

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 A telegram was received on the 11th instant from the owners stating that the charter was revoked, and the vessel was to proceed to Melbourne to load wheat.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.