

1919.
NEW ZEALAND.

INSULATED TONNAGE.

TELEGRAMS AND CORRESPONDENCE EXCHANGED WITH LONDON, CANADA, AND AUSTRALIA IN CONNECTION WITH THE SUPPLY OF INSULATED TONNAGE, ETC., TO MEET THE REQUIREMENTS OF THE DOMINION SINCE SEPTEMBER, 1914.

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

COPIES OF TELEGRAMS BETWEEN THE HIGH COMMISSIONER FOR NEW ZEALAND, LONDON, AND THE PRIME MINISTER, NEW ZEALAND, ETC.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th September, 1914.

Advise particulars of steamers in ports Great Britain representing Shaw-Savill, New Zealand Shipping Company, Commonwealth and Dominion, and Federal Houlder Lines fitted with refrigeration and also carrying general cargo. Give approximate sailing-dates on which steamers would be available on arrival New Zealand for freighting produce and general cargo to British ports. Also advise whether possible charter four or five steamers suitable for carrying frozen meat, dairy-produce, and general cargo.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 16th September, 1914.

Steamers with refrigeration should arrive New Zealand as early as possible November and onwards. Ascertain what terms steamers now loading or arriving October to load in Great Britain could depart for Dominion at once or in October or November, either with part cargo or in ballast.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 17th September, 1914.

Position of New Zealand Shipping Company's ships available for cargo from New Zealand is that from now until end of year five refrigerator steamers and one insulated are available for homeward loading. During January there will be available in New Zealand four refrigerators and one uninsulated steamer; February, three refrigerators and one insulated. In addition to these, Federal Line, Shaw-Savill, and Tyser Companies will berth steamers. For names and tonnage see New Zealand Shipping Company.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 7th October, 1914.

Press cable London states Admiralty commandeering increasing number refrigerating-vessels. Shipowners are not seriously objecting because New Zealand shippers object to pay increased charges which the shipowners desire to impose. Advise.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 13th October, 1914.

Advise names of vessels in United Kingdom waiting cargo for New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 14th October, 1914.

No steamers awaiting outward cargoes. Up to end of January there will be sufficient steamers available for carrying produce from New Zealand; after that will depend on quick return in

ballast of the transports. Impossible to obtain refrigerator steamers owing to their being fully occupied in shipment of Argentine and Australia on account of higher freights, though may be induced to proceed to New Zealand by offer of increased freights.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 20th October, 1914.

Cabled statement not correct. Admiralty appreciates importance of frozen-meat trade. Such vessels not now requisitioned, and those engaged will be released as soon as practicable. Representations made by shipowners to Admiralty against requisitions for meat-steamers. Admiralty have taken fifty-six frozen-meat ships out of 230 employed. Thirty-five now conveying troops Australasia will be released January and February. Release of twelve uncertain, and nine will be retained till end of war.

S.S. "ATHENIC," "WAIMANA," "ARAWA," AND "ORARI."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 30th November, 1914.

Please do all that is possible to expedite return of as many transports New Zealand Expeditionary Force as possible, as we are going to be short of insulated ships from the end of January onwards to the end of the season.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 5th December, 1914.

Referring to your telegram of 30th November: In order to speedily export New Zealand produce, do you approve my negotiating with Shaw, Savill, and Albion Shipping Company with due regard to charter-party that "Athenic" and "Waimana" be returned direct to New Zealand from Egypt, transhipping cargo for London?

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 7th December, 1914.

Your telegram of 5th instant: Negotiations with Shaw-Savill Company *re* "Athenic" and "Waimana" approved.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 8th December, 1914.

Referring to your telegram of 7th December, following arrangement has been made with Shaw-Savill Company, subject to your decision: Cargoes to be transhipped "Arawa" from "Athenic" and "Waimana"; two latter to return to Wellington owners, who will take redelivery there. Hire-money to be continued until steamers arrive, but to cease during process of reinstating steamers. "Arawa" to be redelivered London according to terms of the charter-party. Have telegraphed Godley to keep steamers pending instructions from you. Matter urgent.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 11th December, 1914.

Kindly advise position *re* steamer "Orari," which went from here with troops, but had no frozen meat on board. Arrange if possible for this boat to return in ballast.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 11th December, 1914.

With reference my telegram 7th December: Endeavouring arrange New Zealand Shipping Company to-day for "Orari" also return to New Zealand direct from Egypt on same terms. Will telegraph immediately finally settled.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 12th December, 1914.

With reference to my telegram of 10th December, "Orari" will discharge oats Egypt, returning to New Zealand immediately after.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th December, 1914.

Please advise dates sailing "Waimana" and "Athenic." Also furnish particulars arrangements made with owners for return these boats to New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 18th December, 1914.

Referring to your telegram of 15th December: "Athenic," "Waimana" left Egypt for New Zealand on 17th December. My telegram of 7th December outlined my arrangements with owners; your telegram of 9th December approved. Secondly: Same arrangements apply to "Orari," to leave Egypt about 23rd December. Crews' wages of these vessels to be settled by New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 19th December, 1914.

In reply to your telegram of 18th December: All arrangements for return to the Dominion of "Athenic," "Waimana," and "Orari" I have made this end as per my telegrams 7th December, 10th December, and 11th December. Secondly: Have been in close contact with Admiralty and Godley *re* other transports, and notice of discharge already served on companies, whilst arrangements as to refitting, &c., are on hand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 24th December, 1914.

With reference to my telegram of 18th December: "Orari" left Egypt 22nd December.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 1st January, 1915.

Transports "Athenic," "Waimana": Will you settle with Shaw, Savill, and Albion Company question of liabilities colonial wages, and also space and freight cargo returned in vessels?

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 30th November, 1914.

Please do all that is possible to expedite return of as many transports New Zealand Expeditionary Force as possible, as we are going to be short of insulated ships from the end of January onwards to the end of the season.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 7th January, 1915.

Inquire whether any insulated steamers are available suitable for carrying frozen meat which could come out to New Zealand at once and return when loaded. Give names, carrying-capacity in carcasses, and terms under which they could be obtained.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 8th January, 1915.

"Niwaru," now at Melbourne, due New Zealand 23rd January, can take 91,600 carcasses; "Makarini," now Sydney, due New Zealand 24th January, 119,875 carcasses; "Miniro," now Sydney, due New Zealand 13th February, 85,880 carcasses; "Star of Australia," due New Zealand 14th March, 79,000 carcasses; "Hawke's Bay," due New Zealand 27th March, 120,200 carcasses; "Muritai," in ballast, due New Zealand March, 107,250 carcasses; "Tainui," due Wellington 23rd February, 95,900 carcasses; "Kumara," due Wellington 15th March, 80,800; "Pakeha," due Whangarei end of March, 115,000; "Arawa," due Auckland 10th April, 95,600; "Rangatira," due Auckland end of April, 106,300; "Zealandic," due Auckland 30th March, 115,000; "Ionic," due Wellington 23rd March, 106,500; "Tokomaru," due New Zealand about 10th May, 91,800; "Mamari," due Wellington 20th April, 99,400; "Kia Ora," due Dunedin 29th April, 94,400; "Remuera," during February, 107,000; "Kaikoura," during February, 100,500; "Orari," during February, 103,400; "Ruapehu," during April, 92,800; "Ruahine," during March, 104,000; "Rotorua," during April, 107,000. Unable to send out any in ballast. "Arawa" being utilized as cargo-boat.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 2nd February, 1915.

Anxious to know if any insulated steamers owned by the New Zealand Shipping Company, Shaw-Savill, Commonwealth and Dominion Line, or New Zealand and African, and now utilized by Admiralty, can be released this month. Make strong representations this direction. Meat-export trade, including Army contracts, may be seriously affected owing to want of insulated space.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 2nd February, 1915.

In reply to your telegrams of 1st February and 2nd February: Very full inquiries have been made from all shipowners, and cannot succeed securing further tonnage owing to commitments here for outward freightage and increased freightage from Australia and Argentine.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd February, 1915.

Inform me what is the tonnage required per month between now and June, and I will endeavour to arrange with shipping companies accordingly.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 5th February, 1915.

Estimated that from February to July inclusive insulated space will be required for 5,100,000 carcasses. For February, March, and April insulated space for approximately 2,500,000 now believed to be available, whereas there should be at least space for these three months amounting to about 500,000 more, leaving a requirement for May, June, and July of 2,100,000.

S.S. "MARERE" AND "STAR OF VICTORIA."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 7th December, 1914.

Kindly ascertain from Admiralty what is being done about return to New Zealand of Commonwealth Dominion Line boats "Marere" and "Star of Victoria," which are used as transports for Australian troops.

Extract of Telegram from HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 11th December, 1914.

With reference to your telegram of 8th December: Admiralty has instructed transports "Marere," "Star Victoria" return direct from Egypt to Australia, where they will be required.

From Right Hon. the PRIME MINISTER to PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 14th December, 1914.

Am advised that steamers "Marere" and "Star of Victoria," of Commonwealth Dominion Line, which were engaged in transport troops to Egypt, are returning to Australia. We require steamers very urgently to enable us to convey our meat and dairy-produce to Britain. Our export season will be at its highest in January and two following months, and these two steamers would help us greatly. Should feel much obliged, if there is any intention of utilizing these steamers for military purposes, if it is not subjecting you to any inconvenience, that they might be relieved from such service.

From PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 17th December, 1914.

With reference to your telegram of 14th December regarding "Marere" and "Star of Victoria": Large refrigerated space also required by Commonwealth of Australia. These ships were fitted for carriage of troops by Government of Australia, and are returning to convey parts of Third Expeditionary Force. In these circumstances Government regret cannot see way to release for New Zealand trade.

From Right Hon. the PRIME MINISTER to ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 5th January, 1915.

With reference my previous wire 14th December *re* "Marere" and "Star Victoria": We are in great straits to find freight for our meat for Britain. Could you by any means release either the "Marere" or "Star Victoria"? One would be a great help.

From Right Hon. the PRIME MINISTER to ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 11th January, 1915.

Should be exceedingly obliged receive favourable reply my cablegram 5th instant *re* steamers "Star Victoria" and "Marere."

From ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 11th January, 1915.

Referring your cablegrams 5th and 11th January respecting steamers "Marere," "Star of Victoria" being made available for loading frozen meat from New Zealand: Regret local demand for space and exigencies transport service preclude compliance request.

S.S. "STAR OF INDIA," "STAR OF ENGLAND," AND "RUAPEHU."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 8th December, 1914.

Ascertain and advise whether "Star of India" and "Star of England" have left Egypt for London.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 11th December, 1914.

"Star England" not yet leaving Egypt. "Star India" leaving 10th December.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 29th December, 1914.

Wire date when "Ruapehu" will be leaving London for New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 30th December, 1914.

"Ruapehu" leaves 31st December for America, and thence direct Australia and New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 31st December, 1914.

"Ruapehu" not expected to leave before 7th January.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 2nd March, 1915.

Am informed "Star of India" due Auckland towards the end of March from New York via Panama Canal. Comes to Wellington; from here proceeds to Sydney to complete discharging, finally loading there for the United Kingdom. Be good enough to see owners and represent to them the importance of making this vessel available for loading frozen meat in New Zealand. For the month of March we are particularly short of insulated tonnage. This steamer could load up completely with meat for the Imperial Government. Consult Board of Trade if necessary.

S.S. "MURITAI" AND "HAWKE'S BAY."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 17th December, 1914.

Owners of "Muritai" have offered to send her in ballast to New Zealand on terms of Government paying for half month's hire of "Hawke's Bay," amounting to £5,200. Please telegraph reply with least possible delay.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 18th December, 1914.

With reference to your telegram of 17th December: Telegraph at once when "Muritai" could leave provided Government favourably entertain offer.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 18th December, 1914.

In reply to your telegram of 18th December: Admiralty advises that "Muritai" will probably be ready beginning of January. Will telegraph the date when known definitely.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 23rd December, 1914.

With reference my telegram 18th December: "Muritai" will not be released until end of January or early in February by Admiralty.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 30th December, 1914.

What arrangements have you made for the "Hawke's Bay" and "Muritai" to come out to New Zealand? It is of the greatest importance that I should know when these boats leave London and whether they are returning direct in ballast or otherwise.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 29th December, 1914.

Referring to my telegram of 23rd December: Admiralty now anticipate that "Muritai" will be discharged about 10th January.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 29th December, 1914.

Wire date "Hawke's Bay" will be leaving London for New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 29th December, 1914.

In reply your telegram of 29th December: "Hawke's Bay" expected to leave 12th January.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 31st December, 1914.

In reply to your telegram 30th December: See my telegram 29th December *re* "Hawke's Bay" and "Muritai." Latter will return to New Zealand in ballast about 17th January provided that you telegraph acceptance of my telegram 17th December.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 4th January, 1915.

With reference your cable 17th December: Why has half month's hire of "Hawke's Bay" been brought into question of consideration for "Muritai"? What is basis of proposal?

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 4th January, 1915.

In reply your telegram 4th January *re* "Muritai": Reason given by owners was simply to serve as guide to price. Please reply whether offer of £5,200 will be accepted. Vessel is available shortly.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 6th January, 1915.

With reference to your telegram of 4th instant: Please arrange with owners of "Muritai" to send her out in ballast immediately for consideration named. Cable when she leaves and first port of call.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 26th January, 1915.

With reference my telegram of 6th January: Am greatly disappointed to be informed here that "Muritai" has not yet left London. It is of utmost importance that she should not be any further delayed.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 26th January, 1915.

In reply to your telegram of 26th January: "Muritai" has been injured in collision. Now at dry dock. Expect to leave dock about 13th February. After coaling hopes to sail about 20th February.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th February, 1915.

Please advise when "Muritai" will be able sail for New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 15th February, 1915.

Referring to your telegram of 15th February: "Muritai" now coaling. Expects to leave 17th February.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 19th February, 1915.

"Muritai" sailed to-day for New Zealand.

S.S. "HORORATA."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 23rd December, 1914.

Have seen New Zealand Shipping Company, which may be induced to send out "Hororata" in ballast via Suez Canal middle of January. Terms, £10,000. Telegraph instructions.

From Right Hon. the PRIME MINISTER to ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 6th January, 1915.

Am advised steamer "Hororata" been requisitioned for another voyage from Australia, she to be delivered Melbourne last week in March. Would it be possible for your Government to allow this steamer proceed direct to New Zealand load frozen meat before proceeding Australia? Understand in all probability meat export from Australia will be much diminished by end March.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 8th January, 1915.

Have applied to High Commissioner for Australia to allow "Hororata" load meat in New Zealand prior calling for troops in Australia for Egypt.

From ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 11th January, 1915.

Referring your cablegrams 5th and 6th January respecting steamer "Hororata" being made available for loading frozen meat from New Zealand: Regret local demand for space and exigencies transport service preclude compliance request.

From Right Hon. the PRIME MINISTER to ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 28th January, 1915.

On 6th instant I telegraphed you specially in respect of "Hororata," which I was informed had been chartered for another trip Australia to Britain, and asked that this steamer might come to New Zealand first to load frozen meat. On 11th instant I had your reply intimating local demand and exigencies transport precluded compliance with request. Owing to strong representations made by producers and owners of vessels that I should again approach you to release the vessel, I do so, having personally satisfied myself of the extreme urgency which exists for additional refrigerated space to be provided immediately. I am informed that the owners of the vessel have arranged for it to call Albany for orders, so that if you can accede to my request the steamer could come to New Zealand from there, and I would undertake to give the quickest despatch here.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 4th February, 1915.

Regarding the "Hororata," I interviewed Board of Trade and Colonial Office to-day, and a cablegram will be sent Governor-General of Australia asking if it is not possible to let New Zealand have "Hororata." Shipping people say that Australia has ample frozen tonnage for all requirements without "Hororata." Will telegraph regarding "Suffolk" to-morrow.

From PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 10th February, 1915.

With reference to your telegram of 30th January: Much regret that request regarding "Hororata" cannot be acceded to, as position here in respect of frozen produce has become more acute since I despatched my telegram of 11th January.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 15th February, 1915.

Referring my telegram of 4th February: Colonial Office advise that Commonwealth of Australia will not release "Hororata."

S.S. "SUFFOLK."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 23rd December, 1914.

Understand steamer "Suffolk" detained Egypt as store-ship. Confer with Admiralty with view to her return New Zealand, where urgently required to load dairy-produce and frozen meat.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 23rd December, 1914.

With reference to your telegram of 23rd instant: New Zealand Shipping Company advise that "Suffolk" not available for New Zealand, having other conditions laid down. . . .

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 4th January, 1915.

Your cablegram 23rd December: Export trade for West England ports at a standstill for want "Suffolk." Confer with Admiralty and see whether she cannot be released. "Morayshire" having been commandeered has accentuated the position.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 8th January, 1915.

Anxiously waiting reply *re* "Suffolk." Do everything possible to get the boat released by the Admiralty. It is urgently necessary that we should have the services of this vessel.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 14th January, 1915.

Referring to your telegram 4th January and 8th January with respect to release of "Suffolk" by the Admiralty: Am urging the matter, but company state that it is uncertain vessel will be available for New Zealand cargo owing to commitments. . . .

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 16th January, 1915.

Referring to your telegram of 14th instant: Kindly continue efforts *re* "Suffolk." Vessel is urgently required carrying New Zealand produce, and I hope that if released the company will not divert her from New Zealand trade.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 21st January, 1915.

With reference to your telegram of 8th January and my telegram of 14th January: Doubtful when Admiralty will release "Suffolk." Owners are prepared to send her New Zealand when released on condition you requisition her on New Zealand transport basis and give them charter on same terms "Limerick," taking credit for freight earnings.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 25th January, 1915.

Referring to my telegram of 21st January: Have learnt that Admiralty in a few days will release "Suffolk," now in Egypt. What are your wishes regarding her?

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 27th January, 1915.

With reference to your telegram of 25th January *re* "Suffolk": Make best terms possible with owners, and arrange for steamer to leave at earliest possible moment for New Zealand, and advise.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 29th January, 1915.

With reference to my previous telegrams about "Suffolk": Please advise immediately when steamer will leave for New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 29th January, 1915.

In reply to your telegram of 29th January: Had arranged, subject to your reply, to have "Suffolk" similar terms "Limerick" charter, but suggest you come to terms immediately with Commonwealth of Australia, who is responsible for reconditioning and hire until arrival London and during reconditioning, otherwise you will be responsible reconditioning, &c. Henderson suggests that Commonwealth of Australia should at the least pay cost of reconditioning, dry-docking, and surveying in New Zealand, and hand over stores and coal on board in place of amount they save in hire. Owners agree to give us benefit of their marine-insurance policy, we paying proportion from time ship on hire except amount of £1,000; but Government must, however, bear, if required, war-risk insurance—namely, 1½ per cent.—for the round voyage. Admiralty expect to release vessel in very few days. Telegraph reply immediately.

From Right Hon. the PRIME MINISTER to ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 2nd February, 1915.

Arrangements being made steamer "Suffolk" return New Zealand from Egypt to load frozen produce. Understand under terms charter your Government responsible for reconditioning and hire until arrival London and during reconditioning. Seeing my Government would take vessel over Egypt, would your Government agree pay cost of reconditioning, dry-docking, and surveying New Zealand, and hand over stores and coal on board in place of amount you save in hire? Glad receive early reply. Matter urgent.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd February, 1915.

Secondly, referring to my telegram of 29th January, presume that you were unable to fix up "Suffolk," which has been ordered back to Australia from Egypt. . . . It rests with you to ask Commonwealth of Australia to release "Suffolk."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 4th February, 1915.

With reference to your cablegram of 3rd February: Your telegram 29th January conveyed that you had arranged for "Suffolk" to come out to New Zealand similar terms as "Limerick" charter, and I at once communicated with Australia about reconditioning. It is most disappointing to now learn that steamer has been diverted. Advise reason of owners for not honouring proposal made by them.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 4th February, 1915.

Will telegraph regarding "Suffolk" to-morrow.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 5th February, 1915.

Referring to your telegram of 4th February: Owners of "Suffolk" quite willing for her to proceed direct for New Zealand, but being under charter to Commonwealth of Australia latter now insists upon vessel going Adelaide to load. Owners and Admiralty transport do not anticipate vessel will be kept by Commonwealth, Admiralty having gone so far to forward orders releasing ship. On this I based my telegram of 29th January. An early reply to my telegram of 29th January would have assisted.

From ACTING PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 6th February, 1915.

With reference to your telegram of 3rd February: Steamer "Suffolk" required for transport purposes. Regret unable to meet your wishes.

S.S. "OPAWA."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 1st February, 1915.

New Zealand Shipping Company's steamer "Opawa" just about arrived London. Ascertain and advise terms under which company would send steamer to New Zealand in ballast to load frozen meat. Government would not object to pay half cost if quick outward despatch secured.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 11th February, 1915.

Anxiously awaiting reply my cable 1st February re s.s. "Opawa."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 12th February, 1915.

In reply to your telegram dated 11th February: My telegram of the 2nd was intended as an intimation that the "Opawa" was not then available. Circumstances having altered, "Opawa" can be obtained now at "Limerick" charter basis. Do not recommend, as saving only about three weeks. Understand shippers for New Zealand have been promised and are relying upon this vessel.

TELEGRAM REFERRED TO IN PRECEDING MESSAGE.

In reply to your telegrams of 1st and 2nd February: Very full inquiries have been made from all shipowners, and cannot succeed securing further tonnage owing to commitments here for outward freightage and increased freightage from Australia and Argentine. . . .

S.S. "ZEALANDIC."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 2nd February, 1915.

Can secure "Zealandic" sailing this week for ten thousand. Open until 4th February. Unless I hear to contrary from you will accept offer, as opportunity should not be lost.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 3rd February, 1915.

It is understood that "Zealandic" is advised to sail for New Zealand from London on 10th February, and consequently any acceleration seems to possess doubtful advantage. Advise further.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd February, 1915.

In reply to your telegram of 3rd February: Now find "Zealandic" cannot leave before 10th February, but if leaving then estimate gain about three to four weeks. If fully loading here will not leave 18th February, and further time will be lost discharging cargo in New Zealand. Reply promptly.

NOTE.—"Zealandic": The owners asked £10,000 to expedite the departure of the steamer from London by at least three weeks for New Zealand loading. The Government offered to pay half cost, and asked the meat companies concerned to provide the balance. A majority of the companies would not agree to make any payment, and the negotiations were not continued.

S.S. "WAIWERA," "KARAMEA," "ARAWA," "KUMARA," "PAKEHA," AND "RANGATIRA."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 9th February, 1915.

It has been reported that Admiralty intend commandeering the following steamers *en route* to Australia—viz., "Karamea," "Arawa," "Kumara," "Pakeha," and "Rangatira." These are being depended upon to load frozen meat for the United Kingdom during March and April, and if withdrawn it will render position here practically hopeless. Please take all necessary steps with Admiralty to prevent these steamers being withdrawn from New Zealand trade at such an inopportune time.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 12th February, 1915.

Referring to your telegram of 9th February: I advised Shaw-Savill and Company from information received that vessels you referred to besides "Waiwera" may be taken over by Commonwealth of Australia—not Admiralty—under former's powers to commandeer all vessels coming within their territory. Admiralty has been requested to use their influence with Commonwealth in order that Commonwealth will not prevent these vessels proceeding to New Zealand. Admiralty strongly advise you also represent the position to Commonwealth. If unsuccessful telegraph me, when I will again make representations to the Imperial Government of the seriousness of the position both as to shipping our meat and also troops being provided for. I am proposing to the Commonwealth that our transports "Verdala" and "Knight Garter," which are fitted for troops, and due here shortly, should be exchanged for two of your refrigerated transport steamers which are under orders to return to Australia from here. Please also take up Commonwealth this proposal. Understand five new insulated steamers controlled by Federal Line nearing completion, but delayed on account of men being required by Admiralty. Am approaching latter to see if possible for sufficient men to be released to complete one vessel in about six weeks, two about eight weeks, and two about fourteen weeks, as two of these are for New Zealand trade. Will reply your telegram 9th February respecting refrigerated steamers of all companies to-morrow.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 13th February, 1915.

Referring to your telegram of 9th February, referred to in my telegram of 11th February, with reference to six vessels proceeding to New Zealand via Australia: These vessels may be seized by Government of Australia. I could have arranged with shipping companies at certain nominal price per ton to have commandeered their vessels here, but Admiralty advised me such course would be no protection against vessels entering Commonwealth waters.

After fullest inquiry into every means of securing these ships I find the only course open is to obtain assurance from Commonwealth that they will not be interfered with while proceeding through Australian waters to New Zealand.

In reference to other vessels leaving in the future, if New Zealand is to secure them in order to prevent their taking cargo to Australia and risking seizure by Commonwealth, I submit that I be authorized to enter into negotiations with shipping companies on basis of rate per ton, ships to go out to New Zealand direct in ballast. Also, in addition, an increased freight on meat to be authorized.

From Right Hon. the PRIME MINISTER to PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 13th February, 1915.

The following steamers are, I understand, on their way to New Zealand via Australia: "Karamea," "Arawa," "Kumara," "Pakeha," "Rangatira," and "Waiwera." I sincerely beg of you that nothing will be done to prevent them continuing their voyage after discharge of cargo in Australia. The position here in respect of getting our frozen meat exported is so serious owing to want of ships that works are being closed down, hands must be discharged, and producers' financial position will be seriously embarrassed. My Government has at the general expense of the country made special arrangements for bringing vessels out in ballast in order to avoid delay in outward loading for Great Britain, and is prepared to continue this policy if ships are available and terms reasonable. The unfortunate position New Zealand finds itself in is due to the continued drought, the commandeering of so many insulated steamers for transport of troops, loss of "Kaipara," and other causes. It is reported to me that there is now in freezing-works enough meat to at once load five steamers. It has been suggested that the transports "Verdala" and "Knight of Garter," which are specially fitted for troops and are shortly due in London, could be exchanged for two of the New Zealand insulated transports which are under orders to return to Australia.

From PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 22nd February, 1915.

With reference to your telegram of 13th February: It is not intended to intercept any of six steamers named therein. In respect to offer to substitute transport for insulated steamers, most pressing need at present is for ships carrying infantry, for which purpose "Verdala" and "Knight of Garter" are considered unsuitable. Congestion of frozen meat still being very acute here precludes possibility of releasing any insulated steamers for New Zealand requirements.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 23rd February, 1915.

With reference to your cablegram of 12th instant: Prime Minister of Commonwealth now advises, firstly, not intended to intercept any of six steamers named; secondly, "Verdala" and "Knight of Garter" not considered suitable for infantry.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 9th February, 1915.

Ascertain present whereabouts and what trade engaged in all refrigerated steamers owned or chartered by Shaw-Savill, New Zealand Shipping Company, Commonwealth and Dominion, and Federal Houlder Lines. Cable information.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 11th February, 1915.

It appears to me whole question of provision for tonnage must be dealt with comprehensively, and suggest you come to some arrangement with shipping companies as to sufficient number their vessels being confined to New Zealand frozen-meat trade. Apparently companies are not anxious for New Zealand frozen meat, freights which, I understand, $4\frac{1}{2}$ per cent. below Australian. Have reason to think Commonwealth making provision including 1916. Am asking shipping companies what they are prepared to do. Am informed "Waimana" has been diverted River Plate traffic, freight terms being better.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 12th February, 1915.

In reply to your telegram of 9th February: The following is position of refrigerated steamers referred to:—

New Zealand Shipping Company—

- "Turakina," "Opawa": Loading for New Zealand; available May.
- "Ruahine," "Rotorua": *En route* to New Zealand; available March.
- "Kaikoura," "Otaki," "Waimate," "Orari": In New Zealand; not yet fixed outwards.
- "Remuera": Returns New Zealand; available July.
- "Paparoa": Arriving from Australia next week, and loads for Australia.
- "Rimutaka": Arriving from Australia end of February; loading for New Zealand; available June.
- "Hurunui": Arriving from Australia early next month; not yet fixed outwards.
- "Tongariro": Loading Canada for Australia and New Zealand; available June.
- "Whakatane": Will load Canada for Australia and New Zealand; available July.
- "Ruapehu": *En route* from Canada to Australia and New Zealand; available April.
- "Hororata": Australian transport.
- "Rakaia": Sold.

Shaw, Savill, and Albion Company—

- "Delphic": Will load for New Zealand; available June.
- "Athenic," "Corinthic": Will load for New Zealand; available June.
- "Matatua," "Tainui": *En route* to New Zealand; available March.
- "Karamea": *En route* to Australia and New Zealand; available March.
- "Kumara," "Pakeha," "Arawa": *En route* to Australia and New Zealand; available April.
- "Zealandic," "Ionic": Loading for New Zealand; available late April.
- "Mamari," "Kia Ora": Will load for New Zealand; available May.
- "Rangatira": *En route* from Canada to Australia and New Zealand; available May (late).
- "Waiwera": Will load for Australia and New Zealand; available June.
- "Waimana": Loads for River Plate.

Commonwealth and Dominion Line—

- "Muritai": Proceeds to New Zealand direct; available April.
- "Star of Ireland": Carrying meat from River Plate to Havre.
- "Indralem": Discharging here; not yet fixed outwards.
- "Indrabarah": Will load for Australia and New Zealand; available May.
- "Whakarua": Arriving from Australia this month; not yet fixed outwards.
- "Indrapura": Will load for New Zealand; available June.
- "Makarini": Will load for Australia and New Zealand; available July.
- "Niwaru," "Mimiro": Will load to and from Australia.
- "Port Albany": Loading in Australia; not yet fixed outwards.
- "Star of Australia," "Hawke's Bay," "Star of Scotland": *En route* to Australia and New Zealand; one available March, two April.
- "Port Kembla": Loading New York for Australia and homewards.
- "Star of India": Loading New York for New Zealand and Australia, then home from Australia.
- "Nerehana": Loading to and from Australia.
- "Star of Victoria," "Marere," "Star of England": Australian transports.

Federal Houlder Shire Line—

- "La Blanca": Loading and *en route* from New Zealand and Australia.
- "Essex," "Durham," "Ayrshire," "Carpentaria," "Somerset," "El Cordobes": Will all load to and from Australia.
- "Sussex," "Roscommon," "Middlesex," "Limerick": Loading to and from Australia.
- "Westmeath": *En route* for New Zealand; available March.
- "Dorset": *En route* from Australia; not yet fixed outwards.
- "Shropshire," "Wiltshire," "Argyllshire": Australian transports.
- "Banffshire," "Buteshire": Sold.

Provided all steamers proceeding to New Zealand via Australia are not requisitioned by Commonwealth of Australia, position is that during month of March seven steamers are available, capacity 668,000 carcasses; nine steamers April, 914,000; six steamers May, 609,000; five steamers June, 498,000; five steamers July, 523,000: total capacity, 3,213,000. Owing to exceptional congestion at docks there is also question of delay in discharging those steamers which are shown as returning to New Zealand to load June-July. Will telegraph further to-morrow.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 16th February, 1915.

With reference to your cablegram of 12th: Following steamers do not appear on your list: Federal Houlder Line—"Cornwall," "Kent," "Morayshire," "Perthshire," "Suffolk," "Surrey," "Waipara"; Commonwealth Dominion Line—"Star of New Zealand."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 17th February, 1915.

In reply to your telegram of 16th February: Following is position of steamers prevailing: "Cornwall," "Morayshire"—sold; "Kent"—seriously damaged, cannot get seagoing certificate; "Perthshire"—Government transport; "Suffolk," "Waipara"—Australian transports; "Surrey"—loading to and from Australia; "Star New Zealand"—meat-carrying from River Plate to Havre (was given in my telegram of 12th February "Star England"). Advised to-day "Rimutaka" on fire and proceeding Dakar; will not be available during this season's loading.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 25th February, 1915.

Am I to continue to endeavour to secure ships? "Paparoa" was commandeered for store-ship, but has been released in consequence of representations; replaced by two interned German ships. Exceedingly pleased Commonwealth of Australia do not intend commandeering six vessels. Similar assurance in respect following outward-bound vessels leaving for New Zealand via Australia will relieve situation: "Ruapehu," "Hawke's Bay," "Star Scotland," "Star Australia," "Indrabarah," "Tongariro," "Whakatane," "Makarini." Would be glad to learn whether British Government or New Zealand will have to find ships conveyance of meat purchased by British Government.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 26th February, 1915.

With reference to your telegram of 25th instant: Meat purchased on behalf of Imperial Government will be shipped on steamers available here, but am depending upon Imperial Government assisting. Large amount of meat at present in store which could be got away if insulated vessels could be provided. Please make representations to companies and Imperial Government.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 2nd March, 1915.

Regarding shipping: British Government have chartered all refrigerated space not otherwise committed at a tonnage rate. Question of freight, therefore, is taken over by Government. It is expected economy in the use of refrigerated shipping will result.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 3rd March, 1915.

With reference to your telegram 2nd March, private and confidential, regarding shipping: Please elaborate and state whether demand applies to contracts as between freezing companies in New Zealand and shipping companies doing business in New Zealand. Secondly: Can publicity be given to information? Desirable if possible.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 15th March, 1915.

With reference to your telegram of 13th March: After personal inquiries ascertained confidentially information cabled to you private and confidential, 2nd March. No official information has been received by me on the subject.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 16th March, 1915.

I have requested Governor to communicate with the Secretary of State for the Colonies impressing urgency of supply of additional insulated steamers for the transport of frozen meat purchased on behalf of the Imperial Government. Secondly: Freezing-works here are much congested, and owing to preference given to meat for Imperial Government there is danger of shortage of space for dairy-produce. Thirdly: Please confer with Board of Trade and shipping companies and advise.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 16th March, 1915.

Your telegram 16th March, insulated tonnage: Making representations Board of Trade to-day, and will make representations shipping companies. Arrangements being made by Board of Trade and shipowners on certain points, and if time permits owners will telegraph to-night their own respective agents New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 18th March, 1915.

With reference to your telegram of 16th March: Have seen Board of Trade and others in respect to supply of insulated steamers for New Zealand. Every effort is being made obtain all tonnage available. Am desired by Board of Trade to state they are thoroughly aware of importance of matter.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 23rd March, 1915.

With reference to your telegram of 22nd March: . . . Keeping in daily personal touch with Shipowners' Committee. Committee recognize that there will unfortunately be an inevitable shortage insulated tonnage for New Zealand Australia, although the appointment of Committee has stopped number of steamers from being diverted to Argentine Republic at penny farthing freightage. . . .

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 25th March, 1915.

Shipping companies advise only five vessels available May for carriage meat behalf Imperial Government—viz., "Zealandic," "Ruapehu," "Mamari," "Opawa," and "Paparua." Can you inform me whether any prospect this number being increased, and if so what extent?

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 25th March, 1915.

With reference to your telegram of 25th March with reference to provision of tonnage: Meeting is being called at Colonial Office to-morrow, which I shall attend.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 26th March, 1915.

With reference to my telegram of 25th March: At conference to-day attended by representatives of the Admiralty, War Office, Board of Trade, and others position was openly stated and much confidential information disclosed. Result shortage of shipping increasing chiefly owing to war making heavy levies. Stated fully New Zealand's urgent requirements, which were recognized, but could not obtain promise increased shipping.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 13th April, 1915.

New Zealand still in serious difficulty owing to shortage of insulated ships; in consequence vast quantities of meat have accumulated in the several freezing-works. Estimated there are now one and three-quarter million carcasses mutton stored frozen ready for shipment. In meantime parts of New Zealand still suffering from drought; stock are rapidly losing their condition. Could you do anything more to send insulated ships New Zealand for purpose of relieving pressure, to arrive not later than end of May? . . .

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 19th June, 1915.

With reference to your telegram of 19th June: Am informed by Shipping Committee that following steamers will be available for loading New Zealand in August: "Tainui," "Ruahine," "Opawa," "Hurunui," "Otaki," "Waimate," "Makarini." For September: "Kumara," "Ionic," "Matatua," "Rotorua," "Whakatane," "Orari." Will again approach Board of Trade, and will renew representations as to gravity of position. Will endeavour to persuade them to add to number of steamers promised, and also ascertain when provision has been made for tonnage after September. Will telegraph as soon as possible.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 21st June, 1915.

With reference to your telegram of 19th June: Have conferred with Board of Trade and Tonnage Committee again on the points raised, with the following results: Firstly, as stated in my telegram of 17th June, Tonnage Committee states that there will be approximate tonnage for 1,300,000 carcasses during August-September, this number being provided by the list of steamers referred to in my cable 19th June. Tonnage Committee will endeavour provide more space for these months, but cannot arrange definitely at present. With reference to your telegram of 18th June, statement as to "El Cordobes" loading Australia is correct, but her place has been taken by the "Hurunui" (much larger than "El Cordobes") originally allotted to Australia. Informed by Tonnage Committee that following steamers will be available loading New Zealand July: "Waiwera," "Athenic," "Delphic," "Corinthic," "La Blanca," "Remuera," "Tongariro," "Indrabarah," "Somerset." Secondly, Tonnage Committee states that they cannot indicate at this early date amount of tonnage available during the period October until the end of year. Thirdly, with reference to my telegram of 11th June, meat most urgently required for Army use. Board of Trade states that countries of origin not consulted, but their needs are not lost sight of. Board of Trade states that New Zealand has not received less favourable treatment regarding tonnage than other countries. Patagonian shipment this month. Although there are 30,000 tons of meat awaiting shipment, Argentine only provided with tonnage to the extent of two-thirds requirements.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 16th February, 1915.

Stated *Lloyd's Register* reports thirty-two vessels being fitted with refrigerated machinery. Ascertain and advise further particulars as to what extent New Zealand affected.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 17th February, 1915.

In reply to your telegram of 16th February: Thirty-five refrigerated vessels now building, but work greatly curtailed for reasons explained in telegram 11th February, and except those mention is made which may be accelerated none can be got ready for this meat season. Twelve above vessels are for Australian and New Zealand trade and four exclusively for New Zealand.

S.S. "INDRALEMA," "STAR OF SCOTLAND," AND "NEREHANA."

From Right Hon. the PRIME MINISTER to PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 30th September, 1914.

I have been given to understand that there is a possibility of Commonwealth Government requiring steamers "Indralema," "Star of Scotland," "Nerehana," of Commonwealth Dominion Line, or some of these vessels, for transport purposes. Allow me to point out that the consequence of taking any more insulated steamers from New Zealand trade will be simply disastrous to this country. The busy season is now coming on, and we fear that on account of what has already taken place there will be a very serious shortage of vessels for the conveyance of frozen cargo from New Zealand to Great Britain. I hope you will be able to assure me it is not intended to interfere with the vessels mentioned.

From PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER. 7th October, 1914.

Your cablegram 30th September: Arrangements will be made to avoid requisitioning either "Indralema," "Star of Scotland," or "Nerehana" for transport purposes if at all possible. From present indications it is unlikely they will have to be taken.

S.S. "KIA ORA."

From Right Hon. the PRIME MINISTER to PRIME MINISTER OF CANADA. 13th November, 1914.

Local conditions render it necessary that the Canadian authorities should grant permission for steamer "Kia Ora" to load homeward cargo at Auckland. Will you please approve?

From PRIME MINISTER, Ottawa, to Right Hon. the PRIME MINISTER. 13th November, 1914.

Canadian Government approves "Kia Ora" loading homeward cargo Auckland.

S.S. "RANGATIRA."

From Right Hon. the PRIME MINISTER to PRIME MINISTER OF CANADA. 30th March, 1915.

To afford relief to freezing companies, obliged your authority for "Rangatira" to load outward cargo Auckland and a few ports on way down coast New Zealand.

From PRIME MINISTER OF CANADA to Right Hon. the PRIME MINISTER. 31st March, 1915.

With reference to your telegram of 30th March: No objection to course proposed.

From His Excellency the GOVERNOR-GENERAL to SECRETARY OF STATE FOR THE COLONIES. 27th April, 1915.

Firstly: Am desired by Prime Minister to inform you that he has been supplied with information to the effect that several of the insulated ships which were expected to arrive in New Zealand during June and load with frozen meat for the Imperial Government will not now be available. Secondly: In view of this my Government wish me to request you to endeavour to make arrangements with the Board of Trade to send out some insulated ships in ballast to relieve the very great pressure that exists in New Zealand. Thirdly: Should like to point out that already serious loss has been incurred by many of the producers of this Dominion through the lack of available ships. Fourthly: In these circumstances Prime Minister trusts that no further attempts will be made to divert insulated ships from the trade of New Zealand. Fifthly: Would be grateful therefore if you would be good enough to request Board of Trade to send names of all insulated ships which will be available for carrying frozen meat from New Zealand for the Imperial Government during the next four months.

From His Excellency the GOVERNOR-GENERAL to SECRETARY OF STATE FOR THE COLONIES. 28th April, 1915.

Am desired by Prime Minister to supplement my telegram of 27th April as follows: Firstly: Prime Minister has received definite information that the unloading of the "Delphic" at present in London has been delayed, but even now if unloaded promptly ship could return in ballast to New Zealand by June. Secondly: My Government wishes to emphasize pressing need for insu-

lated ships being sent to New Zealand in order to maintain the supply of meat for the Imperial Government. Thirdly: Prime Minister fears that Board of Trade do not appreciate either the seriousness or urgency of the position caused by the diverting of some of the regular meat-carrying vessels from New Zealand to other parts of the world.

S.S. "WAIWERA," "TONGARIRO," AND "REMUERA."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 26th April, 1915.

Have again communicated with Governor stating that reliable though indirect information has reached me that several of insulated ships which were expected to arrive New Zealand in June and load with frozen meat for Imperial Government will not now be available. Secondly, that as this is a serious matter I requested him to communicate with the Board of Trade for some insulated ships to be sent out in ballast to relieve pressure that exists. . . .

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 26th April, 1915.

With reference to your telegram of 26th April: If you will supply names of vessels you refer to will be able to take action on a solid basis when attending meeting Shipowners' Committee 28th April.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 27th April, 1915.

With reference to your cablegram of 26th April: The names of the steamers are "Waiwera," "Tongariro," and "Remuera."

S.S. "DELPHIC."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 28th April, 1915.

With reference to your telegram 28th April: "Delphic" will be available and can leave here on 15th May in ballast, subject to agreement of subsidy. Could not ascertain exact amount required by Shaw, Savill, and Albion Company—minimum of £10,000 mentioned, but much more might be required. Will ascertain whether Board of Trade will pay amount of subsidy. If not, will you be prepared to do so? Otherwise "Delphic" will leave for Australia and be available New Zealand August, probably six weeks later than if in ballast.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 3rd May, 1915.

Very anxious to obtain decision Board of Trade *re* "Delphic." Refer to my telegram 30th April.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd May, 1915.

With reference to your telegram 3rd May on subject of "Delphic": Have urgently pressed Board of Trade for early decision. Question referred to Shipowners' Committee, who will fully consider early in the week. Will telegraph as soon as decision arrived at.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 13th May, 1915.

With reference to your cablegram of 3rd May: Anxiously awaiting reply *re* "Delphic."

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 13th May, 1915.

With reference to your telegram of 13th May: Board of Trade has agreed to send out "Delphic" to New Zealand in ballast at cost of £15,000. It is expected that "Delphic" will leave on 15-20th May. Cost will be borne by Imperial Government. Succeeded in having arrangement made two days ago, but Board of Trade asked me not to cable until to-day.

DIVERSION OF S.S. "WAIMANA," "ZEALANDIC," AND "PAKEHA" TO ARGENTINE TRADE.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 8th June, 1915.

Am informed "Waimana," "Zealandic," and "Pakeha" diverted to Argentine trade. There are over two million freight carcasses in store. Many freezing-works have closed down. Much stock available for slaughtering is deteriorating, and relief urgently required. There will be great resentment throughout the Dominion if these steamers are not made available.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 11th June, 1915.

With reference to your telegram of 8th June: Board Trade states that "Waimana," "Zealandic," "Pakelia" are to be used for carrying frozen meat from Argentine for use French Army, and that for this reason alone it is inexpedient to interfere with arrangements. Board of Trade further points out "El Cordobes" and "La Blanca," usually engaged in Argentine trade, have been chartered for two voyages to New Zealand, and that Board of Trade refused to disturb charters although owners requested that they should be again made available for Argentine trade.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 17th June, 1915.

With reference to your telegram of 11th instant: It is stated here that "El Cordobes" and "La Blanca" have been only chartered for one voyage to New Zealand, and that "El Cordobes" is now on way to Australia to load there. Please inquire and advise.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th June, 1915.

Please confer with Board of Trade and telegraph names of steamers available for New Zealand loading August and September. From information available here there appear to be only four steamers loading August.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 17th June, 1915.

With reference to your telegram of 15th June: Tonnage Committee states that there will be approximate tonnage for 1,300,000 carcasses during August-September, but they hope to be able to increase by 300,000. Will telegraph names of vessels later.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 19th June, 1915.

With reference to the supply of insulated tonnage to enable the pressure in the freezing-stores to be removed, and to allow of killing to be resumed and for the industry to be maintained in a prosperous condition, I must again ask you to be good enough to confer with the Board of Trade with the object of having more steamers provided in August, and to advise upon the matter, and further to ascertain and advise what action will be taken to provide steamers for the period October until end of year. I must also ask you to convey to the Board of Trade my sincere and emphatic protest at what has taken place in diverting steamers regularly employed in the New Zealand frozen-meat trade such as happened in the case of the three steamers diverted to the Argentine, and to express my great disappointment that this was done without my being consulted, and to further say that producers and shippers throughout the Dominion are bitterly resenting this inconsideration of their interests. Day after day I am in receipt of complaints from producers and shippers at the treatment they have received, and indicating the straits in which they are placed in consequence of the congestion and the absence of adequate relief. At present there is only one steamer loading frozen meat in New Zealand, and there are over two million carcasses in stores. Slaughtering is practically stopped, with the consequence that hands are deprived of their employment, and this at a time when it is of the utmost importance that their earnings should not be affected. From reports I have received, and which I regard as authentic, it is made clear to me that the outlook is exceedingly bad, and that unless plentiful relief is afforded to clear the stores before the new season commences in October the position is going to be much worse.

S.S. "WHAKARUA."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 17th June, 1915.

It is reported that "Whakarua," Commonwealth and Dominion Line, is due Auckland on 27th July, and is then booked for Australia. Please confer with Board of Trade and point out that producers and traders are full of indignation in consequence of diversion of steamers from New Zealand frozen-meat trade, and urge that, at least until the stocks of meat on hand are appreciably reduced so as to allow killing to continue, the policy of diverting steamers elsewhere be not persisted in. There will be on hand at end of June two million carcasses, and greater relief than has already been afforded is most urgently required. I hope that it will be arranged for "Whakarua" to be made available for New Zealand trade.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th February, 1916.

I desire to inform you that the New Zealand Overseas Shipowners' Committee have recently been in communication by telegraph with the London Tonnage Committee, and have supplied

information respecting approximate quantity of meat which will be at store at freezing-works on 31st March and 30th April, and have pointed out that considerable additional tonnage is urgently necessary for these months. London Tonnage Committee replied on 8th February that possibility of supplying requisite tonnage is remote. Quite recently it has been ascertained that meat in store at end of March and of April would be respectively approximately 2,900,000 and 3,500,000 60 lb. carcasses, greatly exceeding figures as supplied by New Zealand Overseas Shipowners' Committee, which were 2,300,000 and 2,700,000 60 lb. carcasses respectively. I should be glad if you would confer with Board of Trade with a view to ascertaining whether something further cannot be done to relieve congestion which will take place in freezing-stores, and which will seriously affect farming interests and labour conditions throughout Dominion. It has been suggested by London Tonnage Committee that position might be relieved by first clearing droughty districts, but this is impossible. Also, in addition, I should be glad if you could represent to Board of Trade that, whereas forty-two steamers were despatched from New Zealand during period November to April last year, those supplied and in sight for same period this year are eleven less.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 19th February, 1916.

Anxious for reply to my telegram of 15th February providing additional refrigerated steamers.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 19th February, 1916.

In reply to your telegram 19th February on subject of refrigerated tonnage: Using every endeavour, and hope to reply early next week.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 21st February, 1916.

In reply to your telegram of 15th February on subject of refrigerated tonnage: Matter had already been in hand and receiving every consideration prior to receipt of your telegram, but I again made representations to Board of Trade, who reply to the effect that in their own interests as well as those of New Zealand they were doing all possible to assist New Zealand. Three additional steamers—"Dorset," "Makarini," "Carpentaria"—have been allotted to New Zealand, and Board of Trade promise that more will be allotted when they can be spared. Can you put me in a position to explain why steamers, notably "Kaikoura," "Karamea," "Orari," were allowed to leave with insulated space not fully used for frozen cargo, although there was considerable quantity in store?

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 25th February, 1916.

With reference to my telegram of 15th February on subject of refrigerated tonnage, and your telegram of 21st February asking for explanation with regard to "Karamea," "Kaikoura," and "Orari" using insulated space for general cargo: The Overseas Shipowners' Committee advise that there was every indication that there was not meat enough to fill all the insulated space in the "Kaikoura" and "Karamea," and the London Tonnage Committee were informed of this by cable on 11th October, and at the same time advised that general cargo would be available instead. Further indications pointed to the insufficiency of meat for the "Orari," and the owners of the steamers mentioned were asked by the New Zealand Committee to find general cargo to fill the insulated lower hold in each of the steamers. Later there was an unexpected rush of meat at a North Island works, but the arrangements made with regard to taking general cargo could not be cancelled. I desire that you will emphasize to Board of Trade that if steamers are not made available for relieving congestion in freezing-works storage charges will greatly exceed those of last year, adding greatly to the cost of the meat.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 24th February, 1916.

With reference to my telegram of 21st February on subject of insulated tonnage: Informed by Board of Trade that "Makarini" may not be available for New Zealand meat on account of being required for conveying troops to Egypt from Commonwealth of Australia, and even if available there would be unavoidable delay through necessity for returning to Australia after loading New Zealand meat. I am urging Board of Trade to use every endeavour to arrange for substitute.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 26th February, 1916.

With reference to your telegram 24th February, in which you advise that the "Makarini" may not be available for New Zealand meat on account of being required for conveying troops to Egypt from the Commonwealth of Australia: I desire to point out the seriousness of this, and to protest most strongly against the using of insulated ships such as the "Makarini" for the conveyance of troops, especially when there are numbers of uninsulated vessels available. That this is so is borne out by the large number of insulated ships engaged by the Government of the

Commonwealth of Australia for the conveyance of Australian wheat to United Kingdom. In view of urgent necessity for providing additional tonnage for conveyance of frozen meat from Dominion I therefore trust Board of Trade will arrange for "Makarini" not to be used for the purpose indicated.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 3rd March, 1916.

With reference to my telegrams of 15th and 25th February, and your telegram of 21st February: I am particularly anxious to be made aware at the earliest possible moment when the promise of the Board of Trade, referred to in your telegram of 21st February, is likely to be fulfilled. Several freezing-works are already on the verge of closing down.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd March 1916.

In reply to your telegram of 3rd March on subject of insulated tonnage: I am continually keeping urgent needs of New Zealand before the Board of Trade. At meeting of Tonnage Committee next week will do all possible to influence diversion of more steamers to New Zealand.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 6th March, 1916.

Referring to your telegram 26th February: Board of Trade state that "Makarini" available for New Zealand meat, and left Commonwealth of Australia 3rd March for New Zealand. Tonnage Committee doing all possible to secure further steamers.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 9th March, 1916.

With reference to your telegram 3rd March on subject of insulated tonnage: At meeting of Tonnage Committee yesterday it was arranged that following steamers should be allotted to New Zealand for loading during May: "Indralema," "Remuera," "Rangatira," "Mamari," "Matatua," "Whakarua," "Middlesex," "Mimiro."

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 17th May, 1916.

After taking into full account carrying-capacities of steamers available for June-July loading, it is found that on 30th June there will remain in store approximately 2,100,000 60 lb. carcasses, and at the end of July 1,800,000. Please make urgent representations to Board of Trade and London Tonnage Committee with object of ensuring further steamers be made available, particularly in June, to enable these stocks of meat on hand to become more appreciably reduced, otherwise there will remain a large amount in store when the new season operations commence. Suggest for consideration of Board of Trade, if no other means are available for giving effect to my request, that transports from Australia be utilized, similarly as has been done with the "Afric" and "Borda." The promptest despatch will be guaranteed any such vessels.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 18th May, 1916.

In reply to your telegram 17th May on subject of insulated tonnage: I am making representations to Board of Trade and Tonnage Committee, and I am impressing on them urgent necessity for additional steamers for June and July. In consequence of representations here Bonar Law cabled Government of Australia requesting that other transports be made available for New Zealand, but received on 11th May reply to the effect that all available insulated tonnage would be required for conveyance of Queensland meat.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 22nd May, 1916.

Referring to my telegram 18th May: Tonnage Committee here have been in communication with Australian Committee with a view to augmenting June and July sailing from New Zealand, and telegram to following effect received from Sydney Committee, 18th May: Australia also short of tonnage, but were pressing Navy Office for additional refrigerated transports for Queensland loading in order to enable requisitioned steamers to be released for New Zealand. But following telegram received from Sydney Committee, 20th May: Transports which Navy can give to assist us July do not reach our anticipations; afraid Australia will also be short.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 24th May, 1916.

With reference to your telegram 18th May *re* insulated tonnage: Impress upon Board of Trade again necessity for further steamers being made available in July in order to provide a reasonable clearance of freezing-stores before the new season's operations commence; and would be glad if you would draw attention of Board of Trade to the large sums of money now being paid for storage, and which must continue to be paid unless the required relief is provided. Am informed that the average monthly payments made this year under this heading amount to approximately £50,000.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 8th June, 1916.

Should be glad to receive an early reply to my telegram of 24th May *re* insulated tonnage.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 9th June, 1916.

With reference to your telegram 24th May on subject of insulated tonnage: This was not being overlooked, and representations have been made to Board of Trade and Tonnage Committee, but I did not telegraph further, being hopeful of obtaining information altering position as stated in my telegram of 23rd May. Tonnage Committee continued pressing Sydney Committee, and Hughes, Prime Minister of Australia, with a view to adding to steamers available for New Zealand loading June-July, and Colonial Office has been in communication with Governor-General of Australia, but regret to inform you that no additional steamers or transports can be diverted from Australia to New Zealand owing to urgent necessity for loading Queensland beef. Including those now loading, ten steamers will be available June, and nine July. Names of ships for July cabled Wellington Committee 16th May, and Tonnage Committee states that this number cannot be added to. Board of Trade are confident that notwithstanding unavoidable delay they will be able to clear cold stores in New Zealand before next season begins.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 13th June, 1916.

With reference to your telegram 9th June: Regret position cannot be improved for June and July, but please urge Board of Trade give special consideration to matter of insulated tonnage for months of August and September.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 14th June, 1916.

With reference to my telegram 24th May and 13th June: Desire to advise you confidentially that there is a pronounced opinion existing in Dominion that the requirements of Australia in the matter of insulated tonnage are receiving a preference to the disadvantage of New Zealand. Will be obliged if you will look into matter and advise Government your views. If the meat in store in the Dominion is to be cleared before new season's operations commence more tonnage than that advised must be made available.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 16th June, 1916.

In reply to your telegram 14th June: Have seen personally all correspondence and cables which have passed, and I am satisfied that Board of Trade and Tonnage Committee doing all possible for us, and that Australia does not receive undue advantage over New Zealand on the question of tonnage. They state that they made effort to relieve New Zealand, and there is no doubt, if the military exigencies had permitted, further transports would have been allotted to New Zealand May-June loading. Australia had wheat commitments for Allied countries which increased difficulties of allocation: Imperial requirements have been of such nature as to make it absolutely necessary send Australian vessels America for frozen meat, as such vessels could make three American voyages against one Australasian. All ships originally allotted to New Zealand June-July will be available; although some may be delayed, none have been diverted from New Zealand trade. I know that Hughes also complaining bitterly about what he considers to be injustice to Australia in the allocation tonnage. Tonnage Committee will supply shortly list of steamers available for August loading New Zealand, and I will telegraph as soon as possible. Board of Trade desire to be informed why "Afric" was allowed to leave New Zealand with a portion of insulated space not used for meat when plenty available.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 21st June, 1916.

With reference to your telegram 16th June: You may inform Board of Trade that reason the "Afric" was despatched from New Zealand with empty space equal to 15,000 cubic feet arose through a misunderstanding on the part of the steamer's agents in a desire not to delay the ship. I am informed that space was filled in Australia. *Re* information conveyed in your telegram, should be obliged if you would obtain permission of the Australasian Refrigerated Tonnage Committee, London, to see copy of letter dated 3rd May and other correspondence intimately connected therewith. From this you will gather that there is something due from Australia to New Zealand in connection with the arrangements made by the Board of Trade. Information has just become available which shows that, after the departure of the steamers now loading and advised as available for July, further insulated tonnage the equivalent of 2,200,000 60 lb. carcasses will be necessary to clear the freezing-stores by the end of September. Should like to have particulars of the August steamers at earliest possible moment.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 22nd June, 1916.

With reference to your telegram 21st June on subject of tonnage: Informed by Tonnage Committee that the following steamers have been allotted to New Zealand for August loading—"Rotorua," "Port Elliott," "Waiwera," "Corinthic," "Pakeha," "Durham"; and the

following for September—"Tongariro," "Port Napier," "Zealandic," "Delphic," "Arawa," "Devon." I have pointed out that above steamers will only load at most 1,400,000 carcasses, leaving at least 800,000 in store. In consequence of such representations Tonnage Committee, at request of Board of Trade, cabling Australia asking which steamers arranged for July-August loading can be spared for New Zealand. I had already seen correspondence referred to, and I am sending full report by next mail. Refer to my letter 18th May, No. 3109.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 14th July, 1916.

With reference to my telegram of 22nd June on the subject of insulated tonnage: Regret to inform you that, notwithstanding urgent representations Tonnage Committee, unable to divert any Australian steamers July-August loading in New Zealand owing to large quantities of Queensland beef available for shipment. Endeavouring to obtain increased tonnage for September.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 21st July, 1916.

Recently I asked freezing companies to carefully revise figures respecting killings for August and September which have been previously furnished, so that Board of Trade might be acquainted with position as at end of September. This information is now to hand, and have to advise that, after taking into account all meat in store plus the killings to end of September, and deducting the meat for which space will be provided in steamers loading in August and September, approximately 1,000,000 60 lb. carcasses will remain for which shipping-space will be required to clear the stores. Am advised New Zealand Shipping Company are making strenuous efforts to arrange for the diversion of the "Hororata" from Australia to New Zealand. This steamer was built specially for New Zealand trade, but was immediately requisitioned by Commonwealth of Australia. It is pointed out that during her last voyage from Australia to England she carried cargo which in no way represented value to the Empire compared with loading meat in New Zealand. Obligated if you will, firstly, again make representations regarding necessity for clearing freezing-stores before the new season's operations commence; and, secondly, do all possible with object of securing release of "Hororata" for New Zealand trade.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 25th July, 1916.

With reference to your telegram of 21st July on subject of insulated space: I had already question of "Hororata" in hand, and prior to receipt of your telegram of 21st July I had made representations to Colonial Office which resulted in Bonar Law cabling to Commonwealth of Australia asking that "Hororata" should be transferred to New Zealand, in view of the fact meat awaiting shipment urgently required both Allied Forces and for British civil population. Will telegraph as soon as decision arrived at. I have also made urgent representations to Board of Trade and Tonnage Committee asking that September steamers should be added in order to clear stores, and will telegraph as soon as possible result of representations.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 3rd August, 1916.

Referring to my telegram of 25th July on subject of tonnage: Government of Australia state that they cannot agree to release of "Hororata," as it is required for military purposes, and they have ample meat to fill the whole of her insulated space.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 4th August, 1916.

Referring to my telegram 25th July on subject of tonnage: London Committee state that they have arranged for "Leitrim" to load meat in New Zealand during August; estimated capacity, 3,000 tons.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 24th August, 1916.

Refer to Wellington Committee's telegram No. 52 to Tonnage Committee: Board of Trade desire to afford facilities for shipment of dairy-produce, but before deciding in what proportion desire to ascertain estimated increases meat and cheese which will be available for shipment next season, as it is essential that as much or more meat should be shipped in the early part of next season as compared with last season.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 20th September, 1916.

Referring to my telegram 24th August, insulated tonnage: Board of Trade anxious for estimates asked for. When may reply be expected?

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 30th September, 1916.

With reference to your telegram 24th August: Estimates have now been secured from all freezing companies of meat likely to be available for shipment during 1916-17 season—these total 9,500,000 60 lb. carcasses; but this increase on the production of 6,250,000 during 1915-16 season

is difficult to understand—it is considered that the quantity of meat available will not exceed approximately 7,250,000. Quantity of cheese estimated to be available for shipment during the 1916-17 season is 52,000 tons, as compared with 46,500 tons shipped during the season just ended.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 12th October, 1916.

Referring to your telegram 30th September, giving estimates export meat, cheese, next season: Figures have been submitted to Board of Trade, who reply to the effect that on account of cost of frozen meat being increased considerably by storage charges, and in view of heavy demand for meat, more especially during winter months, Board of Trade will have to give instructions that meat in store should be given priority, and that cheese and other refrigerated produce for shipment on private account must be kept back until the needs of the Army are met.

1915-16.

COPIES OF TELEGRAMS BETWEEN THE SECRETARY OF STATE FOR THE COLONIES AND HIS EXCELLENCY THE GOVERNOR OF NEW ZEALAND, ETC.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 14th May, received 15th May, 1915.

With reference to your telegrams of 27th April and 28th April: Board of Trade are prepared to send out "Delphic" in ballast to New Zealand as early as possible. Cost will be £15,000, which will be borne by His Majesty's Government.—HARCOURT.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 5th June, 1915.

Shipping: While not wishing in any way to hamper His Majesty's Government, the Government of New Zealand desire to point out that information has been received to the effect that the New Zealand traders "Waimana," "Zealandic," and "Pakeha" have been diverted to the Argentine, and that when this knowledge becomes public there is certain to be great resentment in this Dominion; in view of the fact that 2,000,000 freight carcasses, of which 300,000 are beef and 1,700,000 mutton and lamb, are now waiting to be shipped.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 10th June, received 11th June, 1915.

With reference to your telegram dated 5th June: The "Waimana" has been chartered for two voyages to the River Plate, the "Pakeha" and "Zealandic" for one voyage each, and only one of these four voyages could possibly have been diverted to New Zealand in time to relieve the existing congestion. The "Pakeha" and the "Zealandic" could only have arrived in New Zealand for August loading, and the "Waimana" on her second voyage considerably later. These fixtures are according to the usual practice of the companies for period during which New Zealand meat trade is, as a rule, small. Moreover, it would be inexpedient to interfere with these vessels in view of the fact that they are carrying frozen meat for the French Army. On the other hand, the "El Cordobes" and "La Blanca" have been diverted from the River Plate to New Zealand, and His Majesty's Government when asked to exercise their power of returning these vessels to the River Plate trade refused to do so.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 14th January, 1916.

Information received that "Waimana" and "Ionic" have been commandeered by Imperial Government, but Prime Minister hopes that reported information is not correct, as both vessels are urgently required for conveyance of frozen produce and wool. Situation here accentuated by number of ships required for conveyance of troops and horses, and Prime Minister therefore hopes that these two ships will not be withdrawn from the New Zealand trade.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 24th January, received 25th January, 1916.

I have the honour to inform Your Excellency, in reply to your telegram dated 14th January, that the "Ionic" was requisitioned for the conveyance of troops to the Mediterranean, but she will proceed from there to New Zealand, and the requisitioning will not interfere with shipment of cargo homewards. The Admiralty have not requisitioned the "Waimana."—BONAR LAW.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 28th January, received 29th January, 1916.

With reference to my telegram of 24th January: "Waimana" was released by Board of Trade for voyage to bring meat, &c., from China. There was not at the time employment for it in its own trade. It has now left for England, or about to leave, and will immediately after return to normal trade.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 8th February, 1916.

With reference to your cipher telegram dated 24th January: My Ministers would be glad to learn whether the "Ionic" has been released from the duties she was stated to be engaged upon, and the date of her departure for New Zealand.—LIVERPOOL.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 17th February, 1916.

Prime Minister asks whether you would be so kind as to support representations of Government of New Zealand contained in their telegram to High Commissioner dated 15th February with reference to relieving congestion in freezing-stores, which my Government regard as a matter of greatest importance and urgency. High Commissioner for New Zealand will supply copy of telegram in question.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 23rd February, received 24th February, 1916.

With reference to your telegram of 17th February: Board of Trade and Tonnage Committee are from day to day making every effort in their power to meet requirements of New Zealand. "Dorset," "Makarini," "Carpentaria" recently allotted to New Zealand.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 2nd March, 1916.

A report has reached the Prime Minister that the steamship "Ruapehu" has been requisitioned for Imperial purposes, and he would therefore be glad to know if this information is correct. Great difficulty is already being experienced owing to the shortage of insulated steamers, and, as at the end of March every freezing-store in this Dominion will be full, the Prime Minister hopes that if the above-mentioned ship has been requisitioned His Majesty's Government will be able to see their way to release her. Prime Minister adds that the number of ships already made available for the New Zealand trade is eleven less than those that were available for the same period in 1915.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 6th March, received 7th March, 1916.

With reference to your telegram of 2nd March: "Ruapehu" has not been requisitioned.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 25th March, 1916.

The Government of New Zealand would be grateful for your advice in the following circumstances: At the present time they have under charter s.s. "Waitemata," s.s. "Waihora," and s.s. "Aparima," due in New Zealand early in June after completing their voyages with horses to Egypt. In view of the shortage of shipping and the difficulties of replacing if required any Government does not desire to release the above-mentioned transports for mercantile purposes. The situation in June as far as present information goes is—firstly, further horses may be required or forage and stores for Egypt; secondly, Admiralty require 7,000 tons of coal to be delivered at Singapore every month; thirdly, the above-mentioned vessels could carry wool from here to the United Kingdom. I have been requested to address this telegram to you owing to the War Office having sent a telegram to the Defence Minister in reply to his inquiries saying that no reliable estimate could be given of the normal requirements of horses to be supplied by New Zealand in 1916.—LIVERPOOL.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 30th March, 1916.

With reference to my telegram of 25th March *re* the employment of three transports: Reply very urgently required.—LIVERPOOL.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 8th April, 1916.

There is large accumulation of wool, hemp, tallow, and general produce at New Zealand ports awaiting exportation to United Kingdom which owing to shortage of tonnage it is impossible to ship. Prime Minister asks me to make urgent representations to you pointing out that business community here seriously affected by present position, and requesting that additional tonnage may be made available for New Zealand in order to deal with existing congestion, and also urging that due provision for future requirements should be made particularly as regards hemp and other produce.—LIVERPOOL.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 14th April, 1916.

I am desired by my Prime Minister to explain to you that a very serious inconvenience and loss is being created here by the shortage of shipping, not only for the conveyance of wool and meat to the United Kingdom, but also for trade between New Zealand and Australia. The Prime Minister therefore hopes that this condition of affairs will receive your urgent consideration. It is understood that the British steamer "Physsa," at present in Australian waters (probably at Newcastle), and the "Cyrena," now at Wellington, will shortly be sent to Singapore for oil. In view of the Admiralty's urgent requirements in the matter of coal it is suggested by my Prime Minister that these ships should be requisitioned in order that they could each carry a cargo

of coal to Singapore from Westport for the Admiralty, and also that the Union Steamship Company's ships "Katoa" and "Wanaka" should on their way back from Singapore to New Zealand be allowed to load fertilizers in Australia, which are urgently needed here. Prime Minister presses for an early reply.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 24th April, received 25th April, 1916.

At request of His Majesty's Government, Government of the Commonwealth of Australia are sending transports "Borda" and "Afric" to Wellington to load frozen meat. Date of arrival at Wellington will be telegraphed later. It is requested that utmost despatch may be given in New Zealand.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to GOVERNOR-GENERAL OF COMMONWEALTH OF AUSTRALIA. 27th June, 1916.

Information has reached my Prime Minister indicating that the Australasian Refrigerated Tonnage Committee, London, are counting on further transports being sent to New Zealand from Australia to load frozen meat, as the "Afric" and "Borda" represent only half the equivalent of the two vessels released by New Zealand for Australian requirements. Prime Minister adds that the New Zealand Overseas Shipowners' Committee hold a copy of letter dated 2nd May from the Board of Trade to the Under-Secretary of State for the Colonies stating that if cargo-ships for Australian wheat were provided by New Zealand an equivalent meat tonnage in transport would be provided by the Government of the Commonwealth of Australia for New Zealand, and requesting that Secretary of State for the Colonies ask Your Excellency to make necessary arrangements with your Government. My Government would be glad to know by telegraph what action your Government contemplates taking in the matter.—LIVERPOOL.

From GOVERNOR-GENERAL OF COMMONWEALTH OF AUSTRALIA to GOVERNOR OF NEW ZEALAND. 3rd July, 1916.

With reference to your telegram of 27th June respecting frozen meat: Understood by Government of the Commonwealth of Australia that the two ships referred to were released by Admiralty. "Afric" and "Borda" were the only ships which could then be spared by Government of the Commonwealth of Australia, and position is now much more acute, being height of season Queensland. All available refrigerated transport tonnage is required for Army meat from Australia, and Board of Trade recently informed Commonwealth Prime Minister that diversion of Australian refrigerated tonnage to New Zealand if required in Australia was never contemplated.—GOVERNOR-GENERAL OF AUSTRALIA.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 27th June, 1916.

My Prime Minister hopes that His Majesty's Government will give careful consideration to the question of clearing all meat from the refrigerating stores in New Zealand before new season's consignment arrives. Information has reached Prime Minister that there is likelihood of there being a shortage of tonnage. There will be left at the end of September in the refrigerator stores approximately 900,000 carcasses of 60 lb. after all available steamers have been despatched, and this quantity of meat is sufficient to fill eight to ten additional steamers. In these circumstances Prime Minister trusts that Imperial Government will do all in their power to assist Government of New Zealand.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. Dated 14th July, received 15th July, 1916.

With reference to your telegram of 27th June: Matter receiving anxious consideration of His Majesty's Government, and every effort will be made to clear stores before new season opens. Board of Trade inform me that unusual shortage shipments in spring was partly due to outward-bound vessels being delayed by bad weather, but partly also to labour difficulties in New Zealand ports.—BONAR LAW.

From GOVERNOR OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 22nd July, 1916.

Quite recently Prime Minister asked freezing companies to carefully revise the figures in respect of killings of stock for months of August and September which had been previously furnished in order that Board of Trade might be acquainted with position as at the end of September. This information is now to hand, and Prime Minister advises that after taking into account the meat for which space will be provided in steamers to load during August and September approximately 1,000,000 carcasses of 60 lb. will remain for which shipping facilities will be required to clear freezing-stores. In these circumstances Prime Minister trusts that required tonnage will be provided to enable freezing-stores to be cleared prior to commencement of new season's operations. Prime Minister also desires that consideration may be given to release of New Zealand Shipping Company's steamer "Hororata," which was built for the New Zealand trade, but which was requisitioned by the Government of the Commonwealth of Australia, and has been in its employ since the outbreak of war. This steamer is a large meat-carrier, and her release would be of great benefit in assisting to clear freezing-stores. Prime Minister has been informed by owners that during her last voyage from Australia to England she carried cargo which in no way represented value to the Empire compared with loading meat in New Zealand.—LIVERPOOL.

From Right Hon. the PRIME MINISTER OF NEW ZEALAND to Right Hon. the PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA. 23rd August, 1916.

New Zealand Shipping Company inform me they have chartered steamers "Copenhagen," "Gogovale," "Southwaite," and "St. Andrews" to load wool in Dominion during coming season, and that they will probably come via Australia. I would ask that no action be taken by your Government which will prevent these vessels' services being made available for New Zealand.

From Right Hon. the PRIME MINISTER OF COMMONWEALTH OF AUSTRALIA to Right Hon. the PRIME MINISTER OF NEW ZEALAND. 2nd September, 1916.

With reference to your telegram of 24th August: Regret unable to comply with your request with regard to four vessels mentioned, as Australian demand for tonnage is urgent and imperative. Necessary to use our inward steamers for our own back loading. Already we have to pay many steamers coming in ballast. Most anxious to help you at any time, and for this reason granted immunity "Willaston," but we must give due consideration to producers in Commonwealth.—HUGHES.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 13th September, 1916.

With reference to my telegram of 18th August: Secretary of State for Colonies received reply that Commonwealth has no intention of requisitioning steamer "Willaston." I have now asked Colonial Office to telegraph for similar undertaking for six New Zealand wool steamers being chartered by New Zealand Shipping Company and discharging outward cargo in Australia. Names of vessels, "Copenhagen," "Southwaite," "Gogovale," "Saint Andrew"; remaining two not yet known.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 29th September, 1916.

Six wool steamers: With reference to my telegram of 13th September, Colonial Office has received reply that Commonwealth had informed you on 2nd September that they were unable grant your request for undertaking not to requisition four of the steamers named. I was of course unaware you had already approached Commonwealth. New Zealand Shipping Company contemplate cancelling some vessels unless undertaking given. Please telegraph whether you can do anything further with Commonwealth.

From Hon. the ACTING PRIME MINISTER, Wellington, to Right Hon. the PRIME MINISTER, London. 20th October, 1916.

From information available it seems likely that five steamers chartered by the New Zealand Shipping Company which are to discharge in Australia may be commandeered by the Commonwealth Government. In August last the Commonwealth Government were communicated with requesting that nothing should be done which would prevent these vessels being made available for New Zealand homeward loading. Later information available from Australia is still unsatisfactory. You will understand that it will be most disastrous to New Zealand if any action is taken by the Commonwealth Government which will prevent these vessels being available for wool and general cargo from New Zealand this season. I am advised that no other steamers are procurable, and if those which have been secured are diverted the wool and other cargo which these vessels could lift will be forced to remain in the Dominion for some considerable time.

1917.

COPIES OF TELEGRAMS BETWEEN THE RIGHT HON. THE PRIME MINISTER AND THE HON. THE ACTING PRIME MINISTER, ETC.

From Right Hon. the PRIME MINISTER, London, to Hon. the ACTING PRIME MINISTER, Wellington. 30th October, 1916.

With reference to your telegram of 20th October: Have telegraphed to Prime Minister Commonwealth with regard to commandeering New Zealand ships. No reply received yet.

From Right Hon. the PRIME MINISTER, London, to Hon. the ACTING PRIME MINISTER, Wellington. 11th January, 1917.

Controller Shipping informs me that refrigerated space placed at disposal of New Zealand, period February-May last year, amounted to over 8,000,000 cubic feet. In corresponding period this year there will be over 9,000,000; increase, 950,000. Secondly, there will be difficulty with regard to shipment of fruit. Suggest(s) that fruit should be forwarded if possible by transports; otherwise great hardship fruitgrowers.

From Hon. the ACTING PRIME MINISTER, Wellington, to Right Hon. the PRIME MINISTER, London. 28th April, 1917.

From information received by Government from the shipping companies it appears that British Minister for Shipping, acting through Owners' Committee, London, has instructed that

steamers calling Australia *en route* to New Zealand must load as much cargo from Australia as possible. This direction does not include meat, but will prejudicially affect the general-cargo space which the Dominion has reasonably expected to be available for its products. At the present time there is great congestion, and it seems unreasonable that there should be any encroachment by Australia, particularly in view of the fact that a number of steamers discharge at Dominion ports *en route* to Australia which are not available to take any New Zealand general cargo. The carrying-out of these directions will materially penalize Dominion's interests, and I shall be greatly obliged if you will look into the whole matter and advise whether any modification can be made. It is urged that where first-priority cargo is waiting shipment in New Zealand to fill uninsulated space in steamers allotted to the Dominion this space should be reserved for New Zealand shippers and should not be encroached upon in Australia. I would suggest that you see the instructions on the subject which have been issued by the Imperial Government to Australia and New Zealand.

From Right Hon. the PRIME MINISTER, London, to Hon. the ACTING PRIME MINISTER, Wellington.
30th April, 1917.

With reference to your telegram 28th April: Personal interview with Controller; assurance has been given that he will do anything possible see New Zealand gets fair share of uninsulated space available.

From Hon. W. D. S. MACDONALD, Melbourne, to Hon. the ACTING PRIME MINISTER, Wellington.
21st May, 1917.

Great uncertainty here future shipping-space for freights other than wheat. Queensland only allowed export beef, hinds; no meat other States available. Queensland freezing-works glutted; some closed, others closing this month. Impracticable to obtain detailed holdings. Meat sundries, none; shipping butter export prohibited present; shippers expect embargo lifted shortly. Queensland butter stocks 1,000 tons, cheese 200 tons, mostly required home consumption; other States short. In addition regular shipping lines Australian troopships have carried large quantities produce.—MACDONALD.

Copy of Letter from the HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER, Wellington.

SIR,—

30th May, 1917.

I have the honour to attach, for your information, copy of a communication which has been received from the Colonial Office relative to the procedure to be adopted in connection with the requisitioning of ships registered in the United Kingdom and the British overseas dominions. The communication referred to is a telegram which has been sent by the Colonial Office to the Governors of the self-governing dominions, and will, no doubt, be of considerable interest in the event of a copy not already having reached you.

I have, &c.,
T. MACKENZIE.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR OF NEW ZEALAND. 19th May, 1917.

Question of procedure to be adopted in connection with requisitioning ships registered United Kingdom and British overseas dominions having been raised by Canadian Government, following are suggested as principles which should govern method of exercising requisitioning authority as between His Majesty's Government and dominion Governments:—

(1.) Requisitioning authority should be regarded as vested in and only be exercised on behalf of Government of that part of Empire in which vessel's port of registry situated, ports in colonies not possessing responsible Government being treated as United Kingdom ports.

(2.) When vessel is in territorial waters of part of Empire other than that in which port of registry situated requisition will as matter of form and subject to reservation in next clause be served through machinery of Government of part of Empire in whose waters ship may be at the time.

(3.) Where vessel registered United Kingdom is engaged coastal trade in a dominion or trade between two dominions, or other employment stated by dominion Governments to be vital, His Majesty's Government will consult dominion Government before requisitioning, and dominion Government will consult His Majesty's Government in converse case of vessel registered dominion similarly situated. In last resort wishes of Government in whose country vessel registered will prevail.

To facilitate matters suggested that dominion Governments should supply list of ships registered United Kingdom which are engaged their vital trades, and notify changes from time to time. His Majesty's Government would furnish similar information to dominion Governments as regards ships registered dominions.

Hoped that your Government will concur in these principles.

To prevent attempts at evading possible requisition His Majesty's Government are taking steps to prevent during war transfer of registry of vessel from port in United Kingdom.

Similar telegram sent to other self-governing dominions.—LONG.

From Hon. the ACTING PRIME MINISTER, Wellington, to HIGH COMMISSIONER FOR NEW ZEALAND.
21st May, 1917.

With reference to my telegram of 16th May: Government are extremely anxious to have a reply for conference on this matter which meets to-morrow. Position with regard to perishable

produce accumulated in New Zealand and shipment thereof is becoming intolerable, and I hope you will represent this to the Imperial authorities. If you are unable to reply fully to-day answer as much as you can of my telegram and complete reply at earliest opportunity.—ALLEN.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER, Wellington.
21st May, 1917.

With reference to your telegrams of 16th and 21st May on subject of tonnage, and also likelihood of Imperial Government purchase of produce next season: Have approached Imperial Government stating urgent necessity for early reply. Tonnage question will be considered at meeting of Board of Trade Tonnage Committee 23rd May, and I will send you all available information as soon as possible. Imperial Government desirous of purchasing wool-clip season 1917-18 same prices and on same conditions as present contract. Letter on this subject sent you 16th May. Will furnish information as to other lines of produce as soon as possible. Question of cheese, butter, under discussion by Board of Trade and Food Controller.—MACKENZIE.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER, Wellington.
25th May, 1917.

With reference to your telegrams 10th and 21st May, and my telegram 21st May: Cheese: Have been advised unofficially not to press for decision at present regarding next season's contract. Negotiations are proceeding in connection with Canadian supplies, and it is considered better to wait till these are complete, when there are possibilities of obtaining offers of higher prices than those received at present. Tonnage position very difficult owing to necessity for sending numerous Australian steamers shorter voyages for wheat and meat. I am exerting utmost pressure to have as much as possible tonnage reserved for New Zealand, and matter receiving earnest consideration and support of Board of Trade, Ministry of Shipping, and Food Controller. It is with great regret that I have to inform you that they state that outlook bad, and that there is not likely to be any great amount of relief for Australia or New Zealand in the near future, two steamers being sent to New Zealand in ballast in one or two weeks. Will use every endeavour in direction of obtaining more insulated tonnage. Will reply on the other matters when information available.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER, Wellington, to the HIGH COMMISSIONER FOR NEW ZEALAND.
16th June, 1917.

There are in store at the present time 3,300,000 60 lb. carcasses frozen meat, 130,000 crates cheese, and 230,000 boxes butter awaiting shipment. Two steamers are only available for loading this month, and four in sight for July. I should feel much obliged if you would consult the Board of Trade and advise the prospects of additional tonnage being made available to relieve the congestion before the new season commences. Unless a very considerable improvement in the shipping position can be effected it is evident that the production next season will be seriously curtailed. General cargo is also accumulating fast, particularly tallow and hides. Please wire fullest information available on all points.

COPIES OF TELEGRAMS BETWEEN HIS EXCELLENCY THE GOVERNOR-GENERAL OF NEW ZEALAND AND THE SECRETARY OF STATE FOR THE COLONIES, ETC.

From GOVERNOR-GENERAL OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 2nd July, 1917.

My Government learn with apprehension that it is reported that owners of steamship "Opawa," now due in the Dominion, and which is to proceed to Australia to complete discharge, have no advice that this steamer is to return to New Zealand to load frozen meat and dairy-produce. My Ministers earnestly request that this steamer shall not be diverted from New Zealand trade at such a critical point. Frozen-meat stores contain no less than 3,250,000 60 lb. carcasses at the present time, and will be increased by a further 500,000 before close of season. There are also in store 250,000 boxes butter and 130,000 crates cheese, the whole of which is awaiting shipment, in addition to large accumulation of general cargo, such as wool, hemp, hides, and tallow.—LIVERPOOL.

From GOVERNOR-GENERAL OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 4th July, 1917.

Urgent: Prime Minister has been informed that "Port Kembla" and "Port Elliott" will arrive here this month to discharge inward cargo, subsequently proceeding to Australia to discharge balance there, and that then they are to be diverted from New Zealand frozen-meat trade. My Government therefore earnestly request that special consideration be given to pressing requirements here as set forth in my telegram of 2nd July, and urge that these two vessels and the "Opawa" be made available for loading produce in New Zealand.—LIVERPOOL.

From GOVERNOR-GENERAL OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 11th July, 1917.

Prime Minister has been informed by the Overseas Tonnage Committee, Wellington, that it is probable that ten insulated steamers will be available for freighting New Zealand produce

next September, and earnestly trusts that this information is accurate. If so, Ministers appreciate highly this measure of relief, and would be glad if you would also convey their appreciation to the Board of Trade and the Ministry of Shipping.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. 16th July, 1917.

The following is in reply to Your Excellency's telegrams dated 30th June, 2nd July, and 4th July respectively regarding tonnage for meat:—

The Shipping Controller states as regards the "Corinthic" that this vessel was requisitioned under the general liner requisitioning scheme on 13th June, and is being employed in carrying troops United Kingdom to South Africa, but so far from its being contemplated to withdraw her from New Zealand homeward trade the vessel is being despatched in ballast in order to expedite loading New Zealand. Would be glad to know from what source Your Excellency's Ministers received erroneous report of withdrawal of this vessel, particularly as she is a troopship, the movements of which should be treated as strictly confidential. The owners of the vessel state that no such communication was made by them to New Zealand agents.

As regards the "Opawa," arrangements were made some time ago for this ship to load meat New Zealand after part loading Australia, and on 2nd July a telegram was sent to the New Zealand Committee confirming this.

With regard to the "Port Kembla" and the "Port Alma," to which it is presumed your telegram of 4th July refers, arrangements have been made for these vessels to carry 55,000 bales of Australian wool which is urgently required for war purposes by the Government of Italy. The wool will be discharged at Port Said, and by combining with this cargo meat-supplies for the Army in Egypt the complete discharge of the vessels at Port Said will be possible, and they will be more quickly available for homeward loading in Australasia.

In addition, fully refrigerated ship "Meissonnier," belonging to River Plate trade, will be diverted to Australasia on discharging at Port Said in August, and will be used so long as it is deemed desirable to carry meat only to Egypt at a time when it is hoped that all wool will have been delivered to Italy.

The Shipping Controller observes that all steamship companies trading with New Zealand are also Australian traders, and that no specific ships can be considered as peculiarly attached to the New Zealand trade; also vessels loading at New York or in Canada cannot fill for either New Zealand or Australia, and must include both countries in their itinerary.

As vessels formerly requisitioned by the Australian Government as troop transports are now being released to Shipping Controller, he hopes to be able to order some of these ships which would otherwise have loaded only in Australia to proceed to New Zealand, and this policy has already been applied to the "Ceramic." It is the intention of the Shipping Controller, as regards your telegram of 11th July, unless further losses through submarine campaign or other circumstances necessitate any change, that ten ships mentioned shall be available for loading in Australasia in September, and he has expressed a wish to the Australian Liner Committee that they should load meat wholly in New Zealand.

In general he has lost and will lose no opportunity of fulfilling the assurance given to Mr. Massey of doing all in his power to relieve the acute embarrassment of New Zealand, subject to the paramount necessities of the United Kingdom, but beyond occasional palliatives he is unable to hold out hope of permanent enlarged shipping facilities in view of the present tonnage position.

Situation is that requirements of the United Kingdom for July and August, as estimated by various Departments, are about three and a quarter million tons dead-weight per month, while the estimated tonnage available is less than two and three-quarter millions, so that it is impossible to lift even all priority cargo which it is desired to import, and demand must be adjusted to supply; consequently it is necessary to derive imports from places involving the shortest sea transit and to concentrate shipping in the North Atlantic, and on this principle it has been necessary to divert tonnage on a large scale from Australasia to Plate and North American trades.

As long as sufficient foodstuffs are available to fill these diverted steamers not possible to return them to their original trades, and in any case continuous and heavy destruction of vessels would point to their not improbable retention.

There was a net loss during May of seventy ocean-going steamers of 1,600 tons gross register and over, after allowing for replacements by building and purchase, and the total number of such steamers available for imports to the United Kingdom at the end of May was under 1,300. For some time losses have been at the rate of twenty such steamers a week, and this rate, after adjustment for losses by marine risk and present rate of new tonnage acquisition, would represent in the year net loss of 4,000,000 gross tons, or importing-power of 15,000,000 tons, which is about equivalent to all foodstuffs imported in 1916.

It is doubted whether imports of the United Kingdom in 1917 will exceed 30,000,000 tons in spite of the Atlantic concentration.

The loss over the whole area of mercantile marine falls upon that section available for carriage of imports, and so long as supply of tonnage in the shorter trades is considered necessary in order to increase importing capacity ultimate loss must fall on long trades.

It is not possible, consequently, to hold out any hope of the situation as regards Australasian trade improving unless and until equilibrium established between losses and replacements of tonnage.

A suggestion has been made that New Zealand meat might be sent to Canada or the United States for storage and subsequent shipment to the United Kingdom, but it is not considered

desirable to use British tonnage for this purpose in view of the facts that meat is urgently required here, storage-room in the United States is limited, and the risk involved in conveying meat over-land, while there are no neutral refrigerated ships available.—LONG.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 10th October, 1917.

“Waitemata”: With reference to Colonial Office telegram of 24th September and your telegram 1st October, Governor-General conveyed views of Ministers to Colonial Office by telegraph on 30th September. Suggest you request perusal.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 13th October, received 15th October, 1917.

With regard to my telegram of to-day's date: The Shipping Controller informs me that there is every probability of necessity arising for further withdrawals of tonnage in the near future from the Australasian trade. If the “Waitemata” and “Aparima” are retained increased withdrawal of regular liner tonnage *pro tanto* would be necessary, and Shipping Controller points out that the resulting decrease in refrigerated tonnage available would be on balance more prejudicial to the interests of New Zealand than the release of the two vessels referred to above.—LONG.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 22nd October, 1917.

With reference to my telegram 16th October: “Waitemata” arriving 21st October. Arrangement for marine and war risks required by your telegram 12th September cannot be made until your decision as to retention of this vessel is known. Very important receive immediately your instructions, as Admiralty states existing war risks will expire on discharge inward cargo, whilst other arrangements remaining in abeyance pending your decision.—MACKENZIE.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 6th November, received 7th November, 1917.

With reference to Your Excellency's telegram of 26th October regarding the diversion of insulated tonnage: I desire to inform you that the necessity for alteration of the programme arose partly from a decision that a large number of horses for Mesopotamia must be conveyed from Australia to India by the end of March, 1918, and partly from the fact that since the use of the Mediterranean for these ships has had to be relinquished the troops in Egypt and the eastern Mediterranean who formerly received the bulk of their meat-supplies from the Argentine now have to receive them from Australasia, with the exception of a small quantity which comes from Durban. To meet these two urgent and essential requirements with the greatest economy of tonnage it was necessary to use vessels whose meat- and horse-carrying capacity combined would give the maximum result to load them in Australia with meat and horses, despatch them to India to unload horses, then send them to Egypt with meat and other foodstuffs, and let them return to Australia in ballast.

At the time when this problem presented itself to the Shipping Controller three insulated steamers mentioned in your telegram were in or due to arrive in Australia, and the Shipping Controller had no alternative but to direct that they should be taken up forthwith for the essential purposes named. Deviation which would have been solely loading meat in New Zealand and returning to Australia for horses, which would have meant covering an additional distance of roughly 2,500 miles ocean steaming without any allowance for coastal steaming and delays involved in getting horses to India, rendered such a course most undesirable. It was fully realized that this alteration of programme would mean a considerable disturbance to New Zealand arrangements, and therefore the Australian Committee were asked to afford relief to New Zealand. So far no reply has been received.

The Committee were also asked to suggest vessel to fill in December blank in Board of Trade Egyptian meat programme, and they have put forward the “Rimutaka,” now in New Zealand, which will therefore load New Zealand meat. Subject to the paramount necessity that all tonnage should be used in the best possible manner in the national interests, the Shipping Controller will do his best for appropriate compensation in tonnage to be allocated either immediately or in the future. Information as to the sailing of British ships appointed for New Zealand will be communicated to Your Excellency monthly, and I hope that this regular information, together with the representation of the Government of New Zealand on Wellington Committee, will meet your Ministers' desires as to alteration in tonnage programme.

The Shipping Controller will endeavour as far as possible to meet the needs of New Zealand by a fair allocation of available vessels between New Zealand and Australia.—LONG.

Copy of Memorandum for HIS EXCELLENCY THE GOVERNOR-GENERAL from Right Hon. the PRIME MINISTER. 25th October, 1917.

The Prime Minister presents his compliments and begs respectfully to inform His Excellency that Ministers have learnt with great apprehension through the Tonnage Committee at Wellington that it is contemplated to deflect to Australia three insulated steamers—namely, the “Mahana,” “Pakelia,” and “Mahia”—all of which had been allocated to New Zealand for loading in November frozen meat and general cargo. The fact that these vessels had been allocated to New Zealand had been officially intimated and made public, and commitments regarding space have already been entered into.

Secondly: Ministers feel that they should have been consulted before such a serious departure was made in the arrangements respecting these vessels, which, if proceeded with, will lead to serious inconvenience and loss.

Thirdly: The produce awaiting shipment in New Zealand at the present time is as follows: Meat, over 2,250,000 60 lb. carcasses (and killing season already proceeding in some parts of the Dominion, in addition to which a great deal of the meat has been in store for many months); hides, 13,000 sacks; wool, 125,000 bales; tallow, 36,000 casks; pelts, 2,000 casks; hemp, 34,000 bales.

Fourthly: Ministers will be glad if His Majesty's Government will take the foregoing representations into serious consideration with a view to allowing these three steamers to remain on the New Zealand loading-berth. The figures above mentioned are convincing evidence of the straits in which New Zealand producers will be placed if any reduction in tonnage takes place.

Fifthly: Ministers, yielding to the urgent request of the Imperial Government, consented to the "Waitemata" and the "Aparima" being made available for Imperial purposes, and were influenced in acquiescing to the release of these two vessels by an assurance from His Majesty's Government that by so doing it would more likely serve to maintain the number of refrigerated steamers that would be available from time to time for New Zealand loading.

Sixthly: Ministers desire to request that after intimation has been received, and the allocation of tonnage and commitments have been made, no change should take place until the New Zealand Government has been consulted in regard thereto.

The Prime Minister will be glad if His Excellency will be so good as to telegraph these representations to the Secretary of State for the Colonies with a request that they may receive early and favourable consideration.

FROM GOVERNOR-GENERAL OF NEW ZEALAND TO SECRETARY OF STATE FOR THE COLONIES. 8th November, 1917.

My Ministers would be glad to be informed as promptly as possible of the arrangements being made through the Australian Tonnage Committee with regard to replacing the tonnage lost to New Zealand by the withdrawal of the three insulated steamers referred to in your telegram of 6th November. My Ministers also desire it known that at the end of November it is estimated there will have accumulated in the Dominion frozen meat totalling 2,200,000 60 lb. carcasses, 30,000 tons of wool, 40,000 of second-priority cargo.

FROM RIGHT HON. THE PRIME MINISTER TO HIGH COMMISSIONER FOR NEW ZEALAND. 8th November, 1917.

I am much concerned in noticing that a new system appears to have been instituted with regard to the provision of overseas tonnage to meet the requirements of the Dominion, and that instead of direct communication being made by London Tonnage Committee to New Zealand Overseas Shipowners' Committee instructions are being received from Australia signed "Owen Cox," thus placing the Dominion in an unfortunate position in comparison with Australia. No Australian representative can have any idea of the conditions existing in the Dominion, and I hope that you will represent this to the London Tonnage Committee with a view to re-establishing the system of direct communication here. I understand the London Tonnage Committee were informed by cablegram on 2nd November by the New Zealand Overseas Shipowners' Committee of the great accumulation of first- and second-priority cargo, and I sincerely trust that general cargo-space in the "Port Pirie" and "Port Stephens" will be allocated to the Dominion. Please make the authorities understand that we object in any way to be dominated by Australia.

FROM HIGH COMMISSIONER FOR NEW ZEALAND TO RIGHT HON. THE PRIME MINISTER. 15th November, 1917.

With reference to your telegram 8th November, provision of tonnage: London Committee states that there is no intention of altering original arrangement direct communication Overseas Shipowners' Committee, Wellington. They state that recent instance referred to was isolated, and arose from fact that arrangement had to be made through Sydney Committee for provision of tonnage for horses, meat, to India, Egypt, respectively, which arrangement necessitated requisition of steamers allotted to New Zealand amongst others. Claims of New Zealand regarding tonnage being considered carefully, and London Committee informs me that "Port Macquarie" and "Port Napier" entirely allotted to New Zealand.—MACKENZIE.

FROM SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR-GENERAL OF NEW ZEALAND. Dated 24th November, received 25th November, 1917.

The following is in answer to Your Excellency's telegram of 10th November: The Sydney Committee have replied that the steamers "Waipara," "Westmoreland," and "Port Melbourne" will each complete loading in New Zealand with meat, and that there are good prospects of their being able to divert a fair amount of insulated tonnage for December loading in New Zealand. The Committee has promised that the position will be closely watched as steamers approach Australia, and everything possible will be done to relieve the situation in New Zealand.—LONG.

FROM SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR-GENERAL OF NEW ZEALAND. Dated 21st December, received 22nd December, 1917.

My telegram of 28th May: In view of stringency tonnage situation, has become necessary to refuse facilities for transhipment in this country in all cases where means of direct shipment are available irrespective of nationality of carrying-vessel.—LONG.

1918.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 7th January, 1918.

Urgent: Transports "Maunganui," "Tahiti," "Willochra" arrived to-day and will be returned with units. "Maunganui" will be hospital ship, but it is proposed to load this vessel with salt as ballast to maximum available capacity subject to military requirements. Regarding "Tahiti" and "Willochra," suggestion is submitted for your approval that either or both might be diverted to New York so as to supplement oil-steamers. Am advised also about 950 tons carbide available Montreal in execution of various New Zealand orders, and I am ascertaining from manufacturers at earliest possible date full quantity that could be ready for shipment New York. In view of your anxiety to secure supplies of this material should be glad to receive advice whether you desire me to endeavour to arrange shipment per returning transport, provided regulations governing shipment of dangerous cargo in vessels carrying passengers permit. Estimate diverting to New York will not entail more than fourteen days' extra voyage. Telegraph reply with least possible delay.—MACKENZIE.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 10th January, 1918.

With reference to your telegram of 7th January regarding your suggested utilization of "Maunganui," "Tahiti," and "Willochra": Provided Board of Trade regulations governing shipment of dangerous cargoes on vessels carrying passengers are complied with your suggestions are agreed to. Ships are required to arrive in New Zealand for transportation of reinforcements as follows: "Maunganui," 27th March, 1918; "Tahiti," 25th April, 1918; "Willochra," 22nd May, 1918.—MASSEY.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 4th February, received 5th February, 1918.

With reference to my telegram of 29th November: I have the honour to inform Your Excellency that the following is the programme of vessels which will sail for New Zealand from the United Kingdom, Port Said, United States, East Africa, with refrigerated capacity in tons weight, meat: January—"Ionic," 2,975; "Orontes," 799. February—"Remuera," 2,997; "Maunganui," nil; "Tahiti," 1,000; "Willochra," nil; "Mahana," 3,000; "Pakeha," 3,213; "Ulysses," 1,500; "Osterley," 873.—LONG.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 14th February, 1918.

It is stated that several thousand tons cargo, mostly steel, nails, and wire, are awaiting shipment to New Zealand at various Canadian points owing to the United States Government placing an embargo on Canadian shipping from New York. It is represented that this means that the Canadian trade with New Zealand is practically paralysed for the benefit of United States manufacturers. It is recognized that the domestic affairs of the United States may justify what has happened, but I should be glad if you would cause inquiries to be made and telegraph any information which can be made available to importers in New Zealand who are interested in the cargo which is being held up.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 14th February, 1918.

I have had personal interview with Ministry Shipping regarding tonnage situation. He stated that, as position as regards food in this country was most critical, it had been found necessary to divert number of ships to North American trade, which will mean shortage of ships from here to New Zealand for some time; so, while acknowledging assistance which has been rendered New Zealand recently in removing accumulated supplies, I represented that I considered undue diversion had been made to North America, and the meat was not so urgently required as to justify disorganization of New Zealand service, and ultimately Ministry of Shipping promised to use every effort to assist me.—MACKENZIE.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 12th March, 1918.

Urgent representations are continually being made to me by importers pointing out the necessity for the provision of shipping facilities from Montreal and New York, and I should be glad to receive as early as possible any information which you may be able to obtain. In addition to the cargo mentioned in my telegram of 26th February the following descriptions are urgently required: Printing-paper, carbide, corrugated and flat iron, staples, nails, shaftings, pipes.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 18th March, 1918.

Tonnage: With reference to your telegram 14th March: I have not received copy of reply sent to Secretary of State for the Colonies by the Governor-General, but the shipping situation is giving me most serious concern, and I am daily in touch with those who are controlling urging utmost possible assistance to Dominion.—MACKENZIE.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 28th March, received 30th March, 1918.

The matter hereunder has reference to my telegram of 10th January. The following are to be added to the list of vessels to be diverted: "Port Melbourne," "Demosthenes," "Argyllshire," "Kumara," "Zealandic," "Port Campbell," "Mamari," "Kaikoura," "Ruapehu," "Northumberland," "Karamea," "Port Hunter," "Hororata," "Shropshire," "Whakatane," "Port Pirie." The necessity for this further diversion is much regretted by His Majesty's Government.—LONG.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 1st April, received 2nd April, 1918.

In reference to your telegram of 14th March: The Shipping Controller is fully aware of the hardship and inconvenience caused to New Zealand by the diversion of shipping, and much regrets the necessity for this policy. The New Zealand Government, it is hoped, will realize that in the present tonnage situation the amount of tonnage allocated to the New Zealand trade must of necessity be determined by the amount of priority cargo which it is found essential to obtain from New Zealand. Your Excellency's Ministers may rest assured that the present restrictions on shipping in the Australian and New Zealand trades will not be continued longer than is absolutely necessary from a general tonnage point of view, but unfortunately at the present time it is impossible to give any indication of the date when normal facilities may be resumed.—LONG.

Memorandum for His Excellency the GOVERNOR-GENERAL from Right Hon. the PRIME MINISTER. 12th April, 1918.

The Prime Minister presents his compliments and desires to acquaint His Excellency with the following particulars in connection with the ship "John Ena," owned by the Standard Oil Company of California:—

This vessel was chartered by Mr. E. G. F. Zohrab, of Wellington, to carry flax, tallow, and pelts from Wellington to San Francisco. The cargo was submitted to the United States authorities, and after considerable negotiations was definitely approved on the 20th February last, and the issue of the charter sanctioned by the United States Government. A telegram was received on the 11th instant from the owners stating that the charter was revoked, and the vessel was to proceed to Melbourne to load wheat.

The position is that shippers have accumulated their cargo for the vessel, and it has been bought and resold to the United States in good faith on the approval of the charter by the American Government. It is understood that the shippers have cabled to the owners of the vessel asking them to make urgent representations to the proper authorities in America, and the Prime Minister desires to point out that the diversion of this ship at this hour to the Australian trade will cause a very great amount of inconvenience and loss. Great quantities of flax, tallow, and pelts have accumulated in the various stores in New Zealand, and have caused great congestion in consequence. The arrangements entered into with regard to the "John Ena" would have considerably relieved this congestion, and as it appears probable that the alteration in regard to this vessel's movements has been authorized by the Shipping Controller in London the Prime Minister will be glad if His Excellency will be so good as to telegraph to the Secretary of State requesting that the matter be placed before the Ministry of Shipping with a view to allowing the "John Ena's" charter to stand. The Prime Minister will also be glad if His Excellency will communicate on the same lines with the British Ambassador at Washington with a request that he will do what he can in the same direction.

As the "John Ena" is hourly expected to arrive in Wellington, and has only a small quantity of cargo to put out, the Prime Minister will be much obliged if the action indicated herein could be taken by His Excellency without delay.—W. F. MASSEY.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 18th April, received 19th April, 1918.

Urgent: With reference to your telegram of 12th April: United States Shipping Board consider "John Ena" very suitable for carriage wheat urgently required in United States, and propose to direct another vessel unsuitable for wheat to lift cargo originally approved for "John Ena."—LONG.

From BRITISH AMBASSADOR, Washington, to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 29th April, received 30th April, 1918.

In reference to your telegram of 16th April: United States authorities state that policy of Shipping Board is to allow these small vessels to carry out their charters in New Zealand, vessels over 1,600 tons being sent on to Australia for wheat.—READING.

From Right Hon. the PRIME MINISTER, London, to Hon. the ACTING PRIME MINISTER, Wellington. 22nd June, 1918.

Almost impossible to obtain additional shipping at present. Ships urgently required for purposes you can understand. Hope to be able to report improvement about the end of next week.—MASSEY.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 8th August, 1918.

I have continued to keep before Ministry of Shipping great need of New Zealand for increase of tonnage, but regret to report no great relief yet in sight. Ministry of Shipping informs me that it is anticipated 5,800,000 cubic feet refrigerated space will be available from New Zealand to United Kingdom and Egypt, July–December, 1918, inclusive, and that 26,000,000 cubic feet will be available during 1919 from Australasia.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 15th August, 1918.

With reference to your telegram of 8th August regarding refrigerated tonnage up to end December, 1918, and for year 1919: Have noted that 26,000,000 cubic feet has been allotted for Australasia for 1919, but it is essential that we should have some idea as to New Zealand's proportion of that amount. As there is very little difference in the total export of meat, butter, and cheese from Australia as compared with New Zealand the allocation should be as nearly as possible equal. Steps are being taken to provide extra freezing-accommodation as far as possible in New Zealand, hence it is necessary that we should have something approaching definite information as to the total shipments of these commodities for next year.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 17th September, 1918.

With reference to your telegram of 15th August, provision of refrigerated tonnage: Have pressed Ministry Shipping for estimate of proportion likely to be available for New Zealand, but they state that at present it is impossible to give figure with any degree of accuracy, and that allocation must necessarily depend on requirements in connection with South America as well as Australia. I am, however, again pressing for indication of proportion likely to be available, and will continue urge needs of New Zealand, and advise by telegraph any alteration which may be made from time to time.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 27th September, 1918.

With reference to your telegram of 17th September: Press cablegram from Washington reads as follows: "Mr. Hoover, Administrator Food Law, in statement says it will be necessary to ship 17,550,000 tons meats, fats, breadstuffs, sugar, and food-grains to Europe from United States by July, 1919, to make possible sending of American Army of 3,500,000 to France by next summer and adequately provision Allied nations." Mr. Hoover points out that to obtain necessary tonnage for transportation food and troops it will be necessary withdraw Allied ships from Australian and South American trade, transferring them to service between Europe and North America. Foregoing causing much concern here, and I should be glad if you would make inquiries and furnish all possible information on subject with a view to ascertaining whether Dominion's shipping requirements will be in any way affected.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 30th September, 1918.

Tonnage: With reference to your telegram of 27th September have interviewed Shipping Controller, who states that position not improved, as demand for enormously increased shipping has been made by America. I remonstrated with him, pointing out total inadequacy of provision made for New Zealand. He stated that he will grant me interview this week and show how every ship was being disposed of. I [*word mutilated*] shipping circle that America placed on Great Britain burden of conveying troops and food to Europe while she is using some of her fleet to secure trade for herself in other parts of the world. I am representing this phase to the Shipping Controller, and consider that New Zealand Government should also press for information as to disposal of American ships and the proportion engaged in spheres other than transport of troops.—MACKENZIE.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 8th October, 1918.

Tonnage: Your telegram of 27th September: Ministry of Shipping inform me whole Allied food arrangements now being carefully reviewed, and promise to advise immediately in the event of such review necessitating alteration, but meanwhile ask that information contained in my telegram of 8th August should be regarded as holding and not cancelled by statements of Hoover.—MACKENZIE.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 10th October, 1918.

Tonnage: I have had personal interview with Shipping Controller and reviewed with him whole position. He hopes to be able to adhere to programme referred to in my telegram 8th August—i.e., to provide 5,800,000 cubic feet refrigerated space for second half this year, and share of 26,000,000 cubic feet for 1919; but he states that it is absolutely impossible to indicate what portion latter likely to be available for New Zealand, because allocation as between New Zealand and Australia depends entirely on Food Ministry demands. He has promised give preference butter, cheese, over meat, at least for the present. Shipping Controller promised to look into question of hemp and if possible to increase shipments.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 14th October, 1918.

Would appreciate early reply my telegram 27th September *re* statement attributed to American Food Law Administrator regarding shipping.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 14th October, 1918.

Tonnage: Hoover's statement: With reference to your telegram 14th October, position fully explained (see my telegram 8th October) and further mentioned in my telegram 10th October.—MACKENZIE.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 20th November, 1918.

Tonnage: With reference to your telegram 15th November: Ministry of Shipping states that considerable number of cargo and insulated steamers being despatched in the immediate future for conveying troops to Australasia, and that every care will be taken that New Zealand receives full consideration in all matters of tonnage. Ministry of Shipping promises further communication shortly. At personal interview with Ministry of Shipping understood that all New Zealand Shipping Company and Shaw, Savill, and Albion Company understood that all returned to New Zealand trade on completion of present voyages. I am endeavouring to obtain confirmation of above.—MACKENZIE.

From HIGH COMMISSIONER FOR NEW ZEALAND to Right Hon. the PRIME MINISTER. 10th December, 1918.

Tonnage: With reference to my telegram of 20th November: I have been making every effort with Ministry of Shipping with a view to obtaining utmost possible tonnage for New Zealand. Regret not much relief indicated in the immediate future, there being only five steamers allocated for loading in Australasia for United Kingdom January, and ten during February. I am informed, however, that fifty-five steamers, of which twenty-seven are insulated, have been allotted load in Australasia during March, and twenty during April, but latter would be added to materially. Allocation as between Australia and New Zealand not yet definitely settled, but I have received assurance that New Zealand will get fair share. Ministry of Shipping, after agreement with various Government Departments, have arranged to lift following during six months ending 30th April, and though early shipments may be small they express intention of lifting total amount within stated period: Tallow, 5,000 tons; premier jus, 1,500 tons; hemp, 8,000 tons to 9,000 tons; glaxo, 4,000 tons; wool, 9,200 monthly. Space allotted to sundries, 5,000 tons monthly, out of which special provision made for bringing 1,900 tons seed-peas, &c., as soon as possible. Although Wellington Tonnage Committee has been instructed that preference should be given to articles of importance to economic life, I have made representations regarding pelts and rabbit-skins, referred to in your telegrams of 29th November, 3rd December, and hope to obtain preferential treatment for them. With reference to my telegram of 6th September, regret that I have been unable to secure promise of space for apples owing to large quantities of refrigerated produce awaiting shipment in New Zealand.—MACKENZIE.

1919.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 18th January, 1919.

Tonnage: I have had personal interview with Ministry Shipping, who informs me space available for lifting refrigerated produce from Australasia during February, March, and April will be 2,500,000, 3,500,000, and 5,300,000 cubic feet respectively, but that impossible to allocate at present between Australia and New Zealand. General-cargo space available from Australasia for three months will be approximately 770,000 tons of 40 cubic feet.—MACKENZIE.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 25th January, received 27th January, 1919.

With reference to my telegram of 15th January: Shipping Controller thinks that following general statement on present shipping position and outlook for the future will be of interest to the Government of New Zealand. The cessation of hostilities has released tonnage engaged in military, naval, and munition services, and put an end to war losses and damages and convoy delays. At the same time the output of new tonnage and completion of repairs continues. In these circumstances it is being found possible, subject to demobilization requirements, to restore to their original trades the majority of liners withdrawn in pursuance of the policy of concentrating all available tonnage on the shortest routes. It is hoped that from February New Zealand will gradually begin to feel the effect of this restoration. For some little time, however, the supply of tonnage will fall short of the amount required to clear off accumulated arrears of cargo, and may not be uniform, but it is confidently anticipated that, except in so far as fast liners are irreplaceable, normal conditions will be re-established in the near future. Allocation for New Zealand will be as follows: General cargo, tons of 40 cubic feet; refrigerated cargo, tons of

100 cubic feet. February loading—general 132,000, refrigerated 18,000; March loading—general 27,000, refrigerated 11,492; April loading—general 80,300, refrigerated 31,370. Shipping Controller welcomes the hopeful indication afforded by these figures that the period of congestion and embarrassment in New Zealand, which it has been his constant endeavour to alleviate, will soon be at an end.—MILNER.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 20th February, 1919.

Insulated tonnage: Position of freezing industry is becoming very serious owing shortness of shipping facilities. A number of freezing-works are already closing down, and there is a large quantity of stock available which must suffer deterioration unless it can be promptly treated. Please make urgent representations to Shipping Controller to provide additional insulated tonnage at earliest date possible and telegraph reply. Would also appreciate a forecast of tonnage to be made available for loading in Dominion during April, May, and June.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 25th February, 1919.

Insulated tonnage: With reference to your telegram of 20th February have made representations to Ministry of Shipping, and I am verbally informed that programme given my telegram of 18th January remains unaltered, and that space mentioned will be available, but that delay occurring owing to labour troubles and epidemics. Same causes prevent reliable forecast tonnage likely to be available for months mentioned. I am informed that up to end of April sixteen insulated steamers will be diverted to Australasian trade.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER to Right Hon. the PRIME MINISTER, London. 3rd March, 1919.

Insulated tonnage: Lack of insulated tonnage is seriously affecting meat-freezing and kindred interests. A number of freezing-works are already full and must close down, and there is a large quantity of stock available which must suffer deterioration and cause heavy loss unless it can be treated promptly. I have represented position to High Commissioner on 20th instant, and New Zealand Overseas Shipowners' Committee also placed position before London Tonnage Committee, who have replied that allotment of tonnage has been made in conjunction with Board of Trade, Ministry of Shipping, and Food Controller, and cannot be increased. There are only five insulated steamers available for late March and early April loading—namely, "Port Melbourne," "Hororata," "Ajana," "Athenic," "Rimutaka"; and the only further vessels advised as being allocated to Dominion, but whose loading dates are at present unknown, are "Corinthic," "Armagh," "Raranga," "Kaikoura," "Ionic," "Tainui," and it is estimated that the majority of these will not be available for homeward loading from Dominion before end of April or during May. It is earnestly hoped that the Ministry of Shipping will be able to arrange a better provision for this Dominion's urgent requirements at an early date to enable a very serious situation to be met. Would suggest that it may be possible to transfer tonnage from Australia for the purpose.

From Hon. the ACTING PRIME MINISTER to Right Hon. the PRIME MINISTER, London. 3rd March, 1919.

Insulated tonnage: With reference to my telegram of to-day, quantities in store at present are approximately—Frozen meat, 4,917,508 freight carcasses; butter, 230,073 boxes; cheese, 478,620 crates; as compared with 1,936,575, 402,049, and 204,732 respectively twelve months ago. On 1st January the respective quantities of refrigerated cargo awaiting shipment in Australia and New Zealand were—New Zealand, 148,000 tons; Australia, 50,000. It is hoped the foregoing information will convince Shipping Controller of the urgent necessity for increase in Dominion tonnage allocation at earliest possible moment.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington. 6th March, 1919.

With reference to your telegram of 3rd March, insulated tonnage: Making urgent representations to Ministry of Shipping, Board of Trade, and Food Controller accordingly.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 10th March, received 12th March, 1919.

My telegram of 25th January: Shipping Controller states that owing principally to labour troubles several refrigerated vessels which should have been *en route* for New Zealand still retained here. Now found impossible for five vessels capable lifting 16,000 tons meat anticipated to be available April to be in position to leave New Zealand before end of May and early in June. These unforeseen delays, which have seriously affected shipping and food programmes, greatly regretted by Shipping Controller, and question has received ceaseless attention by all Departments concerned, but unfortunately found impossible improve matters. Alternative of despatching vessels in ballast without troops would have jeopardized repatriation programme, and moreover was not practicable, as vessels require repairs.—MILNER.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington.
24th March, received 29th March, 1919.

Insulated tonnage: With reference to your telegram 3rd March, have much pleasure in informing you Shipping Controller notified me three additional ships arranged for April sailing. In my opinion position will improve steadily.—MASSEY.

From Hon. the ACTING PRIME MINISTER to Right Hon. the PRIME MINISTER, London. 25th March, 1919.

Insulated tonnage: With reference to my telegram of 3rd March: Position of producers owing blockage in freezing-works is becoming increasingly difficult. Stock-markets are seriously depressed, and stock available for killing must depreciate unless early relief afforded. Strongly urge transfer tonnage from Australia, as it is understood prospect is that practically all Australian surplus meat and dairy-produce will be lifted before end of April, and it is publicly stated here that Australia is receiving undue preference in matter of meat tonnage.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER.

Question securing increase insulated ships for Zealand been urged vigorously during past month by Massey, who in addition consulting Controller and communicating with Imperial authorities has by several interviews in *Times*, London, drawn pointed attention to Dominion's shipping needs. Massey now been advised by Controller that three additional steamers been assigned Zealand for April loading.—MACKENZIE.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington.
26th March, 1919.

Insulated tonnage: Your telegram of 3rd March: Shipping Controller informs me that refrigerator ships formerly in Australasian trade, but recently running into Plate, being restored Australia and New Zealand as soon as they arrive Europe.—MASSEY.

From GOVERNOR-GENERAL OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 26th March, 1919.

Your telegram of 10th March: Owing to shortage of insulated tonnage the position of the freezing and stock-producing interests throughout New Zealand has become very serious. Stock-markets are seriously depressed, and stock available for killing must depreciate unless early relief afforded. My Ministers urge that question of transfer of tonnage from Australia to meet position here warrants serious consideration, as it is estimated that the quantity of refrigerated cargo awaiting shipment in New Zealand is approximately three times that in Australia, and it is further understood that the present prospect is that practically all Australian surplus meat and dairy-produce will be lifted before the end of April. It is further publicly stated, and the impression is prevalent here, that Australia is receiving undue preference in the matter of insulated tonnage. Quantity of frozen meat at present in freezing-stores throughout New Zealand awaiting shipment is approaching 6,000,000 carcasses of 60 lb. each, compared with 3,250,000 this time last year.—LIVERPOOL.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington.
Dated 28th March, received 4th April, 1919.

With reference to my telegram of 24th March: Indication improvement in shipping position affecting New Zealand. Will be satisfactory producers learn after next week there will be thirteen insulated ships with drafts of returning troops in transit to Dominion. This number includes vessels due arrive shortly New Zealand and several leaving England within the next ten days. Reason to believe that several German merchant vessels will be allotted shipping companies New Zealand trade.—MASSEY.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington.
Dated 28th March, received 4th April, 1919.

With reference to your telegram of 25th March: Shipping Controller informs me at the beginning of the year programme arranged for making what was deemed [*word mutilated*] perfectly fair allocation between Australia and New Zealand, taking into consideration sailings for Egypt as well as United Kingdom. From time to time programme has been modified in favour of New Zealand; see my telegrams of 24th, 27th, and 28th March on this subject. Secondly (confidential): I am informed also Board of Trade and Food Ministry have decided to utilize for New Zealand meat, dairy-produce, shipping-space diverted from Australian apple allotment.—MASSEY.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 11th April, 1919.

Refrigerated tonnage: With reference to my telegram 25th February, I am informed by Tonnage Committee that present arrangements provide for lifting approximately following refrigerated produce: April, May, 24,000 tons each month; June, 40,000 tons; but that some April steamers may be delayed till May. I am also informed that by the end of April all Australian refrigerated steamers which have been employed in Plate and other trades will be returned to their normal services, subject to direction of Imperial Government.—MACKENZIE.

From Right Hon. the PRIME MINISTER to Hon. the ACTING PRIME MINISTER. 15th April, 1919.

Insulated tonnage: For three months to 30th June next authorities expect to be available for frozen meat, dairy-produce, loading New Zealand thirty ships. Secondly: Have done my best with regard to rabbits, apples, but owing to frozen meat, dairy-produce, being urgently required for this side at present could get no promise definitely except that as opportunity offers they will continue to take small quantity rabbits, and in three months have promised to review position apples.—MASSEY.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. Dated 19th April, received 29th April, 1919.

Massey while in London this week interviewed Shipping Controller regards insulated tonnage for New Zealand export trade. Following upon interview Maclay now states is anticipated there be available for loading in New Zealand during April, May, June, thirty vessels, representing total space about 9,000,000 cubic feet. Proportions of allocations as follows: April, seven steamers, 1,800,000 cubic feet; May, eleven vessels, 3,000,000 ft.; June, twelve, and possibly thirteen, with 4,000,000 ft. space. Must be understood, however, allocation provisional, as movements vessels uncertain owing strikes, quarantine, other delay.—MACKENZIE.

From Right Hon. the PRIME MINISTER, Paris, to Hon. the ACTING PRIME MINISTER, Wellington. 20th May, 1919.

With reference to your telegram of 14th May, insulated tonnage: In addition to six vessels mentioned in your telegram, am advised officially by Shipping Controller that following vessels allocated June loading New Zealand: "Devon," "Shropshire," "Suffolk," "Orari." Owing to delay and labour troubles "Mahana," "Essex," "Waimana," which had been allocated June loading, will fall back into July.—MASSEY.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 28th May, received 29th May, 1919.

With reference to your telegram of 26th March, insulated tonnage: Shipping Controller regrets reply has not been furnished earlier, and states question has been under consideration for some time, and every effort has been made to meet the recognized urgent need for additional refrigerator tonnage in New Zealand. Allocation [of] such tonnage for New Zealand loading is for this month 3,000,000, for June 3,300,000, for July 2,370,000 cubic feet. Figures for May and June represent allocation of 67 per cent., and figures for July of 64 per cent. of the total refrigerator tonnage available for Australasia. These figures are conditional, as vessels may be subject to delay arising from fitting, repairing, and labour difficulties.—MILNER.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 8th July, 1919.

Insulated tonnage: There are now in freezing-stores throughout the Dominion approximately 8,000,000 60 lb. freight carcasses, and greatest congestion exists. There is still quantity of stock available for killing, which, unless early additional shipping relief is forthcoming, must go back into store condition. As you are aware, instances have occurred of deterioration of meat apparently due to effect of lengthy storage, and in Imperial Government interests better shipping facilities should be provided. In view of your telegrams of 18th January, 25th February, quantity of tonnage made available up to the present time for Dominion requirements is very disappointing. I shall be glad if you will make representations to Shipping Controller and point out urgent necessity for very largely reducing quantity of meat in store before new season commencing November and December next, otherwise position will then be disastrous; and also endeavour to obtain forecast tonnage to be made available during August, September, October, and November.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 14th July, 1919.

Insulated tonnage: With reference to your telegrams of 28th June and 8th July, have made strong representations to Ministry of Shipping, Board of Trade, and Conference lines urging substantial increase of tonnage from New Zealand, and will continue to press matters. Meanwhile I am informed that New Zealand receiving every consideration, but that it has been found impossible allocate more than 17,000 tons refrigerated space during August. Not less than 30,000 tons will be available September, but no estimate can be given yet for later months, and above estimates may have to be modified if ships delayed.—MACKENZIE.

From Hon. the ACTING PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 28th July, 1919.

With reference to your cablegram of 14th July: Quantity of tonnage indicated quite inadequate for the Dominion urgent requirements. Delay in arrival steamers will probably mean that the 47,000 tons referred to will be spread over August, September, and October, and after allowing for the dairy-produce shipments quantity of meat in store awaiting shipment at commencement of new season commencing November will amount to approximately 6,000,000 60 lb. freight carcasses. Please make further urgent representations, and point out it is essential that meat in store should be reduced to 4,000,000 60 lb. freight carcasses by the end of December, otherwise extremely serious position will arise. Also point out that opinion is general that Australia has

received favourable treatment in the matter of insulated tonnage as compared with Dominion in spite of efforts made here in the direction of increased storage facilities to present capacity of 7,400,000 60 lb. freight carcasses, as compared with 3,200,000 in Australia. For your information I understand that Australia is making every effort to secure as much tonnage as possible for Australian requirements. Please advise names of steamers included in August tonnage.

From HIGH COMMISSIONER FOR NEW ZEALAND to Hon. the ACTING PRIME MINISTER. 30th July, 1919.

Insulated tonnage: With reference to my telegram 14th July, your telegram 28th July, I have further represented seriousness of position to Australian Tonnage Committee. They are unable to allocate more than 17,000 tons during August, but hope to improve on the 30,000 tons promised during September. They inform me they are working to meet request contained in cable 421 from Wellington Tonnage Committee—namely, to reduce quantity of meat in store in New Zealand by 1st December to approximately 108,000 tons.—MACKENZIE.

From Right Hon. the PRIME MINISTER to HIGH COMMISSIONER FOR NEW ZEALAND. 13th August, 1919.

With reference to your cable of 30th July on the subject of insulated tonnage: New Zealand Overseas Shipowners' Committee has received advice giving names of following steamers available for September loading: "Waimate," "Athenic," "Corinthic," "Zealandic," "Karamea," "Mamari," "Port Hacking," "Port Melbourne," "Kumara," "Camana." Total capacity of these steamers considerably less than 30,000 tons referred to in your cable. Please make inquiries and advise position by telegraph, as much apprehension exists regarding position at commencement new season. I shall be glad to receive information regarding names of August steamers requested in my telegram 28th July.

From GOVERNOR-GENERAL OF NEW ZEALAND to SECRETARY OF STATE FOR THE COLONIES. 13th August, 1919.

Urgent: Am desired by my Prime Minister to make following representations to you, and also to ask you to bring them under the notice of the President of the Board of Trade, the Shipping Controller, and the Food Controller. Since his return to New Zealand the attention of my Prime Minister has been called to the fact that there is at present an accumulation of approximately 8,000,000 60 lb. weight freight carcasses of meat in the freezing-stores throughout the Dominion awaiting shipment. Mr. Massey wishes to emphasize most strongly the seriousness of the position, both for the New Zealand producers and for the Imperial Government, as the latter is paying very large sums for storage. It may not be realized by the Board of Trade that at present the rate for storage is probably amounting to no less a sum than £1,000,000 sterling per annum. My Prime Minister therefore requests that an energetic effort should be made to reduce the stocks before the season commences about 1st November next, and in his opinion, if substantial relief is not forthcoming, he sees nothing but chaos in front of all concerned.—LIVERPOOL.

From SECRETARY OF STATE FOR THE COLONIES to GOVERNOR-GENERAL OF NEW ZEALAND. Dated 21st August, received 22nd August, 1919.

With reference to your telegram of 13th August, meat: Board of Trade appreciate serious position of New Zealand, and has and are doing utmost provide tonnage, but efforts have been greatly impeded by circumstances beyond their control, such as influenza epidemics and labour troubles, and more recently coal shortage New Zealand.—MILNER.

NEW ZEALAND PRODUCE REQUISITIONED BY BRITISH GOVERNMENT.

Total Payments through Imperial Government Supplies Department from its inception in March, 1915, to the 25th October, 1919.

	£
Frozen meat	40,999,462
Cheese, 1915-16 season	918,104
Cheese, 1916-17 season	3,271,982
Cheese, 1917-18 season	5,011,388
Cheese, 1918-19 season	5,563,447
Cheese, 1919-20 season	209,210
Butter, 1917-18 season	2,828,893
Butter, 1918-19 season	2,993,820
Butter, 1919-20 season	48,931
Butter-equalization Funds	479,834
Scheelite	154,978
Wool	38,718,429
Freezing-companies slipe wool	5,337,590
Sheep-skins	2,127,695
Hides	735,663
Other business	1,735,305
Total	<u>£111,134,731</u>

1918 AND 1919.

CORRESPONDENCE BETWEEN PRIME MINISTER OF NEW ZEALAND AND BRITISH
MINISTERS RESPECTING SHORTAGE OF SHIPPING.

FROM Right Hon. the PRIME MINISTER, London, to Right Hon. A. BONAR LAW.
(Copies also sent to Prime Minister of United Kingdom, President of Board of Trade, Shipping
Controller, and Food Controller.)

DEAR MR. BONAR LAW,—

Savoy Hotel, W.C. 2, 23rd August, 1918.

In order that the position in which New Zealand has been placed by the withdrawal of its shipping may be made quite clear, I deem it to be my duty to place the following information before you :—

Commencing with March, 1915, the British Government purchased, through the New Zealand Government, the whole of the Dominion's output of meat and wool for the period of the war, and in the case of wool for one full year after the termination of hostilities. The dairy-produce has also been purchased for several years, arrangements with regard to price and other conditions being made at the commencement of each season. For the last twelve months there has been serious difficulty with regard to shipping, and it is not necessary to remind you that this trouble has been intensified since last March by the fact that so much shipping has been required for war purposes in the North Atlantic. The result is that the stores for frozen produce in New Zealand are full to the roof, and in consequence very serious loss and inconvenience is being experienced by the people in New Zealand. In addition to this, New Zealand season commences in the North Island on the 1st September, so that you can easily imagine the very serious financial and industrial difficulties that will arise unless relief is afforded by more shipping being provided.

I want you to understand that the people of New Zealand are prepared to put up with any sacrifice if their doing so will assist in bringing the war to a successful conclusion, but facts have come to light which show that New Zealand's difficulty has been taken advantage of by the American meat trusts, who have been disposing of their inferior meat at an enormous profit to themselves, with the result that the price to the British consumer has been seriously increased. The Ministry of Food admit also that the large profit being made on New Zealand meat is being used partly to make up the loss on the American meat. This latter is adding insult to injury, and will cause a very bitter feeling amongst the New Zealand producers, with the majority of whom the meat trusts are anathema. The New Zealand producers have not complained of the prices paid to them, but they will complain bitterly when they know that the profit on their meat is really benefitting those whom they consider as being the worst type of exploiters.

I can assure you that what has happened in this connection is really placing another weapon in the hands of our pacifists and other people of that ilk which they will not be slow to take advantage of.

The cost of American meat landed in England is 11d. to 1s. 3d. Now, supposing equal quantities of meat were paid for at 11d. and 1s. 3d., then the average landed cost would be 1s. 1d. per pound. I do not say that is the average. I believe the average to be considerably higher, because, as far as I can ascertain, a very much larger quantity was purchased at the higher than at the lower price. Now, the average landed cost of New Zealand meat is 8½d. or 9d. Both statements have been made to me—it may be something between 8½d. and 9d., but am mentioning both for the purpose of argument. And this will apply to Australia as well as New Zealand, because the prices are similar—not exactly alike in both countries, but very nearly.

This is mostly American beef. The difference in favour of New Zealand, therefore—that is, comparing the landed cost of New Zealand meat with the landed cost of this meat from the United States—is 4d. to 4½d. per pound. Now to make this point: I am informed that a very considerable proportion of this meat was found to be of such inferior quality that it was condemned on being landed here as unfit for human consumption. I am told that there were tickets on the meat—and this came to me from people connected with the meat trade—showing that some of it has been in store in the United States for over two years. Very well. Now, supposing my figures are approximately correct, the difference in favour of New Zealand meat or Australian meat, as the case may be, would be 4d. to 4½d. per pound. Take 155,000 tons at 4d. per pound, and the increased cost is £5,786,666.

That is the difference in the cost of 155,000 tons as between the United States and New Zealand or Australia. Or, if the difference is 4½d., the increased cost would be £6,510,000. It seems to me those figures are sufficiently startling.

Here is a copy of a telegram I received from Wellington not many days ago from the Acting Prime Minister in New Zealand. He says,—

“For your information, following is summary of position regarding produce awaiting shipment at 30th June [the end of last month]: Frozen meat, 5,230,000 freight carcasses; butter, 123,097 boxes; cheese, 334,997 crates; wool, 424,573 bales; hides, 1,600 tons; frozen rabbits, 76,000 crates.”

Now, that is the position to-day; and, by way of showing how serious it is to us, just let me quote the annual estimated output. The annual estimated output for New Zealand is—Frozen meat, 6,000,000 freight carcasses; cheese, 756,000 crates; butter, 880,000 boxes; wool, 558,000 bales.

So that in the case of several of these articles we have almost a year's production in store to-day in New Zealand. That is our position.

Since the commencement of the war the Imperial Government—using the common term—has purchased the whole of our meat for the period of war and for three months afterwards. It is now purchasing our butter and cheese for the present season, and we have been given to understand that in all probability the butter and cheese will be purchased for the period of the war. On that point I am not able to express a definite opinion. The wool is being purchased for the period of the war and for one season afterwards. Now, that is our position. Those products have been purchased by the Imperial Government on the understanding that they will be taken away from New Zealand. The Imperial Government now controls the shipping. And just let me admit this, that the war comes first every time. If it is necessary for the purposes of the war that our ships should be taken to carry troops from the United States, there is nothing more to be said. But the men experienced in the meat trade have told me that it was not necessary to purchase this huge quantity of meat from the United States—that there was sufficient in sight in the United Kingdom itself, and that the ships could have been provided for the purpose of carrying the balance of the meat necessary from Australia and New Zealand. I make this statement not on my own authority, but as a statement made to me by people in the trade who say they know.

Now, it will easily be seen what a very serious position we are getting into in New Zealand. This is the winter season, but the winter will presently come to an end. We look upon the middle of August as the beginning of spring. With spring there will come the usual supply of meat and dairy-produce, and of all the other things which spring brings along. What is going to happen to New Zealand then, with its stores full, and dependent as we are upon our output of produce for the money required to carry on our share of the war and the business of the country—to keep the whole country going, as a matter of fact? I want you to understand, and I want the members of the Conference to understand, that we are face to face with the most serious difficulty New Zealand has ever experienced up to the present moment.

I want to emphasize the very serious position we are in. I have endeavoured to get satisfaction from the different Departments of the State, but up to the present I have got no satisfaction—absolutely none. I cannot perhaps blame the Ministry of Shipping for the answers which I receive. I know the Ministry of Shipping did everything they possibly could to supply ships to get our produce away last year, and I hope something of the same sort will be done during this season. But the outlook is very much worse this time, from a shipping point of view, than it was at the corresponding period of last year. There is the position, and I have to explain it when I go back to my own country.

But again I say, in the opinion of many people New Zealand is not being treated fairly in connection with this matter, and I think—and I say it advisedly—more should be done to get our produce away. The whole of our output has been purchased by the Imperial Government, and it is impossible to do anything with it in any other direction.

I think you will agree with me that the position as set forth in the foregoing, both from the point of view of the producers in the Dominions and the consumers in Britain, is sufficiently serious to require thorough examination by British Ministers.

Right Hon. A. Bonar Law, M.P., London.

Believe me, &c.,
W. F. MASSEY.

P.S.—The following Reuter's telegram from Washington, dated 8th August, was published in the *Times* of the following day:—

"In its report recommending Government acquisition and control of the principal stockyards and cold-storage plants in the country, the United States Trade Commission finds that the power of the five chief packing companies has been unfairly and illegally used to manipulate the live-stock market, to restrict inter-State and international supplies of food, *to control the price of dressed meats and other foods, to defraud both producers and food-consumers, to crush effective competition*, to secure special privileges from railroads, dockyard companies, and municipalities, and to profiteer. It says that three of the most powerful banking groups in the country are participating in this food monopoly, and names a long list of stockyards throughout the United States, over 60 per cent. of the shares of which belong to this monopolistic group.

"The Commission Report proceeds: 'Out of the mass of information in our hands one fact stands out with all possible emphasis: the small dominant groups of American meat-packers are now international in their activities while remaining American in identity. The blame which now attaches to them for their practices abroad as well as at home inevitably will attach to our country if the practices continue.'

"The Commission says that in addition to the immense properties in the United States the companies, separately or jointly, own or control more than half of the export-meat production of the Argentine, Brazil, Uruguay, besides investments in other meat-producing countries, including Australia and branches in Great Britain, France, Italy, Canada, Denmark, and Paraguay. It adds: 'Under the present shipping conditions, big American packers control more than half the meat on which the Allies are dependent.'—*Reuter*."

From Right Hon. the PRIME MINISTER, Paris, to CONTROLLER OF SHIPPING, London.

DEAR SIR JOSEPH,—

Hotel Majestic, Paris, 5th March, 1919.

I have once again to draw the attention of the Ministry of Shipping to the unsatisfactory provision of insulated shipping which has been allocated to New Zealand under existing arrangements. I have received an important and urgent telegram to-day from the Acting Prime Minister at Wellington, pointing out that the lack of insulated tonnage has very seriously affected the meat-freezing and kindred interests. A number of freezing-works in the Dominion are already full and must close down, whilst there is a large quantity of stock available which must suffer deterioration and cause heavy loss unless treated promptly:

The New Zealand Government point out that there are only five insulated steamers available late in March and early in April loading—viz., "Port Melbourne," "Hororata," "Arawa," "Athenic," and "Rimutaka"—and the only further vessels advised as being allocated to the Dominion, but whose loading dates are at present unknown, are "Corinthic," "Armagh," "Raranga," "Kaikoura," "Ionic," and "Tainui." It is estimated that the majority of these vessels will not be available for Homeward loading from the Dominion before the end of April or during May.

To illustrate the acute congestion of meat and dairy-produce awaiting shipment from the Dominion, I may say that the quantities in store at present are: Frozen meat, 4,917,508 60 lb. freight carcasses; butter, 230,073 boxes; cheese, 478,620 crates.

I should also like to draw attention to the fact that on the 1st January the respective quantities of the refrigerated cargo awaiting shipment in Australia and New Zealand were—Australia, 50,000 tons; New Zealand, 148,000 tons.

The foregoing figures speak eloquently as to the urgent necessity for increasing the Dominion's tonnage allocation at the earliest possible moment, and so enable a very serious situation to be met. May I suggest that it might be possible to transfer tonnage from Australia for this purpose.

You will, I know, recognize how seriously New Zealand's shipping was diverted last year on account of urgent war requirements, and that the Dominion is deserving of, at any rate, reasonable consideration in the matter of its very urgent requirements.

Believe me, &c.,

W. F. MASSEY.

The Right Hon. Sir Joseph Maclay, Controller of Shipping, Ministry of Shipping,
St. James's Park, London S.W.

From CONTROLLER OF SHIPPING, London, to Right Hon. the PRIME MINISTER, Paris.

Ministry of Shipping, St. James's Park, London, S.W. 1, 20th March, 1919.

DEAR MR. MASSEY,—

With regard to your letter of the 5th March, on the subject of tonnage for New Zealand, you will appreciate that the situation as regards shipping changes with great rapidity. At the beginning of this year a programme was worked out making what was in our opinion a perfectly fair allocation as between Australia and New Zealand, taking the sailings for Egypt into account as well as those to the United Kingdom. From time to time that programme has been modified in favour of the Dominion, and we have recently been forced to review the whole position in view of the trouble caused by strikes, influenza, and troopship arrangements. The net result is that we have allocated three additional steamers to New Zealand for April sailing, and this at the very moment when an urgent appeal has come from Australia for more tonnage.

We are at present working on a programme for May and June. I should add that in making these new arrangements we have been influenced by the great need in this country for meat and dairy produce from New Zealand.

Yours sincerely,

J. P. MACLAY.

The Right Hon. W. F. Massey, Hotel Majestic, Paris.

From the Right Hon. the PRIME MINISTER, Paris, to CONTROLLER OF SHIPPING, London.

[TELEGRAM.]

New Zealand correspondent of *Times* in telegram in yesterday's issue says Australia is alleged to be getting more tonnage than New Zealand in proportion to produce available. I have had cables to same effect. Can you kindly give me answer to above, also any further encouragement with regard to ships, as matter appears to be increasingly serious.—MASSEY.

From CONTROLLER OF SHIPPING, London, to Right Hon. the PRIME MINISTER, Paris, 27th March, 1919.

[TELEGRAM.]

Your telegram dated 25th instant, which crossed my letter of same date, received. Relative volume produce available impossible as basis of allocation. I once again repeat that everything possible has been and is being done to help New Zealand. You are fully apprised of the situation, and in particular as to future augmentation of tonnage. You are therefore in a position to send such advice to your Acting Prime Minister as should enable him to explain conclusively to producers through Press or otherwise that their difficulties are fully appreciated on this side, and that they are getting all the relief which circumstances permit.—MACLAY.

From CONTROLLER OF SHIPPING, London, to Right Hon. the PRIME MINISTER, Paris.

Ministry of Shipping, St. James's Park, London, S.W. 1, 25th March, 1919.

DEAR MR. MASSEY,—

I have received your telegram with reference to the paragraph in the *Times* of Friday. We here are fully alive to the situation in New Zealand, and, as you may perhaps have heard, the Board of Trade and Ministry of Food have decided to utilize for New Zealand meat and dairy-produce the space diverted from the Australian apple allotment, which I referred to in my letter of the 17th March.

The problem is one of extreme difficulty. As a Ministry, however, we have to follow the direction of other Departments responsible for allotment of tonnage, and to increase the aggregate immediately available is wholly impossible. If we were to carry apples from New Zealand we should lift so much the less of your meat or dairy-produce.

As regards the future, I may add that more than two months ago the restoration to the Australasian trade of all refrigerator vessels normally employed in that trade, but then running to the Plate, was decided upon, and this decision will take effect as each vessel arrives in Europe on her present voyage.

You see, therefore, I have already at the earliest moment permitted by our circumstances taken steps to afford all the relief practicable.

Yours faithfully,

J. P. MACLAY.

The Right Hon. W. F. Massey, Hotel Majestic, Paris.

From CONTROLLER OF SHIPPING, London, to Right Hon. the PRIME MINISTER, London.

Ministry of Shipping, St. James's Park, London, S.W. 1, 15th April, 1919.

DEAR MR. MASSEY,—

Following upon our interview this morning, I have had the attached estimate prepared of the tonnage which it is anticipated will be available for loading in New Zealand in each of the months of April, May, and June, so far as the position can be gauged at the present time. It will be understood, of course, that the allocation within the Australasian trade is purely provisional, and that it may be found necessary from time to time to vary the distribution of the vessels as occasion arises. The movement of the vessels in question are, of course, very uncertain, owing to strikes, quarantine troubles, &c.

The amount of insulated space represented by the vessels is approximately as follows:—April, 1,800,000 cub. ft.; May, 3,000,000 cub. ft.; June, 4,000,000 cub. ft.

Yours faithfully,

J. P. MACLAY.

The Right Hon. W. F. Massey, M.P., Savoy Hotel, Strand, London, W.C. 2.

From Right Hon. the PRIME MINISTER, Paris, to HIGH COMMISSIONER FOR NEW ZEALAND.

DEAR SIR THOMAS,—

Hotel Majestic, Paris, 14th May, 1919.

I enclose herewith copy of a telegram which I have just received from Sir James Allen.

I am communicating at once with the Shipping Controller, the Board of Trade, and the Food Ministry on this matter, and I shall be glad if you will do everything to co-operate. The position disclosed in the Acting Prime Minister's telegram is exceedingly serious, and it is urgently necessary that relief should be immediately provided.

Believe me, &c.,

W. F. MASSEY.

The Hon. Sir Thomas McKenzie, K.C.M.G., New Zealand Government Offices, 413 The Strand, W.C.

From Right Hon. the PRIME MINISTER, Paris, to CONTROLLER OF SHIPPING, London.

DEAR SIR JOSEPH,—

Hotel Majestic, Paris, 14th May, 1919.

I have just received a telegram from New Zealand calling my attention to the very serious position which exists there, partly on account of a serious drought from which the country appears to be suffering, and which has consequently made it necessary that more than the usual number of stock should be put through the freezing-works. The position at present is that there are 6,794,000 carcasses of meat in the stores throughout the Dominion. I believe this to be a record number, and it is quite evident that it is impossible for the stores to take in any more meat until further shipping relief is afforded. The Acting Prime Minister, in his cable, states that the position in some districts is "deplorable," and that it is absolutely necessary that we should have a regular supply of insulated steamers at the rate of not less than fourteen per month for the next three months if the stores are to be cleared this season, and he asks for some definite statement as to the prospect of insulated steamers being allocated to New Zealand in order to steady the stock markets and relieve the anxiety of the producers.

I shall therefore be very glad to know if you can give New Zealand any encouragement in this connection, as the position is much more serious than I had imagined.

Believe me, &c.,

W. F. MASSEY.

Sir Joseph P. Maclay.

From CONTROLLER OF SHIPPING, London, to Right Hon. the PRIME MINISTER, Paris.

Ministry of Shipping, St. James's Park, London S.W. 1,

DEAR MR. MASSEY,—

19th May, 1919.

In reply to your letter of the 14th instant, on the subject of New Zealand needs in the matter of refrigerator tonnage, I may say that in conjunction with the Board of Trade we have had under consideration the position as it appears to exist in New Zealand.

As you know, arrangements have already been made to restore to the Australasian trade all the refrigerator tonnage which had been withdrawn for service in the shorter trades during the period of hostilities. In view of the efforts which have already been made to meet the demands for refrigerator tonnage in the Australasian trade, I regret we cannot possibly do more than has already been done for the months of May and June, particulars regarding which have already been furnished to you.

As regards July, a provisional estimate has been made of the tonnage which may be allocated for loading in New Zealand, amounting to approximately 2,570,000 cub. ft. The delays which are at present being experienced, however, in connection with the fitting and repairing of ships, &c., render it very difficult to furnish a reliable estimate for any considerable period in advance.

Believe me, &c.,

The Right Hon. W. F. Massey, Hotel Majestic, Paris.

J. P. MACLAY.

From the FOOD CONTROLLER, London, to the Right Hon. the PRIME MINISTER, London.

DEAR MR. MASSEY,—

Board of Trade, Whitehall Gardens, S.W. 1, 19th May, 1919.

With reference to your letter to me of the 14th May, enclosing copy of a letter which you have addressed to Sir Joseph Maclay on the subject of tonnage for New Zealand, I am well aware of the difficult situation in New Zealand resulting from the diversion of steamers last year to bring troops from America, and the Board of Trade in conjunction with the Shipping Controller have been continuously engaged in trying to ameliorate the situation. The diverted ships have now been practically all released to their proper trade, and I find that in the first six months of this year steamers with 13,534,000 cub. ft. insulated capacity, or over 64 per cent. of the insulated capacity of the available insulated Australasian steamers, have been allotted to New Zealand, while for the months of May and June the proportion is 67 per cent. A provisional estimate of the tonnage available in July indicates that approximately 2,570,000 cub. ft., or 64 per cent., may be allocated to New Zealand, but this may be altered, and it is not possible at present to make a forecast for any later period.

Everything practicable is being done to meet the requirements of New Zealand, and from time to time arrangements made have been altered in favour of the Dominion, but delays connected with the fitting out and repairing ships, with strikes, and with quarantine regulations have prevented us from moving so much produce as we had expected. If, consistently with our other obligations, any opportunity presents itself of doing something more for New Zealand we shall not be slow to take advantage of it.

Yours sincerely,

The Right Hon. W. F. Massey, M.P., London.

AUCKLAND GEDDES.