

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.

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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."

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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.

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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.