

on that country was demonstrated shortly afterwards. Since that development other countries from which New Zealand is largely supplied have also found it necessary to request official comment in regard to orders placed on them by New Zealand purchasers, and as a result to-day the Department is in correspondence with the recognized authorities in the United Kingdom, Canada, United States of America, India, and Australia. In many cases the representations made have been instrumental in establishing the desirability from a national point of view of releasing the various goods required. The range of the business is well illustrated by the following table, from which it will be observed that orders to the value of £4,553,049 have been dealt with up to date.

—	Received.	Signed.	Under Clerical Action.	Under Consideration.	Value.
					£
United Kingdom ..	7,455	7,369	23	63	3,059,717
United States of America ..	1,043	1,010	22	11	1,050,278
Canada	103	99	2	2	62,606
Australia	509	489	8	12	371,458
India	8	7	..	1	8,990
Totals	9,118	8,974	55	89	4,553,049

2. As a result of a close adherence to the directions in regard to supplies given in the early stages of the war by the Imperial authorities, New Zealand to-day is by no means favourably situated for many important commodities required for its national industries, such as wire ropes, pig iron, terne-plate, canvas, and a number of other lines. The attention of the authorities concerned in the United Kingdom has recently of necessity been forcibly directed to this situation and its cause. Suitable representations through the High Commissioner have also been made, and latest advices indicate this action will produce profitable results to the Dominion.

SHIPPING-SPACE INWARDS TO NEW ZEALAND AND COASTWISE.

1. The shortage of tonnage, which constitutes an ever-present problem to all interested in exports, similarly perplexes those concerned in the conveyance of merchandise inwards to New Zealand and coastwise along its shores.

2. (a.) A review of the regular steamer services shows the following :—

Service.	August, 1913, to July, 1914.			August, 1917, to July, 1918.		
	Ships.	Trips.	Capacity.	Ships.	Trips.	Capacity.
			Tons.			Tons.
Vancouver mail	3	28	83,200	2	25	86,100
San Francisco mail	4	26	62,500	2	19	32,500
Trans-Pacific cargo	..	17	126,650	..	25	87,420
Intercolonial mail and passenger ..	13	270	699,400	7	154	352,200
Calcutta	2	5	45,050	2	5	31,500
Totals	..	..	1,016,800	..	..	589,720

(b.) As regards intercolonial and coastal coal and cargo vessels, the Union Steamship Company (Limited) advise me that for the year August, 1913, to July, 1914, they operated thirty-one steamers, with a tonnage capacity equivalent to 87,161 tons, as against the year August, 1917, to July, 1918, twenty-four steamers, with a capacity of 50,250 tons. Included in the twenty-four vessels operating during 1917–18 there are three steamers purchased by the Union Company which are not included in the thirty-one operating in pre-war days, although such vessels were employed on the New Zealand coast and in intercolonial trades.

(c.) As a further bearing on the intercolonial tonnage position, investigation shows the following Newcastle-coal importations by vessels other than those belonging to the Union Company :—

August, 1913, to July, 1914	141,523 tons of coal.
August, 1917, to July, 1918	50,541 tons of coal.

It is considered advisable to set out this information, because it shows that a number of vessels which came to New Zealand in pre-war days have either been retained on the Australian coast or have been diverted by their owners, probably in more remunerative directions.

3. Where trips are shown in the table in paragraph 2 above, the outward voyage is treated as one trip and the homeward voyage as one trip. This is mentioned in order to make it clear that where five trips are shown it may mean three outward and two inward voyages, or *vice versa*.

4. (a.) As regards the Vancouver service, the withdrawal of the “Marama” for national service was met by an express service run by the “Niagara” and “Makura,” under which these vessels are