

STATEMENT showing the Number and Net Tonnage of Sailing and Steam Vessels on the Register in New Zealand, for the Years 1897 to 1901 inclusive.

Year.	Sailing-vessels.		Steam-vessels.	
	Vessels.	Net Tonnage.	Vessels.	Net Tonnage.
1897	318	39,743	188	47,806
1898	317	38,719	201	52,216
1899	310	40,753	212	52,770
1900	301	42,197	219	56,498
1901	303	43,108	217	59,218

Marine Department, Wellington, 9th September, 1902.

GEORGE ALLPORT,
For Secretary.

COPY of TELEGRAM from the Superintendent of Mercantile Marine at Auckland to Secretary Marine, Wellington, 11th September, 1902, *re* Wages in Auckland Restricted Limits.

APPROXIMATE rate of wages: Steam—per month, mates, £14 to £7; second mate, £11 to £8; A.B.s, £7 to £5; O.S., £4 10s. to £2; engineers, £20 to £12; firemen, £9 10s. to £6; stewards, £5 to £1 10s.: Sail—A.B.s, £7 to £5; O.S., £4 10s. to £2 per month: Ferry service (all weekly wages)—engineers, £3 14s. 8d.; firemen, £2 10s.; A.B.s, £2 10s.; where paid by trip, average £8 to £5 per month for A.B.s.

NUMBER of VESSELS on Articles in Auckland Restricted Limits.

Sail, 34; steam, 16.

SIR,—

Marine Department, Wellington, 23rd August, 1902.

I have the honour, by direction of the Minister of Marine, to forward herewith, for the consideration of the Committee now sitting on the Shipping and Seamen Bill, a copy of a letter which has been received from Mr. J. Kirby, on the subject of seamen deserters.

I have, &c.,

GEORGE ALLPORT, for Secretary.

The Clerk, Shipping and Seamen Bill Committee,
House of Representatives, Wellington.

SIR,—

160, Willis Street, 11th August, 1902.

Pardon me for drawing your attention to the present Seamen's Act which is in vogue here. (1.) The Act should be altered so as to save business-men from being robbed by seamen who desert from their ships, and are allowed to remain ashore here. They become a tax on the country, and we should be protected by an Act of Parliament, *i.e.*, if a seaman is left ashore the captain should pay him half wages due. (2.) There are a class of seamen who travel about New Zealand taking advance notes, and they get cash to pay their board, and afterwards will not go on the ship; and the business-man can simply do nothing with those men. The Act wants altering so as to protect men of business who are good enough to assist the men. It is purely false pretences, but the police are powerless. It wants stamping out, and I hope you will assist the people of New Zealand and get it done.

The Acting Premier.

Yours, &c.,

J. KIRBY.

[Telegram.]

Geo. Fowlds, Wellington.

Auckland, 27th August, 1902.

At a large and representative meeting of all local shipowners and others interested, held here last night to consider the Shipping and Seamen Bill, the following resolution was unanimously passed: "That in the opinion of this meeting there should be no alteration in the law as it now exists and has existed for the past eight years." See report in to-day's *Herald*, and we ask your assistance in opposing any proposed alterations injurious to the Auckland coasting trade.

M. G. MCGREGOR,
For the Shipowners.

[Telegram.]

Chairman, Shipping and Seamen's Bill Committee, Wellington.

Auckland, 28th August, 1902.

THAT the Auckland Trades and Labour Council, after hearing the opinion of expert seamen on the question of extended river limits, is of the opinion that existing exemptions should be excised from the Shipping and Seamen Consolidated Act. At present, vessels which trade in virtually open ocean—that is, between Bream Head and Cape Colville—are allowed to do so with unqualified seamen, thus endangering their own and the lives of passengers.

IRWIN, Secretary, Trades and Labour Council.