

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