it must necessarily be shipped. Taking into consideration the low prices ruling in the markets of the world, the Government is anxious, in the interests of the producers of the colony, to ascertain what is the probable rate of freight your company will charge for the carriage of wheat and oats to London, and also the available tonnage you estimate you will be able to supply during the season. I am asking for similar information from the other shipping companies. An early reply will oblige. Reply paid.

JOHN MCKENZIE,

Minister for Agriculture.

[Same sent to Shaw-Savill and Albion Company, New Zealand Shipping Company, and Messrs. Turnbull and Martin (agents for the Shire Line of steamers).]

[Reply to Telegram No. 1.]

Hon. John McKenzie, Minister for Agriculture, Invercargill.

REFERRING to your telegram of to-day, I expect to have considerable amount of steam tonnage available for homeward cargo from New Zealand during the winter months, and have cabled my head office, London, for the lowest freight I can quote for full cargoes of grain for our New York steamers. I will be in Wellington, Thursday, 23rd, and will have the honour to call upon you with particulars of available tonnage, and discuss the matter with you personally.

RICHARD TODD,

Tyser Line, Napier.

[Reply to Telegram No. 1 from New Zealand Shipping Company.]

Hon. John McKenzie, Dunedin.

21st February, 1899.

YOUR telegram of yesterday was submitted to the Board of Directors of this Company at its meeting to-day, and I am instructed to reply that the rate of freight on grain for London must depend on rate at which we can charter vessels. We have never made any profit out of the carriage of grain, as it is our practice to put sailing-ships on the berth at the same rates at which we charter them. We have already chartered several sailing-vessels and are negotiating for others, as we must make provision for the requirements of our clients. We shall have a considerable amount of steamer tonnage during the season, but the quantity available for grain will depend upon the space required for frozen meat and dairy produce. Several sailing-vessels have been already chartered by private persons, who, we believe, are negotiating for more.

ISSAC GIBB,

General Manager, New Zealand Shipping Company, Christchurch.