

There is a chance, however, of shortening the time materially between Ogden and Omaha, which I shall inquire into on my way East, at the suggestion of the Post-Office authorities and the railroad management. The Burlington Railroad will make connection with the Central Pacific at Ogden in a few days, and will run in competition with the Union Pacific between that point and Council Bluffs or Omaha. It may be induced to run a fast train with the New Zealand and Australian mail every month for the sake of the passenger traffic which it would attract. Should the Burlington Railroad management be willing to do this, I propose requesting the Postmaster-General to issue instructions to send the mail by that route, instead of by the Union Pacific, which travels slowly. I have been informed, however, by the General Superintendent of the Union Pacific, through his General Passenger Agent, that there will soon be a saving of six hours on the time between Ogden and Omaha.

There are other detentions on the mail route east of Omaha, by reason of which a passenger gets through to New York twelve hours ahead of the mail. Why this should happen cannot be explained here by the Superintendent of the Railway Mail Department, who has afforded me every facility for acquiring information in his office, besides issuing instructions to the postal officers on the road to render what assistance they could, should I require it.

I propose leaving for Washington on Saturday, and will endeavour to obtain a remission of the \$80,000 yearly railroad charge, and a promise from the Government that they will support a subsidy for the Australian mail service next Congress. Although I am not quite sanguine on the matter, I think the probability of success is fair. Senator Fair and other members of Congress to whom I have spoken are favourable to the proposal. I have procured a tabular statement of correspondence originating in this country for Honolulu and the colonies carried by the Australian mail steamers, which demonstrates the very great importance of the service to this country.

I regret that Postmaster-General Howe died very suddenly a few days ago. He understood the question. His successor has been appointed from Indiana, but I have no knowledge of him. However, the permanent heads of the department are well informed, and I anticipate no difficulty from the change.

The detention of the mail at Pittsburg was doubtless caused by the want of a postal contract with the railroad company. The Pennsylvania Central, which appears to have a monopoly of our mail transportation to and from Chicago, is not the fastest or most obliging railroad in the East. I shall, however, represent the matter in the proper department, with the view of preventing its recurrence.

I enclose copy of the new tariff for the information of the Government.

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I have, &c.,
ROBT. J. CREIGHTON.

W. Gray, Esq., Secretary, General Post-Office, Wellington.

No. 17.

The Hon. Mr. DICK to the Hon. Mr. STUART.

Wellington, 16th April, 1883.

WILL anything be done about renewing Frisco service before your Parliament prorogues, which I understand takes place in a few days?

The Hon. Alex. Stuart, Sydney.

THOMAS DICK,
Colonial Secretary.

No. 18.

The Hon. Mr. STUART to the Hon. the COLONIAL SECRETARY, Wellington.

Sydney, 17th April, 1883.

INTEND Thursday submit resolution similar effect my letter to you. Will telegraph result on Friday.

The Colonial Secretary, Wellington.

A. STUART,
Colonial Secretary.

No. 19.

The Hon. Mr. DICK to the Hon. the COLONIAL SECRETARY, Sydney.

Wellington, 20th April, 1883.

ANXIOUS to learn result last night's debate *re* renewal Frisco service. Trust you will not allow prorogation until question definitively settled.

The Hon. A. Stuart, Colonial Secretary, Sydney.

THOMAS DICK,
Colonial Secretary.