

[Telegram.]

Mr. Fowlds, M.H.R., Wellington.

Auckland, 3rd September, 1902.

As an old sailor permit me to state that extended limits should be from Sandspit to Tiri.

C. PHILPOT.

Resolution of the Committee of the Auckland Provincial Agricultural Association.

THAT, in the opinion of this meeting, there should be no alteration in the law as it now exists, whereby steamers trading within extended river limits are exempted from the provisions as to the number of firemen and A B.s to be carried on all ships. And that the extended river limits as now defined remain unaltered, as any alteration would seriously affect the successful working of scows and other sailing coastal vessels trading out of the Port of Auckland.

SIR,—

s.s. "Petone," Greymouth, 3rd September, 1902.

Your notice of the 22nd ultimo only to hand.

I very much regret losing the opportunity of accepting your invitation to give evidence on the Bill, but hereby inform you that section 155 of the Bill—viz., engineer's official log—has my strong approval and support, and, in my opinion, should become law. It is a step in the right direction, and nothing but good will result. It will recognise the person who is responsible for seventy-five per cent. on a steamship. The log referred to in the Act is already kept in its entirety by all chief engineers, so why not make it legal? It will in no way interfere, and by making it a legal document will greatly assist discipline in the engine department, thereby insuring greater efficiency, safety, and economy; and I can assure the Committee that in the event of it becoming law it will be hailed with sincere gratification by all marine engineers.

As I am president of the Wellington Institute of Marine Engineers, I can safely say that I voice their opinions and wishes in this matter.

Yours, &c.,

N. D. Hood,

President, Wellington Institute Marine Engineers.

Chairman, Committee on Shipping and Seamen Bill.

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