

1899.
NEW ZEALAND.

OCEAN MAIL-SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6B, presented on the 3rd November, 1898.]

Presented to both Houses of the General Assembly by Command of His Excellency.

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SAN FRANCISCO MAIL-SERVICE.

RENEWAL OF SERVICE. SHORTENING TIME ON VOYAGE.

No. 1.

The SECRETARY, General Post Office, Wellington, to the CHAIRMAN, Extension of Industries and Commerce Committee, Wellington.

SIR,—

General Post Office, Wellington, 17th October, 1898.

Replying to your letter of the 14th instant [see I.-10B, 1898], I have the honour to state that, with a fifteen-knot service between Auckland and San Francisco (present day of departure from San Francisco to be maintained), it would be possible for the inward mails to arrive at Dunedin on Wednesday night, and with a fifteen-knot service in the opposite direction (timed to arrive at San Francisco as at present) the outward mail would not require to leave Dunedin until Friday, at 11 a.m. A fifteen-knot service would, therefore, give one clear day for replies at Dunedin, two days at Christchurch, three days at Wellington, and a week at Auckland. Invercargill would have about six hours for replies, assuming the mails always arrived at Dunedin on Wednesday night, and were sent on immediately by special train.

To enable the Dunedin public to reply by the Vancouver service (present days of arrival at and departure from Vancouver being maintained) a sixteen-knot service between Wellington and Vancouver would be required. This would give Dunedin about one day, Christchurch two days, Wellington three days, and Auckland one day for replies. Invercargill would have about six hours for replies, as in the case of the San Francisco service.

The Chairman, Extension of Industries and Commerce Committee, Parliament Buildings, Wellington.

I have, &c.,

W. GRAY, Secretary.

No. 2.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 20th October, 1898.

SIR,—

Clause 7 of the draft San Francisco mail contract provides for mail-steamers being exempt from harbour-dues, &c. I shall be much obliged if you will advise the Auckland Harbour Board to this effect, as so far they are charging the mail-steamers, and we are making application to them for refunds.

I have, &c.,

T. W. WHITSON, for Managing Director.

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

No. 3.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Auckland Harbour Board, Auckland.

SIR,—

General Post Office, Wellington, 22nd October, 1898.

The Managing Director of the Union Steam Ship Company having brought under notice that your Board is charging the steamers employed in the San Francisco mail-service with harbour-dues, &c., I have the honour to inform you that, as the terms of the contract provide that the mail-steamers shall be exempt from dues, the Union Steam Ship Company is entitled to a refund of any amount paid on that account. The exemption is provided by section 132 of "The Harbours Act, 1878." And in the same connection I would remind you of your Board's resolutions of the 2nd November, 1897, copy of which you were good enough to forward to me on the 3rd idem. [See No. 13, F.-6, 1898.]

I have, &c.,

W. GRAY, Secretary.

The Secretary, Auckland Harbour Board, Auckland.

No. 4.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 22nd October, 1898.

I have the honour to acknowledge the receipt of your letter of the 20th instant, asking that the Auckland Harbour Board might be advised that your San Francisco mail-steamers were exempt from harbour-dues, &c., and to inform you that the Board has been informed accordingly.

I have, &c.,

W. GRAY, Secretary.

The Managing Director,
Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 5.

The ACTING-SECRETARY, Auckland Harbour Board, Auckland, to the SECRETARY, General Post Office, Wellington.

SIR,—

Auckland, 2nd November, 1898.

I have the honour to acknowledge the receipt of your letter of the 22nd ultimo, in reference to harbour-dues for the San Francisco mail-steamers, and, in reply, beg to inform you that your letter was read at a meeting of the Board held yesterday, when I was directed to thank you for the information, and to request that you will please supply me with the exact dates for the contract.

I have, &c.,

M. H. LAIRD, Acting-Secretary.

The Secretary, General Post Office, Wellington.

No. 6.

EXTRACT FROM THE JOURNALS OF THE HOUSE OF REPRESENTATIVES OF THURSDAY, THE 3RD DAY OF NOVEMBER, 1898.

Resolution relative to the San Francisco and Vancouver Mail-services.

WHEREAS the House of Representatives, by resolutions passed on the 13th December, 1897, authorised the Government to extend the San Francisco mail-service for a period of twelve months from the 31st March, 1898, and to establish a four-weekly mail-service between New Zealand and Vancouver, British Columbia, by way of Fiji and Honolulu, from the 1st December, 1897, to the 31st March, 1899, on the terms and conditions set out in the said resolutions:

And whereas the Government gave effect to the said resolutions by extending the San Francisco service contract and establishing a mail-service between Wellington and Vancouver, and,

as the said services expire on the 31st March, 1899, it is now expedient to make provision for the continuation of the services: It is therefore resolved,—

That this House authorises the Government to extend the said San Francisco and Vancouver mail-services for a period of one year from the 1st April, 1899, on the terms and conditions set out in the aforesaid resolutions, and amplified in the draft contracts already submitted to and accepted by the contracting companies.

(On motion of the Right Hon. R. J. Seddon.)

No. 7.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Sydney.

(Telegram.)

Wellington, 4th November, 1898.

ON further consideration, I decided to ask House renew San Francisco and Vancouver mail-services for another year only, so as to give time to negotiate for improved services for a term of years. House of Representatives agreed to this last night. Hope to hear that you also will renew Vancouver service for twelve months.

No. 8.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
SIR,—

General Post Office, Wellington, 5th November, 1898.

I have the honour to forward herewith copy of resolution relative to the San Francisco and Vancouver mail-services passed by the House of Representatives on the 3rd instant (headed the 28th ultimo). It is understood that your colony proposes to continue its present contribution to the San Francisco service, but I should be glad to be informed as early as possible what are the intentions of your Government concerning the Vancouver service.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 9.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 5th November, 1898.

I have the honour to forward herewith copy of a resolution passed by the House of Representatives on the 3rd instant relative to the San Francisco and Vancouver mail-services.

I shall be glad to learn as early as possible whether your company is prepared to continue the service between Auckland and San Francisco for one year from the 1st April, 1899, on the present conditions.

I have, &c.,

The Managing Director,
Union Steam Ship Company of New Zealand (Limited), Dunedin.

W. GRAY, Secretary.

No. 10.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 7th November, 1898.

HOUSE authorised Government renew San Francisco Vancouver mail-services for twelve months on present terms. Communicating with companies.

No. 11.

The SECRETARY, General Post Office, Wellington, to the ACTING-SECRETARY of the Auckland Harbour Board, Auckland.

SIR,—

General Post Office, Wellington, 8th November, 1898.

I have the honour to acknowledge the receipt of your letter of the 2nd instant, in reference to the harbour-dues charged by your Board on steamers employed in the San Francisco mail-service, and to inform you, in reply, that the renewed San Francisco mail-service contract commenced on the 1st April last.

I have, &c.,

The Acting-Secretary, Auckland Harbour Board, Auckland.

W. GRAY, Secretary.

No. 12.

The SECRETARY, General Post Office, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

SIR,—

General Post Office, Wellington, 10th November, 1898.

I have the honour to forward herewith copy of a resolution passed in the House of Representatives of this colony on the 3rd instant (proposed for the 28th ultimo), authorising Government to extend the San Francisco and Vancouver mail-services for one year from the 1st April, 1899. The Postmaster-General is now in communication on the subject with the shipping companies concerned.

I have, &c.,

The Hon. the Postmaster-General, Washington.

W. GRAY, Secretary.

[Similar letters to the Deputy Postmaster-General, Ottawa, the J. D. Spreckels and Brothers Company, San Francisco, and the Resident Agent for New Zealand, San Francisco.]

No. 13.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 10th November, 1898.

Referring to my telegram of the 7th instant, I have now the honour to forward herewith copy of the resolutions passed in the House of Representatives of this colony on the 3rd instant (proposed for the 28th ultimo), authorising Government to extend the San Francisco and Vancouver mail-services for one year from the 1st April, 1899.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 14.

The AGENT-GENERAL to the Hon. the PREMIER.

SIR,—

Westminster Chambers 13, Victoria Street, London, S.W., 16th November, 1898.

Referring to your cablegram of the 7th instant, stating that the New Zealand Parliament had authorised renewal of the San Francisco and Vancouver mail-services, I beg to state that I communicated this information to the Union Steam Ship Company of New Zealand, and to the Canadian-Australian Royal Mail Steamship Company, and herewith I transmit copies of their replies.

You will observe that the liquidator of the latter company intimates that the matter is receiving consideration.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 14.

The SECRETARY, Union Steam Ship Company of New Zealand, London, to the AGENT-GENERAL.

Union Steam Ship Company of New Zealand (Limited), 34, Leadenhall Street,

DEAR SIR,—

9th November, 1898.

I have the honour to acknowledge the receipt of Mr. Walter Kennaway's letter of yesterday's date, and thank you for the information given that the Government of New Zealand had authorised the renewal of the San Francisco mail-service for twelve months on present terms.

Yours, &c.,

The Agent-General for New Zealand.

C. H. COOPER, Secretary.

Enclosure 2 in No. 14.

The OFFICIAL LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company, London, to the SECRETARY to the AGENT-GENERAL.

The Canadian-Australian Royal Mail Steamship Company, 138, Leadenhall Street,

DEAR SIR,—

9th November, 1898.

I have to acknowledge receipt of your letter of the 8th instant, informing me that the New Zealand Parliament has authorised the renewal of the Vancouver mail-service for twelve months on the present terms, and in reply I beg to say that the matter is receiving consideration.

Yours, &c.,

Walter Kennaway, Esq., C.M.G., Secretary,

CHAS. J. COWAN, Liquidator.

Department of Agent-General for New Zealand.

No. 15.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 19th November, 1898.

SIR,—

I have the honour to acknowledge receipt of your favour of the 5th instant, asking if this company is prepared to continue the mail-service between Auckland and San Francisco for one year from the 1st April, 1899, on the present conditions, and in reply it gives me pleasure to advise you that the directors of the company are agreeable to do so.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 16.

Messrs. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 1st December, 1898.

We have been requested by the Agent-General for New Zealand in London to obtain and forward to you the latest time-tables of the principal steamship lines from New York to Great Britain, and now enclose time-tables, as far as published, of the North German Lloyds, sailing Tuesdays; American line, sailing on Wednesdays; White Star line, sailing Wednesdays; and the Cunard line, sailing Saturdays. The Hamburg line do not send vessels from here in the winter months, but resume sailings in March or April, continuing until November, on Thursdays.

We also enclose copy of letter received by us from the Post Office, New York, which treats of the despatch of the mails from this city, and to which we refer you for further particulars. We desire to say that the Post Office authorities have no power or control in fixing the dates on which the mail-steamers of the different lines leave New York.

If we can procure any further information on this subject we shall have pleasure in placing our services at your disposal.

We are, &c.,

The Hon. the Postmaster-General, Wellington.

R. W. CAMERON AND Co.

Enclosure in No. 16.

The POSTMASTER, New York, to Messrs. R. W. CAMERON AND Co.

Office of Superintendent of Mails, Post Office, New York,

29th November, 1898.

GENTLEMEN,—

With reference to inquiries on communication submitted to this office and herewith returned, I have to inform you that steamers of North German Lloyds sail at 10 a.m. Tuesdays, and mails are delivered from this office at 9.30 a.m.; steamers of American line sail at 10 a.m. Wednesdays, mails delivered at 9.45 a.m.; steamers of White Star line sail at noon Wednesdays, mails delivered at 11.30 a.m. Steamers of Hamburg-American line do not sail in winter months, but resume their sailings in March or April, continuing until November of each year. They do not sail at a stated hour.

Steamers of Cunard line on Saturdays are also irregular, sailing at times early in morning, and again as late as 1 or 2 p.m. Steamers of French line on Saturdays sail at 10 a.m.

The North German Lloyds steamers sailing Tuesdays generally reach Southampton early on the second following Wednesday. The American liners reach the same port also on Wednesdays, and the White Star steamers get the mails in London on Wednesdays ("Majestic" and "Teutonic"), Thursdays ("Germanic"), and Fridays ("Britannic"). Cunard steamers on Saturdays land their mails in London on following Saturday early ("Lucania" and "Campania") or Sunday (slower steamers—"Umbria" and "Etruria").

There is no power or authority at this office to hold steamers of any line beyond their scheduled time of sailing, but at times, when a close connection might be made, departure of steamers has been delayed an hour or two at request of this office.

In this connection, and with a view to facilitate the schedule arrangement proposed by the New Zealand Agent-General, it is proper to state that, with present transit, overland mails either *via* San Francisco or *via* Vancouver are generally due to reach Grand Central depot at 10.35 a.m., in most cases too late for a steamer sailing on day of arrival, unless the steamship company consents to delay the departure of the steamer, as it is impossible to unload mails and transport them direct to the piers for the steamers much before 12.30 p.m., even when the train is on time. Therefore any arrangement with the object of insuring prompt and safe connection would necessitate also a change of time in the overland railroad schedules, so as to get the mails here about three hours earlier at least. Of course, if the steamship companies would change their sailing-hour until 1 or 2 p.m., the same result would be accomplished.

Very respectfully,

C. VAN COTT, Postmaster.

Messrs. R. W. Cameron and Co., New York City.

No. 17.

The AGENT-GENERAL to the Hon. the PREMIER.

SIR,— Westminster Chambers, 13, Victoria Street, London, S.W., 14th December, 1898.

Referring to my letter of the 16th November last [see No. 238], I beg to transmit herewith copy of correspondence with Messrs. R. W. Cameron and Co., of New York, relative to the forwarding of the mails from New York, by which it will be seen that that firm have, in accordance with my request, forwarded direct to the Postmaster-General at Wellington information respecting the despatch of the principal steamers taking mails from New York to this country.

This information appears to show that, as suggested in my letter of the 16th November, [see No. 238], and also in my cablegram of the 3rd instant [see No. 246], it would be desirable to despatch the Vancouver mails so that they may arrive in New York in time to be forwarded by one of the steamers of the American line.

You will no doubt observe that, with this object in view, it is important, affecting as it does both the San Francisco and Vancouver mails, that arrangements, if possible, be made with the managers of the railway over which the mails are carried to New York that the mail-train should arrive at New York some three hours earlier.

I am writing to Messrs. Cameron and Co., requesting them to make inquiries on this point for the purpose of ascertaining with whom the power to make such an arrangement rests, as it is obvious that it is at that point that delay is, under the present arrangements, likely to take place.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 17.

The SECRETARY to the AGENT-GENERAL to Messrs. R. W. CAMERON AND Co., New York.

Westminster Chambers, 13, Victoria Street, London, S.W.,
16th November, 1898.

DEAR SIRS,—

I am directed by the Agent-General to request you to obtain and forward direct to the Hon. the Postmaster-General, Wellington, New Zealand, the latest time-tables of the principal steamship lines from New York to this country, including the Cunard, White Star, American ("St. Louis," "St. Paul," &c.), German Lloyds, &c.

The New Zealand postal authorities desire to have this information so that they can fix the dates of the departure of the mails to this country so that they may reach New York in time to catch the swifter outgoing steamers. It would therefore be desirable if, in the tables forwarded, some indication were given as to the average length of voyage of the steamer specified therein.

The Agent-General feels assured, as you have already informed him, that the New York postal authorities use every effort to despatch the New Zealand mails by the earliest and swiftest steamers; and in reference thereto he would be much obliged if you could ascertain for his information whether they have any power or control in fixing the dates at which these steamers leave New York.

I need scarcely add that the Agent-General will be glad to meet any charges which you may think right to make in making these inquiries.

I am, &c.,

WALTER KENNAWAY.

Messrs. R. W. Cameron and Co., South William Street, New York.

Enclosure 2 in No. 17.

MESSRS. R. W. CAMERON AND Co. to the AGENT-GENERAL.

SIR,—

New York, 1st December, 1898.

We have to acknowledge the receipt of your favour of the 16th ultimo, requesting us to obtain and forward direct to the Hon. the Postmaster-General, Wellington, New Zealand, the latest time-tables of the principal steamship lines from New York to Great Britain. We note also that the New Zealand postal authorities desire to have this information so that they can fix the departures of the mails to this country so that they may reach New York to meet the swifter outgoing steamers. In regard to the question as to whether the postal authorities in New York have any power or control in fixing the dates at which steamers leave New York, we would say that they have not, as you will see by the enclosed letter from the New York Post Office, a copy of which we are sending to the Postmaster-General at Wellington.

We are, &c.,

The Agent-General for New Zealand,
Westminster Chambers, Victoria Street, London, S.W.

R. W. CAMERON AND Co.

[For Enclosures 3 and 4 in No. 17, see No. 16 and enclosure therein.]

No. 18.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the Hon. the POSTMASTER-GENERAL, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 14th December, 1898.

DEAR SIR,—

In view of the evident desire for an improved connection between the colonies and America, as indicated by the comments of members during the mail debate last session, and also

by the report of the Commerce Extension Committee, I entered into communication with the Oceanic Steamship Company of San Francisco, who, as you know, are associated with us in carrying out the present mail-service *via* San Francisco. As the result of this, I am now in a position to say that we are prepared to negotiate with you for a fortnightly instead of a monthly mail-service, as at present, at an increased subsidy to be agreed upon; the fortnightly service to commence in the early part of 1900 and before the expiry of the extension of the present contract recently arranged.

For the purpose of carrying out such a service the Oceanic Steamship Company propose to build a new 5,000-ton steamer of high speed, with up-to-date accommodation, and also to make extensive alterations to the "Alameda" and "Mariposa," so as to bring their accommodation and equipment up to the most modern requirements. The Union Company will also build a 5,000-ton steamer to run in conjunction with the "Moana," thus making up the five steamers required to carry out a fortnightly service.

To justify the large outlay of capital involved in this undertaking it would be necessary that the contract should be for a period of, say, seven years. It is hardly necessary for me to point out that, as a mail-service, the route *via* San Francisco has proved itself to be the most rapid and reliable for this colony, while as a fast and interesting passenger route it is deservedly popular, and will become more so when the improved facilities which we now propose are at the disposal of the travelling public. As you are aware, the uncertain tenure of the mail contract, in consequence of its only being renewed from year to year, has all along discouraged the contractors from taking steps to materially improve the service. The advantages of the route, however, as a mail and passenger service, and the importance of maintaining and improving the connection between the colonies and America, are becoming more widely recognised every day, and we are prepared, therefore, with a little encouragement, to entertain the idea of improving the service. I trust you will see your way to arrange a contract for a period of years, and on a basis of fortnightly sailings.

The Right Hon. R. J. Seddon, Postmaster-General, Wellington.

Yours, &c.

JAMES MILLS.

No. 19.

Messrs. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 29th December, 1898.

We have pleasure in enclosing extract from the *New York Times* of the 25th December [not printed], regarding arrangements for mails between New York and San Francisco, by which a saving of a whole day will be effected. As this has a bearing on the information which we have already mailed to you on this subject, we have no doubt it will prove of interest to you, and remain,

Yours, &c.,

The Hon. the Postmaster-General, Wellington.

R. W. CAMERON AND Co.

No. 20.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your letter of the 16th ultimo, covering copy of replies received from the secretary of the Union Steam Ship Company of New Zealand and the liquidator of the Canadian-Australian Royal Mail Steamship Company to your letters advising that the New Zealand Parliament had authorised the renewal of the San Francisco and Vancouver mail-service contracts for twelve months.

I have, &c.,

T. THOMPSON, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 21.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your letter of the 19th ultimo, advising that the directors of your company were prepared to continue the mail-service between Auckland and San Francisco for one year from the 1st April next on the present conditions.

A draft form of agreement will be prepared and submitted to you in due course.

I have, &c.,

The Managing Director,

W. GRAY, Secretary.

Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 22.

The AGENT-GENERAL to the Hon. the PREMIER.

SIR,— Westmīnster Chambers, 13, Victoria Street, London, S.W., 5th January, 1899.
Referring to my letter of the 14th December last, I beg herewith to transmit copies of further letters from Messrs. R. W. Cameron and Co. relative to the forwarding of the New Zealand mails to this country.

It is satisfactory to note that, as advised by Messrs. Cameron in their letter of the 29th ultimo, arrangements have been made by which a saving of a whole day will be effected as regards the mails between New York and San Francisco.

The Hon. the Premier, Wellington.

I have, &c.,

W. P. REEVES.

Enclosure 1 in No. 22.

Messrs. R. W. CAMERON AND Co., New York, to the AGENT-GENERAL.

SIR,— 23, South William Street, New York, 22nd December, 1898.

Our senior's attention has been called to the correspondence of last month on the subject of the New Zealand-Great Britain mail connections, and finds but little to add thereto. In reply to your query whether we could ascertain with whom the power of making such an alteration rests, as it would probably be worth the while of the New Zealand Government to send, if necessary, a special agent to America in order to negotiate with the authorities respecting it, we would say that, *via* Vancouver, it would rest entirely with the Canadian Pacific Railway, and from San Francisco with the service there conducted by the Southern Pacific and Union Pacific Railways. All trains run on specified time-tables, and the mail contracts are made to conform thereto. We cannot express an opinion as to the advisability of the New Zealand Government sending a special agent, further than that he would be well received and enjoy the hospitality of the railway officials.

We would further add that there have been occasions when, at the request of the Postmaster, mail-steamers have postponed departure for a few hours, awaiting delivery of your mails; but that was when the mails were within hail. We may mention that during the winter months trains are frequently behind time, caused by snow-storms, and also that the large steamers of the Cunard line—"Campania" and "Lucania"—are the only ones that regulate their departure by tidal flow.

Our senior is in close touch with the railway officials, his services are at your disposal, and he can promise that every consideration will be given to your request, and that the mails will in nearly every instance go forward by the steamship sailing on date of arrival here.

We are, &c.,

The Agent-General for New Zealand, London.

R. W. CAMERON AND Co.

Enclosure 2 in No. 22.

Messrs. R. W. CAMERON AND Co., New York, to the AGENT-GENERAL.

SIR,— 23, South William Street, New York, 29th December, 1898.

We have pleasure in enclosing extract from the *New York Times* of the 25th December [not printed] regarding arrangements for mails between New York and San Francisco, by which a saving of a whole day will be effected. As this has a bearing on the information which we have already mailed to you on this subject, we have no doubt it will prove of interest. We have also forwarded to the Hon. the Postmaster-General, Wellington, a similar extract to the one now enclosed to you.

We are, &c.,

The Agent-General for New Zealand.

R. W. CAMERON AND Co.

No. 23.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 5th January, 1899.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 30th ultimo, with regard to the continuation of the mail-service between Auckland and San Francisco, and note that a draft form of agreement will be prepared and submitted to us in due course, for which I thank you.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 24.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 7th January, 1899.

SAN FRANCISCO mail-service: Camerons advise arrangement has been made saving whole day between New York and San Francisco.

No. 25.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.) Wellington, 11th January, 1899.
FRISCO service and your telegram of the seventh: Is railway-running shortened one day either way, or arrival New York accelerated, or Wednesday steamer delayed? Were Frisco steamer despatched Auckland Monday, arriving Frisco for Friday's train, could connection New York Wednesday steamer be assured?

No. 26.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.) London, 11th January, 1899.
SAN FRANCISCO mail-service: Cannot give an answer yet. Information necessary to enable you to act insufficient. Will communicate with Cameron.

No. 27.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.) Wellington, 18th January, 1899.
MAIL Agent "Alameda" reports arrived San Francisco 14th December, at 9.15 a.m., mail going east same day. Arrived New York 19th; mails delayed there until 21st. Inward mail did not arrive San Francisco until 10 a.m. 29th owing to delay on Atlantic. Last of mails on board 2.15; steamer delayed until 3.30 owing to two bags being missing in railway mail-service. Commencing 1st January, fast mail-train leaving New York 9 p.m. arrives San Francisco at 8.45 on evening of fourth day, instead of 9.40 following morning. This means overland transit from east to west in four days, and should enable steamers to get away on time in summer months. Mails going east, formerly arriving in New York at 10.35 a.m., will now reach that city 5.35 a.m., or five hours earlier.

No. 28.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.) Wellington, 18th January, 1899.
SAN FRANCISCO time-table: Postmaster-General has been in communication with Agent-General re accelerating delivery Frisco mails. Mr. Reeves the other day advised by cable that the time between San Francisco and New York had been shortened by twenty-four hours; but on being appealed to he could not say how this was secured, and is now making further inquiries. By steamer to-day, however, I am advised [see No. 31] that, commencing on 1st January, the mail-train leaving New York at 9 p.m. reaches San Francisco at 8.45 on the evening of the fourth day, instead of 9.40 the following morning. The steamers, as a rule, should now be able to get away on Wednesday. The mail-train going east reaches New York at 5.35 a.m., instead of 10.35, so that there should now be no doubt about catching the German fast boat on Tuesday. But, as the fast steamers of the American line have resumed running on Wednesday, it should be possible to leave Auckland on Monday, with the certainty of catching the Wednesday boat from New York. The advantages of the change need not be discussed, but it would enable Christchurch and Dunedin, as well as Wellington, to reply by return mail. Will you give the matter your immediate consideration and favour me with your opinion? The late departure from this end would also be of advantage to Sydney whenever the Vancouver steamers were a day or two late. I do not think that the Washington Post Office should object to the shortening of the interval for replies, seeing what the gain is in the through time.

No. 29.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.) Dunedin, 19th January, 1899.
STEAMERS from New York leave with the tide, understand, as early as 6 a.m. If this is so, would your proposed connection not be too fine?

No. 30.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.) Wellington, 19th January, 1899.
THE steamers of the American line do not leave New York before 10 a.m., which is now the fixed sailing-hour. The White Star Wednesday boats sail at noon. With the American liners sailing at 10 a.m., there should be no doubt about making the connection.

No. 31.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 19th January, 1899.

I have the honour to acknowledge the receipt of your cablegrams of the 7th and 11th instant, and to confirm my reply of the latter date to your first telegram [see Nos. 24, 25, and 26].

I was at a loss to understand how the acceleration of one day between New York and San Francisco had been effected, but information to hand by the Mail Agent on board the "Alameda," who arrived at Auckland yesterday, makes the matter somewhat clearer. The Mail Agent reports that from the 1st instant it was the intention that the fast mail leaving New York at 9 p.m. should in future arrive at San Francisco at 8.45 on the evening of the fourth day, instead of 9.40 on the following morning, and that the east-bound mail-train would reach New York at 5.35 a.m., in place of 10.35 a.m., or a gain of, say, thirteen hours on the west-bound and five hours on the east-bound running. If this information be correct, and the acceleration is to be permanent, it will now be possible to rely on the steamers leaving San Francisco for Auckland on the Wednesday, and to arrange a two-days later despatch from New Zealand, with an assured connection with the fast boats of the American line leaving New York on the Wednesday. Should it be practicable to carry this out it will enable replies by return mail to be sent regularly from Wellington, Christchurch, and Dunedin. As you are aware, Auckland is the only one of the principal cities which has a reasonably sufficient time for replies at present, although a short interval occasionally offers at Wellington.

The Postmaster-General is obliged for Messrs. R. W. Cameron and Co.'s courteous letter of the 1st ultimo, enclosing time-tables of the principal steamship lines between New York and Great Britain, and other information. He is writing to the firm by the present mail, asking it to confirm the accuracy of the information relative to the acceleration of the train-running. Copy of the letter is enclosed for your information [see No. 32].

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 32.

The Hon. the POSTMASTER-GENERAL to MESSRS. R. W. CAMERON AND Co., New York.

GENTLEMEN,—

General Post Office, Wellington, 19th January, 1899.

I have the honour to acknowledge the receipt of your letter of the 1st ultimo, enclosing the latest time-tables of the principal steamship lines from New York to Great Britain, together with other information.

I am exceedingly obliged for your courtesy and the trouble you have taken in the matter. The information will be of great service to the department.

Since the arrival of your letter I am in receipt of a cablegram from the Agent-General for New Zealand in London, to the effect that you had advised him that a saving of a whole day had been secured in the transport of the mails between San Francisco and New York; but, on the Agent-General being asked how this had been obtained, and whether it applied to both the east- and west-bound train-running, he was unable to say, but stated that he would make further inquiries. The result will no doubt be communicated in due course. I am, however, informed by the Mail-agent on board the "Alameda," which arrived at Auckland yesterday, that from the 1st instant it was the intention that the fast mail-train leaving New York at 9 p.m. should reach San Francisco at 8.45 on the evening of the fourth day, instead of 9.40 the following morning, and that the east-bound mail-train should reach New York at 5.35 a.m., instead of 10.35 a.m. If this information be correct, and the acceleration is to be a permanent one, it will now be possible to rely upon the steamers being despatched regularly from San Francisco on the Wednesday, and for a two-days later departure from New Zealand, with an assured connection with the fast boats of the American line leaving New York on the Wednesday, thus giving practically a three-days' longer interval in New Zealand for replies. Should you not already have done so, may I trespass further on your kindness by asking you to confirm the correctness of the information furnished by the Mail-agent, and to inform me whether the new arrangement is likely to be a permanent one?

I am, &c.,

W. C. WALKER, for the Postmaster-General.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

No. 33.

MESSRS. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 20th January, 1899.

We have pleasure in enclosing a copy of our letter to the Agent-General in London in regard to New Zealand mails, in answer to an inquiry as to whether mail-matter arriving in San Francisco on Friday would arrive in New York in time to catch the outgoing American line steamer on the following Wednesday.

We are sorry that the information is not absolutely definite, but you will doubtless appreciate the situation as it exists.

In order that you may thoroughly understand the object of the inquiry, we are enclosing copy of the Agent-General's letter of the 11th instant, now under reply.

We remain, &c.,

R. W. CAMERON AND Co.

The Hon. the Postmaster-General, Wellington, New Zealand.

Enclosure 1 in No. 33.

The SECRETARY to the AGENT-GENERAL to MESSRS. R. W. CAMERON AND Co., New York.
Westminster Chambers, 13, Victoria Street, London, S.W.,

DEAR SIRS,—

11th January, 1899.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 29th ultimo [Enclosure 2 in No. 22], and to thank you for the information it contained, by which it would appear that arrangements have been made by which a saving of a whole day will be effected as regards the mails between New York and San Francisco.

The Agent-General would be much obliged if you could obtain definite information as to whether, in case the mails from New Zealand arrived at San Francisco on a Friday, they would reach New York in time to catch the American line steamer leaving on the following Wednesday.

If you are able to procure this information the Agent-General would be further obliged by your communicating it direct to the Postmaster-General, at Wellington, New Zealand.

I have, &c.,

WALTER KENNAWAY.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

Enclosure 2 in No. 33.

Messrs. R. W. CAMERON AND Co., New York, to the AGENT-GENERAL.

SIR,—

New York, 20th January, 1899.

We have to acknowledge the receipt of your esteemed communication of the 11th instant, in regard to the despatch of the New Zealand mails between San Francisco and New York. We have seen the Postmaster here in regard to your inquiry as to whether the New Zealand mail arriving at San Francisco on a Friday would reach New York in time to catch the American line steamer leaving on the following Wednesday, and are informed by him that in all probability it would, but that he cannot definitely say so until the new arrangement has been longer in operation, as it may take some time to demonstrate its successful working.

We are, &c.,

The Agent-General for New Zealand,
Westminster Chambers, 13, Victoria Street, London, S.W.

R. W. CAMERON AND Co.

P.S.—We have communicated the above to the Hon. the Postmaster-General of New Zealand, at Wellington, by mail *via* San Francisco closing here to day.—R. W. C. AND Co.

No. 34.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND,
San Francisco.

(Telegram—posted at Auckland.)

Wellington, 20th January, 1899.

PLEASE advise Washington that San Francisco mail-service time-tables have been renewed on present basis for the year commencing first January; also that Vancouver time-table will no doubt be similarly renewed.

No. 35.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 20th January, 1899.

ADVISE Imperial Post Office San Francisco-Vancouver time-tables renewed present basis for year commencing 1st April.

No. 36.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 21st January, 1899.

SAN FRANCISCO-VANCOUVER time-tables also, of course, renewed from 1st instant.

No. 37.

The ASSISTANT COLONIAL SECRETARY, Suva, to the Hon. the PREMIER, Wellington.

SIR,—

Colonial Secretary's Office, Suva, Fiji, 30th January, 1899.

I am directed by the Governor of Fiji to inform you that it is possible that the steamers of the Canadian-Australian service may shortly cease to call at Suva; and I am to inquire whether the New Zealand Government would be pleased, on the renewal of its agreement with the Union Steam Ship Company of New Zealand and Oceanic Steamship Company of San Francisco, which, it is understood, will expire in March next, to arrange for the vessels of that company to call at Suva instead of (or in addition to) calling at Apia.

2. His Excellency trusts that if your Government decides that it is not advisable that the vessels should call both at Apia and at Suva you may see fit to give Suva the preference, for the reasons that it is a British port with a good harbour, on which a large expenditure has already been incurred, and a further outlay of some £3,000 is to be made this year in improving the wharf-accommodation so as to enable steamers drawing up to 27 ft. to lie alongside at low water; that it is desirable to encourage the trade between New Zealand and Fiji; and that the impetus which should be given to trade by the vessels in question calling at Suva would be of advantage to New Zealand as well as to this colony. It may be added as a minor consideration that Fiji offers some attraction to tourists, and that by the end of this year some thirteen miles of metalled road now in course of construction in the vicinity of Suva, as also a service of steam-launches running daily to various points of interest, will be available for their benefit.

3. The Governor regrets that Fiji is not in a position to supplement the subsidy paid to the company, or to bear a share of it; but, provided the vessels will carry our mails, they will be exempted from the payment of all wharfage-, harbour-, pilotage-, and light-dues in Suva.

I have, &c.,

W. L. ALLARDYCE,
Assistant Colonial Secretary.

The Hon. the Premier, Wellington, New Zealand.

No. 38.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Auckland.

(Telegram.)

Wellington, 30th January, 1899.

PLEASE wire definitely *re* change Fr'isco running before you leave.

No. 39.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Sydney.

(Telegram.)

Wellington, 31st January, 1899.

Fr'isco service: Railway journey from New York to San Francisco shortened by thirteen hours, and to New York by five hours. Steamers should now be able to leave Fr'isco regularly on advertised day, and a two-days later departure from the colonies, with an assured connection with the Wednesday fast boats of the American line from New York, made practicable. The change at this end will effect great improvement in service by reducing through time to London by two days. Union Company is prepared to make the change. I shall be glad if you will consider and agree to proposal to start two days later from this end, which might commence in March next.

No. 40.

The MANAGING DIRECTOR, Union Steam Ship Company, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 31st January, 1899.

WROTE you yesterday [not printed] *re* proposed alteration Fr'isco dates. Agreeable make change with March steamer if you wish experiment tried. Do not forget, however, that our nineteen days does not expire until evening of the day of arrival in San Francisco, so that you are really relying upon us arriving several hours within contract time.

No. 41.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Auckland.

(Telegram.)

Wellington, 31st January, 1899.

THANKS for telegram. Steamers leaving Auckland at 2 p.m. are due at Fr'isco at 6.11 p.m. If really necessary, no doubt departure from Auckland could be made an hour earlier.

No. 42.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 1st February, 1899.

Referring to my letter of the 19th ultimo, on the subject of the acceleration of the railway-service between New York and San Francisco, I have now the honour to inform you that negotiations for the despatch of the San Francisco mail-steamers from Auckland on the Monday instead of the Saturday are progressing satisfactorily. The contractors are agreeable to commence the change

from March next, and I am now only awaiting the consent of the New South Wales Government, which will, no doubt, be forthcoming in the course of a few days.

So soon as the matter is finally settled I will advise you by cable.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 43.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,

7th February, 1899.

SIR,—

Referring to my letter of the 5th January last and to cablegrams, copies of which I attach, I beg to transmit herewith copy of letter from Messrs. R. W. Cameron and Co., by which it will be seen that the Post Office authorities at New York are not yet able to give a definite reply to the inquiry as to whether the New Zealand mail arriving at San Francisco on a Friday would arrive at New York in time to catch the American line steamer leaving on the following Wednesday.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

[For Enclosures 1, 2, and 3 in No. 43 see Nos. 25 and 26 and Enclosure 2 in No. 33.]

No. 44.

The Hon. the PREMIER to the AGENT-GENERAL.

Premier's Office, Wellington, 8th February, 1899.

SIR,—

I have the honour to acknowledge the receipt of your letter of the 14th December last, transmitting copy of correspondence which has passed between yourself and Messrs. R. W. Cameron and Co., New York, relative to the connection with the Atlantic steamers at New York of the colonial mails forwarded *via* San Francisco and Vancouver.

My letter of the 19th ultimo dealt with the subject-matter of the one now under acknowledgment. I am still without precise information as to the gain on the railway journey between Vancouver and New York; but, from the fact that the "Aorangi's" mails, which arrived at Vancouver on the 26th January, caught the "Saale," which left New York at 10 a.m. on the 31st, it is evident that the Canadian Pacific Railroad Company has accelerated its train-service to insure the advantages of the shortened time between Chicago and New York.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 45.

The Hon. the POSTMASTER-GENERAL to MESSRS. R. W. CAMERON AND Co., New York.

GENTLEMEN,—

General Post Office, Wellington, 10th February, 1899.

I have the honour to acknowledge, with many thanks, the receipt of your letter of the 29th December last, enclosing extract from the *New York Times* of the 25th idem concerning the acceleration of the transcontinental train-service.

My letter of the 19th ultimo will have advised you that the information which you no doubt forwarded at the same time to the Agent-General had been conveyed to me by cable. I am now pleased to be able to inform you that the two-days later departure from New Zealand which was contemplated has been arranged to commence with the steamer sailing from Auckland in March. This change should shorten the time between Auckland and London to thirty days.

Although under the proposed running the connection with the Wednesday's steamer from New York seems to be assured, it may happen that the trains will not always arrive to time, and should this render necessary a short detention of the steamers it is assumed that the companies concerned will not object to hold their vessels for an hour or two for the mails. Your assistance in obtaining such a concession would be highly esteemed.

I have, &c.,

W. C. WALKER, for the Postmaster-General.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

No. 46.

The Hon. the PREMIER and COLONIAL TREASURER, Sydney, to the Hon. the PREMIER, Wellington.

(Telegram.)

Sydney, 10th February, 1899.

YOUR telegram of 31st January: This colony does not object to proposed change in date of starting Frisco mail-steamer.

No. 47.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND,
San Francisco.

(Telegram.)

Wellington, 14th February, 1899.

COMMENCING next month, Frisco steamers leave Auckland Monday.

No. 48.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam
Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 14th February, 1899.

Referring to previous correspondence, I have now the honour to inform you that the New South Wales Government has agreed to the proposed change in the day of departure of the San Francisco mail-steamers from Auckland. It is therefore requested that, commencing with the "Mariposa" leaving Auckland on the 20th March, you will be good enough to arrange that the steamers leave that port on the Monday instead of the Saturday as heretofore. An approved timetable will be forwarded to you as soon as possible.

As the foregoing change will necessitate a correspondingly later departure of the mail from ports south of Auckland, I should be glad if you would inform me at your early convenience what arrangements you propose to make for conveying the mails from Wellington to Onehunga.

I have, &c.,

The Managing Director,
Union Steam Ship Company of New Zealand (Limited), Dunedin.

W. GRAY, Secretary.

No. 49.

The SECRETARY, General Post Office, Wellington, to the Hon. the POSTMASTER-GENERAL,
Washington.

SIR,—

General Post Office, Wellington, 14th February, 1899.

I have the honour to inform you that, commencing with the "Mariposa" leaving Auckland on the 20th March, steamers for San Francisco will be despatched from Sydney and Auckland two days later than heretofore—namely, on the Monday instead of the Saturday from Auckland.

I have, &c.,

The Hon. the Postmaster-General, Washington.

W. GRAY, Secretary.

[Same letter sent to the Postmasters, New York and San Francisco.]

No. 50.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 14th February, 1899.

Referring to the telegrams which have passed between the Premiers of our respective colonies, I have the honour to inform you that it has now been arranged that the steamers of the San Francisco mail-service shall, commencing with the "Mariposa" on the 20th March, leave Auckland on the Monday instead of the Saturday as heretofore. This will, of course, involve a correspondingly later departure from Sydney.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 51.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 14th February, 1899.

SAN FRANCISCO service: Accelerated railway-running San Francisco-New York admits through time London shortened two days. Commencing next month, mails leave Auckland Monday, connecting New York with Wednesday fast steamer.

No. 52.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND,
San Francisco.

SIR,—

General Post Office, Wellington, 14th February, 1899.

Referring to previous correspondence, I have now the honour to confirm the cable message sent you to-day.

The change had been fully discussed with the managing director of the Union Steam Ship Company, and acquiesced in by the Postmaster-General of New South Wales. Mr. Mills agreed that, under ordinary circumstances, with a Monday instead of a Saturday departure from Auckland, regular connection at New York should be made with the Wednesday fast steamers of the American line for Southampton. It will, however, be necessary to despatch the steamers from Auckland at noon, so as to allow the full contract-time for the voyage to San Francisco, and a reasonable interval for the transfer of the mails from the steamer to the train for New York.

It will no doubt occasionally happen that the trains will reach New York late, and it is assumed that it will be possible, whenever unavoidable, to detain the steamer for Southampton a few hours for the mails. I shall be obliged, therefore, if you will communicate with the representatives of the American line of steamers and the Postmaster, New York, to secure such detention.

Messrs. R. W. Cameron and Co., of New York, have been asked to use their influence in the same direction.

It is highly important that the first mail under the accelerated running should reach London on the due date. This should receive your special attention.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,
W. GRAY, Secretary.

No. 53.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 14th February, 1899.

Referring to my letter of the 1st instant, I have now the honour to inform you that, the Government of New South Wales having agreed to the San Francisco steamers leaving Sydney and Auckland two days later than at present, it has been definitely decided to bring the change into operation next month, of which I advised you by cable this morning.

By the new arrangement there should, under ordinary circumstances, be an assured connection at New York with the Wednesday fast steamers of the American line for Southampton. The trains, however, may occasionally reach New York late, and this may involve a short detention of the Atlantic steamers, which I am hopeful can be arranged. Messrs. Cameron and Co. have been asked to use their good offices with the steamship proprietary in this direction, and Mr. Smith, our agent at San Francisco, will also approach the steamship company, as well as the Postmaster, New York, to the same end.

The change is one which will materially improve the service as a mail-line. Not only will it be possible for Wellington, Christchurch, and Dunedin, as well as Auckland, to reply by return mail, but the time from the colony to London will be reduced to thirty days.

I have, &c.,

T. THOMPSON, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 54.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

San Francisco, 14th February, 1899.

RECOMMEND you not to despatch later Sunday. Connections too close. Fast German steamers Tuesdays till July. "Germanic" sunk in harbour. No Atlantic steamer 15th February.

No. 55.

The SECRETARY, General Post Office, Wellington, to Messrs. R. W. CAMERON AND Co., New York.

GENTLEMEN,—

General Post Office, Wellington, 16th February, 1899.

I have the honour, by direction, to acknowledge the receipt of your letter of the 20th ultimo, enclosing copy of one addressed by you to the Agent-General for this colony in London, in answer to an inquiry as to whether mail-matter arriving at San Francisco on Friday would reach New York in time to catch the outgoing American line steamer on the following Wednesday.

In reply, I have to inform you that the possibility of the mails failing to connect with the American line of steamers at New York on the Wednesday with a two-days later departure from Auckland was considered so very remote that, as you will have already learned from the Minister's letter of the 10th instant, it has been decided to change the sailing-day from Auckland from Saturday until the following Monday.

I have, &c.,

W. GRAY, Secretary.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

No. 56.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

(Telegram.)

Wellington, 17th February, 1899.

Your telegram received yesterday. We intend to despatch Monday. Saving two days important. Sunday undesirable. Slow German steamers frequently Tuesday.

No. 57.

Messrs. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 17th February, 1899.

We have to acknowledge the receipt of your esteemed communication of the 19th ultimo [see No. 32], in regard to New Zealand mails *via* San Francisco and New York.

We have placed ourselves in communication with the Post Office in New York since the receipt of your letter, and are assured by both the Superintendent of Foreign Mails and Superintendent of Railway Mails that there is every prospect of the present service remaining in operation until better time can be made, of which there is some prospect, although the Government is very well satisfied with existing arrangement.

The time given by you in your communication now before us is practically correct, except that the fast mail-train leaves New York at 9.15 instead of 9 p.m., and the east-bound train reaches New York at 5.15 instead of 5.35 a.m.

We are, &c.,

The Hon. the Postmaster-General, Wellington.

R. W. CAMERON AND Co.

No. 58.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 18th February, 1899.

SAN FRANCISCO service: Stephenson Smith states Monday departure Auckland too close for Wednesday connection New York. Disagree. What your opinion, Cameron's?

No. 59.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 20th February, 1899.

IN reply to your telegram of 18th, do not rely on mails leaving Auckland Monday catching New York Wednesday steamer.

No. 60.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 20th February, 1899.

I have the honour to acknowledge the receipt of your cable of the 14th, from which I understand that, in order to save, if possible, the delay now frequently occurring at New York awaiting steamer-connections, it is proposed to leave Auckland two days later, consequently arriving here on the Friday instead of on the Wednesday, the object being, I presume, to make a close connection with the White Star and International Navigation Companies' boats appointed to leave New York on Wednesdays.

This change will give a very small margin for delays and accidents, as, if all goes right and no delay occurs either on the Pacific voyage or on the overland carriage, the mails will arrive at New York an hour and a half before the closing of the mails for the International vessels, and three hours and a half before the closing for the White Star vessels. This, in my judgment, is too close a connection for practical working, and I fear will in winter often result in serious delay, as no steamers leave New York between Wednesdays and Saturdays. And, as also I find by the time-table issued by the North German Lloyds that the fast steamer "Kaiser Wilhelm der Grosse" is scheduled to leave New York on Tuesdays, connecting with our mails during March, April, May, June, and July, and the "Kaiser Friedrich" will connect in September and October, I have deemed it advisable to cable you as follows [see No. 54].

To this cable I received your reply, dated 17th February, from which it would appear that the department had concluded under any circumstances to carry the contemplated change of date of departure into effect. I fear, however, the change will not work to the best interests of the service in view of the good prospects there were of making fast through trips by the fast boats of the North German Lloyds. Our best results lately have been by their vessels when the schedule has been arranged so that we caught the "Kaiser Wilhelm der Grosse," and I regret that it was not considered feasible to make a Sunday departure from Auckland, as we should have then been one day ahead at the outset, and had a good chance at the same time of making the Tuesday's connection with the "Kaiser Wilhelm" at New York.

In connection with this matter, your cable does not advise any alteration of the departing dates from this port, therefore I presume these dates will remain as at present, which will reduce the time that the mail-vessel remains in this port to twelve days, which, if my presumption is correct,

will afford very little time for replies from the eastern centres, which has already received criticism from Washington. This matter, however, has probably been contemplated, and such steps as may be necessary taken in order to facilitate the matter.

Referring to that portion of my cable of the 14th announcing the sinking of the "Germanic," of the White Star line, and the consequent delay of the homeward mails, I would say that a most remarkable combination of circumstances occurred whereby no Atlantic steamer was available from New York on that date, the International Company's "Paris" having been detained by the terrific Atlantic weather and having taken eleven days in crossing, the "Germanic" accidentally sunk, and the North German Lloyds boat withdrawn, while a new time-table had been compiled. Our mails had therefore to be sent to Boston, and were fortunate enough to catch the "Canada" from that port on Thursday, she being, I presume, detained from Wednesday (ordinary sailing-day), with little prospect, I fear, of arriving on contract date.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 61.

The CHIEF POSTMASTER, Christchurch, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Christchurch, 24th February, 1899.

WILL San Francisco mail arrive in colony two days earlier than hitherto?

No. 62.

The SECRETARY, General Post Office, Wellington, to the CHIEF POSTMASTER, Christchurch.
(Telegram.) Wellington, 24th February, 1899.

SAN FRANCISCO mail will arrive as at present advertised.

No. 63.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 27th February, 1899.

FRISCO service: Your telegram 20th—Monday departure Auckland will be given trial. Past twelve months steamers invariably arrived Frisco several hours before due. Railway-running appears assured.

No. 64.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the Hon. the PREMIER, Wellington.

(Memorandum.)

Dunedin, 28th February, 1899.

IN reference to our interview yesterday *re* mail-services, I gathered from you that you have been advised that the Polynesian Company of San Francisco, which was formed for the purpose of establishing a steam-service between San Francisco and Tahiti, has some intention of entering the lists for the Australian service, either against us or in conjunction with the Oceanic Company, and that, under the circumstances, you are inclined to delay for a time considering any proposals for the improvement of the San Francisco service, either in the direction of an improved monthly service or a fortnightly service.

I would point out that, even if the Hanna-Payne Bill [see No. 113], now before Congress, becomes law, it will be some time before any service can be started under its provisions, as some time will be occupied in advertising and deciding the question, and then the boats have to be built, so that it is not unlikely the best part of two years may pass before such a service can be initiated.

Failing the passage of this Bill, I should like to be able to place our friends, Messrs. Spreckels, in a position to negotiate with their Government for aid of the same character as hitherto to such a service as you would favour; and with this end in view I should be glad if you could indicate how far you would be prepared to go, subject, of course, to the approval of Parliament.

In order to put the matter in a fair way for your consideration, I beg to suggest what in my opinion would be fair lines to go upon. First.—Monthly service: Contract for seven years; the two first years at present speed, and with remuneration something like the present basis; for the remaining five years fifteen- to sixteen-knot steamers at increased subsidy to be arranged. Or, as an alternative, second.—Fortnightly service: Contract for seven years; for the two first years at the present speed, with a subsidy of £10,000 from New South Wales and guaranteed mail payments of not less than £25,000 from New Zealand, which is about twice what the Frisco service earns at present; to be replaced for the balance of five years with new and faster steamers, with increased subsidy as may be arranged.

I would point out that in the Hanna-Payne Shipping Bill a fortnightly service is apparently not contemplated, as payments appear to be limited to sixteen departures during the year.

I would further point out that, even although the Hanna-Payne Bill becomes law, and a service of sixteen- to seventeen-knot steamers is started under it, a substantial subsidy will be required to induce them to call at New Zealand, as the detour is very considerable, and would necessitate the employment of three steamers; whereas for a service *via* Honolulu and Fiji to Sydney two steamers could do the work easily, and the saving of one steamer would represent over £50,000 per annum.

J. MILLS.

The Right Hon. R. J. Seddon, Premier.

No. 65.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 2nd March, 1899.

I have the honour to attach hereto copy of your cable message of the 15th ultimo and my reply of the 17th about the proposed Monday despatch from Auckland of the San Francisco mail.

The Postmaster-General was of opinion that there was but a minimum risk of the mails by the steamers leaving Auckland on Monday not connecting with the fast Wednesday boat from New York. Since the nineteen-days service has been in operation the steamers have reached San Francisco on an average eleven hours ahead of time, and, as the accelerated railway-running appears to be assured, there seems little danger of the connection not being made good. In any case the Monday departure is to be given a trial, remembering that a material gain will be secured under the new arrangement.

H. Stevenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,

W. GRAY, Secretary.

No. 66.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 2nd March, 1899.

I have the honour to attach copy of my telegram of the 18th ultimo, yours of the 20th, and my reply of the 27th on the subject of the Monday despatch from Auckland of the San Francisco mail.

I am of opinion that there would be but a minimum risk of the mail not connecting with the Wednesday fast steamer from New York. Since the nineteen-days service commenced the steamers have invariably arrived at San Francisco on an average eleven hours before time, and the accelerated railway-running appears to be assured. I have therefore decided to give the Monday departure a trial. I may say the contractors for the service do not think that there will be any failure in the steamers arriving at San Francisco in ample time to connect with the Friday evening fast mail-train for New York.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 67.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 2nd March, 1899.

I have the honour to acknowledge the receipt of your letter of the 5th January last [see No. 22], transmitting copies of further letters from Messrs. R. W. Cameron and Co., of New York, relative to the forwarding of the New Zealand mails for the United Kingdom.

As advised by my letter of this date, it has been decided to adhere to the determination to despatch the mails from Auckland to San Francisco on the Monday, as there is every reason to believe that connection with the fast Wednesday boat from New York will be made.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 68.

The CHIEF POSTMASTER, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 3rd March, 1899.

UNION Company here advertise Frisco mail-steamer to leave at two p.m. on 20th March. I understand she is to leave at noon. Would you arrange with head office of company, and instruct me at which hour steamer will leave?

No. 69.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 3rd March, 1899.

HAVE you yet instructed your Auckland office that Frisco steamer leaves noon instead of two p.m. from twentieth? Understand advertised for two.

No. 70.

The SECRETARY, General Post Office, Wellington, to the CHIEF POSTMASTER, Auckland.

(Telegram.)

Wellington, 3rd March, 1899.

FRISCO steamer to leave at noon.

No. 71.

The Hon. the PREMIER, Wellington, to the Hon. the COLONIAL SECRETARY, Fiji.

SIR,—

Premier's Office, Wellington, 8th March, 1899.

I have the honour to acknowledge the receipt of your letter of the 30th January last [see No. 37], inquiring whether this Government will arrange for the vessels of the San Francisco service to call at Suva, and submitting reasons for the expediency of doing so.

In reply, I have to inform you that this Government has given the subject every consideration, but, in view of the facts that a compliance with the wishes of your Government would lengthen the voyage by about eighteen hours, and that for years we have subsidised a direct steam-service between Auckland and Fiji, it has reluctantly decided that it would not be justified in acceding to your request.

I have, &c.,

The Hon. the Colonial Secretary, Fiji.

W. C. WALKER, for the Premier.

No. 72.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Post Office Department, Office of Foreign Mails, Washington, D.C.,

SIR,—

14th March, 1899.

Referring to your letter of the 14th ultimo [see No. 49], advising this department that, "commencing with the 'Mariposa' leaving Auckland on the 20th March, steamers for San Francisco will be despatched from Sydney and Auckland two days later than heretofore—namely, on the Monday instead of the Saturday from Auckland"—I have the honour, by direction of the Postmaster-General, to inform you that due notice of the same has been taken.

I have, &c.,

N. M. BROOKS, Superintendent of Foreign Mails.

The Postmaster-General, Wellington, New Zealand.

No. 73.

Messrs. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 14th March, 1899.

We have the honour to acknowledge receipt of your esteemed communication of the 10th ultimo, and note that the arrangement about which you have been in correspondence has now been consummated, and that the steamers for San Francisco will leave two days later than before; also that the new arrangement will commence with the boat leaving Auckland in March.

We are sending a copy of your letter to the Postmaster in New York, and, unless something unexpected occurs, see no reason why the connection should not be made by which mails will arrive in time to go forward by the Wednesday steamer from New York.

We are, &c.,

R. W. CAMERON AND Co.

The Hon. the Postmaster-General, Wellington, New Zealand.

No. 74.

Messrs. R. W. CAMERON AND Co., New York, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New York, 17th March, 1899.

We have the honour to enclose reply received from the Postmaster of New York, in regard to the New Zealand mails from San Francisco making connection with our steamers sailing from here on Wednesday. You will observe that the connection seems so certain that it is not probable there will be any occasion for special arrangement in connection with the transfer of these mails.

We are glad to be in a position to send you this confirmation of our own belief, and also the promise made by the Postmaster that every effort will be made here to insure such connection and expedite despatch of mails.

We are, &c.,

R. W. CAMERON AND Co.

The Hon. the Postmaster-General, Wellington, New Zealand.

Enclosure in No. 74.

The POSTMASTER, New York, to Messrs. CAMERON AND Co., New York.

GENTLEMEN,—

Post Office, New York, 16th March, 1899.

In reply to your communication of the 14th instant relative to letter, herewith returned, of Postmaster-General at Wellington, New Zealand, I have to state that the mails from the Pacific coast will be due at this office in ample time to connect with the Wednesday American or the White Star line steamers, and it is not probable that there will be any cause for special arrangements in connection with the transfer of these mails.

Every effort, however, will be made to insure such connection and expedite their despatch.

Very respectfully,

C. VAN COTT, Postmaster.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

No. 75.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 21st March, 1899.

I have the honour to acknowledge the receipt of your communication of the 14th February last [see No. 52].

As I have already placed the department in possession of my views in respect of the change of departure-date from New Zealand, it will not be necessary to make any comment, further than to state that I have communicated with the International Steamship Company at New York, as well as the New York Post Office, soliciting their co-operation in securing a prompt connection with their steamers for the homeward mails. I have also requested the Superintendent of the United States Railway Mail-service at Chicago to wire me the date and hour of the departure of the next east-bound mail from his office. It will be necessary, in my opinion, to have this information furnished every month, so that I shall have some authentic information in case of delays west of Chicago which may prevent connection at New York without pressure being put on the steamship company to await arrival.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 76.

The SECRETARY, General Post Office, to the MANAGING DIRECTOR, Union Steam Ship Company Dunedin.

General Post Office, Wellington, 23rd March, 1899.

SIR,—

San Francisco Mail-service.

I have the honour, by direction, to acknowledge the receipt of your letter of the 14th December last [No. 18], and your unofficial memorandum of the 28th ultimo, both on the subject of a fast mail-service to and from San Francisco, and to inform you that your proposals will have the Right Hon. Mr. Seddon's careful consideration.

I am to say that, in view of the cessation of the contract for the Vancouver service, Government will probably submit proposals to Parliament which will cover the whole question of ocean mail-services.

I have, &c.,

The Managing Director,

W. GRAY, Secretary.

Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 77.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

Postal and Electric Telegraph Department, General Post Office, Sydney,

SIR,—

25th March, 1899.

With reference to the recent alterations in the time-table between Sydney and San Francisco, under which the steamers leave Sydney two days later than formerly, I have the honour to point out that no arrangement was made with this department to change the hour of departure from Sydney from 4 p.m., but it would appear that the time fixed has been made noon instead of 4 p.m. If this time be adhered to, considerable difficulty will be experienced in transferring the mails which arrive from Queensland by train, due at the Redfern Railway-station, Sydney, at 11.40 a.m., as well as the intercolonial mails from the southern colonies, should the train happen to be a little late. In point of fact, this difficulty was experienced on the occasion of the departure of the "Mariposa," when it was impossible to get the mails down to the steamer in time, and she had to be detained until 12.20 p.m.

I therefore trust you will consider that the circumstances justify the change in the hour of departure of these packets from noon to, say, 1 p.m., with the understanding that on occasions when the trains may be running late the company will even wait as late as 2 p.m. for the mails.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 78.

The SECRETARY, Chamber of Commerce, Wellington, to the Hon. the POSTMASTER-GENERAL.

SIR,—

Wellington Chamber of Commerce, Wellington, 25th March, 1899.

In view of the approaching cessation of the Vancouver mail-service, the council of this Chamber desires to respectfully urge upon the Government the desirableness of such an extension of the existing service *via* San Francisco as would provide a fortnightly mail each way.

The council desires, however, to recommend that, as the Vancouver mail was specially serviceable to the central and southern parts of the colony, the proposed additional service should use Wellington as the New Zealand port of call, the alternate mails continuing to call at Auckland as heretofore.

It is also desired to suggest that, as an inward and outward trade of some importance had grown up with Fiji by means of the Vancouver boats, the proposed additional steamers to and from San Francisco might call at Fiji instead of Samoa with the view of conserving such trade.

I have the honour, by direction of the council, to submit these suggestions for the favourable consideration of the Government.

The Hon. the Postmaster-General, Wellington.

I have, &c.,

S. CARROLL, Secretary.

No. 79.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Chamber of Commerce, Wellington.

SIR,—

General Post Office, Wellington, 28th March, 1899.

I have the honour, by direction, to acknowledge the receipt of your letter of the 25th instant, referring to the cessation of the Vancouver mail-service, and suggesting that a fortnightly service *via* San Francisco should be arranged, with Auckland and Wellington as alternate ports of call; and also that the steamers should call at Fiji instead of Samoa.

In reply, I am to inform you that the letter will be considered by the Postmaster-General. I am, however, to point out that, were the suggestion adopted to make the detour to Fiji, the voyage would be lengthened by about twenty hours, which, in view of the great wish to shorten the journey, would not be desirable.

I have, &c.,

The Secretary, Chamber of Commerce, Wellington.

W. GRAY, Secretary.

No. 80.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to acknowledge the receipt of your letter of the 7th ultimo [see No. 43], covering copy of a letter from Messrs. R. W. Cameron and Co., intimating that the New York postal authorities were not yet able to say whether New Zealand mails reaching San Francisco on a Friday could catch the American line steamer leaving New York on the following Wednesday; and also confirming telegrams which have passed between us on the subject.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No 81.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 29th March, 1899.

[First part of letter on Vancouver service: see No. 184.]

There is a general impression that a fortnightly mail-service by way of San Francisco is best suited to the mail requirements of this colony, and the withdrawal of the Vancouver service renders it now probable that the question will be considered by Parliament. In view of such action, I should be glad if you would bring the matter under the notice of the London Post Office, with the object of ascertaining what support would be given to a fortnightly service. As full information will be required by the time Parliament meets, you will, no doubt, press for an early reply. In the meantime the Suez service will be utilised as far as may be found desirable.

I have, &c.,

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

R. J. SEDDON.

No. 82.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

(Telegram.)

Wellington, 29th March, 1899.

YOURS 25th just received. Alteration two days' sailing-time San Francisco steamers not understood alter hour departure Sydney. We did not move in the matter changing hour.

No. 83.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

General Post Office, Wellington, 29th March, 1899.

SIR,—

Vancouver Mail-service.

I have the honour to confirm my telegram of the 20th instant [see No. 176].

The cessation of the Vancouver mail-service now makes it probable that Parliament will take an early opportunity of considering the desirability of establishing a fortnightly mail by way of San Francisco. Inquiries are being made in the matter, and you will be kept informed of the progress of the negotiations.

I have, &c.,

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

W. GRAY, Secretary.

No. 84.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 30th March, 1899.

SYDNEY Post Office complains that sailing-hour of San Francisco steamers altered from 4 p.m. to noon without any arrangement being made. Was not aware of this alteration. Please say why made. Sydney considers 1 p.m. earliest hour at which steamers should sail, but would prefer 2 p.m. As you are no doubt aware, Queensland mails do not arrive at Redfern until 11.40 a.m., and Victorian and other colonial mails may be a little late at any time. Shall be glad if you will instruct your Sydney manager by telegraph to arrange an hour which will meet wishes of Mr. Lambton.

No. 85.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 30th March, 1899.

ARRANGED start noon from Sydney for winter months, enable steamers in case bad weather get well up towards Auckland before dark. Point was not important under old time-table, as mail reached Sydney on Sunday. Victoria and Queensland not parties contract. Do they require special consideration? As their mails are small it should only be slight inconvenience despatch day earlier. Prefer adhere noon, but will cable Sydney office consult Lambton.

No. 86.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 30th March, 1899.

I THINK you should agree to meet convenience of Sydney Post Office by despatching Frisco mail-steamer either 1 or 2 p.m. It would be a retrograde step to require Melbourne and Brisbane mails to be closed twenty-four hours earlier than formerly.

No. 87.

The SECRETARY, General Post Office, Wellington, to Messrs. R. W. CAMERON AND CO., New York.
GENTLEMEN,—

General Post Office, Wellington, 30th March, 1899.

I have the honour, by direction of the Hon. the Postmaster-General, to acknowledge the receipt of and to thank you for your letter of the 17th ultimo [see No. 57], stating that you had been assured that the present time-table of the railway-service between San Francisco and New York would be continued until the service could be accelerated.

In reply, I have to inform you that, in the belief that the regularity of the trans-continental service would be maintained, the Minister decided to give a trial to the proposal to despatch the mail *via* San Francisco from Auckland two days later, with a view to a close connection with the fast steamers of the American line which leave New York on Wednesdays.

I have, &c.,

W. GRAY, Secretary.

Messrs. R. W. Cameron and Co., No. 23, South William Street, New York.

No. 88.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 30th March, 1899.

I have the honour to acknowledge the receipt of your letter of the 20th ultimo [see No. 60], in reference to the recent change in the sailing-day of the mail *via* San Francisco from Auckland, and confirming telegrams which have passed between us on the subject.

I duly received your letter of the 16th October last [see No. 104], with which you forwarded copy of a letter sent by you to the Chairman of the Hawaiian Commissioners, urging that provision be made in the proposed shipping laws to exempt foreign mail-steamers from the application of the United States shipping and coastal laws, which I apologize for not acknowledging sooner.

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

No. 89.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
SIR,—

General Post Office, Wellington, 7th April, 1899.

I have the honour to acknowledge the receipt of your letter of the 25th ultimo, advising that, without any consultation with your office, the sailing-hour of the San Francisco mail-steamers from your port had been changed from 4 p.m. to noon, and pointing out the inconvenience of so early a departure.

My telegram of the 29th idem informed you that the change had been made without the knowledge of this office. Since then I have been in communication with the Managing Director of the Union Steam Ship Company, informing him of your objections to the alteration, and have his reply that noon was fixed for the winter months only to enable the steamers, in the event of bad weather, to get well up towards Auckland before dark. Mr. Mills, however, agreed to telegraph to his company's manager at Sydney to confer with you in the matter, and he has, no doubt, met your wishes by fixing the sailing-hour at 1 or 2 p.m.

I have, &c.,

W. GRAY, Secretary.

The Deputy Postmaster-General, Sydney.

No. 90.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 4th April, 1899.

Herewith please find, in duplicate, contract for the conveyance of mails between Sydney and San Francisco for the year ended the 31st March. It is requested that both copies may be signed, one to be retained by you and the other returned to this office.

I am directed by the Postmaster-General to say that a draft agreement for the further year's extension will be submitted for approval in the course of a week or two.

I have, &c.,

W. GRAY, Secretary.

The Managing Director,

Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 91.

CONTRACT FOR CONVEYANCE OF OCEAN MAILS.

AGREEMENT between the UNION STEAM SHIP COMPANY OF NEW ZEALAND (LIMITED) and the POSTMASTER-GENERAL of New Zealand.

ARTICLES of agreement made and entered into this eleventh day of April, one thousand eight hundred and ninety-nine, between the Right Honourable Richard John Seddon, the Postmaster-General of the Colony of New Zealand, appointed as such Postmaster-General under "The Post Office Act, 1881," and acting for and on behalf of the Government of the said colony, of the one part, and the Union Steam Ship Company of New Zealand (Limited), carrying on business at Dunedin and elsewhere in the Colony of New Zealand (hereinafter termed "the Company"), of the other part.

WHEREAS by articles of agreement made on or about the fourteenth day of August, one thousand eight hundred and ninety-five, between the then Postmaster-General of the said colony, of the one part, and the Company, of the other part, for the considerations, in the manner, and on the terms and conditions therein set forth, the company agreed to convey Her Majesty's mails and other mails as therein mentioned between the Ports of Sydney, Auckland, Apia, Honolulu, San Francisco, and any ports intermediate between Auckland and San Francisco as therein provided, during a period of three years to be computed from the fifteenth day of November, one thousand eight hundred and ninety-four: And whereas the period for which the said agreement (hereinafter referred to as "the original contract") was made has now expired, but by mutual arrangement between the parties hereto the Company is continuing to perform the said service up to and including the thirty-first day of March, one thousand eight hundred and ninety-eight, upon the terms of the original contract, so far as the same are applicable, and a true copy of such contract is hereunto annexed: And whereas, on or about the thirteenth day of December, 1897, the House of Representatives of the said colony passed the following resolutions, that is to say,—

"Resolved,—

- "(1.) That this House authorises the Government to extend the San Francisco mail-service for twelve months from the 31st March, 1898.
- "(2.) That the basis of payment for the conveyance of mails from New Zealand to San Francisco shall be at the rate of 10s. 5d. per pound for letters, 1s. per pound for books, packets, &c., and 6d. per pound for newspapers, with a guaranteed minimum payment of £7,500.
- "(3.) That the port of call in the colony shall be Auckland.
- "(4.) That the time between San Francisco and Auckland shall not exceed nineteen days.
- "(5.) That no bonus shall be paid for early arrival, and penalties at the rate of £4 an hour to be enforced only when late delivery exceeds forty-eight hours.
- "(6.) That at least one New-Zealand-owned steamer shall be employed in the service.
- "(7.) That the steamers to be employed shall be of not less than 3,000 gross registered tonnage.
- "(8.) That all payments or contributions from Great Britain and other countries shall be receivable by the contractors.

- "(9.) That the passenger rates and rates for freights shall be mutually agreed upon, and be fixed and embodied in the contract.
- "(10.) That the provisions of the existing agreement, where not at variance with these conditions, shall apply to any new contract made under this authority.
- "(11.) That a clause be embodied in the contract providing that not less than the current rate of wages ruling in New South Wales for steamboat seamen shall be paid by the contractor."

Now, therefore, these presents witness that for the purpose of giving effect to the said resolutions the Company doth, for itself, its successors and assigns (so far as the agreements and covenants hereinafter contained are to be observed and performed by the Company), hereby covenant with the Postmaster-General of the Colony of New Zealand and his successors in office, and the said Postmaster-General doth, for and on behalf of himself as such Postmaster-General, and his successors in office respectively, and the Government of the colony for which he is such Postmaster-General, hereby covenant with the Company and its successors in manner following, that is to say,—

1. The Company shall from time to time, and at all times hereafter, during a period of twelve calendar months, computed from the thirty-first day of March, one thousand eight hundred and ninety-eight, unless previously terminated in pursuance of any provision of these presents, convey all Her Majesty's mails which, and all other mails of whatever country or place which, the Postmaster-General shall from time to time and at any time require the Company to convey from and to the following ports—that is to say, Sydney, Auckland, Apia, Honolulu, San Francisco, and any port or ports intermediate between Auckland and San Francisco at which the steam-vessels employed under this contract may call, or any of such ports, and within the respective times and in manner hereinafter provided for.

2. So long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance of this contract, the Company shall and will provide and keep seaworthy and in complete repair and readiness for such purpose a sufficient number of, and not less than three, good, substantial, and efficient screw steam-vessels of the first class, and fully equal to class 100 A1, Lloyd's Register, and of not less gross register tonnage than three thousand tons each, constructed of iron, and propelled by first-rate engines of adequate power for the performance of the voyages within the times hereinafter specified, and having spar decks and large capacity for passengers and cargo, and ample ventilation for passing through tropical climates.

3. At least one of the said steamers to be so employed in the performance of this contract shall be owned in the Colony of New Zealand, and all of such vessels so employed shall each, according to its capacity, carry all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, not exceeding those hereinafter set forth, that is to say,—

Passenger Rates.

To and from Auckland and Apia and Honolulu.

	Apia.			Honolulu.		
	£	s.	d.	£	s.	d.
Saloon, single	12	10	0	30	0	0
" return	20	0	0	45	0	0
Steerage, single	6	10	0	15	0	0
" return	10	10	0			

To and from Auckland and San Francisco.

Saloon, single, £40; steerage, £16.
" return, £60; " £30.

From and to southern ports and Auckland: Ordinary coastal fares from or to Auckland, less 10 per cent., in addition to above.

Freights.

From Auckland to Apia and Honolulu.

	Apia.	Honolulu.
General cargo	40s. per 40 cubic feet	40s. per 40 cubic feet.
Vegetables, in cases	25s. " "	25s. " "

To Auckland from Apia and Honolulu.

General cargo	40s. per 40 cubic feet	40s. per 40 cubic feet.
Fruits, in cases	25s. " "	" "

Auckland to San Francisco.

General cargo	50s. to 60s. per ton, 40 cubic feet.
Skins	35s. to 40s. " of 2,240 lb.
Hides	32s. 6d. " "

San Francisco to Auckland.

General cargo	\$8 to \$10 per 40 cubic feet measurement.
Canned goods	\$8 to \$10 " "
Salmon	\$8 to \$9 " "
Hops	\$8 to \$10 " "
Wheat, flour, &c.	\$6 to \$8 per 2,000 lb. " "
Bicycles	\$7 50 cents and upwards.

An additional rate of 10s. 6d. per ton to and from main ports south of Auckland, which includes dues and labour at Auckland transhipping:

Provided that no discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any New Zealand port, or against the New Zealand Government railways, or against any New Zealand merchant or shipper.

4. The wages to be paid to seamen by the Company in respect of the vessels employed under this contract shall not be less than the current rate of wages payable for the time being in New South Wales for steamship seamen engaged or employed for voyages beyond the Australian Colonies.

5. The mails shall be safely conveyed from San Francisco to Auckland within four hundred and fifty-six hours, and to Sydney in five hundred and seventy-six hours, and from Sydney and from Auckland to San Francisco respectively within a like period, such times to be calculated as provided in the original contract.

6. The liability of the Postmaster-General under this contract shall only extend to outward mails from New Zealand, and in respect of such mails the Postmaster-General will pay the Company at the following rates: Letters at ten shillings and fivepence per pound; books, packets, and printed matter other than newspapers at one shilling per pound; and newspapers at sixpence per pound: such rates being calculated on the net weight of the respective mail-matter hereinbefore mentioned actually carried. But all letters, books, packets, printed matter other than newspapers, and newspapers sent from New Zealand to Australia shall not be deemed part of an outward mail:

Provided that, if the sums to be paid to the Company under this contract shall not amount to the sum of seven thousand five hundred pounds per annum, the Postmaster-General shall pay to the Company such a sum as will make up the difference between the amounts actually so paid and the said sum of seven thousand five hundred pounds.

7. During the continuance of this contract, and so long as the same shall be faithfully carried out by the contractors, no charge for harbour-dues, dock-dues, or other rates shall be made or levied under "The Harbours Act, 1878," or any amendment thereof, or under any special Act in that behalf at the Port of Auckland for any of the steam-vessels employed in carrying out this contract, and all such vessels shall be exempt therefrom accordingly.

8. All the provisions of the original contract shall (except where altered, extended, or modified by the terms of these presents) extend and apply to this contract, and be deemed to be incorporated herewith, and shall take effect from time to time as occasion arises in respect of the services to be performed hereunder, and otherwise in relation thereto or in connection therewith, as if the provisions of the original contract (except as aforesaid) had been fully set forth herein and were still in full force.

In witness whereof the Postmaster-General hath hereunto set his hand and seal, and the Company hath hereunto caused its common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the Right Honourable Richard John Seddon as Postmaster-General of New Zealand, in the presence of—

T. H. HAMER,
Private Secretary to Premier,
Wellington, New Zealand.

R. J. SEDDON. (L.S.)

The common seal of the Union Steam Ship Company of New Zealand (Limited) was hereunto affixed in the presence of—

GEO. McLEAN, } Directors of the
JAMES MILLS, } said Company.

UNION STEAM SHIP (L.S.)
COMPANY OF NEW
ZEALAND (LIMITED).

[INDORSEMENT.]—AGREEMENT for RENEWAL for twelve months ending 31st March, 1900.

MEMORANDUM of AGREEMENT, made this twentieth day of July, one thousand eight hundred and ninety-nine, between the Right Honourable RICHARD JOHN SEDDON as such Postmaster-General, and acting as within described, of the one part, and the UNION STEAM SHIP COMPANY OF NEW ZEALAND (LIMITED), also within described, of the other part, witnesseth that, in order to give effect to certain resolutions passed by the House of Representatives on or about the twenty-eighth day of October last past, so far as the same relate to the San Francisco mail-service provided for in the within-written contract, it is hereby mutually agreed between the parties hereto that the within-written contract, dated the eleventh day of April, one thousand eight hundred and ninety-nine, shall be and the same is hereby deemed to have continued in force, and is hereby continued and extended, for the period of twelve calendar months, such continuation and extension to take effect as on and after the first day of April, one thousand eight hundred and ninety-nine: And it is hereby also mutually declared and agreed that all the terms and provisions of the within-written contract shall be and be deemed to be operative in respect of these presents and the services hereby intended to be provided for, with such modifications as are necessary to render the same effective.

In witness whereof the Postmaster-General hath hereunto set his hand and seal, and the Company hath hereunto caused its common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the Right Honourable Richard John Seddon as Postmaster-General of New Zealand, in the presence of—

W GRAY,
Secretary, Post and Telegraph Department.

R. J. SEDDON. (L.S.)

The common seal of the Union Steam Ship Company of New Zealand (Limited) was hereunto affixed in the presence of—

A. W. MORRIS, } Directors of the
J. R. JONES, } Company.

UNION STEAM SHIP (L.S.)
COMPANY OF NEW
ZEALAND (LIMITED.)

No. 92.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited), Dunedin,
12th April, 1899.

SIR,—

I have the honour to acknowledge receipt of your favour of the 4th instant, enclosing contract, in duplicate, for the conveyance of mails between Sydney and Francisco for the year ended 31st March last. These have been duly signed and sealed, and I now have the pleasure to return you one copy as requested.

I note that a draft agreement for a further year's extension will be submitted to the company for approval in the course of a week or two.

I have, &c.,

T. W. WHITSON, for Managing Director.

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

No. 93.

The SECRETARY, General Post Office, Wellington, to Messrs. R. W. CAMERON AND Co., New York.

GENTLEMEN,—

General Post Office, Wellington, 15th April, 1899.

I have the honour, by direction, to acknowledge the receipt of and to thank you for your letter of the 17th ultimo, enclosing copy of one addressed to you by the Postmaster, New York, stating that the homeward New Zealand mails sent *via* San Francisco would reach New York in ample time to connect with the steamers of the American or the White Star line on the Wednesday, that it was not probable there would be any need for special arrangements in regard to the transfer of the mails, and that every effort would be made to expedite their despatch and to insure the desired connection.

In reply, I have to say that the Postmaster-General is pleased to have this assurance, that there will be no interruption in the present railway-running from San Francisco, and that the Wednesday connection will be made at New York without fail.

I have, &c.,

W. GRAY, Secretary.

Messrs. R. W. Cameron and Co., 23, South William Street, New York.

No. 94.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT FOR NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 15th April, 1899.

I have the honour to acknowledge the receipt of your letter of the 21st ultimo, detailing the action taken by you to insure the homeward New Zealand mails making connection at New York with the Wednesday steamer.

From the enclosed copy of letter addressed to Messrs. R. W. Cameron and Co. by the Postmaster, New York [see Enclosure in No. 74], it will be seen that there is no apprehension of an interruption to the present railway-running between San Francisco and New York, and that the mails will reach the latter city in ample time to connect with the steamers of the American or the White Star line on Wednesday.

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,

Resident Agent for New Zealand, San Francisco.

No. 95.

The SECRETARY, Canterbury Chamber of Commerce, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Canterbury Chamber of Commerce, Christchurch, 19th April, 1899.

I have the honour to inform you that at a meeting of the committee of this Chamber it was decided to urge upon the Government the desirability of making Wellington the port of call and departure for the mail-service *via* San Francisco.

May I ask you to kindly give the matter your favourable consideration?

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. ANTILL ADLEY, Secretary.

No. 96.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Canterbury Chamber of Commerce, Christchurch.

SIR,—

General Post Office, Wellington, 25th April, 1899.

I have the honour, by the direction of the Hon. the Postmaster-General, to acknowledge the receipt of your letter of the 19th instant, advising that the committee of your Chamber desired

to urge upon Government the desirability of making Wellington a port of call and departure for the mail-service *via* San Francisco, and, in reply, to say that the representations will receive due consideration.

I have, &c.,

W. GRAY, Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch.

No. 97.

The SECRETARY, Chamber of Commerce, Nelson, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Nelson, 1st May, 1899.

I have the honour, by direction of the Chamber of Commerce, to forward you the following copies of resolutions passed at a recent meeting of that body:—

1. "That the secretary write to the Postmaster-General, urging on the Government the advisability of making Wellington the port of call and departure of the San Francisco mail-service."

2. "That it is the opinion of this Chamber that it is desirable the steamer for Sydney should be timed to leave Wellington so as to connect with the Suez mail-service from Australia."

I have, &c.,

JOHN P. HARRIS, Secretary.

The Hon. the Postmaster-General, Wellington.

No. 98.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Chamber of Commerce, Nelson.

SIR,—

General Post Office, Wellington, 4th May, 1899.

I have the honour, by direction of the Hon. the Postmaster-General, to acknowledge the receipt of your letter of the 1st instant, forwarding copy of resolutions passed at a meeting of the Chamber of Commerce, Nelson, urging that Wellington should be made the port of call and departure of the San Francisco mail-service, and that the steamer leaving Wellington for Sydney should be timed to connect with the Suez mail-service from Australia.

I have, &c.,

W. GRAY, Secretary.

The Secretary, Chamber of Commerce, Nelson.

No. 99.

The SECRETARY, Chamber of Commerce, Stratford, to the Hon. the POSTMASTER-GENERAL, Wellington.

DEAR SIR,—

Stratford, 22nd May, 1899.

I am directed by the executive of the Chamber of Commerce, Stratford, to forward you copy of resolution passed at their last meeting, as follows: "That this Chamber join in protesting against the proposed diversion of the San Francisco mail-service from Auckland to Wellington, and that copy of resolution be forwarded to the Auckland Chamber of Commerce and the Postmaster-General."

I have, &c.,

J. BULLER BARLEYMAN, Hon. Secretary.

The Hon. the Postmaster-General, Wellington.

No. 100.

The SECRETARY, Canterbury Chamber of Commerce, Christchurch, to the SECRETARY, General Post Office, Wellington.

SIR,—

Canterbury Chamber of Commerce, Christchurch, 23rd May, 1899.

I am directed by the committee of this Chamber to draw your attention to the serious inconvenience caused to merchants and business-men generally by the delivery of the San Francisco mails on the last two occasions almost immediately before the closing of the same outgoing mail, and to respectfully ask whether this cannot be avoided in future.

The committee also consider that there was unnecessary delay at New Plymouth in despatching the last outgoing mail, and would be pleased if you would kindly favour them with your views on the above matters.

I have, &c.,

H. ANTILL ADLEY, Secretary.

The Secretary, General Post Office, Wellington.

No. 101.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Canterbury Chamber of Commerce, Christchurch.

SIR,—

General Post Office, Wellington, 31st May, 1899.

I have the honour to refer to your letter of the 23rd instant, in connection with the delivery in Christchurch of the last two mails *via* San Francisco immediately before the closing of the return mail, and alleging delay at New Plymouth to the last outgoing mail.

I shall be glad to be informed, with regard to the last paragraph of your letter, what is really inferred, as I am unaware of any delay at New Plymouth which could reasonably be taken exception to.

I have, &c.,

W. GRAY, Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch

No. 102.

The SECRETARY, Canterbury Chamber of Commerce, Christchurch, to the SECRETARY, General Post Office, Wellington.

SIR,— Canterbury Chamber of Commerce, Christchurch, 16th June, 1899.

I have the honour to acknowledge the receipt of your letter of the 31st May, on the subject of the San Francisco mail, and, in reply, beg to state that it was an error on my part inserting the last paragraph in my previous letter with reference to delay at New Plymouth.

This Chamber fully recognises that the Post-office Department did everything possible under the unfavourable circumstances attending the despatch of the mail referred to to forward the mail to Auckland.

The Secretary, General Post Office, Wellington.

I have, &c.,

H. ANTILL ADLEY, Secretary.

No. 103.

WARRANT.

His Excellency the GOVERNOR to the Hon. the POSTMASTER-GENERAL.

To the Right Hon. Richard John Seddon, Postmaster-General.

IN pursuance of the provisions of section eight of "The Post Office Act, 1881," I, Uchter John Mark, Earl of Ranfurly, Governor of the Colony of New Zealand, do hereby direct you, Richard John Seddon, Postmaster-General of the said colony, to enter into a contract on behalf of the Government of the said colony with the Union Steam Ship Company of New Zealand (Limited) for the carriage of mails each way between Auckland and San Francisco for the period from the first day of April, one thousand eight hundred and ninety-nine, to the thirty-first day of March inclusive, one thousand nine hundred, the contract to be subject in all respects to the terms and conditions of the resolutions attached hereto, passed in the House of Representatives on the third day of November, one thousand eight hundred and ninety-eight.

Given under my hand, at Wellington, in the said colony, this twenty-second day of June, one thousand eight hundred and ninety-nine.

RANFURLY.

DEPARTURE FROM AMERICAN PORTS.

No. 104.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 16th October, 1898.

I have the honour to acknowledge the receipt of your communication of the 13th September last [No. 11, F.-6B, 1898], acknowledging my letter of the 30th July, covering the report on the Canadian Pacific mail route, and informing me that you propose to adopt some of the suggestions therein contained.

The "Warrimoo" is again reported late at Vancouver, and the mails did not go forward from that place before Saturday, and consequently did not leave New York until yesterday by the "Campania." I do not know where these delays occur, but no doubt the Mail Agents duly advise you. It is quite unfortunate, now that the fast steamers are scheduled to connect on Tuesdays, that the Pacific steamer is so slow that the benefit does not accrue to the service.

Enclosed I send copy of a communication addressed by me to the Chairman of the Hawaiian Commissioners, in which I have endeavoured to induce them to include in their recommendations to Congress some modification of the United States coasting-laws, whereby a New-Zealand-owned vessel can continue in the mail-service *via* Honolulu. The Chamber of Commerce and other local commercial bodies have petitioned the Commissioners to at once apply the existing laws to the shipping between California and the Hawaiian Islands, so it is doubtful whether I can effect much. I trust, however, you will not consider the effort unwise.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

Enclosure in No. 104.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the CHAIRMAN of the Hawaiian Commission, Springfield, Illinois.

SIR,—

San Francisco, 7th October, 1898.

I have the honour, in availing myself of the permission to address you contained in your communication of the 1st instant [not printed], to present the following statement for your consideration:—

In order to lay the matter before you in an intelligent manner, I would preface my remarks with a brief statement of the history of the mail-contract services that have existed for more than twenty-five years, *via* San Francisco, between the Australasian Colonies and the United States.

Early in the seventies the New Zealand Government entered into a contract with a citizen of the United States for the establishment of a mail-service between the colonies and San Francisco, as a portion of a through service to Great Britain. This service was maintained at a large subsidy

by the Colony of New Zealand alone for some years. The Colony of New South Wales was later induced to contribute temporarily; but, as the Government of that colony was expeditiously and satisfactorily served by its service *via* Suez, its contribution was not regular, and was withdrawn in 1890. Thus the whole burden of maintaining this expensive service again reverted to the Colony of New Zealand, the situation at the present writing being that New Zealand is (with the exception of a nominal re-contribution from New South Wales) now making the entire foreign contribution to this service.

In January, 1891, however, the United States Government, evidently in recognition of the benefit derived from this long-established Australasian connection, authorised a subsidy to the line, and later (I think in 1897) made an additional contribution. But these contributions did not in any degree diminish the sum contributed by the New Zealand Government.

The commercial benefits derived from the maintenance of this line have from the inception been very largely in favour of the United States. In fact, I think it can be truly stated that the excess of the benefits received by the United States over those received by the Australasian Colonies have in the past twenty-five years amounted to many millions of dollars.

My object in presenting this epitome of the service is to endeavour to establish, on behalf of my Government, a claim to an equitable consideration by the United States of such interests as the citizens of New Zealand may have in the formulating of laws in connection with the commerce of the Hawaiian Islands now that they are under the Government of the United States, and thereby amenable to the coastal laws of this country.

The mail contract now in existence between the New Zealand Government and the contractors contains a provision (clause No. 6) as follows: "That at least one New-Zealand-owned steamer shall be employed in the service." The contract which contains this provision will expire on the 31st day of March next. And should the recommendation to Congress by your honourable Commission be of such a nature as to advocate the adoption in their entirety of the existing United States coastal laws relating to shipping intercourse between their lately acquired possessions, it would, I fear, prevent the continuance of the employment of a New-Zealand-owned vessel as provided for in the contract, and thus seriously jeopardize the renewal of the present contract, which in the past has been of such predominating benefit to United States manufacturers and merchants, as well as divert, to a large extent, this increasing trade to other channels; and also deprive my Government of the advantages it enjoys of a twice-monthly mail route to Great Britain.

The danger of discontinuing the service is much enhanced by the lately established mail-service to Great Britain *via* Vancouver, B.C., a service heavily subsidised by the Canadian, Australian, New Zealand, and British Governments.

I would therefore, with due respect, submit that the New Zealand Government is entitled to some consideration in a matter closely affecting its own citizens, and I would ask the earnest consideration of your honourable Commission to the end that some provision might be incorporated in your recommendation to Congress that would make an exception (in whole or in part) to the application of the United States coastal laws as applied to foreign-owned vessels, which would permit their employment in what may be considered international mail-services, especially as applied to the Hawaiian Islands, which so prominently stand on the highway of commerce.

Sincerely trusting that these crude remarks may serve to enlist your kind interest, and that your honourable body in its wisdom may feel disposed to favourably consider some modification of the existing laws in the direction indicated by this communication,

I have, &c.,

H. STEPHENSON SMITH,

The Hon. S. M. Cullom, Resident Agent for New Zealand.

U.S. Senator and Chairman of the Hawaiian Commission, Springfield, Ill.

No. 105.

The SECRETARY, General Post Office, Wellington, to the SUPERINTENDENT of FOREIGN MAILS, Washington.

SIR,—

General Post Office, Wellington, 5th November, 1898.

I have the honour to inform you that the Mail-agent by the last voyage of the R.M.S. "Alameda" reports that four bags (three for Honolulu and one for Sydney) for transmission by the "Alameda" were left behind at Ogden on the 5th ultimo.

You will no doubt take due notice of the irregularity which resulted in the mail-steamer being detained at San Francisco for eight hours.

I have, &c.,

The Superintendent,

W. GRAY, Secretary.

Office of Foreign Mails, Post Office Department, Washington, D.C.

No. 106.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 14th November, 1898.

I have the honour to inform you that the Mail-agent by the "Alameda" on her last voyage reports [not printed] that the Oceanic Steamship Company was advised by the Railway Travelling Post Office on the afternoon of the 5th October that twenty-five bags of mail had been left behind at Ogden, and that the destinations were not known. On receipt of the information it appears that Messrs. Spreckels' agent, without consulting the Mail Agent or the postal authorities in San Francisco, postponed the sailing of the steamer until 10 p.m. on the 6th October. The in-

formation came to hand on the morning of that date that only four bags—three for Honolulu and one for Sydney—to go forward by the “Alameda” were amongst those delayed. It is considered that the time of sailing should not have been altered until more definite information came to hand, but in any case the Resident Agent for this colony, or the Mail Agent, should have been consulted. In future instances of the kind you will no doubt instruct that this shall be done.

I have, &c.,
W. GRAY, Secretary.

The Managing Director,
Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Read here No. 238.]

No. 107.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited), Dunedin,
21st November, 1898.

SIR,—

I have to acknowledge receipt of your favour of the 14th instant, with regard to the postponing of the sailing of the “Alameda.” We have sent a copy of your letter to our San Francisco agents, Messrs. J. D. Spreckels and Brothers Company, and at the same time have asked them to consult the Resident Agent for this colony or the Mail Agent when altering the times of steamers’ sailings.

I have, &c.,

T. W. WHITSON, for Managing Director.

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

No. 108.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 30th November, 1898.

In reference to the delay reported in the despatch of the last steamer for the colonies from this port, I have the honour to enclose a communication received from the New York Post Office in response to my letter of inquiry into the cause for the delay. The action of the captain of the “Etruria,” as reported, would appear to be a remarkable one, and I presume the department will refer the matter to the head office of the Cunard Company. The delay at this end was a little over ten hours.

I have also to report another case of detention to-day caused by the misconnection of an important portion of the eastern American mail, which caused some twelve hours’ detention at this port. In connection with this matter, I enclose copies of telegrams received by me from the New York office, and also desire to point out that, in authorising this detention, I have not strictly obeyed the instructions contained in your communication of the 18th September last [No. 97, F.—6, 1898], as that letter only authorises a detention when the “entire mail has not connected.” I would state that such a contingency is scarcely possible, as the United States mail is made up of contributions from many sources *en route*, and does not at any time entirely depend on any one train. In view, however, of the fact that the department is indebted to the New York office for many acts of consideration by its officials, in very prompt and zealous handling of our mails to make the close connections often required at the Atlantic seaboard, I trust the department will approve of my action in this case; and, further, I would ask that the department modify the instructions contained in the letter referred to, so as to leave this matter to my discretion.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

Enclosure 1 in No. 108.

The POSTMASTER, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

DEAR SIR,—

Post Office, New York, 21st November, 1898.

I beg to acknowledge the receipt of your favour under date of the 10th instant [not printed], and, in reply to the second paragraph contained therein, have to say that the delay in despatch from New York of the four sacks of Australian mail was due to refusal of the captain of the s.s. “Etruria” to deliver all the mails to the mail-boat at quarantine. This resulted in part of the mail being delivered at the General Post Office, but not in time for the four sacks in question to be forwarded by the 9 p.m. train of the New York Central and Hudson River Railroad on the 29th October. They were consequently delayed for the 8.45 a.m. train next day.

The excuse offered by the Cunard Company for failure of the s.s. “Etruria’s” captain to deliver all the mail to the mail-boat is that the captain was anxious to dock the steamer before sundown, so that the passengers could disembark.

Very respectfully,

Mr. H. Stephenson Smith,

C. VAN COTT, Postmaster.

Resident Agent of the New Zealand Government, San Francisco.

Enclosure 2 in No. 108.

The POSTMASTER, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.
 (Telegram.) New York, 28th November, 1898.
 LAST instalment Australian mails from this office misconnected. Leaves Chicago this afternoon.
 Important mail. Hold steamer if possible.

[“ Moana ” detained : sailed 1st December.]

Enclosure 3 in No. 108.

The POSTMASTER, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.
 (Telegram.) New York, 29th November, 1898.
 MANY thanks. Twenty-six sacks. Important American business mail.

No. 109.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 13th December, 1898.

SAN FRANCISCO Vancouver services: It is very important if it can be arranged so that they may be delivered New York three hours earlier. Will communicate with Camerons with the object of endeavouring to arrange accordingly.

No. 110.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 27th December, 1898.

I have the honour to acknowledge the receipt of your communication of the 10th November, with enclosures [see No. 12], informing me of the passing by the House of Representatives of a resolution authorising the Government to extend the San Francisco and Vancouver mail-services for one year from the 1st April, 1899; and, further, that the department was in communication with the shipping companies on the subject.

I have also the honour to enclose herewith memoranda received from various divisions of the United States railway mail-service relative to the misconnection of a portion of the outward mail for the colonies, causing the detention of the mail-steamer at this port in October last; also a communication from the New York office in explanation of the causes operating to occasion a similar delay in the departure of the December outward mails.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

Enclosure 1 in No. 110.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SUPERINTENDENT, Railway Mail-service, Chicago.

SIR,— Resident Agency for New Zealand, San Francisco, 10th November, 1898.

I have the honour to request that you will be good enough to inform me, if it is in your power, of the cause of the detention of some twenty-five sacks of mail destined to New Zealand ports and other ports of the Pacific on or about the 2nd October [for despatch by “ Alameda : ” sailed 6th October]. Inquiries are being made in reference to the delay which detained the contract steamer some twelve hours, and, if possible, I desire to be in a position to give an intelligent explanation of the circumstance. I have endeavoured to obtain this information from Mr. Thall at this end, but as he states that the delay occurred prior to the mails reaching his division he is not in a position to give the information sought. I therefore again trespass upon your usual kind attention in the matter.

Regretting troubling you,

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

L. L. Troy, Esq., Superintendent, Railway Mail-service, Chicago.

Enclosure 2 in No. 110.

The SUPERINTENDENT, Railway Mail-service, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

Railway Mail-service, Office of Superintendent, New York,

1st December, 1898.

(Memorandum.)

IN reply to yours of the 10th ultimo, addressed to Superintendent Troy, at Chicago, in reference to delay to certain British-Australian mails which detained the steamer, I have to state that the mail did not all arrive at the Grand Central Station in New York from the pier in time for despatch; apparently through no one's fault, but rather because of the delayed arrival of the steamer “ Etruria,” and the quantity of mail carried being so heavy that it could not all be transferred to the station before the departure of the train.

H. Stephenson Smith, Esq.,

Resident Agent for New Zealand, San Francisco,

V. J. BRADLEY, Superintendent,

Enclosure 3 in No. 110.

The POSTMASTER, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

Post Office, New York, 17th December, 1898.

Replying to your inquiry of the 10th instant [not printed] relative to misconnection of mails for Australia by steamer "Moana" from San Francisco, I have to inform you that the mails in question (last instalment) were duly despatched from this office for the train due to leave the Grand Central Depot at 9 p.m., 26th ultimo, which carried British-Australian mails, but owing to a very heavy snow-storm then prevailing the wagons were unable to reach the depot in time to connect with the train. The mails were consequently delayed, and not forwarded to Chicago until the next despatch, train 3, 8.45 a.m., Sunday, 27th November, being due in Chicago on following morning, where a further delay of several hours was necessary, there being no despatch from that office to San Francisco until 5 p.m., Monday, 28th November.

The mail in question was of very great importance, consisting mostly of all the business documents and other valuable correspondence not mailed until the very last closing, and your kind efforts in delaying departure of steamer are highly appreciated at this office.

Very respectfully,

C. VAN COTT, Postmaster.

H. Stephenson Smith, Esq.,
New Zealand Resident Agent, San Francisco.

No. 111.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your letter of the 30th ultimo, enclosing a letter from the Postmaster, New York, which gives the explanation of the failure of the captain of the s.s. "Etruria" to deliver the whole of the Australasian mail in time for the 9 p.m. train on the 29th October last, and reporting another case of detention on the date of your letter, through failure of a portion of the eastern American mail to connect.

I shall be glad to hear what action the New York Post Office has taken in suitably noticing the neglect of the captain of the "Etruria" to deliver the whole of the mails, and preventing similar delays in future.

With regard to the question you raise—whether the San Francisco steamer may be detained for a portion of the mail—I have to say that you may use your discretion in detaining the steamer for this purpose, but the authority should be exercised with great caution.

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

No. 112.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your cablegram of the 13th instant.

It is considered scarcely practicable that the homeward mails can reach New York three hours earlier than at present, as their transport is governed by the railway-running. I will, however, on receipt of information on the point from Messrs. Cameron and Co., give your suggestion consideration.

I have, &c.,

T. THOMPSON, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 113.

TEXT OF THE BILL OF THE UNITED STATES SENATE COMMONLY STYLED "THE HANNA-PAYNE SHIPPING BILL, 1899," WITH APPENDED REMARKS.

55th Congress; Third Session.—S. 5024.

In the Senate of the United States, 5th January, 1899.—Referred to the Committee on Commerce, and ordered to be printed.

AMENDMENT intended to be proposed by Mr. Hansbrough to the Bill (S. 5024) to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for Government use when necessary—viz., to insert the following:—

"Sec. 15. That on and after the first day of July, eighteen hundred and ninety-nine, there shall be paid to every exporter of agricultural products, out of any moneys in the Treasury not otherwise appropriated, an export bounty of two dollars per ton on all such products regularly consigned and shipped to any foreign port or other foreign destination. That the Secretary of the Treasury shall cause to be promulgated such rules and regulations as may be necessary to carry this provision into full force and effect."

55th Congress; Third Session.—S. 5024.

In the Senate of the United States, 19th December, 1898.

Mr. Hanna introduced the following Bill, which was read twice and referred to the Committee on Commerce:—

A BILL to promote the Commerce and increase the Foreign Trade of the United States, and to provide Auxiliary Cruisers, Transports, and Seamen for Government Use when necessary.

WHEREAS the profitable employment of the surplus productive power of the farms, factories, mines, forests, and fisheries of the United States imperatively demands the expansion of its foreign commerce: And whereas the merchant vessels, officers, engineers, machinists, electricians, and seamen necessary to the expansion of the commerce of the United States are also essential as auxiliary to the forces of the United States in time of war, and otherwise and to the better security of the nation and the protection of its possessions: And whereas it is deemed especially expedient to make immediate provision to these ends: Therefore—

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled that from and after the first day of July, *anno Domini* eighteen hundred and ninety-nine, there shall be paid, subject to the provisions hereinafter contained, out of any money in the Treasury not otherwise appropriated, to the owner of any vessel duly registered by a citizen or citizens of the United States, and being at the time of entry engaged in the foreign trade of the United States, which shall be entered in the United States, from a foreign port, or from any port belonging to the United States the trade between which and the Atlantic Gulf and Pacific coast ports of the United States shall happen not to be confined to vessels of the United States, compensation as hereinafter provided, that is to say: The Secretary of the Treasury is hereby authorised and directed to contract with the owner of any vessel of the United States hereinbefore described, and registered for foreign trade, for the payment to said owner for a period of twenty years, and subject to the provisions of this Act, out of any money in the Treasury not otherwise appropriated, the sums following, namely:—

(a.) On each entry of a sail- or steam-vessel not exceeding sixteen entries in any twelve consecutive months, one and one-half cents per gross ton for each one hundred nautical miles for the first one thousand five hundred nautical miles sailed both outward and homeward bound, and one cent per gross ton for each one hundred nautical miles over one thousand five hundred nautical miles sailed both outward and homeward bound.

(b.) Steam-vessels which may be suitable for carrying the mails of the United States, or as auxiliaries to the forces of the United States in time of war or other need, if of the following tonnages and capable of maintaining the following rates of speed under the conditions hereinafter provided, shall, in addition to the compensation provided in paragraph (a) of this section, receive compensation per gross ton for each one hundred nautical miles sailed both outward and homeward bound at the following rates, namely: Vessels over one thousand five hundred gross tons—First, fourteen knots and less than fifteen knots, one cent per gross ton; second, fifteen knots and less than sixteen knots, one and one-tenth cents per gross ton; third, sixteen knots or over, one and two-tenths cents per gross ton. Vessels over three thousand gross tons—Fourth, seventeen knots and less than eighteen knots, one and four-tenths cents per gross ton; fifth, eighteen knots and less than nineteen knots, one and sixth-tenths cents per gross ton; sixth, nineteen knots or over, one and eight-tenths cents per gross ton. Vessels over eight thousand gross tons—Seventh, twenty knots and less than twenty-one knots, two cents per gross ton; eighth, twenty-one knots or over, two and three-tenths cents per gross ton. Vessels over ten thousand gross tons—Ninth, twenty-two knots and less than twenty-three knots, two and seven-tenths cents per gross ton; tenth, twenty-three knots or over, three and two-tenths cents per gross ton. No vessel shall be entitled to compensation under more than one of the tonnage and the speed classifications in this clause specified.

(c.) The mileage upon which compensation shall be paid under the hereinbefore-stated clauses (a) and (b) shall be determined by the direct customary route from the last port of departure at which cargo, passengers, or mails shall have been taken in the United States for and carried to a foreign port or a port belonging to the United States described in section one of this Act at which cargo, passengers, or mails shall have been discharged or taken, and from such last-mentioned port by the direct customary route to the first port of arrival in the United States at which cargo, passengers, or mails shall have been discharged. If during the voyage the vessel shall discharge or take cargo, passengers, or mails at two or more foreign ports, or ports belonging to the United States described in section one of this Act, the distance by the direct customary route between such ports shall also be included in the mileage upon which compensation shall be paid under the aforesaid clauses (a) and (b).

Sec. 2. That no vessel shall be entitled to compensation under section one of this Act unless at least one-fourth of her navigating crew shall be citizens of the United States, or such persons as shall be within the provisions of section twenty-one hundred and seventy-four of the Revised Statutes of the United States.

If it shall happen at any time that the foregoing-stated proportion of an American crew cannot be reasonably obtained, the Shipping Commissioner or the officer discharging his duties at any port of the United States, or the United States consul or the officer discharging his duties at the foreign port whence any such vessel is to clear, shall allow the shipment of persons not Americans to make up the necessary number of the crew.

Sec. 3. That the test for the speed of the vessels provided for in this Act shall be made under the direction and supervision of a board of naval officers, which the Secretary of the Navy shall appoint upon the application of the owner or owners of any such vessel, and the test must include not less than four hours' continuous steaming at sea in ordinary weather in water of sufficient depth to make the test a fair and just one.

Sec. 4. That a documented vessel of the United States engaged in the deep-sea fisheries for three months during twelve consecutive months shall receive a bounty annually from any money in the Treasury not otherwise appropriated of two dollars per gross ton: Provided that at least one-third of the crew shall be American citizens.

Sec. 5. That an American citizen serving as a member of a necessary and proper crew of an American vessel licensed for and engaged in deep-sea fisheries for three months or more during twelve consecutive months shall receive a bounty from any money in the Treasury not otherwise appropriated of one dollar per month during the time necessarily employed in the voyages of such vessel.

Sec. 6. That no compensation shall be allowed in respect of any of the following-named vessels:—

- (a.) A vessel not engaged in trade.
- (b.) A vessel trading wholly upon interior waters not tidal between a port in the United States and a foreign port.
- (c.) A vessel of the United States employed in the coasting trade or in the fisheries, except as provided in sections one, four, seven, and eight of this Act.
- (d.) A vessel owned by a citizen of the United States which shall not be entitled, under the provisions of section forty-one hundred and thirty-one of the Revised Statutes or any amendments or supplements thereto, or under this Act, to the benefits and privileges of a vessel of the United States.
- (e.) A vessel on a voyage extending only to a foreign port less than one hundred and fifty nautical miles from her last port of departure in the United States at which cargo, passengers, or mails shall have been taken, or from a foreign port less than one hundred and fifty nautical miles from her first port of arrival in the United States at which cargo, passengers, or mails shall have been discharged.

Sec. 7. That the Secretary of the Treasury is hereby authorised and directed, on the application of the owners of such vessels, to grant registers as vessels of the United States, under the conditions hereinafter stated, to the following-described vessels:—

(a.) To such foreign-built steamships as were on the first day of December, *anno Domini* eighteen hundred and ninety-eight, engaged in an established freight or passenger business, or both, from a port of the United States, and as were on that date classed or fit to be classed in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas, and as were also on the said first day of December, *anno Domini* eighteen hundred and ninety-eight, actually owned by, and then really representing the capital of, a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), or a foreign corporation or association of which not less than ninety per centum of the capital stock thereof was on the first day of December, *anno Domini* eighteen hundred and ninety-eight, actually owned by, and really representing the capital of, a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), upon such American owner or owners of such majority interest obtaining a full and complete transfer of and title to such steamships from the foreign corporation or association owning the same, and proving to the satisfaction of the Secretary of the Treasury that all the foregoing-stated requirements have been complied with.

(b.) To such foreign-built steamships as shall have been under contract for construction, and duly authenticated copies of the contract or contracts therefor filed with the Secretary of the Treasury on or before the first day of February, *anno Domini* eighteen hundred and ninety-nine, and which shall, when built as provided for in this Act, and the registry thereof requested, be classed or fit to be classed in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas, such vessels being actually contracted for by an American citizen or citizens (including, as such citizens, corporations created under the laws of the United States or any of the States thereof) who shall have been such since the first day of December, *anno Domini* eighteen hundred and ninety-eight, or by a foreign corporation or association of which not less than ninety per centum of the shares of the capital thereof shall have been actually owned by a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), and really representing American capital, on the said first day of December, *anno Domini* eighteen hundred and ninety-eight, and shall have continued to be so owned until the passage of this Act, and upon such American owner or owners of such majority interest obtaining a full and complete transfer of and title to such steamships from the foreign corporation or association owning the same, and proving to the satisfaction of the Secretary of the Treasury that all the foregoing-stated requirements have been complied with:

Provided that such American owners shall, before the first registry of the foreign-built vessels before mentioned in clauses (a) and (b) of this section shall be had, give a bond to the United States in the penal sum of fifty thousand dollars, with sufficient surety to be approved by the Secretary of the Treasury, conditioned that such owner or owners of such vessel or vessels will build, or shall have built after the passage of this Act in the United States, and shall duly make written application to the Secretary of the Treasury to have registered in the United States, within five years next after the time of the registry of any such foreign-built vessel or vessels, a new vessel or vessels, respectively, of an aggregate gross tonnage equal to at least fifty per centum of the aggregate gross tonnage of such foreign-built vessel or vessels so registered, which new vessel or vessels shall be capable of receiving the highest classification in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas; and when any such new vessel or vessels shall have been so built notice thereof may be given to the Secretary of the Treasury, who shall, upon the production of the builders' sworn and satisfactory certificate, certify that the said vessel has been built in compliance with the conditions of the said bond; but the new vessel or vessels so built shall be subject to the same provisions and restrictions as the foreign-built vessel in respect of the coasting and other trade as in this Act provided. If the conditions of the bond in this section mentioned shall fail to be wholly performed as herein provided, the registry of any such foreign-built vessel or vessels, in relation to which said bond

was executed, shall be cancelled, and such vessel or vessels shall cease to have any rights or privileges of vessels of the United States; but if any such contract shall have been partly performed by the building, completion, and registry of any such new vessel or vessels the registration of such foreign-built vessel or vessels shall be cancelled, and such vessel or vessels deprived of the rights and privileges of vessels of the United States only to the extent of the proportionate failure to build, complete, and register the amount of tonnage of the new vessel or vessels required by this section. The provisions of this section shall not affect the liability of the signers of the bond provided for herein, and all earned and unpaid compensation in respect of any vessel or vessels the registry of which shall be so cancelled shall be forfeited to the United States. But if it shall happen that any of such new vessels shall, without any fault or want of diligence on the part of the obligors in such bond, fail to be built and registered as required by this section the Secretary of the Treasury shall extend the time of the performance of the conditions of such bond for such period or periods as shall appear to him to be just, and in that case the right of such obligors shall be the same as if the performance of the condition of such bond had occurred within the said five years. The Secretary of the Treasury is hereby empowered to decide upon principles of justice and equity which vessel or vessels of a fleet of the same owner or owners shall be the vessel or vessels to be deprived of registry as aforesaid.

Sec. 8. That no further or other inspection shall be required for such foreign-built steamship or steamships than is now required for foreign steamships carrying passengers under the existing laws of the United States; and a special certificate of inspection shall be issued for each foreign-built steamship registered under this Act; and before issuing the registry for any such steamship as a vessel of the United States the Collector of Customs of the proper collection district shall cause such steamship to be measured and described in accordance with the laws of the United States, which measurement and description shall be recited in the certificate of registry to be issued under this Act, after which such vessel shall be entitled to all the rights and privileges of vessels of the United States as provided for in section one of this Act, except that it shall not be employed in the coasting trade of the United States, including the trade between the Atlantic and Gulf ports and the Pacific coast ports thereof.

Sec. 9. That the compensation earned under the provisions of this Act by any foreign-built vessel or vessels registered as vessels in the United States, as provided in section seven of this Act, shall be retained by the Secretary of the Treasury until the American owner or owners of such vessel or vessels shall have fulfilled the conditions of the bond provided for in said section seven: Provided that, as each new vessel built according to the conditions of the said bond shall be completed and registered as a vessel of the United States, the owner or owners of such new vessel shall receive compensation out of such compensation retained under this Act, from the date of the registry of such foreign vessel or vessels, on a tonnage in a proportion equal to double the amount of the gross tonnage of the new vessel or vessels aforesaid; and the compensation thereafter earned by such foreign-built vessel or vessels shall be retained only in the same proportion applied to the total gross tonnage of the new vessel or vessels remaining to be built, completed, and registered as provided in this Act.

Sec. 10. That the compensation applicable to the service of the existing vessels of the United States provided for in this Act, other than as conditioned in section seven of this Act, shall be allowed and paid only on the condition precedent that the owner or owners of any such now existing vessel or vessels claiming such compensation shall have given bond to the United States in the penal sum of twenty-five thousand dollars (but the Secretary of the Treasury may, in the case of vessels not exceeding two thousand gross tons, receive a bond for these purposes for such smaller sum as shall to him appear just), with surety to the satisfaction of the Secretary of the Treasury, conditioned that such owner or owners will, within five years next after the giving of such bond, make, in good faith and with responsible parties, a contract or contracts, as the case may be, for the building in the United States of another vessel or other vessels, as the case may be, of an aggregate gross tonnage at least equal to twenty-five per centum of the tonnage of the vessel or vessels so now existing in respect of which such compensation shall be claimed. The provisions of this section shall not affect the rights of the owners of the vessels mentioned in section four of this Act.

Sec. 11. That all the vessels, excepting those provided for in section four of this Act, receiving compensation under this Act shall, when required so to do by the Secretary of the Treasury or the Secretary of the Navy, as the case may be, carry on each foreign voyage as a member of the ship's company one American boy under twenty-one years of age, and suitable for such employment, for each one thousand tons gross registered tonnage; which boys shall be taught in the duties of seamanship, or engineering, or other maritime knowledge, as the case may be, respectively, and receive such pay for their services as shall be reasonable.

Sec. 12. That any and every of such vessels so admitted to American registry or so built, as in this Act provided, may be taken or employed and used by the United States as cruisers or transports at any time; and in every such case the owner or owners of any such vessel or vessels so taken or employed shall be paid the fair value thereof, if taken, at the time of the taking, and, if employed, shall be paid the fair value of such use. And if there shall be a disagreement as to such fair value the question of the valuation shall be submitted to and determined by three impartial appraisers, one to be appointed pursuant to the regulations provided for in section thirteen of this Act, one by the owner or owners of the vessel, and one as next stated. The appraisers so appointed shall, before they proceed to act, select a third appraiser, who shall form one of the appraisal board. The decision of a majority of said board shall be final and effective.

Sec. 13. That the President of the United States shall from time to time cause to be made, by the proper heads of departments, regulations for the due execution of the provisions of this Act.

Sec. 14. That all vessels receiving compensation under this Act shall carry mails of the United States free of charge if required to do so, and no vessel shall be entitled to compensation

under this Act the owner or owners of which receive any other compensation from the Government of the United States for carrying the United States mails; but the owner or owners of any vessel or vessels of the United States now under contract to carry the mails of the United States may apply to the Postmaster-General to be released from such contract; and on such application the Postmaster-General shall thereupon cause such contract to be terminated and cancelled.

Sec. 15. That all Acts and parts of Acts inconsistent with or superseded by the provisions of this Act are hereby repealed.

The following considerations are submitted in respect of the Bill to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for Government use when necessary:—

The fundamental and principal reason and purpose of the United States aiding and encouraging our own shipping—helping to create it when it does not exist to the extent necessary to the defence and advancement of our just interests, and promoting its capacity to carry our surplus productions of every kind to the countries and peoples that need or wish them, as well as to add to the strength of the nation in times (often coming suddenly) when our power and immediate means of self-defence may be taxed to the utmost—are stated in the preamble of the Bill. If the preamble is true, the necessity for legislation of this character is demonstrated, unless it be shown that our present condition is due to the fault of American shipbuilders and shipowners, or to the paying of too high wages by manufacturers and others employing the labour of our people. It will scarcely be pretended that either of these alternatives exists. The condition of our commerce during many years is shown in the very instructive report of the Commissioner of Navigation for 1897 and 1898, and also in the report of the Secretary of the Treasury for 1898.

From these reports and other Government documents it definitely appears (a state of things long well known in all the productive and business circles of the country) that our exports have not kept pace with the increase of our population or with the increase of our productive resources and power in producing food and food-products, and in the production of manufacturing industries of all kinds which convert the raw material of our country into higher and more valuable forms, and thus find a necessary field of employment for the intelligence, scientific and mechanical skill, and enterprise of our citizens. The larger this field is the greater is the capacity of our citizens to utilise and enjoy the products of the farm and the shop, and thereby to enlarge and make profitable the home markets as well as the foreign ones for everything that is produced or manufactured. It scarcely need be said that the home market is one of the principal and great essentials to the prosperity of any nation which possesses the abundant and almost universal natural resources of those possessed by the United States. It means the co-operation and mutual assistance of all the people in the development and increase of all their industrial energies. The full fruit of this development and increase must be found in our increasing our exportations of all our products and manufactures to every part of the globe where purchasers of them can be found. Such has been the wise and profitable policy of all the nations possessing in any considerable degree the natural or artificial resources necessary to these ends. Such nations have done this steadily and persistently, and have by subsidies and various other aids to their commercial and shipping interests, such as exploiting corporations for foreign trade, and by trading posts, banking facilities, &c., obtained great advantages over the producers, manufacturers, and the shipping interests of the United States.

It is an obvious truth that the volume of the foreign trade of any nation is very largely influenced and increased by the fact that its own ships are the means of its communication and trade. Their influence on all the agencies of such a trade is naturally and properly directed to the development and increase of the trade of their own country. And so, while the United States have slept or been indifferent to these considerations, the trade with and markets of most of the nations using such things as the producing and manufacturing nations have to sell have fallen to and been absorbed by others than the United States.

The great bulk of our export trade must depend upon shipping. No theory or doctrine of protection or free-trade, no theory or doctrine of finance or currency, can affect the fact that our only means of communication and intercourse with more than 90 per cent. of all the inhabitants of the globe is shipping. In order that the United States can fairly compete with other nations in the markets beyond the seas, it is essential that our means of communication and intercourse with the buying nations should be put under the protection of our own flag, and on a footing of equality at least with our competitors. In the present condition of national affairs and trade in those parts of the globe where perhaps the largest opening for the trade of ourselves and our competitors will exist in the future the most efficacious means to these ends must be adopted.

It is an unpleasant fact that at the present time more than 85 per cent. of the foreign commerce of the United States is conducted by means of foreign ships, and not only with the countries under whose flag such ships sail, but with other countries having little or no ocean marine, the result of which is, as above suggested, that there is a constant, powerful, and successful influence exerted in favour of the productions and manufactures of the country whose flag is borne by the trading ship, and by all the accessories of Government aids and of mercantile and financial influences in the ports and countries to which such ships go. If we are not speedily to endeavour by every just means to obtain a fair and equal footing in the foreign markets referred to, and not to abandon them to our competitors, whose wise and just policy for their own good maintains at every cost necessary to success their shipping intercourse and the facilities and aids that necessarily flow from it, we must speedily adopt a corresponding policy, and by the most liberal inducements rehabilitate our merchant marine, and try by every fair means to regain the position we once occupied, and which we ought to occupy in the future. Such a course of policy does not chiefly rest upon the idea of helping the shipbuilding and ship-sailing interests of the United States

on their own account, but upon the element—common to all our productive and manufacturing industries—of their being one of the essential co-operating means of general prosperity and welfare. The main thing is to enable the producing and all other industries of the United States to regain our just position in the markets of the world. There is no honest and industrious worker in the manifold fields of labour in the United States who is not concerned in such an undertaking. The labouring-man can only have house and home and food and clothing for himself and his family in proportion to the employment of and compensation for his labour; and his employer can only pay him by the advantageous sale of the things produced. All these considerations are truisms in the theory of the State, which is little more than an establishment for the co-operation, organized by law, of its citizens in all things relating to the safety and prosperity of all.

That American natural resources, capacity, and enterprise cannot be excelled by those of the people of any other country may be asserted without presumption. And yet, in the face of this, the foreign commerce conducted by our own shipping has decreased from 80 per cent. in 1846 and 66 per cent. in 1860 to 11 per cent. in 1897. Other manufacturing nations, influenced by the considerations before stated, have aided in shipbuilding and in establishing and supporting lines of sea-connection under their own flags with distant countries, and have thereby enabled their own citizens to establish trading-houses, banking-houses, and other facilities for the sale of their productions in those countries; and they have thus, in a very large degree, secured a comparatively exclusive market for their own goods. Besides this, the cost of their shipping, owing to prices of labour and so forth being generally lower than those paid in the United States, has been considerably and sometimes very much less than that of ships built in the United States.

The result of all these circumstances has been to deprive the United States of the supremacy, or at least the equality, in foreign trade which it had in earlier days, and to very greatly retard the sale of American goods in these far-away countries in which the products of the industry of the United States ought to have an equal opportunity for disposition. It may well be repeated in this connection that by just so much as the export trade of the United States is increased will the industries and labours of our own people be benefited. To regain a trade once lost or greatly curtailed requires extraordinary and persistent effort and expense. Once regained, it can support itself under equal conditions.

It is a well-known fact that the largest markets of the world not already well developed are to be sought for and found in Eastern Asia. These markets are convenient of access from our Pacific coast, and will be almost equally so from our Atlantic coast when the canal crossing the Isthmus of Nicaragua shall have been built under the auspices of the United States.

It is obvious that the struggle of certain nations for political and military supremacy and spheres of influence in Eastern Asia, as well as in Africa, has been and is, with perhaps a single exception, founded upon a desire to obtain a dominating influence over the markets of those regions. In the commerce of those markets the United States ought to have a fair opportunity to compete. This cannot be effectively obtained without our own ships and our own flag. The sooner adequate provision is made to this end the less will be the difficulty and the greater will be our reward. To attain these objects no expense to the common Treasury in aid of shipbuilding and ship-trading can be too great, for the trade, once established, will be permanent; unaided now, it will be lost for a long future.

In view of our existing treaty relations with other countries, it is manifest that the ends before referred to can only be presently and effectively attained by the enactment of a law giving direct aid and encouragement to the increase of our merchant marine, and to the establishment of American lines of communication and trade with foreign markets, and especially with those above referred to.

The substance of the proposed Bill may be stated as follows:—

1. In order to obtain the earliest possible action pursuant to the policy of the United States above referred to, the Bill provides for bringing under our flag and the protection of our laws the few foreign-built ships now actually owned and contracted for by American citizens, and in which and in their trade American capital has been and is actually invested. These ships have been built and their trade established under a foreign flag, because the ships could not be built and fitted out here and operated at a cost that would enable them successfully to compete with the ships and trade of foreigners, aided as they have been, and will continue to be, in various ways by their own Governments.

2. The American registry of these foreign-built ships is conditioned upon their owners building here and putting into our own trade at the earliest practicable time new vessels of a tonnage fairly proportionate to that of the admitted ships.

3. None of these foreign-built ships, or of the new ships so to be built here, are permitted to engage in our coasting trade; but they are permitted to engage in trade with such other ports belonging to the United States as ships under foreign flags are permitted to trade with.

4. All the owners of American trading ships now existing are required to undertake the construction of new tonnage fairly proportioned to that of the ships claiming the benefit of this Act.

5. All these ships are required to carry the mails of the United States free of charge.

6. All the new ships must be built so as to be readily converted into cruisers or other auxiliary aids to the military power of the United States whenever needed for such purposes.

7. When needed, they can be taken or employed by the United States at any time.

8. All these ships are bound (in addition to the indispensable training of their crews) to constantly educate and train American boys for the various necessities of naval operations.

9. All the foregoing-mentioned conditions and requirements being complied with, American vessels are to be aided and assisted in regaining and increasing our trade to distant ports by a compensation graduated (with one exception) upon the distance sailed and upon the size and speed of the ships.

10. The exception referred to in the last paragraph applies to sailing-vessels and to slow steamships, the maintenance of which is also essential to our maritime progress and prosperity, and also to the strength of our military power.

11. Vessels engaged in the deep-sea fisheries are also provided for upon the same policy of supplying to the United States a body of intelligent and experienced American mariners at all times, ready to serve our country when needed.

12. The respective compensations arranged in the Bill have been computed, it is believed, upon the lowest basis consistent with the attainment of the great and urgent objects already stated.

The foregoing paragraphs present the scheme and main points of the Bill. The other provisions are incidental and of detail.

The provisions of the Bill are believed to be in harmony with the last annual message of the President of the United States, and with the recommendations of the Secretary of the Treasury, the Postmaster-General, and the Commissioner of Navigation, and, it is hoped, will commend themselves to the patriotic judgment of Congress.

A table is subjoined showing in some degree the extent to which the people of the United States are dependent on foreign shipping for their sea-borne commerce with each of the grand divisions of the world, and the amount and percentage of our exports and imports carried by American and foreign vessels.

TABLE showing the Combined Tonnage (net) of American and Foreign Vessels entered and cleared at Seaports of the United States in the Foreign Trade for the Fiscal Year ended 30th June, 1897, with the Percentage of each in the Trade with the Various Grand Divisions of the World.

Trade with	American Tonnage.	Foreign Tonnage.	Total.	Percentage.	
				American.	Foreign.
Europe	899,081	23,024,093	23,923,174	5	95
Africa... ..	57,396	946,125	1,003,521	6	94
Asia	303,226	1,150,265	1,453,491	21	79
Oceanica	158,205	485,112	643,317	25	75
Hawaii	283,211	77,962	361,173	88	12
South America	691,231	2,055,999	2,747,230	25	75
North America (salt water)	4,852,195	4,892,863	9,745,058	50	50
Whaling vessels	4,080	...	4,080	100	...
Total by sea	7,248,625	32,632,419	39,881,044	18	82

During the fiscal year ended 30th June, 1897, the value of the exports and imports of the United States, and the amount carried by land, by American vessels, by foreign vessels, and the percentage of exports and imports carried by water which were carried by American and foreign vessels were as follows:—

—	By Land.	By Water.			Percentage.	
		American Vessels.	Foreign Vessels.	Total.	American.	Foreign.
Exports	\$ 65,082,305	\$ 79,941,823	\$ 905,969,428	\$ 985,911,251	8	92
Imports	35,812,620	109,133,454	619,784,338	728,917,792	15	85
Exports and imports	100,894,925	189,075,277	1,525,753,766	1,714,829,043	11	89

No. 114.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Post Office Department, Office of Foreign Mails, Washington, D.C.,

9th January, 1899.

SIR,—

Referring to your letter of the 5th November last, advising this department that "the Mail-agent by the last voyage of the R.M.S. 'Alameda' reports that four bags (three for Honolulu and one for Sydney) for transmission by the 'Alameda' were left behind at Ogden on the 5th ultimo," I have the honour, by direction of the Postmaster-General, to inform you that the Mail-agent was in error in reporting that the bags in question were left behind at Ogden.

The facts in the case are that the bags reached New York per the steamer "Etruria" on the 29th October, and that the captain of that steamer refused to deliver the incoming mails to the mail-boat which met the "Etruria" at the quarantine station.

The mails were therefore retained on board the "Etruria" until she reached her dock, and when they were finally brought ashore the four bags in question were inadvertently taken to the Post-office in New York with the mails for New York City, and when they were discovered at that office it was too late to despatch them by the train which conveyed to San Francisco the other bags destined for despatch per the steamer "Alameda." They were, however, forwarded by the next opportunity, but arrived at San Francisco too late for despatch per said steamer.

I have, &c.,

N. M. BROOKS,

Superintendent of Foreign Mails.

The Postmaster-General, Wellington.

No. 115.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 25th January, 1899.

I have the honour to acknowledge the receipt of your letter of the 27th ultimo, enclosing memoranda from various divisions of the United States railway mail-service, relative to the cause of detention of a portion of the mail for the colonies in October last.

I hope there will be no more delays to the mails in reaching San Francisco. The "Alameda," however, was detained on her recent voyage for a few hours in respect to two missing bags from London to Apia, supposed to contain despatches from Berlin for the German war-vessels at Samoa, but she had to leave without the mails, as their whereabouts could not be located.

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,

Resident Agent for New Zealand, San Francisco.

No. 116.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL Wellington.

Post Office Department, Office of Foreign Mails, Washington, D.C.,

1st February, 1899.

SIR,—

I have the honour, by direction of the Postmaster-General, to inform you that the Postmaster, San Francisco, has been instructed to hereafter make up and despatch mails for the Australasian Colonies by means of steamers sailing from San Francisco for Honolulu in cases in which said steamers are due to arrive at Honolulu in time to connect with the steamers sailing from Vancouver for said colonies *via* Honolulu.

Correspondence sent from San Francisco to Vancouver for despatch per the steamers in question must leave San Francisco four days before the steamer sails from Vancouver. But a steamer leaving San Francisco the same day that the steamer leaves Vancouver, or possibly a day later, should reach Honolulu in advance of the steamer from Vancouver, so that the foregoing arrangement will be a substantial improvement in the service between the United States and the colonies.

It is possible that mails from the colonies for San Francisco may sometimes be transferred at Honolulu with advantage from a steamer sailing for Vancouver to a steamer sailing for San Francisco, and in that case the Postmaster-General would be glad if you would authorise your Mail-agents on the steamers to make such transfers.

I am, &c.,

N. M. BROOKS,

Superintendent of Foreign Mails.

The Hon. the Postmaster-General, Wellington.

[Read here No. 265.]

No. 117.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 4th February, 1899.

I have the honour to acknowledge the receipt of your two communications dated the 29th and 30th December last [see Nos. 253 and 111], the former referring to the discrepancy reported in the number of bags received at Minneapolis *ex* "Aorangi" on the 7th November, also advising me that instructions have been given to the Vancouver Mail Agents to advise of the dates of departure of the mails east-bound; and the latter referring to the action of the captain of the "Etruria" in delaying delivery of mails at New York in October last, also permitting me to use my discretion in the detention of the mail-steamers at this port upon occasions on which portions of the United States mails fail to connect at the same time as the colonial-British mails arrive,

In reply, I would state that at present I have not received any reply to my communication in regard to the discrepancy reported in the receipt of the "Aorangi's" mails. I think it probable that a report has been sent direct to the department, but will inquire further into the matter.

I have also to report that no communication has been received by me in regard to the reported action of the master of the "Etruria." The suggestion contained in my communication of the 30th November was to the effect that the New Zealand office should inquire into this matter at the London office of the Cunard Company, that course, in my judgment, being more likely to arrive at results, and be a guide for future actions.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 118.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 14th February, 1899.

MAIL AGENT reports leaving San Francisco 26th January, 1.24 a.m. Arrived Auckland 7.25 this morning. Before leaving San Francisco he learned that Oceanic Company about to let contract to Cramp for construction of two, and probably three, six-thousand-ton seventeen-knot steamers for this trade, and that "Mariposa" and "Alameda" were to be re-engined and improved, giving an increased speed of one knot.

No. 119.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 22nd February, 1899.

I have the honour to forward enclosed for your information copies of correspondence lately forwarded to Washington, embracing a proposition from the Superintendent of Mails of the San Francisco Post Office in regard to an endeavour to expedite the colonial mails destined to and from the United States now forwarded *vid* Vancouver, as well as a suggestion tending to effect a saving in the through transit to Europe of the mails now sent by the Canadian Pacific Railway.

It is estimated that by Mr. Ford's plan a saving of four days in delivery of correspondence for and from Pacific coast ports of the United States would be accomplished, and of one day in delivery of that for eastern points.

I am disposed to think that a saving could be accomplished in regard to the mails bound to Australia by the adoption of the suggestion outlined, but the saving on the upward voyage could not be effected without a material alteration of the present time-tables of the connecting steamers at Honolulu bound to the States. If, however, these time-tables could be rearranged a saving of probably two days could be accomplished in the through time to Europe, provided the mails were enabled to make close connections at New York, the saving being one day between Honolulu and San Francisco and one day in the overland transit.

I foresee, however, that, even if the "Australia's" time could be postponed at Honolulu to connect with the Canadian steamers on the upward trip, there may be difficulties with the contractors in the matter of foregoing the transit on the portion of the service between Honolulu and Vancouver; and if Messrs. Spreckels hold their steamer for the connection they will probably want something more than the ordinary sea-postage. You will see by the enclosed time-tables of the various steam-lines that run between Honolulu and San Francisco that the "Australia's" (the most available) dates at present indicate a departure four days prior to the present dates for the arrival of the Canadian steamers at Honolulu. If it is the intention of the New Zealand Government to make a two-days delay in the departure of the Canadian steamers from Wellington to correspond to the lately proposed delay to the San Francisco steamers there would only be two days' difference, and this difference Messrs. Spreckels think they could arrange without seriously disarranging their present dates.

I send you this proposition for your consideration without any recommendation further than to state that, if the arrangement was made, I think the through service would generally be benefited to the extent of two days as a finality. Kindly give the matter your consideration; and if you think it worth while I can make further inquiries.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

Enclosure in No. 119.

The GENERAL SUPERINTENDENT of the POST OFFICE, San Francisco, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

San Francisco Post Office (Office of the Postmaster), San Francisco, Cal.,

DEAR SIR,—

20th February, 1899.

Referring to our conversation of this morning, I beg to herewith transmit to you copy of Mr. Ford's letter of 19th January, 1899, addressed to Postmaster Montague, and the reply of Hon.

N. M. Brooks, Superintendent of Foreign Mails, bearing date 1st February, all relating to the proposed establishment of a transfer station at Honolulu.

Yours, &c.,

H. Stephenson Smith, Esq.,

D. S. RICHARDSON, General Superintendent.

Resident Agent, New Zealand Government,
428, California Street, San Francisco.

Sub-enclosure 1 to Enclosure in No. 119.

The SUPERINTENDENT of MAILS, San Francisco, to the POSTMASTER, San Francisco.

SIR,—

Post Office, San Francisco, Cal., 19th January, 1899.

Referring to our recent conversations regarding the trans-Pacific mail-service at this port, and with a view towards the improvement of the said service, I beg to submit for your consideration the following propositions which have occurred to me:—

1. *Make Honolulu a Transfer Point for Australian and New Zealand Mails.*

Our present service with New Zealand and the Australian Colonies is conducted by two lines of steamers, from San Francisco, Cal., and Vancouver, B.C., alternating with each other every fourteen days. The steamers of both lines touch at Honolulu on outward and inward trips. After the departure of the steamer from this city the mail is sent to Vancouver up to within four days of the departure of the steamer from the latter port. For instance, if a steamer should leave Vancouver on the 5th, the mail, to connect, would have to leave this office on the night of the 1st. The time in transit from San Francisco to Honolulu is seven days, while from Vancouver to the same place it is eight. From this you will see that a steamer could leave San Francisco on the same day as one leaving Vancouver and reach Honolulu in time to insure the connection of Australian mails with the Vancouver steamer, thus giving San Francisco and adjacent points a four-days later closing on the mails mentioned than at present.

An advantage would also be gained on return trips. We will take, for example, a through Australian steamer for Vancouver arriving at Honolulu and finding in the harbour a vessel that would sail for San Francisco on the same day. By making a transfer of the mail at that point it would arrive at San Francisco at least one day earlier than it could reach Vancouver if left on the steamer. This would be a clear gain of four days in the San Francisco city mail, and a gain of one day for eastern points in the United States; and the mail might reach New York City in time to catch a steamer for European ports that it otherwise would have missed.

If Honolulu was made a transfer point the interested steamship companies would no doubt arrange their schedules so that connections could be made regularly.

2. *Postal Clerks on Steamers plying between San Francisco and Honolulu.*

The system now in vogue of running postal clerks on steamers between New York City and European ports might be worked to advantage on the steamers between San Francisco and Honolulu.

On outward trips the postal clerks could receive mail from the public up to a few minutes before the departure of the steamer, thereby giving a much later closing than now. The clerk could do much of the work while in transit that is now being done in the overcrowded foreign department of this office. Mails could be made up to foreign countries by him, and, in addition, a separation could be made for Hawaiian points, and a distribution also for Honolulu carrier-delivery.

On the return trip all the foreign mail could be taken in charge by the postal clerk and opened, short-paid matter rated up, registers checked and entered, a general distribution made of the mails for the principal railway post-office lines in this country, and the San Francisco city portion made up to carriers and stations. By this arrangement close connections could be made with important outgoing trains, and the San Francisco city mail would be ready for immediate delivery.

We have now thirteen steamers plying between this city and Honolulu—one to Honolulu direct, three on the Australian line, and nine on the China route. I believe that this entire service could be covered by six postal clerks, and that the additional expense would be insignificant as compared with the benefits that would accrue.

In a letter to Mr. H. P. Thrall, Superintendent of the railway mail-service on this division, under date of the 23rd November, 1898 [not printed], I suggested the plan of transferring the mail at Honolulu, and at the same time spoke to him with reference to placing postal clerks on the steamers. Mr. Thrall looked with great favour on both propositions, and I believe has since taken the matter up with the department.

Very respectfully, &c.,

T. J. FORD, Superintendent of Mails.

The Hon. W. W. Montague, Postmaster.

Sub-enclosure 2 to Enclosure in No. 119.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the POSTMASTER, San Francisco.

Post Office Department, Office of Foreign Mails, Washington, D.C.,

SIR,—

1st February, 1899.

Referring to your letter of the 23rd ultimo [not printed], enclosing a copy of a communication addressed to you by the Superintendent of Mails of your office, outlining a plan for making Honolulu a transfer station for trans-Pacific mails, I have to inform you that the proposed plan will receive very careful consideration.

Meanwhile, I am directed to authorise you to make up mails for the Australasian Colonies and despatch them by steamers sailing from San Francisco for Honolulu which will reach Honolulu in time to connect at that port with steamers sailing from Vancouver for the colonies *via* Honolulu.

This arrangement is not intended to affect in any way the forwarding of correspondence for the said colonies to Vancouver for despatch thence by steamers sailing from that port, but is intended to provide for a later despatch which will intercept the Vancouver steamer at Honolulu, and will contain only articles which could not be forwarded from your office in time to connect with the steamer at Vancouver.

The New Zealand office has been advised of this arrangement, and has been requested to direct its Mail-agents to transfer at Honolulu to a steamer sailing thence to San Francisco the mails for San Francisco conveyed by steamers sailing from Vancouver in cases in which the delivery of the said mails will thereby be expedited; and the Hawaiian office has been requested to facilitate the transfer at Honolulu of the mails for and from the United States.

Please indicate, in the schedules hereafter furnished to this department by your office for the monthly foreign mail-steamship schedule, the steamers sailing from San Francisco which can connect at Honolulu with the steamers sailing from Vancouver.

The Postmaster, San Francisco.

I am, &c.,
N. M. BROOKS,
Superintendent of Foreign Mails.

No. 120.

The SECRETARY, General Post Office, Wellington, to the SUPERINTENDENT of FOREIGN MAILS, Washington.

SIR,— General Post Office, Wellington, 27th February, 1899.

It has been brought under notice that the s.s. "Australia," which is timed to leave San Francisco a day before the departure of the mail-steamer from Vancouver, makes a reliable connection with the latter vessel at Honolulu. I have the honour, therefore, to suggest that mail-matter for the Australasian Colonies which may be posted in your country after the closing of the mails for despatch *via* Vancouver, but which could connect with the "Australia," might be forwarded in that vessel in closed supplementary mails for transshipment at Honolulu to the mail-steamer, and thus insure about ten days' earlier delivery of the correspondence.

A copy of this letter has been sent to the Postmaster, San Francisco.

I have, &c.,
The Superintendent of Foreign Mails,
Office of Foreign Mails, Post Office Department, Washington, D.C.

[Similar letter to the Postmaster, San Francisco.]

No. 121.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,— General Post Office, Wellington, 1st March, 1899.

I have the honour to inform you that it has been represented to this office by the Mail Agent on the last voyage of the R.M.S. "Mariposa" that the s.s. "Australia," which is timed to leave San Francisco a day before the departure of the mail-steamer from Vancouver, makes a reliable connection with the latter vessel at Honolulu. A letter has accordingly been addressed to the Postmaster, San Francisco, and the Superintendent of the Office of Foreign Mails at Washington, bringing the matter under notice, and suggesting that correspondence for the Australasian Colonies which may be posted at American post-offices after the closing of the mails for despatch *via* Vancouver, but which could connect with the s.s. "Australia," might be forwarded in that vessel in supplementary mails for transshipment at Honolulu to the mail-steamer, and thus insure about ten days' earlier delivery of the correspondence.

I have, &c.,
H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

W. GRAY, Secretary.

No. 122.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 5th March, 1899.

I have the honour to acknowledge the receipt of your communications of the 25th January [see No. 115] and the 1st February [see No. 263]; and in compliance with the request contained in the latter herewith enclose the latest Canadian time-table procurable.

In regard to the detained mails per "Moana" leaving this city on the 8th February, I now am enabled to report that these mails, which were forwarded to Boston from New York on account of no steamer being available from New York on the 15th ultimo, left Boston by the steamer "Canada" on the 16th, and arrived at Queenstown on the 24th February, and proceeded at once, thus arriving two days late. The most unusual condition of matters at New York upon this occasion was unfortunate, as otherwise there were prospects of making an early

delivery in England. The mails by the Vancouver route left New York per "St. Louis" on the 1st instant, and should arrive on contract date. The outward mails left New York on the 4th, and should arrive at Vancouver in time to permit the "Miowera" to leave on time.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 123.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 9th March, 1899.

I have the honour to request that you will be so good as to procure and send me at your convenience a copy of the Hanna-Payne Shipping Bill [See No. 113].

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

No. 124.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 10th March, 1899.

I have the honour to acknowledge the receipt of your letter of the 4th ultimo [see No. 265], stating that the late arrival in the United Kingdom of the mails *ex* "Mariposa" was no doubt due to bad weather then prevailing on the Atlantic.

I should be obliged if you would ascertain from the New York Post Office the particulars of the delay, as it is not understood why the mails were not despatched from New York until the Thursday night and the Friday morning.

I have, &c.,

W. GRAY, Secretary.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

No. 125.

The POSTMASTER, San Francisco, to the SECRETARY, General Post Office, Wellington.

San Francisco Post Office (Office of the Postmaster), San Francisco,

28th March, 1899.

DEAR SIR,—

I have the honour to acknowledge receipt of your communication of the 27th February last, inviting my attention to the desirability of despatching mails from this office *via* Honolulu for New Zealand by the steamer sailing from here one day before the departure of the mail-steamer from Vancouver, the idea being to insure an early delivery of correspondence.

In answer to this suggestion, I beg to state that the matter had already been anticipated by this office, and instructions issued to that effect. This office has also been in communication with the Superintendent of Foreign Mails at Washington, and various plans are under consideration for expediting the movement of trans-Pacific mails, in all of which we fully appreciate the fact that your office has a deep interest.

Thanking you for your suggestions in the matter,

I am, &c.,

W. W. MONTAGUE, Postmaster.

W. Gray, Esq., Secretary, General Post Office, Wellington, New Zealand.

No. 126.

The SECRETARY, General Post Office, Wellington, to the SUPERINTENDENT of FOREIGN MAILS, Washington.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour, by direction of the Hon. the Postmaster-General, to acknowledge the receipt of your letter of the 1st ultimo, informing me that the Postmaster at San Francisco had been instructed to forward Australasian mail-matter by steamers trading to Honolulu for trans-shipment there to Vancouver mail-steamers *en route* to Wellington.

My letter of the 27th ultimo will have informed you that the desirableness of the connection had already been brought under the notice of this office. Now, however, that the Vancouver mail-service is to cease with this colony on the 31st instant, it is probable that the time-table of the steamers will be changed, and that they will in future journey between Canada, Honolulu, Brisbane, and Sydney, possibly omitting Fiji, which arrangement would render the proposed trans-shipment of mails inadvisable.

I have, &c.,

W. GRAY, Secretary.

The Superintendent of Foreign Mails,
Office of Foreign Mails, Post Office Department, Washington, D.C.

No. 127.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to acknowledge the receipt of your letter of the 22nd ultimo, covering correspondence from the General Superintendent of the San Francisco Post Office, in reference to accelerating the transmission of correspondence between this colony and the United States by transhipment at Honolulu.

My letter of the 1st instant will have informed you that the matter had already been brought under the notice of this office, and that the postal authorities at Washington and San Francisco had been asked to arrange for the connection at Honolulu when it was desirable to do so. Now, however, that the Vancouver mail-service is not to be continued with this colony, the time-table of the Vancouver steamers will probably be changed, and the steamers in future journey between Canada, Honolulu, Brisbane, and Sydney, possibly omitting Fiji, which arrangement would render the proposed transhipment of New Zealand mails inadvisable.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,
W. GRAY, Secretary.

No. 128.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

San Francisco, 1st April, 1899.

ENGLISH mails arrived here can be forwarded immediately Honolulu connecting "Warrimoo," thence Fiji. Shall I hold 19th April? Instruct.

No. 129.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco, Cal.

(Telegram.)

Wellington, 2nd April, 1899.

HOLD mails "Mariposa."

No. 130.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 7th April, 1899.

I have the honour to acknowledge the receipt of your telegram of the 1st instant, and to confirm mine in reply thereto of the 2nd idem, requesting that the mails be held for conveyance by the "Mariposa."

I may explain that had the mails referred to been sent forward to Honolulu to connect with the "Warrimoo" they could not reach Auckland until the 10th proximo, or one day later than the due date of the arrival of the "Mariposa" at that port.

I duly received your letter of the 5th ultimo, covering copy of the latest available time-table of the Canadian Pacific Railroad Company's trains, and relating the circumstances attending the forwarding of mails *ex* "Moana" in February last, for which I thank you.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,
W. GRAY, Secretary.

No. 131.

The AGENT-GENERAL, to the Hon. the PREMIER, Wellington.

Westminster Chambers, 13, Victoria Street, London, S. W.,
7th April, 1899.

(Memorandum.)

Mail-services.

I BEG to transmit for the consideration of the Government copy of letter received from Messrs. W. Weddel and Co., making certain representations with regard to the times at which the New Zealand mails leave and arrive in London.

The Hon. the Premier.

WALTER KENNAWAY, for the Agent-General.

Enclosure in No. 131.

Messrs. WEDDEL AND Co., London, to the AGENT-GENERAL.

16, St. Helen's Place, London, E. C., 6th April, 1899.

DEAR SIR,—

New Zealand Mail-service.

We understand that it is the intention of your Government to arrange for a fortnightly service *via* San Francisco, a route which, we believe, will be most acceptable to all those engaged in the New Zealand trade.

We would suggest the possibility of arranging that the mail should not arrive in London towards the end of the week in which the San Francisco mail is to leave London. Great inconvenience has been caused of late by the frequency with which the Vancouver mail has been delivered on the eve of the departure of the outgoing San Francisco mail.

Might we also suggest that, if the opportunity arise in the course of the negotiations to discuss the date and hour of departure, efforts be made to avoid the San Francisco mail leaving London on Saturday afternoons. As you are aware, it is almost imperative for merchants to keep their letters open until the last moment, and, accordingly, the departure of the mails on Saturday afternoons means the spoiling of the much-needed Saturday half-holiday for those who are actively engaged in business correspondence with New Zealand.

Yours, &c.,

W. WEDDEL AND Co.

The Agent General for New Zealand, 13, Victoria Street, S.W.

No. 132.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 16th April, 1899.

I have the honour to acknowledge the receipt of your communications of the 1st, 2nd, 9th, and 10th March [see Nos. 121, 65, 123, and 124].

In reply, I would state that the late change in respect of the Canadian service will prevent the later connection at Honolulu contemplated. As regards the new arrangement for the later despatch of mails from Auckland, the first mail under the new schedule arrived here on time, was forwarded to New York same day, and duly made the connection at that port with the "St. Louis" as anticipated, and left for Southampton on the 12th instant. I am not yet advised of their arrival at destination.

In regard to your inquiry as to the delay of the homeward mails *ex* "Mariposa" from New York in January, my advices are to the effect that these mails left New York on the 18th of that month per the steamers "St. Louis" and "Germanic." This date would be Wednesday, and not Thursday and Friday as your communication would indicate, the arrival on the other side being the 26th of that month.

I have made application through our Congressman for a copy of the Hanna-Payne Shipping Bill, and hope to be enabled to forward a copy thereof by the next steamer. [See No. 113.]

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 133.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, Cal., 16th April, 1899.

I have the honour to report that I received a telegram on the 29th ultimo from the Postmaster, New York, informing me that New Zealand mails *ex* "Majestic" were *en route* to San Francisco. Next day I received a communication from the Railway Mail-service Department to the same effect, with the added information that the Washington authorities had sent these mails on to San Francisco in response to a request from the British Post Office, who had also urged that they should be despatched from this port without delay.

I concluded that these mails were those intended to have been despatched by the Canadian route prior to receipt of information as to discontinuation of the subsidy by the New Zealand Government.

After consulting with the postal authorities at this port, and appreciating the serious delay that would occur if these mails were detained for the departure of the "Mariposa" on the 19th April, and also finding that the mails could be despatched from this port to Honolulu per the "Australia" on the 5th April, there connecting with "Warrimoo," with a possible further connection at Fiji, I deemed it wise to send the following cable [see No. 128], and on the 2nd instant received the following reply [see No. 129].

By some as yet unexplained error at Chicago, however, these mails were despatched to Vancouver. Therefore, under the instructions contained in your cable, I telegraphed the Mail-agent at Vancouver to return the mails here for despatch per "Mariposa." This was done, and the mails are here now awaiting the departure of that steamer on Wednesday evening. I trust that my action is in accordance with your desires.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 134.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,— General Post Office, Wellington, 12th May, 1899.

I have the honour to acknowledge the receipt of your letter of the 16th ultimo, stating that the mails by the R.M.S. "Mariposa," which left Auckland on Monday, the 20th March (the

initial two-days later despatch), reached San Francisco on time-table date, and duly connected with the "St. Louis" at New York on Wednesday, the 12th April.

I note that the "Mariposa's" January mails were sent on from New York on the 18th of that month by the "St. Louis" and "Germanic," and arrived in London on the 26th.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,
W. GRAY, Secretary.

No. 135.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 15th May, 1899.

I have the honour to acknowledge the receipt of your memorandum of the 7th ultimo, forwarding copy of a letter received from Messrs. W. Weddel and Co., making certain representations with regard to the times at which the New Zealand mails depart from and arrive in London.

Messrs. Weddel and Co.'s representations will receive consideration. In the meantime, however, I should be glad to know whether, if the mails were closed in London on any other day of the week except Saturday, and at Auckland on any other day than Monday, the services of the swiftest vessels would be secured across the Atlantic.

I have, &c.,
W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

VANCOUVER MAIL-SERVICE.

PROPOSED RENEWAL. CESSATION. SUBSEQUENT ARRANGEMENTS.

No. 136.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the Hon. the PREMIER, Wellington.

(Telegram.)

Christchurch, 31st October, 1898.

SUPPLEMENTARY Order Paper, dated 28th October [see No. 6], indicates proposal to extend Vancouver mail-service subsidy for one year. From letter just received from London think it most unlikely that the Canadian-Australian Company will agree to continue service on a yearly contract.

No. 137.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 5th November, 1898.

I have the honour to forward herewith copy of a resolution passed by the House of Representatives on the 3rd instant relative to the San Francisco and Vancouver mail-service.

I shall be glad to learn as early as possible whether your company is prepared to continue the service between Wellington and Vancouver for one year from the 1st April, 1899, and on the present conditions.

The General Manager for the Colonies, I have, &c.,
New Zealand Shipping Company (Limited), Christchurch. W. GRAY, Secretary.

No. 138.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
8th November, 1898.

SIR,—

I have the honour to acknowledge the receipt of your letter of the 5th instant, asking whether the Canadian-Australian Royal Mail Steamship Company is prepared to continue the service between Wellington and Vancouver for one year from the 1st April, 1899, on the present conditions, and to inform you that we have cabled to London for instructions, and will communicate with you again on receipt of reply.

The Secretary, General Post Office, Wellington. I have, &c.,
ISAAC GIBBS, General Manager.

No. 139.

The SECRETARY, Chamber of Commerce, Wellington, to the Hon. the POSTMASTER-GENERAL.

SIR,—

Wellington Chamber of Commerce, Wellington, 20th January, 1899.

I have the honour, by direction of the council of this Chamber, to respectfully forward for your consideration the copy (at foot) of a resolution adopted at a meeting of the council in reference to the Vancouver service.

The Hon. the Postmaster-General. I have, &c.,
S. CARROLL, Secretary.

Copy of Resolution.

“That a representation be forwarded to the Government stating that the opinion of this council is that the Vancouver service has been of great benefit to the mercantile community, and that a reversion to the four-weekly service would be in every sense a retrograde step.”

No. 140.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

General Post Office, Wellington, 20th January, 1899.

Would remind you that I am still awaiting reply about renewal Vancouver service.

No. 141.

The MANAGER, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 20th January, 1899.

MR. GIBBS on West Coast. Returns Monday. He will wire you then.

No. 142.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch.

SIR,—

24th January, 1899.

Referring to your telegram of the 20th instant, I beg to inform you that we are awaiting instructions from London with reference to the extension of the Vancouver mail-contract for one year.

We are advised that arrangements are being made to dispose of the steamers and business of the Canadian-Australian Steamship Company, and until these negotiations are completed we do not expect to be in a position to commit the Canadian Australian Steamship Company to continue the service. We will, however, communicate with you immediately we receive advice from London.

I have, &c.,

ISAAC GIBBS, General Manager.

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

No. 143.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

(Telegram.)

Wellington, 26th January, 1899.

VANCOUVER service and my letter of 5th November [see No. 8]: Have you yet decided to renew service?

No. 144.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 27th January, 1899.

VANCOUVER service: No decision yet arrived at. Matter is still under consideration.

No. 145.

The SECRETARY, Chamber of Commerce, Nelson, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Nelson, 3rd February, 1899.

The attention of the Nelson Chamber of Commerce having been drawn to a report that the Government are likely to discontinue their support to the Vancouver mail-service, I am directed by the Chamber to respectfully urge upon the Government not to disturb the existing fortnightly mail-services by way of Vancouver and San Francisco, as in the opinion of the Chamber a step in the direction indicated would be a serious blow to the best interests of the mercantile community.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

JOHN P. HARRIS, Secretary.

No. 146.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Chamber of Commerce, Nelson.

SIR,—

General Post Office, Wellington, 13th February, 1899.

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 3rd instant, and to inform you that the Government had already decided to renew the Vancouver mail-service, but the company now performing the service has not yet agreed to the renewal.

I have, &c.,

The Secretary, Chamber of Commerce, Nelson.

W. GRAY, Secretary.

No. 147.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 21st February, 1899.

VANCOUVER service: Have you had any advice that a three-years contract has been made with Queensland Government commencing March next? If so, does this mean that the service will no longer embrace New Zealand?

No. 148.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 21st February, 1899.

WE have no information from either London or Sydney regarding a contract between the Canadian-Australian Company and the Queensland Government. Will inform you immediately we receive advice concerning same.

No. 149.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 24th February, 1899.

VANCOUVER service: Important I should know at once decision your company. If no intention renewing, quite time we were advised, especially in the face of reported contract with Queensland, which will exclude New Zealand.

No. 150.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 24th February, 1899.

HAVE cabled London for instructions regarding extension Vancouver mail contract. Requesting immediate reply; also asking if rumour correct regarding contract with Queensland Government.

No 151.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 3rd March, 1899.

ANYTHING definite yet re renewal or withdrawal of Vancouver service? Very urgent; should have immediate and definite reply.

No. 152.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 3rd March, 1899.

SYDNEY agents cabled yesterday no reply yet from Government [of New South Wales]. Expect definite arrangement in few days:

No. 153.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 3rd March, 1899.

THANKS. But your principals should have enabled you to reply definitely ere this. "Warrimoo's" mails are to close in London on the 25th, and, if she is not to return here, Agent-General should already have been advised. Have just seen *Brisbane Courier* of 21st ultimo, containing speech delivered by the Premier the previous night. In reference to the Canadian-Australian mail-service, he is reported to this effect: "He had much pleasure in announcing that that day he had issued a letter to the Canadian-Australian Steamship Company, accepting the terms under which they offered to visit Brisbane on their monthly and tri-weekly trips. Their contract with New South Wales and New Zealand expired at the end of this month, and they found that they would be able to have a more rapid mail-service by coming to Brisbane instead of going to Wellington. He had accepted the company's terms for three years on condition that New South Wales agreed to the same term." It would therefore appear that your company had made a definite offer which involved cutting out Wellington, and that this offer has been accepted conditionally. I am constrained to say that your principals have not treated the Government with that courtesy which it had a right to expect. It is now urgent that Government should be definitely informed of the intentions of your company without further delay.

No. 154.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 4th March, 1899.

HAVE cabled Sydney urging immediate decision *re* route. Will inform you soon as we hear.

No. 155.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 6th March, 1899.

SYDNEY agents cable expect New South Wales Executive Council will give definite reply *re* their intentions to-morrow.

No. 156.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 8th March, 1899.

HAVE you yet heard from Sydney *re* Vancouver service?

No. 157.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 8th March, 1899.

NOTHING yet from Sydney. Will cable this afternoon if no news by then.

No. 158.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 9th March, 1899.

SYDNEY agents cable meeting Executive Council postponed until next week. Impossible obtain decision before then.

No. 159.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the Colonies, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 9th March, 1899.

As there is every reason to suppose that your people have already decided not to renew the Vancouver service with New Zealand, reply should not be further delayed, especially if "Warri-moo" is not to return *via* Wellington.

You should again cable your Sydney people for an immediate and definite reply.

No. 160.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
9th March, 1899.

SIR,—

Canadian-Australian Mail Service.

We very much regret the delay which is taking place in getting a definite reply from the Sydney managers of this service as to whether they intend abandoning the route to Vancouver *via* New Zealand. We recognise the great inconvenience which this delay causes your department.

Messrs. Burns, Philp, and Co., of Sydney, having been appointed by the liquidator of the Canadian-Australian Steamship Company as managers for Australasia, are bound to do all in their power to further the interests of their principals, and there is no doubt that, should they succeed in getting the subsidies which they hope to obtain from the Queensland and New South Wales Governments, it will be much better business for that company than anything likely to be got by calling at this colony.

Unfortunately the decision of the Queensland Government seems to depend upon that of the Executive Council of New South Wales, which Council appears to have had two meetings without settling the matter, and has now postponed the consideration of the business until next week. We are convinced that it is quite useless expecting any decided answer from Messrs. Burns, Philp, and Co. until that decision has been given.

We advised the Premier of New Zealand on the 31st October that it was not likely that the Canadian-Australian Steamship Company would agree to continue the service on a yearly contract, and we cannot see that any blame can now attach to that company for seeking elsewhere advantages which the New Zealand Government refuses to give it.

Should the Government of New South Wales confirm the action of the Premier of that colony, the position on the 31st instant will be this: The "Aorangi" leaving Wellington on the 30th

instant will be the last steamer that will sail *via* New Zealand; in that case we could not carry the mail-sorters by "Warrimoo" and "Aorangi," as these steamers will not be returning *via* New Zealand, or could only return them to Wellington *via* Sydney at the cost of your department.

The steamer sailing from Vancouver to-day would call at Wellington, but she would be the last to go *via* New Zealand.

I have, &c.,

A. W. BENNETT, *pro* General Manager.

The Secretary, General Post Office, Wellington.

No. 161.

The SECRETARY, Chamber of Commerce, Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Wellington Chamber of Commerce, Wellington, 9th March, 1899.

I am instructed to ask you to be good enough to receive a deputation from this Chamber in reference to the question of the continuance of the Vancouver mail-service.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

S. CARROLL, Secretary.

No. 162.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Ottawa.

(Telegram.)

Wellington, 11th March, 1899.

Is Canada party change calling-place Vancouver service to Brisbane, cutting out New Zealand trade mail connection? Surprised and regret possible withdrawal service from colony, which promised mutual advantage Canada and New Zealand.

No. 163.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Sydney.

(Telegram.)

Wellington, 11th March, 1899.

VANCOUVER service: I hope you do not intend to be a party to transfer the service from New Zealand to Queensland. We have been satisfied with the service and its prospects, which appeared to be promising to all parties; of course, relying that so soon as company overcame its liquidation difficulties the service would be improved. No notice whatever has been given us by company of its intention to drop New Zealand, but Press telegrams indicate an arrangement with Queensland shutting out New Zealand, subject, however, to your colony renewing subsidy. Nor has company definitely asked us any other terms than those offered. I am astonished at the course which has been taken to exclude this colony from the service, and trust to hear from you that this is not contemplated.

No. 164.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 12th March, 1899.

VANCOUVER service: Ask Dawes state definitely whether to be renewed with New Zealand. New Zealand Shipping Company unable to advise. If not renewed, and "Warrimoo" not return Vancouver to Wellington, advise London forward Suez, mails which would close twenty-fifth.

No. 165.

The Hon. the MINISTER of TRADE and COMMERCE, Ottawa, to the Hon. the PREMIER, Wellington.

(Telegram.)

Ottawa, 14th March, 1899.

KNOW nothing of change Brisbane. Optional call by original contract. Am writing.

No. 166.

BRIEF OF AN INTERVIEW BETWEEN THE HON. JOHN MCKENZIE AND A DEPUTATION FROM THE WELLINGTON CHAMBER OF COMMERCE, 14TH MARCH, 1899.

THE deputation urged, in the interests of trade and mail communication, that the Vancouver service should not be allowed to drop; that regular fortnightly service with Great Britain was necessary, and if the Vancouver service was not renewed the San Francisco should be made fortnightly. Mr. McKenzie said the Government was most anxious to continue the service, and that the company had been asked to renew for another year. The Minister explained why renewal was not to be for a longer term. The company had not replied whether it would renew or not, but Press cablegrams indicated that New Zealand was to be dropped for Queensland. There was, however, no official intimation of this. Therefore the Government was in the dark as to the real intentions of the company. New South Wales and Canada had been communicated with in explanation of the position, and informed that New Zealand was satisfied with the Vancouver service, and urged to be no party to transferring the service from this colony to Queensland. The question of a fortnightly San Francisco service would be taken into consideration should the Vancouver line be definitely withdrawn.

No. 167.

The Hon. the MINISTER of TRADE and COMMERCE, Ottawa, to the Hon. the PREMIER, Wellington.

DEAR SIR,—

Minister's Office, Ottawa, 14th March, 1899.

Your cable to the Premier, Ottawa, of the 11th instant has been handed to me, and I have this day replied to the effect that the Canadian Government knows nothing of the change referred to, having received no communication nor any intimation of any intention to drop calls at New Zealand by the Canadian-Australian Royal Mail Steamship Company, but mentioning that Brisbane was an optional port of call *en route* in the original contract.

This department was interviewed about a year ago by the chairman of the steamship company, who made strong representations with a view to obtaining an increased subsidy, and he then intimated that unless the company received additional assistance it would possibly be obliged to withdraw. I have heard nothing on the subject since. He was at the time given to understand that Canada could not afford to add anything to the very large amount already paid for the service to Australasia.

I can only infer from your message that they are now proposing to drop the call at New Zealand, substituting a call at Brisbane. This may perhaps be for financial reasons, or it may be simply a misunderstanding, and the fact that they are proposing to call at Brisbane may not involve any interference with the calls at Wellington.

I am aware that their complaint of small cargoes from Australia is well founded, and I have recently noticed that a contract has been made for a large quantity of sugar from Queensland. Possibly the call at Brisbane is simply for the purpose of securing such cargo.

The Canadian Government would not like to see a service interrupted which has promised such good results to all colonies interested, but at the same time I do not feel that, in case it is an attempt to secure additional subsidy, Canada could accede to such demand. The amount, £25,000, now paid is all we can afford.

Yours, &c.,

R. J. CARTWRIGHT.

The Right Hon. R. J. Seddon, Premier, &c., Wellington, New Zealand.

No. 168.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 17th March, 1899.

I have the honour to confirm my telegram to you of the 12th instant.

I would explain that, although the company was written to in November last, asking whether it would renew the contract for one year on the terms of the resolution of Parliament of last session, no definite reply has been received up to this date. It would, however, appear from recent Press cables that the company has been negotiating with the Queensland Government, and practically completed an arrangement by which Wellington is to be abandoned as a port of call of the steamers after the 31st instant, and Brisbane substituted. This is understood to be subject to the renewal of the subsidy at present paid by New South Wales.

In a telegram to the Government of Canada I have asked whether the Dominion is a party to the change, and expressed surprise at the possible withdrawal of the service from New Zealand, in reply to which the Premier of Canada has informed me that he knows nothing of the proposed alteration. At the same time I strongly urged the Government of New South Wales not to agree to any variation in the existing running, but am so far without a reply.

I have, &c.,

WM. HALL-JONES, in the absence of the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 169.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Ottawa.

SIR,—

Premier's Office, Wellington, 17th March, 1899.

I have the honour to confirm my telegram to you of the 11th instant.

Your reply of the 14th idem has been received.

I may explain that my telegram was sent as the result of unconfirmed information to the effect that the contractors for the Vancouver mail-service intended to cease calling at Wellington after the 31st instant, and to substitute Brisbane as a port of call. Up to this date I am still without any official intimation from the contractors as to their intentions.

I have, &c.,

WM. HALL-JONES, in the absence of the Premier.

The Hon. the Premier, Ottawa, Canada.

No. 170.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 17th March, 1899.

DAWES states will not renew Vancouver service. Will accordingly advise Imperial Post Office forward by Federal mail-service next week's mails.

No. 171.

The Hon. the PREMIER and COLONIAL TREASURER, Sydney, to the Hon. the PREMIER, Wellington.

(Telegram.)

Sydney, 17th March, 1899.

VANCOUVER service: We are now considering application from contractors to extend contract terminating May for four years, contractors proposing call Brisbane instead of Wellington. Matter appears one for settlement between you and contractors. I do not see that we could go length of stipulating continuance present route, especially as Brisbane route is shorter by some two or three days. As, however, correspondence is small, we are not urging change, leaving it to contractors' option. In November last, before question of renewal was raised, contractors stated they were considering question of accelerating by calling at Brisbane, and asked if we preferred alteration. We replied it was immaterial to us which route adopted, and concluded they were negotiating with you and Queensland.

No. 172.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company (Limited), Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 18th March, 1899.

BURNS, PHILP cable that contracts have been finally settled between the Canadian-Australian Company and the Governments of New South Wales and Queensland. Messrs. Burns, Philp desire us to apologize on their behalf for the delay which has occurred in connection with this matter.

No. 173.

The SECRETARY, General Post Office, Wellington, to the MANAGER for the COLONIES, New Zealand Shipping Company (Limited), Christchurch.

(Telegram.)

Wellington, 18th March, 1899.

THANKS for telegram *re* Vancouver service. Assume that the "Aorangi" is the last outward and the "Miowera" the last inward boat.

No. 174.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company (Limited), Christchurch, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 20th March, 1899.

BURNS, PHILP advise that "Aorangi" from Wellington 30th instant, and "Miowera" from Vancouver 9th instant, will be the last steamers of the Canadian-Australian Company's to call at New Zealand.

No. 175.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Ottawa.

(Telegram.)

Wellington, 20th March, 1899.

VANCOUVER service: Contractors decline renew with New Zealand. Last homeward mail by "Aorangi" leaving thirtieth. "Miowera" from Vancouver ninth last inward.

No. 176.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

(Telegram.)

Wellington, 20th March, 1899.

VANCOUVER service not renewed. Last inward mail left Vancouver ninth. Last homeward by "Aorangi" thirtieth. Inform Post Office.

No. 177.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 21st March, 1899.

I have the honour to acknowledge the receipt of your communication by cable dated Wellington, 20th March, from which I understand that the New Zealand Government have concluded to discontinue their contribution to the mail-subsidy paid to the steamers lately running between Vancouver and Wellington.

I have duly advised the postal authorities both at Washington and at the local office in this city. This action on the part of the New Zealand Government will, of course, prevent any consideration of the proposition referred to in my communication by last mail [see No. 119], in

connection with a proposal to arrange the landing of the through homeward mails *via* Vancouver at Honolulu. The scheme, however, was in my judgment scarcely feasible.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

W. Gray, Esq., Secretary, Post and Telegraph Department, Wellington.

No. 178.

The Hon. the PREMIER and COLONIAL TREASURER, Sydney, to the Hon. the PREMIER, Wellington.

(Telegram.)

Sydney, 22nd March, 1899.

Re my message of 17th: This Government has decided, subject to parliamentary approval, to renew Vancouver contract for four years from May next. Steamer to travel *via* Brisbane or Wellington, at contractors' option.

No. 179.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,

SIR,—

23rd March, 1899.

Referring to your cablegram of the 12th instant, I beg to state that, at an interview which I had with Sir Edwyn Dawes, that gentleman stated that it was not intended to renew the contract for the mail-service between Vancouver and New Zealand.

I attach copy of the correspondence, including that of my letter to the London Post Office, asking that arrangement be made by which the mails hitherto forwarded *via* Vancouver shall be sent by the Federal mail-service, commencing with this week's mails.

I have, &c.,

W. P. REEVES.

The Hon. the Premier, Wellington.

[For Enclosures 1 and 2 in No. 179 see Nos. 164 and 170.]

Enclosure 3 in No. 179.

The AGENT-GENERAL to SIR EDWYN DAWES.

DEAR SIR,—

13, Victoria Street, S.W., 18th March, 1899.

I am directed by the Agent-General to inform you, with reference to his interview with you of yesterday, that he understands from you, as representing the parties concerned therein, that the contract for the mail-service between New Zealand and Vancouver, which expires on the 31st instant, will not be renewed, and that consequently other arrangements must be made for the transmission of the mails hitherto forwarded by that route, commencing from next week.

Yours, &c.,

WALTER KENNAWAY.

Sir Edwyn Dawes, K.C.M.G., 23, Great Winchester Street.

Enclosure 4 in No. 179.

The AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 18th March, 1899.

I am directed by the Agent-General to inform you that he has received instructions from his Government to inform you that the contract for the mail-service between New Zealand and Vancouver, which expires on the 31st instant, will not be renewed, and in reference thereto to say that under these circumstances the Postmaster-General will no doubt arrange so that the letters, &c., hitherto sent from London *via* Vancouver to New Zealand shall be forwarded by the Federal mail-service, commencing from the 25th instant.

I am, &c.,

WALTER KENNAWAY.

The Secretary, General Post Office, St. Martin's-le-Grand.

Enclosure 5 in No. 179.

The LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company, to the AGENT-GENERAL.

Canadian-Australian Royal Mail Steamship Company (Limited),

DEAR SIR,—

138, Leadenhall Street, London, E.C., 21st March, 1899.

I am directed by Sir Edwyn Dawes to acknowledge receipt of your letter to him dated 18th instant, and to say that you are correct in understanding that the contract for the mail-service between New Zealand and Vancouver, which expires on the 31st instant, will not be renewed, and that consequently other arrangements must be made for the mails, commencing with that of Saturday, 25th instant.

Yours, &c.,

CHAS. J. COWAN, Liquidator.

Walter Kennaway, Esq., C.M.G., Secretary to the Agent-General for New Zealand.

No. 180.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Sydney.

SIR,—

Premier's Office, Wellington, 24th March, 1899.

I have the honour to acknowledge the receipt of your cablegram of the 22nd instant, advising that your Government had decided, subject to parliamentary approval, to renew the Vancouver mail-service contract for four years from May next; the steamers to travel *via* Brisbane or Wellington, at the contractors' option.

I have, &c.,

The Hon. the Premier, Sydney.

WM. HALL-JONES, for the Premier.

No. 181.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 27th March, 1899.

KINDLY inform me whether "Warrimoo" will call at Fiji on her next trip from Vancouver.

No. 182.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Christchurch, 28th March, 1899.

CANADIAN-AUSTRALIAN Company's steamers call Suva up to end of June. Undecided afterwards.

No. 183.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,

SIR,—

29th March, 1899.

Referring to your letter of the 5th November last [No. 137], and to my telegram addressed to the Right Hon. R. J. Seddon of 31st October last, I have now the honour to inform you that the official liquidator of the Canadian-Australian Royal Mail Steamship Company has instructed me to intimate to you that he is not prepared to continue the mail-service between Wellington and Vancouver.

The "Aorangi" from Wellington 30th instant, and "Miowera" from Vancouver 9th instant, will be the last steamers of the Canadian-Australian Royal Mail Steamship Company to call at New Zealand.

I beg to confirm telegrams to you of 18th and 20th instant on this subject, copy of which are attached hereto.

I have, &c.,

The Secretary, General Post Office, Wellington.

ISAAC GIBBS, General Manager.

No. 184.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 29th March, 1899.

Adverting to my letter of the 17th instant, I have the honour to acknowledge the receipt of your telegram of the same date.

This telegram was the first intimation that the Canadian-Australian Royal Mail Steamship Company intended to abandon Wellington as a port of call. It now appears that, although the general manager of the New Zealand Shipping Company in New Zealand was unable to indicate the intentions of his principals, negotiations had been going on with Queensland so far back as November last for a contract which would shut out this colony. The service ends with the departure of the "Aorangi" for Vancouver to-morrow, and the arrival of the "Miowera" inward on Saturday, the 1st proximo.

I am now cabling [see No. 195] requesting you to arrange with the Imperial Post Office to forward by the Brindisi and Naples routes the correspondence collected during the thirteen days after the San Francisco despatch, and that any other correspondence not specially superscribed to be sent by other routes should be forwarded by San Francisco.

There is a general impression that a fortnightly mail-service by way of San Francisco is best suited to the mail requirements of this colony, and the withdrawal of the Vancouver service renders it now probable that the question will be considered by Parliament. In view of such action I should be glad if you would bring the matter under the notice of the London Post Office, with the object of ascertaining what support would be given to a fortnightly service. As full information will be required by the time Parliament meets, you will no doubt press for an early reply. In the meantime the Suez service will be utilised as far as may be found desirable.

I have, &c.,

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

R. J. SEDDON.

No. 185.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to advise you that the mail-service now subsisting between Wellington and Vancouver will not be renewed after the end of this month. The steamer leaving Wellington to-morrow will carry the last outward despatch, and that from Vancouver, due in Wellington on the 1st proximo, the last inward mail.

The Agent-General has already informed you that the service was not to be renewed with this colony, and arranged for correspondence which in ordinary circumstances would have been despatched from your office on the 25th instant to connect with the "Warrimoo" at Vancouver on the 6th proximo, to be sent by way to Suez.

The Agent-General is also being directed by telegraph to ask you to forward by the Brindisi and Naples routes the collection of mail-matter during the thirteen days following the despatch *via* San Francisco. All other correspondence for New Zealand not specially superscribed for other routes should be kept for and forwarded by the next San Francisco mail.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

No. 186.

The SECRETARY, General Post Office, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to confirm the advice which will have been given you by the Resident Agent for this colony in San Francisco that the mail-service hitherto subsisting between Wellington and Vancouver will not be renewed after the end of this month. The steamer leaving Wellington to-morrow will carry the last outward despatch, and that from Vancouver, due in Wellington on the 1st proximo, the last inward mail.

Should the time-table to be arranged for the new service from Sydney to Vancouver by way of Brisbane offer any advantage for correspondence posted after the despatch of the mail for San Francisco it will be utilised.

The course of post between New Zealand and Vancouver *via* Sydney will be about thirty days, as against nineteen days between Auckland and San Francisco.

I have, &c.,

W. GRAY, Secretary.

The Hon. the Postmaster-General, Washington, D.C.

No. 187.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to inform you that, with the "Aorangi's" departure to-morrow, and the "Miowera's" arrival from Vancouver on or about the 1st proximo, the steamers of this service will cease to call at New Zealand.

It is proposed, however, to despatch correspondence for Honolulu and Canada by way of your office for transmission by the Vancouver steamers if the time-table shows that any advantage will be gained by so doing. I shall be glad to be informed of the conditions on which mails will be conveyed.

In another letter I have referred to the question of the transmission of parcels by way of Sydney.

I have, &c.,

W. GRAY, Secretary.

The Deputy Postmaster-General, Sydney.

No. 188.

The SECRETARY, General Post Office, Wellington, to the POSTMASTER-GENERAL, Honolulu.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to advise you that the mail-service hitherto subsisting between Wellington and Vancouver will not be renewed after the end of this month. The steamer leaving Wellington to-morrow will carry the last outward despatch, and that from Vancouver, due in Wellington on the 1st proximo, the last inward mail.

The steamers will in future run from Sydney to Vancouver by way of Brisbane, and it is proposed to make use of the new service for mails for Honolulu if the time-table is found to be suitable. The through time Auckland to Honolulu will be twenty-one or twenty-two days, as against twelve days by the direct steamers of the San Francisco line.

I have, &c.,

W. GRAY, Secretary.

The Postmaster-General, Honolulu, Hawaii.

No. 189.

The Hon. the PREMIER, Wellington, to the Hon. the PREMIER, Ottawa.

SIR,—

Premier's Office, Wellington, 29th March, 1899.

Adverting to my letter of the 17th instant, I have now the honour to inform you that the Canadian-Australian Royal Mail Steamship Company has decided to abandon Wellington as a port of call in favour of Brisbane, the service with New Zealand ending with the departure of the "Aorangi" to-morrow, and the arrival of the "Miowera" on the 1st proximo from Vancouver.

The company, I regret to say, gave no notice of its intention to withdraw from the New Zealand running until a contract shutting out this colony had been entered into with Queensland, and a promise secured from New South Wales to renew its subsidy for four years.

I have, &c.,

The Hon. the Premier, Ottawa, Canada.

R. J. SEDDON.

No. 190.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Ottawa.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to confirm my telegram of 20th instant, advising that the mail-service hitherto subsisting between Wellington and Vancouver would not be renewed after the end of this month, and that the steamer leaving Wellington on the 30th instant would carry the last outward despatch, and that from Vancouver, due in Wellington on the 1st proximo, the last inward mail.

It is proposed to make use of the new service, Sydney-Brisbane-Vancouver, by forwarding mails *via* Sydney if the time-table is found to be suitable. The through time will be about thirty days from Wellington to Vancouver *via* Sydney and Brisbane.

I take the opportunity to convey the thanks of this department for the attention paid by you and your officers to the speedy transportation of the New Zealand mails through Canada, and for the courtesy shown to the Mail-agents attached to my staff.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Hon. the Postmaster-General, Ottawa, Canada.

No. 191.

The SECRETARY, General Post Office, Wellington, to the COLONIAL POSTMASTER, Suva.

SIR,—

General Post Office, Wellington, 29th March, 1899.

I have the honour to advise you that the mail-service hitherto subsisting between Wellington and Vancouver will not be renewed after the end of this month. The steamer leaving Wellington on the 30th instant will carry the last outward despatch, and that from Vancouver, due in Wellington on the 1st proximo, the last inward mail.

I have, &c.,

W. GRAY, Secretary.

The Colonial Postmaster, Suva, Fiji.

No. 192.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

(Telegram.)

Wellington, 29th March, 1899.

WHAT are Sydney dates departure and arrival Vancouver steamers under new time-table?

No. 193.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 29th March, 1899.

New time-table not yet fixed, but probably day of steamers' departure from Sydney will be Tuesday in lieu of the previous Saturday. Mails leaving overland for Brisbane on Wednesday.

No. 194.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, General Post Office, Sydney.

SIR,—

Wellington, 29th March, 1899.

Referring to the cessation of the running of the steamers between Wellington and Vancouver after this month, I have the honour to ask that you will be so good as to forward me by an early mail copy of the time-table of the new service from Sydney to Vancouver by way of Brisbane.

I assume that it may be understood that the system of forwarding parcels for Canada through your office, which was in existence before the steamers commenced to call at Wellington, may be

reverted to, and have issued the necessary instructions that parcels are to be sent in closed hampers for onward transmission from your office. Wellington in the meantime will be the office of despatch. I have informed the Deputy Postmaster-General, Ottawa. The sea-rate has been regarded as not exceeding 2d. per pound, but I shall be glad that it will be less.

In your reply, would you be good enough to inform me how you would like the accounts rendered. No doubt half-yearly or even yearly intervals would be mutually agreeable.

I have, &c.,

W. GRAY, Secretary.

The Deputy Postmaster-General, General Post Office, Sydney.

No. 195.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 30th March, 1899.

MAIL-SERVICES: Ask Imperial Post Office send by Suez mail-matter posted during thirteen days after departure San Francisco mail. Other correspondence, except specially marked other routes, by succeeding San Francisco mail. Considering fortnightly San Francisco service.

No. 196.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,
5th April, 1899.

SIR,—

I beg herewith to transmit copy of correspondence relating to the despatch of mails from London to New Zealand *via* Vancouver.

This correspondence is in continuation of that sent with my letter of the 23rd March last.

I have, &c.,

The Hon. the Premier, Wellington.

WALTER KENNAWAY, for the Agent-General.

Enclosure 1 in No. 196.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 23rd March, 1899.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 18th instant [Enclosure 4, in No. 179], announcing that, according to information received from the New Zealand Government, the contract for the mail-service between that colony and Vancouver, which expires on the 31st March, will not be renewed, and that in lieu of the despatches *via* Vancouver mails should be sent from this country by the Suez route.

This information has been duly noted here, and arrangements are being made to carry out the requisite alteration.

The Canadian Pacific Railway Company have informed this department that the last packet proceeding to New Zealand will leave Vancouver in connection with the despatch from this country announced for the 25th instant, and that despatch will therefore take place as arranged.

I am, &c.,

The Agent-General for New Zealand.

H. BUXTON FORMAN.

Enclosure 2 in No. 196.

The AGENT-GENERAL, London, to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 24th March, 1899.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 23rd instant, in which it is stated that, acting on information received from the Canadian Pacific Railway Company, the New Zealand mails of this week will be despatched from London *via* Vancouver.

The Agent-General, however, has received a direct communication (copy herewith) from the liquidator of the Canadian Australian Royal Mail Steamship Company (by whose vessels the mails have hitherto been conveyed from Vancouver to New Zealand), stating that the company's contract for the mail-service, which expires on the 31st instant, will not be renewed, and that consequently other arrangements must be made for the mails, commencing with that of Saturday, the 25th instant.

Under these circumstances the Agent-General considers that the decision of the Postmaster-General to send this week's New Zealand mail by the Vancouver route requires reconsideration, with the view of its being despatched with the mails which close this day for the Suez route.

I am, &c.,

The Secretary, General Post Office, E.C.

WALTER KENNAWAY.

Sub-enclosure to Enclosure 2 in No. 196.

The LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company, to the AGENT-GENERAL.

DEAR SIR,— 138, Leadenhall Street, E.C., 21st March, 1899.

I am directed by Sir Edwyn Dawes to acknowledge receipt of your letter to him dated the 18th instant [Enclosure 3 in No. 179], and to say that you are correct in understanding that the contract for the mail-service between New Zealand and Vancouver, which expires on the 31st instant, will not be renewed, and that consequently other arrangements must be made for the mails, commencing with that of Saturday, the 25th instant.

Walter Kennaway, Esq., C.M.G.,
Secretary, Agent-General for New Zealand.

Yours, &c.,
CHAS. J. COWAN, Liquidator.

Enclosure 3 in No. 196.

The LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company, to the AGENT-GENERAL.

(Telegram.) London, 24th March, 1899.

GENERAL Post Office have informed Bank New Zealand Vancouver mail despatched Saturday as usual. Understood you had notified them service stopped, commencing this Saturday.

Enclosure 4 in No. 196.

The SECRETARY to the AGENT-GENERAL to the LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company.

DEAR SIR,— 13, Victoria Street, S.W., 24th March, 1899.

I have your telegram of this day, stating that the General Post Office have informed the Bank of New Zealand that the New Zealand mail will be despatched *via* Vancouver on Saturday as usual.

I may state for your information that the Agent-General notified to the General Post Office on the 18th instant that the contract with the Canadian-Australian Royal Mail Steamship Company would not be renewed, and consequently it would be necessary that the mails from London hitherto sent by that route should be forwarded *via* Suez, commencing with this week's mail.

This morning a letter from the General Post Office has been received, stating that the Canadian Pacific Railway Company have informed them that "the last packet proceeding to New Zealand will leave Vancouver in connection with the despatch from this country announced for the 25th instant, and that despatch will therefore take place as arranged."

A letter has this morning been accordingly sent to the General Post Office, reiterating what has been already communicated to that office, and sending copy of your letter of the 21st instant, and requesting the Postmaster-General to reconsider the decision to send mails *via* Vancouver.

I may add that it is not the intention of the Agent-General to send any letters, &c., by that route, but to superscribe his correspondence "*Via* Suez."

Chas. J. Cowan, Esq., 138, Leadenhall Street, E.C.

I am, &c.,
WALTER KENNAWAY.

Enclosure 5 in No. 196.

The LIQUIDATOR, Canadian-Australian Royal Mail Steamship Company, to the AGENT-GENERAL.

DEAR SIR,— 138, Leadenhall Street, London, E.C., 24th March, 1899.

I confirm my telegram to you of this morning, and beg to acknowledge receipt of your letter in reply. From this I note that you have done everything possible to stop this week's mail being sent *via* Vancouver.

An official from the General Post Office called here this afternoon, and I strongly impressed upon him the necessity of sending all this week's New Zealand mails *via* Suez.

Yours, &c.,
Walter Kennaway, Esq., C.M.G., 13, Victoria Street, S.W.

CHAS. J. COWAN, Liquidator.

Enclosure 6 in No. 196.

Messrs. J. DUTHIE and Co., London, to the AGENT-GENERAL.

DEAR SIR,— 6, Lime Street Square, London, E.C., 27th March, 1899.

We learn that there was no mail from London to New Zealand on Saturday last *via* Vancouver. Can you tell us whether this is correct, and whether the suspension is only temporary or permanent? We should like to know also if you can give us any information as to whether the s.s. "Warrimoo," which arrived at Vancouver on the 24th instant from Sydney, carries the mail from New Zealand which was due to leave Wellington on the 1st instant.

We are, &c.,
JOHN DUTHIE AND Co. (LIMITED).
GEORGE WALKER, Attorney.

Enclosure 7 in No. 196.

The AGENT-GENERAL to MESSRS. J. DUTHIE AND Co., London.

DEAR SIRS,—

13, Victoria Street, S.W., 28th March, 1899.

In reply to your letter of the 27th instant, I beg to state that, so far as this office is informed, a mail was despatched from Wellington on the 2nd instant *via* Vancouver, and is due in London on the 5th proximo.

With regard to the outward mails, the contract under which they have been conveyed from Vancouver to Wellington expires on the 31st instant, and will not be renewed. The London General Post Office, with which the arrangements for the outgoing mails rest, was duly apprised of this, but this department has not yet been advised by the General Post Office as to what arrangements were consequently made with respect to the despatch to New Zealand of last week's mails.

Messrs. J. Duthie and Co., 6, Lime Street Square, E.C.

I am, &c.,

WALTER KENNAWAY.

Enclosure 8 in No. 196.

The AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 28th March, 1899.

Referring to my letter of the 24th instant, and to previous correspondence, I am directed by the Agent-General to request the favour of your informing him what arrangements were made last week as regards the despatch of the mails to New Zealand.

The Agent-General would be glad to know more especially whether any mail was despatched to New Zealand *via* Vancouver on Saturday last, as he is receiving inquiries to that effect, to which he desires to reply.

I am, &c.

WALTER KENNAWAY.

The Secretary, General Post Office, St. Martin's-le-Grand.

Enclosure 9 in No. 196.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 28th March, 1899.

I am directed by the Postmaster-General to thank you for your further letter of the 24th instant, respecting the discontinuance of the packet-service from Vancouver to New Zealand.

The statement made in my letter of the 18th March, to the effect that the last packet proceeding to New Zealand from Vancouver would leave that port in connection with the despatch from London announced for the 25th March, was based on information obtained direct from the Canadian-Australian Royal Mail Steamship Company, and not from the Canadian Pacific Railway Company, as you were led to believe.

On the receipt of your letter mentioned above, further inquiries were at once made of the steamship company in question, and the Postmaster-General then learnt that it had after all been decided to suppress the call at New Zealand of the steamer connecting with the despatch of the 25th instant. Arrangements were immediately made to send *via* Suez all correspondence for New Zealand reaching this office in time for despatch on the evening of the 24th, and a telegram was sent to the United States Post Office, requesting it to forward *via* San Francisco the advance portion of the mail for New Zealand which had been sent to New York by the packet "Majestic" on the 22nd.

The future arrangements relating to the despatch of mails to New Zealand are set forth in the accompanying public notice [not printed].

I am, &c.,

The Agent-General for New Zealand.

H. BUXTON FORMAN.

Enclosure 10 in No. 196.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 29th March, 1899.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 28th instant, and to thank you for the information it contained with reference to the despatch of last week's mails to New Zealand.

With respect to your remark that the Agent-General was led to believe that you had received information from the Canadian-Pacific Railway Company with reference to the last packet proceeding from Vancouver to New Zealand, I am to point out that that belief was founded upon a specific statement to that effect contained in your letter of the 23rd instant.

I am, &c.,

The Secretary, General Post Office, St. Martin's-le-Grand.

WALTER KENNAWAY.

Enclosure 11 in No. 196.

The SECRETARY to the AGENT-GENERAL to MESSRS. J. DUTHIE AND CO., London.

DEAR SIRS,—

13, Victoria Street, S.W., 5th April, 1899.

Referring to my letter to you of the 28th ultimo, I have to inform you that the mails *via* Vancouver are coming by the s.s. "Umbria," which left New York on the 1st instant.

With regard to the outgoing mails of the week before last, the Agent-General has been informed by the General Post Office that no mail was despatched on the 25th ultimo from London to New Zealand *via* Vancouver, but that all letters posted in time for despatch on the evening of the 24th ultimo were sent *via* Suez.

Messrs. J. Duthie and Co., 6, Lime Street Square, E.C.

I am, &c.,

WALTER KENNAWAY.

No. 197.

The COLONIAL POSTMASTER, Suva, to the SECRETARY, General Post Office, Wellington.

SIR,—

General Post Office, Suva, Fiji, 5th April, 1899.

I have the honour to acknowledge the receipt of your letter of the 29th ultimo, informing me of the discontinuance of the mail-service between Wellington and Vancouver, and to state that I have brought the same under the notice of His Excellency the Governor.

The Secretary, General Post Office, Wellington.

I have, &c.,

LESLIE J. WALKER.

No. 198.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

Postal and Electric Telegraph Department, General Post Office, Sydney,

SIR,—

12th April, 1899.

Referring to your communications (two) [see Nos. 187 and 194], dated the 29th ultimo, relative to the question of transmission of mails from New Zealand to Canada and Honolulu, *via* Sydney and Brisbane, by the Canadian-Australian mail-steamers, I have the honour to intimate that, as was the case before these steamers called at New Zealand, the charges made by this department to the postal administrations of non-contracting colonies are as follows, namely: Letters and post-cards, 12s. per pound; books and packets, 1s. per pound; newspapers, 6d. per pound; parcels, 2d. per pound.

The accounts will be rendered half-yearly, and, to permit of this being done, I shall be glad if you will be so good as to cause a statement to be forwarded to this office, as early as convenient after the 30th June and the 31st December in each year, giving particulars of mails despatched from New Zealand for transmission by the steamers referred to.

I may add that a new time-table for the Sydney-Vancouver service has not yet been definitely decided upon, but the first steamer to go *via* Brisbane will leave Sydney at 1 p.m. on Tuesday, the 25th of this month, and it is probable that the steamer will leave every four weeks from that date. The approved time-table will, however, be forwarded to you in due course.

Parcel-mails will be placed on the steamer at Sydney on the 25th, whilst other mails will be sent overland on Wednesday, the 26th, to catch the steamer at Brisbane.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 199.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 13th April, 1899.

I have the honour to acknowledge the receipt of your letter of the 29th ultimo, forwarding the intimation from the official liquidator of the Canadian-Australian Royal Mail Steamship Company that he is not prepared to continue the mail-service between Wellington and Vancouver, and confirming telegrams which you have addressed to the Right Hon. R. J. Seddon and myself on the subject.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

I have, &c.,

W. GRAY, Secretary.

No. 200.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

(Telegram.)

Wellington, 14th April, 1899.

WILL Vancouver steamers leave Sydney Tuesday, and mails following day? When due Vancouver?

No. 201.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 14th April, 1899.

STEAMER Tuesday, mail from Sydney Wednesday twenty-sixth April; Brisbane Friday; due Vancouver nineteenth May; and each four weeks after.

No. 202.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 19th April, 1899.

VANCOUVER mail now leaves Sydney on Wednesday instead of Saturday, commencing Wednesday next week. Purpose forwarding Canadian and United States correspondence by "Monowai" on Saturday in the hope of connecting with train for Brisbane, which leaves Sydney at 6.15 p.m. on Wednesday. I am aware that "Monowai" is timed to reach Sydney 27th, but am hopeful that she will arrive there Wednesday afternoon. Trust you will be able to arrange this. Kindly reply at once—collect.

No. 203.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 19th April, 1899.

"MONOWAI" should arrive Sydney Wednesday afternoon. If "Upolu" leave Auckland due date will be ample time connect at Fiji.

No. 204.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
SIR,—

General Post Office, Wellington, 21st April, 1899.

I have the honour to inform you that the New Zealand mails for conveyance by the Vancouver mail-steamer leaving Brisbane on the 28th instant are being sent forward to Sydney by the "Monowai" from Wellington to-morrow afternoon, in the belief that they will arrive in time to connect with the former vessel.

A parcel mail is also being included with those despatched, but hereafter such mails will be forwarded in time to be received on the Vancouver steamer at Sydney.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 205.

The Hon. the PREMIER, Wellington, to the Hon. the MINISTER of TRADE and COMMERCE, Ottawa.

DEAR SIR,—

Premier's Office, Wellington, 26th April, 1899.

I have to thank you for your letter of the 14th ultimo [see No. 167], with reference to the mail-service which lately existed between Wellington and Vancouver.

You will have learned from the letters addressed to the Hons. the Premier and the Postmaster-General, Ottawa, on the 29th March [see Nos. 189, 190], that the Canadian-Australian Mail Steamship Company decided to abandon Wellington as a port of call in favour of Brisbane, and that the service with New Zealand ceased with the departure of the "Aorangi" hence on the 30th ultimo, and the arrival of the "Miowera" from Vancouver on the 1st instant.

I regret that the company should have come to this decision, as, although the running of the steamers was not altogether satisfactory, the future prospects of the service both for mail and trade purposes were encouraging.

Yours, &c.,

W. C. WALKER, for the Premier.

The Hon. Sir Richard J. Cartwright, K.C.M.G.,
Minister of Trade and Commerce, Ottawa.

No. 206.

The Hon. the MINISTER for TRADE and COMMERCE, Ottawa, to the Hon. the PREMIER, Wellington.

DEAR MR. SEDDON,—

Minister's Office, Ottawa, 28th April, 1899.

Sir Wilfrid has handed me your favour of the 29th March [see No. 189], further with reference to the Canadian-Australian Royal Mail Steamship Company's decision to abandon Wellington as a port of call. I received a few days since a communication from the company to the same purport, and am sorry to learn of the decision arrived at; but, having carefully looked into the terms of the contract with the parties, I find that under such terms Canada cannot prevent the change. I was much in hopes that the call at Wellington would have been the means of establishing closer trade relations between our respective colonies; but it seems probable that the detour was found to be too expensive, and has therefore been abandoned in favour of Queensland, with which the company now seems to be entering into a contract, and which, at the present moment at least, is furnishing a large amount of freight.

Trusting that direct communication with New Zealand may be found more advantageous in the near future,

I remain, &c.,

R. J. CARTWRIGHT.

The Right Hon. R. J. Seddon, Premier, Wellington, New Zealand,

No. 207.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 1st May, 1899.

I have the honour to acknowledge the receipt of your letter of the 12th ultimo, in connection with the transmission of correspondence from New Zealand to Honolulu and Canada, *via* Sydney and Brisbane, by the Canadian-Australian mail-steamers, and note (1) that the charges to be made by your department to non-contracting colonies for the carriage of such mails would be—Letters and post-cards, 12s. per pound; books and packets, 1s. per pound; newspapers, 6d. per pound; parcels, 2d. per pound; and (2) that the time-table for the new service had not yet been definitely decided upon, but that as soon as it was a copy would be sent me.

As desired, statements of mails despatched by this colony will be forwarded half-yearly.

The Deputy Postmaster-General, Sydney.

I have, &c.,

W. GRAY, Secretary.

No. 208.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

Postal and Electric Telegraph Department, General Post Office, Sydney,

SIR,—

2nd May, 1899.

With reference to your communication of the 21st ultimo, I have the honour to inform you that the mails per s.s. "Monowai," on the 22nd idem, for onward transmission by the Vancouver mail-steamer, were duly overlanded to Brisbane for shipment on the R.M.S. "Miowera." The steamer, however, arrived so late that there was barely sufficient time for this to be done.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 209.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 10th May, 1899.

I have the honour to acknowledge the receipt of your letter of the 23rd March last [see No. 179] about the mail-service which lately existed between Vancouver and New Zealand, forwarding copy of correspondence exchanged with Sir Edwyn Dawes, representative of the Canadian-Australian Royal Mail Steamship Company (Limited), and the General Post Office, London, together with our telegrams in connection therewith.

My letter of the 29th March [see No. 184] will have informed you of the action taken by this Government on receipt of your telegram of the 17th idem, advising the withdrawal of the Canadian-Australian Company from the New Zealand running.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 210.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 12th May, 1899.

I have the honour to acknowledge the receipt of your communications of the 29th and 30th March [see Nos. 83, 127, 88], all received *via* Vancouver, B.C.

I note by these letters that the scheme lately proposed of making a later connection at Honolulu for the outward mails with the Canadian Pacific boats will not, on account of the relinquishment of this service, be possible; also, that it is possible that the advisability of establishing a fortnightly service *via* San Francisco will be a subject for consideration at the approaching session of the New Zealand Parliament.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 211.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 13th May, 1899.

I have the honour to acknowledge the receipt of your letter of the 2nd instant, advising that the mails per s.s. "Monowai" on the 22nd ultimo for onward transmission by the Vancouver mail-steamer were forwarded to Brisbane for shipment on the R.M.S. "Miowera."

I beg to tender my thanks for the attention you gave the matter of having the mails sent forward.

The Deputy Postmaster-General, Sydney.

I have, &c.,

W. GRAY, Secretary.

No. 212.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.) Wellington, 16th May, 1899.
PRESUME "Warrimoo" outward calls at Fiji.

No. 213.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Sydney, 16th May, 1899.
"WARRIMOO" will call Fiji.

No. 214.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 17th May, 1899.

I have the honour to acknowledge the receipt of your letter of the 5th ultimo [see No. 196], forwarding copy of further correspondence relating to the despatch of mails from London to New Zealand *via* Vancouver.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 215.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 18th May, 1899.

In the belief that the "Upolu" will connect with the "Warrimoo" at Fiji, mails have been advertised for London *via* Vancouver. "Upolu," however, did not get away from here until yesterday, but I assume she will be able to leave Auckland on advertised date—namely, 24th. No need to interfere with "Mararoa's" running.

No. 216.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.) Wellington, 20th May, 1899.
WHEN does "Warrimoo" leave Brisbane and Fiji for Vancouver? Will Canadian steamers continue calling Fiji?

No. 217.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 23rd May, 1899.

"UPOLU" leaves Auckland Thursday afternoon, should arrive Suva Tuesday night or early Wednesday. Presume you are advising "Warrimoo" to expect mails by "Upolu."

No. 218.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.) Wellington, 23rd May, 1899.

"UPOLU" leaves Auckland Thursday for Suva. Takes London and American mails for "Warrimoo." Should arrive Suva evening thirtieth or early thirty-first. Obligated if you will instruct Captain Hay to wait an hour or two if needed to insure connection.

No. 219.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.) Wellington, 23rd May, 1899.
WILL regular departure from Brisbane Vancouver steamer be Friday? Your time-table dated 8th June (*sic*) gives Thursday.

No. 220.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Sydney, 23rd May, 1899.

TABLE states mails due Brisbane Thursday. Hour is ten forty-five p.m. Mail-train runs through to Pinkenba, and steamer leaves Moreton Bay Friday six a.m. latest.

No. 221.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.) Wellington, 23rd May, 1899.
 SYDNEY Post Office informed that "Upolu" is taking mails for "Warrimoo."

No. 222.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.) Sydney, 26th May, 1899.
 McDONNELL, Brisbane, states he is asking Captain Hay to wait at Suva for "Upolu" mails if necessary, as desired by you.

CANADIAN CONTRIBUTION TO COST. PACIFIC, AMERICAN, AND ATLANTIC
 TRANSIT. ALTERNATION WITH SUEZ ROUTE.

No. 223.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.

SIR,— Post Office Department, Canada, Ottawa, 23rd August, 1898.

I have the honour to acknowledge the receipt of your communication of the 28th April last [No. 152, F.-6, 1898], suggesting that this department should pay over to your office for the benefit of the contractors for the service between Canada, New Zealand, and Australia such sums as it may collect from the British Post Office for the sea-conveyance of mails between Canada and New Zealand.

You observe that the United States Post Office pays over to your office in this manner the sums it collects from the English Post Office for the conveyance of mails between San Francisco and New Zealand.

In reply, I am to say that the case of the United States Post Office, which makes no contribution to the maintenance of the sea-service, does not seem to be analogous to that of Canada, which pays a heavy subsidy in connection therewith.

So far as the United States Post Office is concerned, it is not a matter of waiving any claim which it might have, but simply of paying a strictly limited rate of so much per letter conveyed.

The Postmaster-General is of opinion that this department cannot fairly be expected to do more than it is now doing towards the maintenance of the service in question, and he regrets that it is consequently not in his power to meet the views of your department on the point which you have raised.

I have, &c.,

R. M. COULTER, Deputy Postmaster-General.

W. Gray, Esq., Secretary, General Post Office, Wellington, New Zealand.

No. 224.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,

2nd September, 1898.

SIR,—

Referring to your letter of the 15th July last [No. 22, F.-6A, 1898], I beg to transmit herewith copy of correspondence with the London General Post Office, by which you will see that, according to the records of that office, the "Aurania" was detained by fog in New York Harbour from the 24th to the 26th May.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 224.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 29th August, 1898.

My Government have received a letter from the New Zealand Shipping Company, as agent in the colony for the Canadian-Australian Royal Mail Steamship Company, stating that the mails which left Wellington on the 28th April last were late delivered in London on account of the "Aurania" being delayed in New York owing to danger in the bay from torpedoes; and in reference thereto my Government have instructed me to ask whether this is the explanation accepted by your office.

I am, &c.,

WALTER KENNAWAY, for the Agent-General.

The Secretary, General Post Office, E.C.

Enclosure. 2 in No. 224.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, E.C., 1st September, 1898.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 29th ultimo, concerning the detention of the steamer "Aurania" in New York Harbour, and the consequent delay to the mails which she carried.

In reply, I am to say that the homeward mail-steamers from New York are not under the control of this department, but the records of this office show that the "Aurania" was detained by fog in New York Harbour from the 24th to the 26th May.

The Agent-General for New Zealand.

I am, &c.,

W. ROCHE, for the Secretary.

No. 225.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,

SIR,—

8th September, 1898.

I beg herewith to transmit copy of correspondence with the London General Post Office with respect to the question of payment for the sea-conveyance of the mails forwarded *via* Vancouver.

Copies of the letters from this office of the 22nd December and 17th January last, and of that from the London Post Office of the 7th January, referred to in the London Post Office letter, were forwarded to you with my letter of the 19th January last [No. 131, F.—6, 1898], and copy of that of 1st February from the London Post Office went with my letter of the 10th February last [No. 134, F.—6, 1898].

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 225.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 6th September, 1898.

Referring to your letters of the 22nd December, 1897, and the 17th January, 1898, and to the replies from this office dated the 7th January [Enclosure in No. 131, F.—6, 1898] and the 1st February [Enclosure in No. 134, F.—6, 1898], relative to the mail-service to New Zealand, I am directed by the Postmaster-General to inform you that the colonial Post Office, in its account for the first quarter of the present year, has made a claim against this office for direct payment for the sea-conveyance of the mails despatched from the United Kingdom for the colony and forwarded *via* Vancouver.

In the letters addressed to you from this office on this subject it was explained that the full Union rates for land and sea transit in respect of British mails despatched to New Zealand *via* Vancouver are paid by this department to the Canadian Post Office, as that office primarily subsidises the Canadian-Australian Steamship Company, and is therefore entitled to receive the payment; and also that any departure from this arrangement would be a subject on which the New Zealand Government would have to come to terms with that of Canada.

This will now, of course, be pointed out to the Post Office of New Zealand; but the Postmaster-General thinks it right first to call your attention to the matter, in view of the statements made by this office, for the information of the New Zealand Government, in the correspondence above referred to.

I have, &c.,

The Agent-General for New Zealand.

W. ROCHE, for the Secretary.

Enclosure 2 in No. 225.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, London, S.W., 7th September, 1898.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 6th instant, with reference to the claim made by the New Zealand Post Office for direct payment for the sea-conveyance of the mails despatched from the United Kingdom for the colony and forwarded *via* Vancouver, and, in reply, to state that a full report, accompanied by copies of all letters (including those specified in your letter) which passed between this office and yours on the subject to which you refer, was communicated at the time to the New Zealand Government, so that the New Zealand Post Office is fully cognisant of what then took place, and of the position which your office took up with reference to the question of the sea-rates.

The Secretary, General Post Office, London.

I am, &c.,

WALTER KENNAWAY.

No. 226.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 13th September, 1898.

I have the honour to acknowledge the receipt of your letter of the 30th July last [No. 7, F.—6B, 1898], forwarding copy of one received from the liquidator of the Canadian-Australian Royal Mail Steamship Company, with reference to the late arrival at Vancouver of the mails for

9—F. 6.

Australasia forwarded by the "Aurania" on the 16th idem. The inquiries by the Post Office show that the delay was really due to the "Aurania" making a long passage and not arriving at New York until 5 p.m. on the 24th July. Her mails, which could not be forwarded from New York until 8.45 the following morning, reached Vancouver at 1 p.m. on the 30th.

I trust that it may be possible to arrange for the Vancouver mails being conveyed by faster steamers than the "Aurania," which on the occasion in question took about eight days to make the passage across the Atlantic.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 227.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 18th September, 1898.

* * * * *

I have again to report a hitch in the homeward conveyance of the mails *via* Vancouver. The R.M.S. "Miowera," due at Vancouver on the 8th instant, did not reach that port until the 10th. Consequently the mails again missed the fast steamer "Kaiser Wilhelm der Grosse" from New York on Tuesday, and only left New York yesterday per "Campania."

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 228.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 28th September, 1898.

IMPERIAL Post Office threatens forward by Federal mail-service correspondence posted during the week after San Francisco mail-service. Have strongly objected. By next mail send full statement of times in which Vancouver service Federal service mails have been received Auckland during this year, also any other information necessary.

No. 229.

The SECRETARY, General Post Office, London, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— General Post Office, London, 30th September, 1898.

At page 14 of the appendix to the annual report of the Post and Telegraph Department of New Zealand for the year 1897 [see F.-1, 1898] there appears a table showing the number of days occupied in the delivery of mails for New Zealand despatched from this office up to the 25th December, 1897, for conveyance from Brindisi by the packets of the Peninsular and Oriental Steam Navigation Company.

The Postmaster-General would be much obliged if you would be so good as to let him have a continuation of this table brought up to the present time.

I am, &c.,

The Postmaster-General, Wellington.

A. B. WALKLEY, for the Secretary.

No. 230.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 6th October, 1898.

In reply to your message of 28th: Federal mail week after Frisco reaches Auckland six to eight days before Vancouver. Steamers leave Sydney same day Federal mails due, but liable to change. Vancouver arrivals irregular. If no improvement Vancouver three four months' time, will consider whether all correspondence week after Frisco sent Federal. Meantime urge no change. Statement posted Frisco mail.

No. 231.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 11th October, 1898.

I have the honour to acknowledge the receipt of your telegram of the 28th ultimo.

I have also to confirm my reply of the 6th instant.

I may explain that when the Pacific time-tables were being arranged it was assumed that, unless very close connection were made at Melbourne or Sydney, the correspondence by the Federal service leaving London the week before the Vancouver mail would reach the colony three or four days earlier than the latter mail. The Federal mails are now due at Sydney on the Wednesday, and generally arrive on that day or earlier, and, as the weekly steamer for Auckland at present leaves on Wednesday, there has been almost invariably close connection, with the result

that the Federal mails reach Auckland from six to eight days ahead of the Vancouver mails which left London the following week. As stated in my telegram, if no improvement in the deliveries by way of Vancouver results in three or four months' time, I will consider whether all London correspondence posted within a week after the despatch of the San Francisco mail should not be sent by the Federal steamer. This, however, is contingent on the continuance of Wednesday as the day of departure of the Union Steam Ship Company's steamer from Sydney for Auckland. As you are aware, these steamers are not under contract, and the time-table may be liable to change.

A copy of the statement referred to in my telegram of the 6th instant, which was posted by the last mail, is now forwarded herewith.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

Enclosure in No. 231.

STATEMENT showing the Dates of Arrival of London Correspondence posted during the Week following the Departure of the San Francisco Mail—(1) If sent by Federal Packets; and (2) if held over for Despatch *via* Vancouver.

Date of Despatch from London.	Dates of Arrival if sent by Federal Packet.			Dates of Arrival if held over for Subsequent Vancouver Mail.			Gain of Time through Despatch by Federal Route.		
	Auckland.	Wellington.	Invercargill.	Auckland.	Wellington.	Invercargill.	Auckland.	Wellington.	Invercargill.
1898.	1898.	1898.	1898.	1898.	1898.	1898.	Number of days.	Number of days.	Number of days.
April 15 ..	May 23 ..	May 25 ..	May 28 ..	May 31 ..	May 29 ..	June 1 ..	8	4	4
May 13 ..	June 20 ..	June 20 ..	June 22 ..	June 27 ..	June 25 ..	June 27 ..	7	5	5
June 10 ..	July 18 ..	July 17 ..	July 18 ..	July 25 ..	July 23 ..	July 26 ..	7	6	8
July 8 ..	Aug. 15 ..	Aug. 16 ..	Aug. 19 ..	Aug. 23 ..	Aug. 22 ..	Aug. 24 ..	8	6	5
Aug. 5 ..	Sept. 12 ..	Sept. 13 ..	Sept. 16 ..	Sept. 18 ..	Sept. 17 ..	Sept. 19 ..	6	4	3

General Post Office, Wellington, 29th September, 1898.

No. 232.

THE SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 19th October, 1898.

I have the honour to acknowledge the receipt of your letter of the 18th ultimo, reporting the late arrival of the "Miowera" at Vancouver, and that the mails consequently missed despatch by the fast steamer which left New York on the following Tuesday.

The report of the Mail-agent shows that the late arrival of the "Miowera" was due to her detention for thirty hours off the coast just before reaching Victoria owing to dense fog.

I have, &c.,

W. GRAY, Secretary

H. Stephenson Smith, Esq., Resident Agent for New Zealand, San Francisco.

No. 233.

The SECRETARY, General Post Office, Wellington, to the Hon. the POSTMASTER-GENERAL, Ottawa.

SIR,—

General Post Office, Wellington, 26th October, 1898.

I have the honour to acknowledge the receipt of your letter of the 23rd August last, in reply to mine of the 28th April, with reference to the Pacific sea-rates now collected by your department on the correspondence from Great Britain, &c., for this colony conveyed by the Vancouver mail-service since this department became a party to the contract, and to express the Postmaster-General's regret that you do not see your way to relinquish the sea-rates in question in favour of the contractors.

I am to remind you that at the time it was decided this colony should subsidise the service it was not anticipated that your department would claim the sea-rates on the New Zealand mails from London, as these mails would not have been forwarded by the Vancouver service but for the fact of the colony becoming a party to the contract. On the assumption, therefore, that the sea-rates would be paid over to the contractors, as in the case of the San Francisco service, the resolutions of the House of Representatives, authorising the Government to contract for a mail-service *via* Vancouver, provided that the payments and contributions from non-contracting countries were receivable by the contractors. The resolutions were duly forwarded to and tacitly accepted by your office.

I am also to point out that you have misapprehended the relation of the United States to the San Francisco service. That country for years has been the principal contributor towards the

maintenance of the service, and it may therefore be claimed that the position of the United States to the San Francisco service is analogous to that of Canada in respect to the Vancouver service; and for your information I have to state that the payments to the contractors for the maintenance of the San Francisco service last year were: By the United States, £28,125; New Zealand, £8,564; New South Wales, £4,000.

In view of the fact that the resolutions already mentioned were the basis of the two contract services, intended to place both the San Francisco and Vancouver contractors on an identical footing in their relations with this colony, you will no doubt realise the difficulties which may ensue were your department to retain the sea-rates collected from other countries on correspondence for New Zealand.

It must be recognised that, were not New Zealand a party to the contract, correspondence for this colony from Great Britain, &c., would not have been forwarded by the Vancouver service, and consequently the sea-rates now claimed on behalf of the contractors would not have accrued.

On further reviewing the whole of the circumstances of the position, the Postmaster-General ventures to hope that you will consent to pay over the sea-rates for the benefit of the contractors.

I have, &c.,

The Hon. the Postmaster-General, Ottawa.

W. GRAY, Secretary.

No. 234.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Post Office Department, Office of Foreign Mails, Washington, D.C.,
29th October, 1898.

SIR,—

Referring to your letter of the 21st ultimo [No. 16, F.-6B, 1898], stating that you had been advised that the homeward Australasian mails which arrived at Vancouver by the steamer "Aorangi" in May last were delayed at New York through the detention there of the steamer "Aurania" for two days owing to danger in the bay from torpedoes, and inquiring if the "Aurania" was detained as reported and for the cause stated, I have the honour, by direction of the Postmaster-General, to inform you that the agents in New York of the steamer "Aurania" state, in reply to this department's letter on the subject, as follows, viz. :—

"The ship left her dock 24th May at 10.24 a.m., as scheduled, encountered dense fog in lower bay, and was obliged to anchor at 11.30 a.m. The fog continued, but ship got under way 3.50 p.m. 25th, hoping to be able to proceed to sea, but after she had gone a short distance the fog was so dense she again anchored at 4.48 p.m., and was further detained by the fog until 5.45 a.m. 26th, when she succeeded in getting out over the bar and proceeded to sea, clearing the bar at 6.55 a.m.

"The inquiry is probably caused by the fact that the "Germanic," which left her dock on the 25th, got to sea the same afternoon, which fact may be explained by her drawing some 2 ft. less water, which enabled her to get out without waiting for the tides, or the fog may not have been so dense where she happened to be.

"I beg to assure you that the delay was caused entirely by the fog, and from no mishap to the ship."

I have, &c.,

N. M. BROOKS,
Superintendent of Foreign Mails.

The Postmaster-General, Wellington, New Zealand.

No. 235.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 3rd November, 1898.

I have the honour to acknowledge the receipt of your letter of the 8th September last, forwarding copy of correspondence with the General Post Office, London, on the subject of payment for the sea-conveyance of mails forwarded *vid* Vancouver.

In reply, I beg to inform you that the amounts were included in the accounts to London in the belief that the Canadian Post Office would agree to pay over the sea-rates for the benefit of the contractors. So far this has been refused, but the correspondence has not yet been closed. The overcredit will be adjusted in the next quarter's accounts.

I should be glad if you would suitably inform the Post Office authorities.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 236.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 11th November, 1898.

I have the honour to refer to your letter of the 8th July last [No. 20, F.-6A, 1898], in connection with the delay in New York Harbour to the "Aurania" with the homeward mails *vid* Vancouver, which left Wellington by the "Aorangi" on the 28th April, and to inform you that the Secretary of the General Post Office, London, advises the Agent-General for this colony

that "the homeward mail-steamers from New York are not under the control of this department, but the records of this office show that the 'Aurania' was detained by fog in New York Harbour from the 24th to the 26th May."

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

I have, &c.,

W. GRAY, Secretary.

No. 237.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Resident Agency for New Zealand, San Francisco, 14th November, 1898.

I have the honour to acknowledge receipt of your communication of the 3rd ultimo [No. 6, F.-6B, 1898], in reference to the employment of the R.M.S. "Moana" on the route *via* Honolulu.

I am advised that the R.M.S. "Aorangi" did not arrive at Vancouver until Friday. Upon receipt of this information I at once communicated with New York with a view of securing a connection with the White Star steamer appointed to leave on Wednesday morning. This connection I was enabled to secure, and the mails left per "Cymric" on Wednesday last, which saved a delay until the departure of the Cunard steamer on Saturday following.

I would again point out the importance of my being informed by the Vancouver Mail-agent by wire of the day and hour of the east-bound mails from Vancouver. In the case in point, had I not wired to Vancouver for the information regarding the departure of the mails, they in all probability would not have connected with the White Star boat, only twenty-five minutes being allowed for the transfer, provided the express is on time.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

No. 238.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,
16th November, 1898.

SIR,—

Referring to your letter of the 13th September [No. 14, F.-6B, 1898], I beg to state that, so far as I am informed, and which the Resident Agent for the colony in San Francisco confirms, the New York Post Office authorities are fully alive to the importance of despatching our mails from New York by the earliest and swiftest steamers available. But the fixing of the dates of leaving New York is not within their power, but the dates are arranged by the owners of the steamers in order to meet the requirements of services other than that of the New Zealand mails.

In view of the coming time for preparing a new time-table under the renewed services, I have requested Messrs. Cameron, of New York, to forward direct to the Postmaster-General at Wellington the latest sailing fixtures of the principal steam lines.

Since the conclusion of the American-Spanish war the American line of steamers (the "St. Louis," "St. Paul," &c.) have recommenced running, and as a rule the mails *via* San Francisco are forwarded by them. They arrive at Southampton, and as a rule are remarkably punctual; and I think that it would be an advantage if the Vancouver mails could be timed so that they could be sent from New York by these steamers.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

No. 239.

The POSTMASTER, Vancouver, to the SECRETARY, General Post Office, Wellington.

DEAR SIR,—

Post Office, Vancouver, B.C., 17th November, 1898.

I beg to acknowledge the receipt of your letter of the 3rd ultimo [No. 18, F.-6B, 1898], asking me to see the Canadian Pacific Railway authorities, and arrange, if possible, to have the present arrangement of having the mails for New Zealand from Great Britain forwarded here as received, stand, and would inform you that I have referred the same to Mr. Marpole, superintendent of this division of the railway company.

Mr. Marpole informs me that he has referred the matter to the general manager at Winnipeg, a reply to which has not up to date been received.

I might say, however, that the mails so far continue coming as formerly.

I am, &c.,

W. Gray, Esq., FRANCIS E. HARRISON, Assistant Postmaster.
Secretary, General Post Office, Wellington, New Zealand.

No. 240.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
SIR,—

General Post Office, Wellington, 19th November, 1898.

I have the honour to refer to a statement which appears in the annual report of the Postmaster-General, London, to the effect that the proposed fast mail-service to and from Canada,

which was mentioned as having been arranged by your Government to commence in June next year, has for the present been abandoned.

The latest Press advices which have reached this office indicate that, although the negotiations with Messrs. Petersen, Tate, and Co. have fallen through, there is a prospect of another firm accepting the terms offered by Canada; and, as the establishing of a fast Atlantic service would largely influence the Postmaster-General in respect of the continuance of the subsidy to the mail-service across the Pacific from Wellington to Vancouver, I should be obliged if you would inform me what is the present position in the matter.

The Deputy Postmaster-General, Ottawa.

I have, &c.,

W. GRAY, Secretary.

No. 241.

The SECRETARY, General Post Office, Wellington, to the MANAGER, New Zealand Shipping Company, Wellington.

SIR,— General Post Office, Wellington, 21st November, 1898.

I have the honour to acknowledge the receipt of your letter of the 16th instant [not printed], forwarding copy of a report by Captain Hay on the causes of the delay to the R.M.S. "Warrimoo" on her recent voyage. Such delays are extremely unfortunate, in view of the fact that even a few hours' late arrival at Vancouver means that the mails are not forwarded from there by Thursday's train, and therefore miss the fast Atlantic steamer from New York for Great Britain on the Wednesday. As there is no other fast steamer until the Saturday, the mails are consequently delayed in their arrival at London two, if not three, days.

I trust that hereafter it may be possible to minimise the delays southward also, and that circumstances may not be so unfavourable in future.

I have, &c.,

W. GRAY, Secretary.

The Manager, New Zealand Shipping Company (Limited), Wellington.

No. 242.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.

SIR,— General Post Office, Wellington, 23rd November, 1898.

In accordance with the request in your letter of the 30th September last, I have pleasure in forwarding herewith a table [not printed], showing the number of days occupied in the transmission to Melbourne, Bluff, Christchurch, Wellington, and Auckland of mails by the steamers of the Peninsular and Oriental line from the beginning of the current year up to the present time.

It is regretted that the dates of arrival of the mail at Sydney are not available without reference to that office. In but few instances, however, would the time from Melbourne to Sydney exceed one day.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

No. 243.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.

SIR,— Post Office Department, Canada, Ottawa, 23rd November, 1898.

I have the honour to acknowledge the receipt of your letter of the 13th September last [No. 13, F.-6B, 1898], giving an extract from a report made by Mr. H. Stephenson Smith, Resident Agent for New Zealand in San Francisco, to the effect that through mails from Vancouver, in which are included mails from New Zealand, are forwarded in the ordinary express car, where they are mixed up with other express matter; Mr. Smith adding that, as the mails in question are in the charge of the railway, and not in that of the officials of this department, it does not appear who would be responsible if on arrival at Moose Jaw a bag or bags should be missing.

In drawing attention to this report, you mention that you were given to understand that the New Zealand mails would be in charge of a railway mail-officer in transit through Canada.

In reply, I am to say that, while this department is obliged, in consequence of the too limited accommodation provided in the regular postal car, to obtain conveyance for through mails in the express car, the mails in question are understood to be under its supervision, and are checked in and out of the car by officers of the postal service.

I am to add that this department would be happy to adopt any further practicable measures which might tend to the greater safety of your mails while in transit through Canada; and, if you would send a waybill to accompany those which have to be transferred to the United States postal service at Portal, a receipt for such mails would be obtained thereon from a United States postal officer, and the bill would be returned to your office by the first mail.

I have, &c.,

B. M. COULTER, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington, New Zealand.

No. 244.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 24th November, 1898.

Referring to correspondence between your office and the General Post Office, London [not printed], in connection with the time of delivery of Vancouver mails in New Zealand, as compared with the previous week's Federal mail, I have the honour to inform you that the Postmaster-General is in receipt of a letter from the Secretary of the Imperial Post Office [see No. 229], asking for a continuation of the table appearing on page 14 of the annual report of the Post and Telegraph Department of New Zealand for the year 1897, showing the number of days occupied in the delivery of mails between London and New Zealand ports by the Federal service. The table has been supplied as requested.

As it is no doubt asked for in connection with the despatch of letters by way of Australia instead of by way of Vancouver, I have thought it advisable to forward you a copy of the table [not printed] for your information. The figures shown in red ink are in addition to those supplied to London, and indicate the time of despatch from London of the Vancouver mails, and their arrival in New Zealand.

I have, &c.,

A. J. CADMAN, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 245.

The GENERAL SUPERINTENDENT, Canadian Pacific Railway Company, Vancouver, to the SECRETARY, General Post Office, Wellington.

DEAR SIR,—

Canadian Pacific Railway Company, Office of the General Superintendent,
Vancouver, B.C., 26th November, 1898.

On the 11th instant I received the enclosed communication from Mr. R. L. Martin, New Zealand Mail-agent on board R.M.S. "Aorangi," and I wrote informing him that, Moose Jaw being beyond the limits of my jurisdiction, his letter had been referred to our manager at Winnipeg, and said there would not be time to get a reply before sailing-date of the steamer. I am now in receipt of a letter from the manager, in which he asks me to explain the impossibility of taking any action on the lines suggested in the enclosed report. The delay to the train referred to at Moose Jaw is necessary for the loading of mails and baggage, and for the making-up of the train to go south. It is stated that this cannot be avoided without imposing a delay on our Atlantic express, which is a more important train, and, as the distance from Moose Jaw to Pasqua is less than seven miles, the possibility of delay to the Australian mails on this account is practically nil.

I have, &c.,

R. MARPOLE, General Superintendent.

The Secretary, Post and Telegraph Department, Wellington, New Zealand.

Enclosure in No. 245.

The NEW ZEALAND MAIL-AGENT to the GENERAL TRAFFIC MANAGER, Canadian Pacific Railway, Vancouver, B.C.

Marine Post Office, R.M.S. "Aorangi," Vancouver,
11th November, 1898.

SIR,—

I have the honour to enclose an extract from a letter from Mr. H. S. Smith, Resident Agent for New Zealand in San Francisco [No. 27, F.-6A, 1898], who recently travelled over the mail route between Vancouver and New York to ascertain where the delays to the homeward Australian mails were occurring. I shall be glad if you will advise me as to the feasibility of Mr. Smith's suggestion, and to have your views on the proposal to accelerate the departure of the Soo train from Moose Jaw. Trusting that you may be able to supply the information before the departure of the "Aorangi" on the 17th instant.

I have, &c.,

R. L. MARTIN, New Zealand Mail-agent.

The General Traffic Manager, C.P. Railway, Vancouver, B.C.

No. 246.

The AGENT-GENERAL to the Hon. the PREMIER.

(Teregram.)

London, 3rd December, 1898.

NOTWITHSTANDING New Zealand representations, Imperial Post Office sending correspondence hitherto kept for Vancouver by Federal mail-service on 25th November. Secondly, I recommend Postal Department sending Vancouver correspondence so as to catch American line from New York to Southampton.

No. 247.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 13th December, 1898.

As no change Vancouver or Sydney-Auckland connection, will not protest London sending accumulated correspondence by intermediate Federal mail. Secondly, Vancouver time-table framed mails catch American line Wednesday. If Pacific running not improved, will consider earlier departure colony.

No. 248.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,
13th December, 1898.

SIR,—

Referring to my letter of the 6th October last [not printed] relating to the Vancouver mail-service, I beg to transmit herewith copy of further correspondence with the Imperial Post Office, by which it will be seen that it has been decided to send all correspondence posted up to Friday evening following a despatch of the San Francisco mail, by the route *via* Suez and Australia.

The Hon. the Premier, Wellington.

I have, &c.,

W. P. REEVES.

Enclosure 1 in No. 248.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 2nd November, 1898.

With reference to the letters addressed to you from this office on the 17th and 23rd September last [neither printed], and to the interview which I had with Mr. Kennaway on the 28th of that month, on the question which it has been found necessary to raise of modifying the present arrangements under which the whole of the correspondence from this country for New Zealand is sent *via* San Francisco and *via* Vancouver alternately, I am now directed by the Postmaster-General to ask you to be good enough to let him know whether you have yet received any reply from the Colonial Government to the inquiry which was understood to be about to be made by telegraph.

The Hon. W. P. Reeves, Agent-General for New Zealand.

I am, &c.,

H. BUXTON FORMAN.

Enclosure 2 in No. 248.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, Westminster, S.W., 3rd November, 1898.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 2nd instant, relative to the transmission of the correspondence from this country to New Zealand, and in reference thereto to state that, in reply to a cablegram forwarded to the New Zealand Government on the 28th September last [see No. 228], the Agent-General was informed that a statement bearing on the question would be sent by first mail, and pending its arrival his Government desired that no change be made in the arrangements.

The Agent-General expects this statement to come to hand very shortly, and immediately on its receipt he will again communicate with you on the matter.

The Secretary, General Post Office, E.C.

I am, &c.,

WALTER KENNAWAY.

Enclosure 3 in No. 248.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 9th November, 1898.

With reference to the recent correspondence on the subject of the delay sustained by letters for New Zealand posted in time for transmission *via* Suez, but kept back in this office at the request of the New Zealand Government to be forwarded by way of Vancouver, I am directed by the Postmaster-General to send to you, as bearing upon the necessity which seems to him to exist for some modification of the present arrangements, the enclosed extract from the *New Zealand Herald* of the 30th September, 1898.

The matter is clearly one of considerable urgency, and the Postmaster-General would be glad to hear from you at the earliest possible moment after the arrival of the statement which you were expecting to receive shortly from New Zealand when your letter of the 3rd instant was written.

The Agent-General for New Zealand.

I am, &c.,

W. ROCHE, for the Secretary.

Sub-enclosure to Enclosure 3 in No. 248.

EXTRACT FROM *New Zealand Herald* OF THE 30TH SEPTEMBER, 1898.

“UNFORTUNATELY, the establishment of the Vancouver service has seriously affected the mails *via* Suez. We have now mails by this route every week in Australia, and these are brought on to

New Zealand by the intercolonial trade. But when the steamers arrive here we find out that the correspondence which they would have brought has been held back in London to be sent *via* Vancouver. And, as a matter of fact, we do not think that the Vancouver mail has ever yet brought later English papers than have previously been in the colony by way of Suez. As a mail route, the Vancouver service has been hopelessly beaten, and it is impossible to expedite it in any way. Parliament must consider the subject during the present session, because both mail contracts terminate in March next. It is improbable, however, that any change will be made, so that persons in England will have to keep in mind that their letters may be delayed if they do not address them, in default of the San Francisco mail, *via* Suez."

Enclosure 4 in No. 248.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,— 13, Victoria Street, Westminster, S.W., 14th November, 1898.

Referring to my letter of the 3rd instant, and to your letter of the 9th instant, I am directed by the Agent-General to inform you that he has now received the statement relating to the arrival of the mails in New Zealand, copy of which I herewith transmit; and in reference thereto his Government desire him to represent that the Vancouver mail-service, being only recently established, has no doubt been irregular, and if no improvement takes place in three or four months' time his Government will consider whether all correspondence posted during the week after the despatch of the San Francisco mail shall not be forwarded by the Federal mail-service.

Meanwhile the Agent-General has been desired to express the urgent wish of his Government that no change be made on this side at present, it being already in the power of those wishing to send their letters, &c., by the Federal service to do so by specially superscribing them.

The Secretary, General Post Office, E.C.

I am, &c.,
WALTER KENNAWAY.

Sub-enclosure to Enclosure 4 in No. 248.

[See Enclosure in No. 231.]

Enclosure 5 in No. 248.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,— General Post Office, London, 25th November, 1898.

I have laid before the Postmaster-General your letter of the 14th instant, replying to letters from this office, in which the question was raised of modifying the existing arrangement whereby the correspondence from this country for New Zealand is sent exclusively *via* San Francisco and *via* Vancouver, except when specially directed by the senders for transmission by another route.

The table prepared at the General Post Office, Wellington, of which you forwarded a copy, fully confirms the opinion formed here in regard to the unsatisfactory working of the Canadian-Australian service, and, in the circumstances, the Postmaster-General, while regretting his inability to accede to the wishes of the New Zealand Government, feels that, in the interests of the public, he has no alternative but to decide that correspondence for the colony posted in this country up to the Friday following a despatch *via* San Francisco shall not be kept back and included in the next despatch *via* Vancouver, but shall be forwarded *via* Suez. He has therefore given directions accordingly.

I am to add that, if in the course of the next three or four months the working of the Canadian-Australian service should show the advantages originally expected, the Postmaster-General will be happy to ask the Lords Commissioners of Her Majesty's Treasury to reconsider the question of reverting to the arrangement which is now being modified.

The Agent-General for New Zealand.

I am, &c.,
S. WALPOLE.

Enclosure 6 in No. 248.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,— 13, Victoria Street, Westminster, S.W., 29th November, 1898.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 25th instant, and to express his regret that the Postmaster-General has not seen his way to accede to the wishes of his Government that no change be made on this side—at all events, for the present—as regards despatching the mails by the Vancouver route.

I am also directed to inquire at what date the proposed alteration by which the letters hitherto retained for the mail *via* Vancouver are to be forwarded by the Federal service will commence.

The Secretary, General Post Office, E.C.

I am, &c.,
WALTER KENNAWAY.

Enclosure 7 in No. 248.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 2nd December, 1898.

In reply to your letter of the 29th ultimo, I am directed by the Postmaster-General to inform you that the new arrangement for sending *via* Suez the correspondence for New Zealand posted up to the Friday evening following a despatch *via* San Francisco was brought into force on Friday last, the 25th November.

The Agent-General for New Zealand.

I am, &c.,

H. BUXTON FORMAN.

Enclosure 8 in No. 248.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, Westminster, S.W., 7th December, 1898.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 2nd instant, stating that the new arrangement by which correspondence for New Zealand posted up to Friday evening following a despatch *via* San Francisco will be sent *via* Suez was brought into force on Friday, the 25th ultimo.

I am further directed by the Agent-General to point out that your reply to the letter of the 14th ultimo from this office, which conveyed to him the decision of the Imperial Post Office to make this alteration, did not reach him until the 26th, the day after that at which he is now informed it was carried into effect; and in reference thereto I am to add that the Agent-General cannot help feeling that his Government should certainly have been advised of the alteration as finally decided on before, rather than after, the date at which it was first put in force.

The Secretary, General Post Office, London.

I am, &c.,

WALTER KENNAWAY.

No. 249.

The MANAGER, New Zealand Shipping Company, Wellington, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Wellington,
19th December, 1898.

SIR,—

In the *Otago Daily Times* of the 28th July last the following statement in relation to the Vancouver mail-service is made:—

“The Resident Agent for New Zealand in San Francisco, Mr. H. Stephenson Smith, is not favourably impressed with the management of the Canadian Pacific Railroad in connection with mail purposes. On a trip he made in May last he said they were seven hours late, which seems to be the usual thing, a deficiency in engine-power appearing to be the cause of delay.”

The Secretary of the Canadian Pacific Railway, writing from Montreal, under date 18th October, 1898, to Messrs. Burns, Philp, and Co. (Limited), Sydney, says,—

“Annexed statement [not printed] gives the proper cause of delay referred to (on 5th May last)—namely, a slide at one of the sheds in the mountains, which was unavoidable. With this exception, there was no delay between 12th April and 22nd September.”

For your information I beg to enclose you copy of the train statement referred to.

Yours, &c.,

J. H. N. A. BURNES.

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

No. 250.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, & the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
22nd December, 1898.

SIR,—

I have the honour to acknowledge the receipt of your letter of 19th instant [not printed] *re* delay of the s.s. “Aorangi” at Victoria, and we have written the liquidator in London requesting him to urge the agents for the line in Victoria to make such arrangements as will prevent a similar delay in future.

I have, &c.,

A. W. BENNETT, *pro* General Manager.

The Secretary, General Post Office, Wellington.

No. 251.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 22nd December, 1898.

I have the honour to acknowledge the receipt of your cablegram of the 3rd instant—(1) Advising that the Imperial Post Office, notwithstanding the protest already made by you, had commenced forwarding the correspondence for New Zealand hitherto kept for the Vancouver route, by the Federal mail, leaving London the week after the despatch of the mail *via* San Francisco; and (2) recommending that the homeward mail *via* Vancouver should be despatched so as to

connect with the steamers of the American line from New York to Southampton. I enclose copy of your message, and also of my reply by cable on the 13th instant.

The decision of the London Post Office to forward all mail-matter for New Zealand by the intermediate Federal mail prejudicially affects the value of the Vancouver service to the colony as an alternative fortnightly mail line, as hereafter each mail will comprise only eight days' instead of a fortnight's correspondence. I concluded, however, that a further protest would be of no avail, especially as considerable public pressure appears to have been brought to bear in the matter. I shall be obliged, however, by your pointing out the position to the London Post Office authorities, and giving them to understand that, in the event of any change in the running of the intercolonial service delaying the delivery of the Federal mail in the colony, I shall expect that the former practice of sending only specially marked correspondence by the eastern route should again be reverted to.

With respect to the homeward Vancouver mails connecting with the steamers of the American line at New York, I would remind you that the time-table was framed to provide for such a connection on the Wednesday. This, however, has seldom been made, owing to prolonged passages on the Pacific; and if the improved running which is now looked for at this end is not to take place an earlier departure from Wellington will have to be considered. Meanwhile the Post Office is in communication with the Canadian postal authorities, with a view to saving time at Vancouver and other points on the Canadian overland route, and the New Zealand Shipping Company has also been urged to reduce all stoppages *en route* to a minimum, and to use every effort to deliver the mails at Vancouver in time for despatch by the Thursday's train leaving at 1 p.m. for Chicago.

It is somewhat reassuring to learn that the "Miowera's" homeward mails of the 10th ultimo were delivered in London on the 14th instant, due date; and I trust that regular delivery may hereafter be the rule rather than the exception.

I have, &c.,

R. J. SEDDON.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 252.

The SECRETARY, General Post Office, Wellington, to the MANAGER, New Zealand Shipping Company, Wellington.

DEAR SIR,—

General Post Office, Wellington, 22nd December, 1898.

I beg to thank you for your letter of the 19th instant, informing me of the explanation given by the Secretary of the Canadian Pacific Railway Company at Montreal of the detention of the overland train from New York to Vancouver on the 3rd May last, referred to in the issue of the *Otago Daily Times* of the 28th July.

Yours, &c.,

J. H. N. A. Burnes, Esq.,

W. GRAY, Secretary.

New Zealand Shipping Company (Limited), Wellington.

No. 253.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 29th December, 1898.

I have the honour to refer to your letter of the 14th ultimo with reference to the transport of the "Aorangi's" homeward mails. * * * * *

I note your representations as to your being advised of the departure of the mails from Vancouver, and have given instructions to the Mail-agents to telegraph you, as desired, when the mails leave. * * * * *

I have, &c.,

H. Stephenson Smith, Esq.,

W. GRAY, Secretary.

Resident Agent for New Zealand, San Francisco.

No. 254.

The AGENT-GENERAL to the HON. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,

30th December, 1898.

SIR,—

I beg herewith to transmit copy of letter from the General Post Office in continuation of the correspondence, copy of which went with my letter of the 13th instant.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure in No. 254.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 24th December, 1898.

The Postmaster-General has had before him your letter of the 7th December [see Enclosure 8 in No. 248], in which, referring to his Grace's recent decision to send once more by

way of Suez all correspondence for New Zealand posted up to the Friday evening following a despatch *via* San Francisco, you seem to suggest that your Government was not duly advised on the subject.

In reply, I am to remind you that as long ago as the 17th September [letter not printed] your attention was called to the complaints made of delay caused by detaining such correspondence for transmission *via* Vancouver; and you were at the same time informed that, as the result of the investigation as to the grounds of the complaints, there seemed to the Postmaster-General to be no alternative but to direct, in the public interest, that the correspondence should be despatched once again by way of Suez, as the quickest route. Pressing as the matter was, however, his Grace was loth to issue any instructions without giving you reasonable notice of his intention, lest you might be possessed of information on the subject not accessible to this office.

In your reply, you will remember, the question was treated as one involving the delay of a single letter only, instead of the delay of nearly ten thousand letters; and the urgency of the case seemed to have been entirely overlooked. Hence the letter from this office of the 23rd September [not printed], explaining the urgency of the proposed return to a proper arrangement, and asking you to communicate with your Government on the subject by telegraph.

When, after further correspondence with you, the Postmaster-General received a statement from the New Zealand Government showing that the letters which it had been the practice to withhold from transmission *via* Suez suffered delay in every instance of from three to eight days in consequence, his Grace could no longer hesitate to issue the instructions of the urgent need for which he had given you notice in September. Any other course would have been inconsistent with the duty of the Post Office towards the public.

The Postmaster-General feels sure that, on reviewing these circumstances, you will recognise that he has not acted with precipitation.

The Agent-General for New Zealand.

I am, &c.,
S. WALPOLE.

No. 255.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your letter of the 16th ultimo with reference to the despatch of the homeward Australasian mails by the fastest steamers from New York.

I note that the New York postal authorities are fully alive to the importance of the early and speedy transmission of the mails from that port; that Messrs. Cameron, New York, have been requested to forward the latest sailing fixtures of the principal steamship lines; and that the fast steamers of the American Line have recommenced running.

I would point out that the time-table of our post-office provides for the homeward Vancouver mails reaching New York in time to connect with the steamers of the American Line leaving on the Wednesday, while the San Francisco mails are timed to arrive at New York on the Tuesday for despatch by the fast vessels of the German line, and, should they miss connection, the steamer of the American Line would be available the following day.

The Hon. W. P. Reeves, Agent-General for
New Zealand, London.

I have, &c.,
T. THOMPSON,
For the Premier.

No. 256.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 31st December, 1898.

I have the honour to forward you herewith extract from the *Otago Daily Times*, Dunedin, referring to a portion of your report of the 19th May last (probably obtained from Parliamentary Paper F.—6, 1898) of your journey from Montreal to Vancouver, and giving a memorandum purporting to show the arrivals of mails at Vancouver for conveyance by the Vancouver-Sydney steamers from April to September.

You will observe that the delay in May is said to have been due to a slide at shed 20, and not, as stated by you, to a deficiency in engine-power. After perusing the extract I shall be glad if you will advise me whether you wish to vary your statement, or whether you adhere to what appeared in your report.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco.

I have, &c.,
W. GRAY, Secretary.

No. 257.

The SECRETARY, General Post Office, Wellington, to the POSTMASTER, New York.

SIR,—

General Post Office, Wellington, 12th January, 1899.

Referring to the letter of the 7th March last year from the Mail-agent of the "Aorangi" to you [not printed], asking that particulars of the despatch of the Australasian mails to Great Britain from your port might be advised to the Mail-agents of the Sydney-Vancouver steamers, I have now the honour to ask that you will be so good as to send the desired particulars by "collect" telegram as soon as the mails are shipped for England, stating the day and hour of arrival of the mails at New York from Vancouver, and of their departure by steamer.

The Postmaster, New York.

I have, &c.,
W. GRAY, Secretary.

No. 258.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
SIR,—

General Post Office, Wellington, 13th January, 1899.

I have the honour to acknowledge the receipt of your letter of the 23rd November last, in reply to mine of the 13th September, suggesting, as a check on the transfer of the homeward colonial mails at Portal, that a waybill should accompany those mails which have to be transferred to the United States postal service, and agreeing to obtain a receipt for such mails, and to return the waybill to this office.

In reply, I have to thank you for the suggestion, which will be given effect to with the mail by which this letter is forwarded.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. GRAY, Secretary.

No. 259.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 13th January, 1899.

Referring to the suggestion embodied in your letter of the 30th July, 1898 [No. 27, F.—6A, 1898], with reference to the detention of the train on the Soo line at Moose Jaw, I have the honour to inform you that the general superintendent of the Canadian Pacific Railway Company, at Vancouver, writes to the effect that his manager at Winnipeg states that it is impossible to take any action on the lines suggested by you. The delay to the train is necessary for the loading of mails and baggage, and for the making-up of the train going south, and it is said that this cannot be avoided without imposing a delay on the Atlantic express. It is also explained that, as the distance from Moose Jaw to Pasqua is less than seven miles, the possibility of delay to the Australian mails on this account is practically nil.

In connection with that portion of your letter dealing with the practice of sending through mails from Vancouver in the ordinary express car, the Canadian Post Office explains that, while it "is obliged, in consequence of the too limited accommodation provided in the regular postal car, to obtain conveyance for through mails in the express car, the mails in question are understood to be under its supervision, and are checked in and out of the car by officers of the postal service," and suggests, that if a waybill were sent with the colonial mails which have to be transferred to the United States postal service at Portal, a receipt for such mails could be obtained thereon from the United States postal officer, and the bill returned to this office. This will be arranged.

I have, &c.,

H. Stephenson Smith, Esq.

W. GRAY, Secretary.

Resident Agent for New Zealand, San Francisco.

No. 260.

The SECRETARY, General Post Office, Wellington, to the GENERAL SUPERINTENDENT, Canadian Pacific Railway Company, Vancouver.

SIR,—

General Post Office, Wellington, 13th January, 1899.

I have the honour to acknowledge, with thanks, the receipt of your letter of the 26th November last, with reference to a suggestion by the Resident Agent for this colony at San Francisco for minimising the delay to the colonial homeward mails *via* Vancouver which occurs at Moose Jaw through the detention of the Soo line train.

I note that the delay, which is slight, cannot be avoided.

I have, &c.,

The General Superintendent.

W. GRAY, Secretary.

Canadian Pacific Railway Company, Vancouver, B.C.

No. 261.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

(Telegram.)

Wellington, 30th January, 1899.

ASCERTAIN and telegraph at what hour "Aorangi's" mail arrived New York.

No. 262.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

San Francisco, 31st January, 1899.

MAILS arrived and forwarded "Saale" 10 a.m.

No. 263.

The SECRETARY, General Post Office, Wellington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 1st February, 1899.

I have the honour to confirm my cable message to you of the 30th ultimo.

I should be obliged if you would obtain and forward to me by return mail a copy of the

Canadian Pacific Railroad Company's time-table showing the changes recently made in the running of the trains.

H. Stephenson Smith, Esq.,
Resident Agent for New Zealand, San Francisco, Cal.

I have, &c.,
W. GRAY, Secretary.

No. 264.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 4th February, 1899.

I have the honour to acknowledge the receipt of your communication of the 31st December, referring to a statement contained in a communication dated the 19th May last, in respect to a delayed arrival of the Canadian Pacific express at Vancouver, B.C.

In reply, I would state that the statement referred to was contained in a private communication of the date mentioned, and was the result of my experience while travelling in a private capacity from Montreal to Vancouver; and, further, that the delay mentioned did not occur upon any date upon which mails were being conveyed to connect with the Australian steamers. The delay mentioned was on the 17th April.

I do not see that I can modify my statement that the delay occurred on this date, nor that delays at that time were not unusual; and, further, that upon that occasion, at any rate, defective motive-power was a contributing factor in that delay. In regard to the question as to whether at that time delays were "not unusual," probably the Canadian Pacific Railway Company can refute the statement by furnishing a schedule of the arrivals at Vancouver during the months of March and April, 1898. I am, however, of the impression that my informants were not altogether mistaken in this respect.

I have, &c.,
W. Gray, Esq., Secretary, General Post Office, Wellington, New Zealand.
H. STEPHENSON SMITH, Resident Agent.

No. 265.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 4th February, 1899.

I have the honour to acknowledge the receipt of your cable of the 30th January. As the mails were not due at New York until the morning following the receipt of this cable, I was not enabled to reply until next day, when I wired as follows: "Mails arrived and forwarded 'Saale,' 10 a.m., 31st January." All of which I beg to confirm, the code-words used being from the ABC commercial code.

The last homeward San Francisco mails *ex* "Mariposa" arrived on the other side as follows: The English portion per "St. Louis" early on the morning of the 27th January, and the Irish portion per "Germanic" on the night of the 26th. In neither case were the mails delivered on time-table dates, no doubt on account of the severe weather then prevailing on the Atlantic.

I have, &c.,
H. STEPHENSON SMITH, Resident Agent.
W. Gray, Esq., Secretary, General Post Office, Wellington.

No. 266.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 20th February, 1899.

I have the honour to acknowledge the receipt of your favour of the 13th ultimo, in reference to some suggestions contained in my report on the Canadian Pacific Railway of July last. I note that the Winnipeg manager of this railroad states it to be impossible to carry out the suggestion to permit the Soo connection at Moose Jaw to proceed first instead of twenty to thirty minutes after the Canadian Pacific. Without this gentleman's statement, I should have thought it possible to arrange the despatch of the Soo line train without delay.

In regard to the responsibility for the mails in transit in the express cars, referred to in my report, I would say that the information obtained by me from the mail-officers on the postal cars was to the effect that they did not have any charge nor consider that they assumed any responsibility for the through mails from or to Australia. A complete and detailed waybill will undoubtedly be a good system to adopt.

I have, &c.,
H. STEPHENSON SMITH, Resident Agent.
W. Gray, Esq., Secretary, General Post Office, Wellington, New Zealand.

No. 267.

The POSTMASTER, New York, to the SECRETARY, General Post Office, Wellington.

SIR,— Post Office, New York, 21st February, 1899.

I have to inform you that your request of the 12th ultimo, relative to advice by wire to the New Zealand Agent at Vancouver of time of arrival and departure of such mails at and

from New York, will be complied with, and information desired sent in "collect" telegrams.

Very respectfully,

C. VAN COTT, Postmaster.

The Secretary, General Post Office, Wellington, New Zealand.

No. 268.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 22nd February, 1899.

I have the honour to acknowledge the receipt of your letters of the 13th and 30th December, enclosing copy of correspondence with the Imperial Post Office on the subject of the despatch by Suez of mail-matter for New Zealand posted up to the Friday evening following the despatch by San Francisco. The decision of the London Post Office has been noted.

I enclose herewith for your information a return [not printed] showing the number of letters, &c., received from London *via* Vancouver from the 10th September last to date, from which it will be seen that the new arrangement has resulted in a marked decrease of the volume of correspondence for this colony sent by way of Canada.

I have, &c.,

W. C. WALKER, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 269.

The POSTMASTER, Vancouver, to the SECRETARY, General Post Office, Wellington.

SIR,—

Post Office, Vancouver, B.C., 8th March, 1899.

With further reference to your letter of the 3rd October last [No. 18, F-6B., 1898] asking me to communicate with the Canadian Pacific Railway authorities and manage, if possible, to have the present arrangements of having the mails for New Zealand from Great Britain forwarded as received, I beg to enclose a communication regarding the matter received from Mr. Marpole, the general superintendent.

I have, &c.,

FRANCIS E. HARRISON, Assistant Postmaster.

W. Gray, Esq., Secretary,

Post and Telegraph Department, Wellington, New Zealand.

Enclosure in No. 269.

The GENERAL SUPERINTENDENT, Canadian Pacific Railway Company, Vancouver, to the POSTMASTER, Vancouver.

Canadian Pacific Railway Company, Office of the General Superintendent, Vancouver, B.C., 14th February, 1899.

DEAR SIR,—

I return you the letter of Mr. Gray, Secretary of the Post and Telegraph Department of New Zealand, dated the 3rd October last, in reference to the New Zealand mail. You will recollect it was mentioned in previous correspondence that it was the intention of our company to hold back the first batch of mails at St. Paul until the second lot came forward, and on completion of my inquiry I find that the Australian and New Zealand mail usually consists of two lots, and these have been arriving from two to five days apart (usually two days apart), and no change has been made in this respect.

The enclosed memorandum [not printed] shows the dates of the arrival of these mails and the dates the steamers sailed.

Yours truly,

J. Miller, Esq., Postmaster, Vancouver.

R. MARPOLE, General Superintendent.

[Read here No. 196, and enclosures.]

No. 270.

The GENERAL SUPERINTENDENT, Canadian Pacific Railway Company, Vancouver, to the NEW ZEALAND MAIL AGENT, Wellington.

Canadian Pacific Railway Company (Pacific Division), Office of the General Superintendent, Vancouver, B.C., 7th April, 1899.

DEAR SIR,—

Replying to your letter of the 9th March [not printed], informing me that the first portion of the British mails for the colonies, due here Tuesday previous, did not arrive here until the 9th March, and stating that they should have arrived earlier, I have inquired into the reason for this mail, consisting of thirty-nine sacks, being delayed. This mail was held up at Minneapolis from the 3rd March to the 6th March, on which date the thirty-nine sacks were despatched along with 171 sacks which arrived there on that date. This delay was caused by there not being room in the mail compartment of the regular car, and it would have been necessary to send a special car to accommodate it, which the Soo Line Railway Company were not willing to do.

It was mentioned in a previous communication that the first instalments of mail would be brought through to Vancouver whenever it could be accommodated in the regular mail-car, but that we could not undertake to haul special cars with small lots of mail.

Yours truly,

R. MARPOLE, General Superintendent.

Mr. R. L. Martin, New Zealand Mail-agent, Wellington, New Zealand.

PAYMENT OF SUBSIDY.

No. 271.

The GENERAL MANAGER, New Zealand Shipping Company, Christchurch, to the SECRETARY,
General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
2nd August, 1898.

SIR,—

I have the honour to hand you herewith statement showing amount of subsidy due to the Canadian-Australian line to date, and shall feel obliged if you will pass the voucher, and forward a cheque . . . in settlement of same.

I have, &c.,

ISAAC GIBBS,

General Manager for Colonies.

The Secretary, General Post Office, Wellington.

No. 272.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES,
New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 8th August, 1898.

I have the honour to acknowledge the receipt of your letter of the 2nd instant, forwarding a claim . . . in respect of the subsidy for the conveyance of New Zealand mails between Wellington and Vancouver by steamers of the Canadian-Australian Royal Mail Steamship Company.

In reply, I beg to remind you that, as the "Miowera," which, according to time-table, should have sailed from Wellington on the 26th May last, did not leave until the 28th idem, two days afterwards, a penalty of £100 for the first day, and £20 for the second, was thereby incurred. A voucher will therefore be prepared for the amount claimed, less the penalty in question.

I have, &c.,

W. GRAY, Secretary.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

No. 273.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch,
the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
19th August, 1898.

SIR,—

I have the honour to acknowledge receipt of your letter of the 8th instant, intimating that a penalty of £120 would be enforced against the "Miowera" for late departure from Wellington for Vancouver on the 28th May last.

The detention of that steamer at Sydney was owing to a defect in her machinery, which was not discovered until too late to repair it and despatch the steamer on time-table date, and under the circumstances we respectfully ask you to kindly obtain the permission of the Hon. the Postmaster-General to remit the penalty referred to.

I may say that the Postmaster-General of New South Wales has not enforced any penalties against the Canadian-Australian R.M.S. Company; and for your information I beg to hand you copy of letter of 8th instant, addressed by the Deputy Postmaster-General of that colony to Messrs. Burns, Philp, and Co., Sydney, waiving the penalty incurred in connection with the voyage of the s.s. "Aorangi" in December last.

We trust the Hon. the Postmaster-General for New Zealand will, upon further consideration, also agree to waive all penalties which have been incurred in connection with the Vancouver mail-service.

With reference to the departure of the s.s. "Warrimoo" from Vancouver on the 30th ultimo, two days late, we are advised that the detention was caused through the late arrival of the mails at that port from England.

I have, &c.,

ISAAC GIBBS, General Manager.

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

Enclosure in No. 273.

The DEPUTY POSTMASTER-GENERAL, Sydney, to MESSRS. BURNS, PHILP, AND Co., Sydney.

Postal and Electric Telegraph Department, General Post Office,
Sydney, 8th August, 1898.

GENTLEMEN,—

Referring to your communication of the 28th ultimo, regarding the penalty incurred in connection with the voyage made by the s.s. "Aorangi" in December last, I am directed to inform you that, the matter having received further consideration, the Postmaster-General has decided to waive the payment by you of such penalty.

I have, &c.,

S. H. LAMPTON, Deputy Postmaster-General.

Messrs. Burns, Philp, and Co. (Limited), Sydney.

No. 274.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES,
New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 25th August, 1898.

I have the honour to acknowledge the receipt of your letter of the 19th instant, asking that the penalty of £120 imposed for the "Miowera's" late departure from Wellington for Vancouver on the 28th May last might be waived.

In reply, I have to inform you that the request will be considered.

I have, &c.,

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

W. GRAY, Secretary.

No. 275.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 25th August, 1898.

I have the honour to inform you that a request has been received from the general manager of the New Zealand Shipping Company in this colony that the penalty enforced for the "Miowera's" late departure from Wellington for Vancouver on the 28th May last might be waived, on the ground that the detention at Sydney with consequent late departure hence was due to a defect in the vessel's machinery, which was not discovered until too late to repair to enable the steamer to leave on schedule date.

I shall be glad if you will inform me what your department purposes doing in respect of the delay on the occasion in question, and whether penalties for late departures of the Vancouver steamers have been or are to be enforced.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 276.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

Postal and Electric Telegraph Department, General Post Office,

SIR,—

Sydney, 5th September, 1898.

Referring to your communication of the 25th ultimo, inquiring what this department purposes doing respecting the delay in departure of the s.s. "Miowera" on the voyage commenced here in May last, and whether penalties for late departures of the Vancouver steamers have been or are to be enforced, I have the honour to explain that this office does not impose a penalty for late departure from Sydney. When one of the steamers in question starts late the contractor furnishes an explanation of the cause of the delay. In view of the pioneer character of the line, more attention is paid to the time occupied in performance of the voyages to and from Sydney and Vancouver than to unavoidable delay in starting, as it is upon this time that payment of subsidy is adjusted.

It is presumed that, under its contract with the Canadian Government, the company is also liable to a penalty for late arrival of its steamers at Vancouver.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 277.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, to the Hon. the POSTMASTER-GENERAL, Wellington.

New Zealand Shipping Company (Limited), Christchurch,

SIR,—

12th September, 1898.

I have the honour to inform you that in a letter dated London 30th July the official liquidator of the Canadian-Australian Royal Mail Steamship Company (Limited) advises us that the Canadian Government have now paid the subsidy due . . . in full, without deducting penalties.

In view of the fact that both the Canadian and New South Wales Governments have paid their subsidies in full, I have the honour to respectfully ask your reconsideration of the question of penalties, and I trust, under the circumstances, you will see your way to remit the penalties which have been deducted from the amount of subsidy paid by you to the Canadian Royal Mail Steamship Company.

I have, &c.,

ISAAC GIBBS, General Manager.

The Hon. the Postmaster-General, Wellington.

No. 278.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 15th September, 1898.

I have the honour to acknowledge the receipt of your letter of the 5th instant, in reference to the late departure of mail-steamers for Vancouver, and note your remarks on the subject of enforcing penalties therefor.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 279.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,— General Post Office, Wellington, 17th September, 1898.

I have the honour, by direction, to acknowledge the receipt of your letter of the 12th instant, asking that, as the Canadian and New South Wales Governments have paid the full amounts of subsidy to the Canadian-Australian R.M.S. Company, the amounts deducted by this department by way of penalty might be remitted.

In reply, I am to say that the matter will receive consideration.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

I have, &c.,
W. GRAY, Secretary.

No. 280.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the SECRETARY, General Post Office, Wellington.

New Zealand Shipping Company (Limited), Christchurch,
3rd May, 1899.

SIR,—

Referring to your letter of the 17th September last, I have now the honour to again respectfully apply for the remission of the penalties deducted from the subsidy paid by you to the Canadian-Australian line, and I trust that you will now see your way to refund the amount.

The Secretary, General Post Office, Wellington.

I have, &c.,
ISAAC GIBBS, General Manager.

No. 281.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 19th June, 1899.

With reference to your letter of the 3rd ultimo, and previous correspondence, on the subject of the penalties incurred by the Canadian-Australian Royal Mail Steamship Company, I have now the honour to inform you that the Postmaster-General regrets he does not see his way to remit the penalties.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

I have, &c.,
W. GRAY, Secretary.

INTERCOLONIAL SERVICE CONNECTING WITH FEDERAL SERVICE.

No. 282.

Mr. J. DUTHIE, M.H.R., to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Wellington, 11th April, 1899.

While the colony's British postal requirements were being fully met by a fortnightly service *via* America, little attention was generally given to the dates of despatch to connect *via* Suez. It appears, however, that the overland mail now closes at Sydney every Tuesday, and, since the quickest despatch to catch it for probably two-thirds of New Zealand is the direct steamer from Wellington, it becomes very important that this service should be altered to close here every Thursday in place of Saturday, as at present.

The matter will no doubt always have had your attention, and the alteration is not urgent for this or the following week, since there will be the outward San Francisco mail on Saturday first; but I would be glad to learn, for the information of the community, what arrangements are being made to make the best of the Australian route in the immediate future for both inward and outward mails while there is, as now, only a monthly American service.

The Hon. the Postmaster-General, Wellington.

Yours, &c.,
JNO. DUTHIE.

No. 283.

The SECRETARY, General Post Office, Wellington, to Mr. J. DUTHIE, M.H.R., Wellington.

SIR,—

Despatch of Homeward New Zealand Mails by Suez Service.

General Post Office, Wellington, 11th April, 1899.

I have the honour, by direction, to acknowledge the receipt of your letter on the above-noted subject.

The matter is receiving consideration, and a reply will be sent at an early date.

John Duthie, Esq., M.H.R., Wellington.

I have, &c.,
W. GRAY, Secretary.

No. 284.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 11th April, 1899.

WE have been asked whether it is not possible to arrange with you for a more prompt connection with the homeward Suez mail at Sydney or Melbourne. It is suggested, in connection with your Wellington-Sydney service, that if the departure of the steamers hence were changed from Saturday to Thursday this would meet what is desired, as the mails would be delivered in Sydney on Monday in ample time to connect with the mail leaving there the following day. I should be glad, therefore, if you would give this proposal consideration, and let me know whether you can see your way to make this or any other alteration which would secure what is wanted, and on what terms.

No. 285.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 14th April, 1899.

THE present time-table running of our steamers is that which is most suitable and economical for the trade, and to alter it in order to make closer connection with Federal service either at Sydney or Melbourne would entail great inconvenience, besides considerable expense during winter months. Trade does not warrant weekly service to Melbourne and Sydney, and it is therefore reduced to ten-days service. Furthermore, the five steamers which maintain weekly service during summer could not be relied upon to do so in winter, when delays are caused through bad weather at sea, also wet days in port; and when large cargoes of produce have to be handled, especially with the present inadequate railway facilities to insure the connection. Your wish, therefore, would compel us to run weekly service all the year around, and also necessitate during winter keeping an additional steamer in reserve available at all times so as to insure non-interruption of service. I am not prepared to say at the moment what subsidy we would require, but it would be at least from twelve to fifteen thousand.

No. 286.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 14th April, 1899.

SUEZ service connection: I fully recognise the difficulties, especially during the winter months, when the Bluff-Melbourne and Wellington-Sydney running will be reduced to once in ten days. A weekly connection, however, is not desired; and if you could see your way to have a fixed departure from Wellington to Sydney every fourth Thursday, on the second Thursday following the despatch of Frisco mail, this should prove a satisfactory arrangement. When the time comes around again for the Sunday arrival in London this would give about a thirty-seven days through service with a delivery ten days before arrival of succeeding Frisco mail. A four-weekly service from Bluff, on the second Tuesday after despatch of Frisco mail, should suit almost as well, assuming that your Saturday-night service hence to Lyttelton is to be continued. I take it that the Auckland-Sydney weekly service will not be disturbed; and were the Auckland sailing-day made Wednesday a fairly satisfactory connection would be secured. I should be glad if you would consider these suggestions, and let me have your views as early as convenient.

No. 287.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited), Dunedin,

SIR,—

26th April, 1899.

Your proposal that we should alter our dates of sailing from Wellington to Sydney so as to secure to you a connection with the Federal mail-service, leaving Wellington on Thursday each fourth week, and thus afford an alternate departure with the monthly San Francisco mail, has been under consideration.

As already advised you, the present time-table running of our steamers is that which is the most suitable and economical for our trades, and to meet your requirements would not only entail a recasting of our entire intercolonial service, but, as trade does not warrant running more than a ten-days service between Wellington and Sydney during the winter months, it would necessitate maintaining a weekly service all the year round. The latter would be needful in order to give a fixed day of departure—a ten-day service would fall upon the same day once in three weeks.

For this service we shall require a subsidy of £1,000 per month, and for this we will maintain a weekly service, and give you a fixed departure each fourth Wednesday (not Thursday).

This service would practically afford you the advantage of a weekly connection with the Federal mail-service, as the mails could leave Invercargill by train on Mondays, Dunedin and Christchurch on Tuesdays, and overtake steamer from Wellington on Wednesdays. Steamers from Auckland will probably continue to run as hitherto. If, however, our offer is entertained, the day of departure from the Bluff will necessarily be altered.

I have, &c.,

JAMES MILLS, Managing Director.

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

No. 288.

THE SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Extract from unofficial letter.) General Post Office, Wellington, 28th April, 1899.
 I AM disappointed at your Suez service proposals. As already indicated, we do not want a weekly connection, and I think, even by reducing your time to ten days you might be able to arrange for the steamers for Sydney leaving here, say, every alternate Wednesday and Saturday. We should only require one fixed Wednesday departure in the month. If this cannot be arranged, then I think there is little chance of coming to terms. While your proposals may be worth £12,000 a year to yourselves, certainly the connection would not be worth anything like that to the Government. Your sailings from Sydney and Melbourne answer admirably for the incoming mails, and I should be glad to learn that on further consideration you will be able to see your way to arrange as I have suggested—that is, to despatch your Sydney boat from here every fourth Wednesday.

No. 289.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Extract from unofficial letter.) General Post Office, Wellington, 11th May, 1899.
 I SUPPOSE you have not yet had the time to thresh out your winter intercolonial running. In any case, I hope that you will have matters so far advanced as to be able to arrange for a steamer leaving here on Thursday, 25th instant. I fully realise your difficulties, but I trust you will find they are not so great as you originally anticipated. If you start your running from the 25th, the other dates you gave should answer. In respect of the sailing from Wellington on Saturday, 10th June, I would propose for that month to send the mails to Auckland for transmission by the steamer which I understand you can arrange for Tuesday the 20th. Under this arrangement the mails would leave Dunedin Saturday, and Wellington Monday.

No. 290.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.) Dunedin, 15th May, 1899.
 REFERRING your private letter eleventh will maintain weekly service Sydney meantime, so that there will be no steamer from Wellington Thursday 25th. There may be some risk about sending mails per "Mararoa" from Auckland 22nd instant, as if "Perthshire" is not heard of by that time I shall allow captain take northerly course in hope of picking her up and if she does so her arrival in Sydney may be delayed or she might return with the "Perthshire" to Auckland.

No. 291.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Extract from unofficial letter.) Dunedin, 17th May, 1899.
 I AM sorry I have not done any more *re* Cook Strait service. Meanwhile we are struggling on with the weekly service calling at Sydney, &c. The "Waikare," however, is to be withdrawn next month. I mentioned in my telegram that in case you thought of sending mails by the "Mararoa" from Auckland next Monday we propose to allow her to cruise a little to the northward, extending her passage by twelve to twenty hours, in the hope of picking up the "Perthshire." If she does this she will not catch the mail.

No. 292.

The SECRETARY, General Post Office, Wellington, to the MANAGING DIRECTOR, Union Steam Ship Company, Dunedin.

(Extract from unofficial letter.) General Post Office, Wellington, 19th May, 1899.
 I HOPE you will be able to settle the intercolonial running before the arrival of the next San Francisco mail, and let me know what you are likely to do about a Suez connection. The "Mararoa," having to search for the "Perthshire," could not be depended upon, and it was fortunate that we could fall back upon the "Upolu" and "Warrimoo."

No. 293.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Unofficial.) Union Steam Ship Company of New Zealand (Limited),
 DUNEDIN, 25th May, 1899.
 DEAR MR. GRAY,—
 I have been studying the intercolonial time-table a little further during the past few days, and have decided to bring in the ten-days service about the middle of June. As far as I can see, the dates from Wellington cannot be made to suit you in June or July. In August, though, the departures from Wellington will be on a Thursday to suit you. I hope to have the time-table matured in a day or two, and will advise you what we can do.
 Yours truly,
 W. Gray, Esq., Wellington. J. MILLS.

No. 294.

The Hon. the POSTMASTER-GENERAL to Mr. JOHN DUTHIE, M.H.R.

SIR,—

General Post Office, Wellington, 3rd July, 1899.

I have the honour to refer to your letter of the 11th April last, on the subject of an intercolonial service from Wellington to connect with the Federal outward mails at Sydney, and to inform you that negotiations were entered into and are still pending with the Union Steam Ship Company to this end; but I regret that it has not been possible so far to come to terms with the company, as it had decided not to continue the weekly services to Sydney and Melbourne during the winter months. It is, however, hoped that when the weekly running is reverted to it may be practicable to make arrangements for a regular and reliable connection with Sydney.

In the meantime, a fairly satisfactory alternate route has been secured by connecting with the outward Vancouver steamers at Sydney or Fiji. The Union Company's steamers timed to leave here in July and August should make a more or less suitable and close connection at Sydney with the Federal service.

I have, &c.,

R. J. SEDDON, Postmaster-General.

John Duthie, Esq., M.H.R., Parliament Buildings, Wellington.

WORKING MAIL-STEAMERS ON SUNDAYS.

No. 295.

The GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch, to the POSTMASTER-GENERAL, Wellington.

New Zealand Shipping Company, Christchurch (Limited),

SIR,—

14th December, 1898.

I have the honour to respectfully ask your assistance in obtaining the permission of the Commissioner of Customs and the Wellington Harbour Board to work the Canadian-Australian Royal Mail Company's steamers on Sunday when necessary.

Under the present time-table for the mail-service *via* Vancouver, should a steamer be more than twelve hours late from Vancouver she would be detained at Wellington some thirty hours before starting work, in consequence of the regulation prohibiting working on Sunday. This is a very serious delay for a mail-steamer, and, while it may not affect the delivery of mails for New Zealand, it is most disadvantageous for the Colony of New South Wales.

Every effort is being made to run the Canadian-Australian Company's steamers up to time-table dates, and it is not anticipated that we shall require to avail ourselves of the permission to work on Sunday, if granted, except in the case of detention of steamer at Vancouver for mails, or of some unavoidable delay on the passage to Wellington.

We trust you will see your way to lend your powerful assistance in the direction indicated above.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

ISAAC GIBBS, General Manager.

No. 296.

The SECRETARY, General Post Office, Wellington, to the CHIEF POSTMASTER, Auckland.

(Telegram.)

Wellington, 20th December, 1898.

HAS it been, and is it still, the practice of the Harbour Board to permit the Frisco mail-steamers, when they may arrive on Sunday, to discharge and leave same day?

No. 297.

The CHIEF POSTMASTER, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 20th December, 1898.

IT has been, and still is, practice of Harbour Board to allow Frisco mail-boats to discharge cargo and load on Sundays. This is a special concession not granted to other steamers.

No. 298.

The SECRETARY, General Post Office, Wellington, to the CHAIRMAN, Wellington Harbour Board, Wellington.

SIR,—

General Post Office, Wellington, 31st December, 1898.

I am directed to forward you copy of a letter from the general manager of the New Zealand Shipping Company, drawing attention to the serious delays to the Vancouver mail-steamers whenever they arrive here on Sundays, because of the Board's regulation prohibiting the

discharging of vessels on Sundays. I also enclose statement [not printed] showing the dates on which the Vancouver steamers reached here on Sunday during the present year, and their time of departure for Sydney.

I have to point out that the delays in question prevented the steamers reaching Sydney before Friday or Saturday, which, from the fact that the outward San Francisco mail leaves Sydney the following Monday, is a matter of considerable moment to the business-people of New South Wales, as the detention here minimises the interval for replies.

It is observed that your Board has already had the matter under consideration, and agreed that the steamers should be allowed to discharge into a hulk moored in the stream. The manager here for the New Zealand Shipping Company points out, however, that, apart from the inconvenience of the proposal, there is no hulk here suitable for the purpose, and that it would be undesirable to transfer perishable cargo, such as fruit, to a hulk used as a collier. Under these circumstances the Postmaster-General would be glad if the Board could see its way to reconsider the matter, so as to allow the landing of cargo at one or other of the wharves, and otherwise facilitate the discharging and the prompt departure of the Vancouver steamers arriving here on Sunday.

I have to add that such facilities are granted by the Auckland Harbour Board whenever the San Francisco mail-steamers arrive there on Sunday.

The Chairman, Wellington Harbour Board, Wellington.

I have, &c.,

W. GRAY, Secretary.

No. 299.

The SECRETARY, Wellington Harbour Board, Wellington, to the SECRETARY, General Post Office, Wellington.

SIR,—

Wellington, 6th January, 1899.

I have to acknowledge your letter of the 31st ultimo, addressed to the Chairman of the Wellington Harbour Board, drawing attention to serious delays to the Vancouver mail-steamers when they arrive here on Sundays, because of an alleged regulation of the Board prohibiting the discharge of vessels on Sundays. I shall have pleasure in placing the matter before the Board at its next meeting, but in the meantime desire to obtain some further information from you for the Board's consideration.

You are in error in thinking that the primary obstacle to the working of cargo on Sundays lies with the regulation of the Board. It is true that the Board have a by-law fixing the hours of business (which excludes Sundays), but they have not yet had under their consideration the advisableness of altering this regulation with the view to enable mail-steamers to work cargo on Sundays, because they are advised that such action would be illegal, and that until the law of the colony is altered to enable Sunday work to be carried out they are unable to authorise work to be executed on that day.

The Board are advised that Sunday work is prohibited under the provisions of "The Police Offences Act, 1884," clause 16 of which provides a penalty for working on Sundays. I enclose you a copy thereof [not printed], whereon I have underlined in red ink the words which appear to bear on this subject, and which then read as follows: "Any person who on Sunday, in view of any public place, works at his calling shall be liable to a penalty not exceeding one pound; but nothing herein contained shall apply to works of necessity, or to persons employed on steamers, vessels, or boats."

When the New Zealand Shipping Company, on behalf of the Vancouver mail-service, approached the Board recently on this subject, asking that they might be permitted to work cargo on Sundays out of vessels arriving from Vancouver, the Board directed that a reply should be sent to them stating that Sunday work on the wharves was an offence under "The Police Offences Act, 1884," and that the Board had therefore no discretion in the matter, and to point out to them that the cargo could be landed into a lighter or hulk, and suggesting that this course should be adopted.

The Board are advised that work on the wharf, even in the receipt of cargo from a mail-steamer, cannot be considered a "work of necessity," and they are also advised that the exemption in "The Police Offences Act, 1884," to persons employed on steamers, vessels, or boats would not extend to persons employed upon a wharf. The Board therefore suggested a practical method out of the difficulty by proposing that on those few occasions where it became desirable to work cargo on a Sunday the cargo should be placed overside into a lighter or hulk. I think that the difficulty raised by the local manager of the New Zealand Shipping Company (Limited)—that there is no hulk here suitable for the purpose—is scarcely as solid an argument as I should have expected. Even admitting that it is undesirable to transfer perishable goods to coal-hulks, there at present is in the harbour the hulk "Rowena," specially fitted for the handling of cargo; and also the store-ships "Arawata" and "William Manson," which could be fitted at a small cost, as well as the barque "Coromandel." No doubt certain expenditure would be involved in fitting these vessels for this special trade, and if the use for a store-ship was a rare occurrence the company might not be justified in the expenditure.

I note in your letter that you state that facilities for handling cargo are granted by the Auckland Harbour Board whenever the San Francisco mail-steamers arrive in Auckland on a Sunday. I shall be obliged to you if you will furnish me with a return showing whether this facility has been granted since the passing of the Police Offences Act of 1884; and, if so, how often and to what extent.

I would also be obliged to you if you could furnish me, for the information of the Board, with the times and dates of arrival of the "Aorangi," "Warrimoo," and "Miowera" at Sydney on the three trips in April, May, and October respectively, when they did not sail from Wellington

until early on the Monday morning. It appears to me that a mail-steamer ought to be able, under such circumstances, to make the passage from Wellington to Sydney in four days; and, if that is so, these boats would have arrived in Sydney early upon the morning of the Friday following their departure from Wellington.

Trusting that you may be able to point out to the Board that they are exempt from the provisions of the Police Offences Act, and that they have a discretion in dealing with this matter, when I can assure you that your suggestions will meet with every careful consideration from the Board.

I am, &c.,

WILLIAM FERGUSON, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

No. 300.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Wellington Harbour Board, Wellington.

SIR,—

General Post Office, Wellington, 11th January, 1899.

I have the honour to acknowledge the receipt of your letter of the 6th instant in reference to mine of the 31st ultimo, in connection with the appeal to your Board to grant facilities for landing cargo from the Vancouver mail-steamers when they arrive here on Sundays.

It had been understood that your Board's by-law prohibiting the discharging of cargo on Sundays was framed irrespective of the provisions of "The Police Offences Act, 1884," with the intention of minimising Sunday labour; but it was thought that, under the exceptional circumstances mentioned by the New Zealand Shipping Company, the discharging of a Vancouver mail-steamer on a Sunday to enable her to continue her voyage might be regarded as a work of necessity. This, apparently, is the position taken up by the Auckland Harbour Board, which, I am informed, has not experienced, and does not anticipate, any difficulties under "The Police Offences Act, 1884."

From the accompanying statement [not printed] it will be seen that the San Francisco mail-steamers on twelve occasions have been discharged and coaled at Auckland on Sundays since 1886.

As desired, I have also to inform you that the "Aorangi," in April last, reached Sydney at 6.35 a.m. on Friday; the "Warrimoo," in May, at 11.20 p.m. on Saturday; and the "Miowera," in October, at 11.20 a.m. on Friday.

I have, &c.,

The Secretary, Wellington Harbour Board, Wellington.

W. GRAY, Secretary.

No. 301.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington
Postal and Electric Telegraph Department, General Post Office, Sydney,

21st January, 1899.

SIR,—

I am directed to inform you that representations have been made to this department by the managing agents in Sydney of the Canadian-Australian Royal Mail line that the steamers of that line are occasionally delayed at Vancouver by the late arrival of mails; consequently they arrive late at Wellington, which necessitates the discharge of cargo and other work being performed there after the ordinary Customs working-hours.

They therefore desire that facilities may be afforded by the Government of your colony which will enable the working of these steamers at Wellington to be expedited as much as possible at any time outside the ordinary Customs working-hours, so as to avoid delay in delivery of the mails in Sydney; and the Postmaster-General will be glad if their wishes in the matter can be complied with.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 302.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 28th January, 1899.

I have the honour to acknowledge the receipt of your letter of the 21st instant, stating that representations had been made to your department by the managing agents in Sydney of the Canadian-Australian Royal Mail Steamship Company that the steamers of that line, when they arrive late, are occasionally delayed through being unable to discharge cargo after ordinary Customs working-hours.

In reply, I have to inform you that it is the Harbour Board, over which this department has no control, and not the Customs Department, that is concerned in the matter. There would be no trouble with the Customs, but the Harbour Board's by-laws prevent steamers discharging cargo at the wharf on Sunday, and the Board refuses to relax its regulations in favour of the Vancouver mail-steamers being unloaded when they arrive on that day. The Board has been approached on the matter, with the view of facilitating the transmission of the mails from Vancouver for Australia, but it is regretted that the desired permission to work the vessels on Sunday cannot be obtained.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 303.

The SECRETARY, Wellington Harbour Board, to the SECRETARY, General Post Office, Wellington.

SIR,—

Wellington, 30th January, 1899.

I have to acknowledge yours of the 11th January on the subject of the working of cargo out of the Vancouver mail-steamers on Sundays. The whole of the correspondence was considered by the Board very carefully at its meeting on Thursday last, when a decision was arrived at that they would adhere to their previous conclusion as contained in the reply already sent to the New Zealand Shipping Company (Limited), to the effect that they were advised that working on the wharf on Sunday is illegal under the Police Offences Act, and that they are therefore powerless in the matter.

I may, however, inform you for your information that the feeling of the members of the Board was practically unanimous against any Sunday work in connection with the Vancouver mail-service, or in any other respect, except that which is an absolute work of necessity, and that the impression left on my mind is that, even if the Government in the ensuing session of Parliament modify the Police Offences Act so as to legalise Sunday work, the Board would be unwilling to modify their by-laws. It is, however, quite competent for the Government to pass a Bill making it compulsory upon the Board to receive cargo on Sundays, if they deem that course to be desirable.

Thanking you for the information forwarded in your letters,

I have, &c.,

WILLIAM FERGUSON, Secretary.

The Secretary, Post and Telegraph Department, Wellington, New Zealand.

No. 304.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER for the COLONIES, New Zealand Shipping Company, Christchurch.

SIR,—

General Post Office, Wellington, 2nd February, 1899.

Adverting to your letter of the 14th December last, asking for the assistance of the Postmaster-General in obtaining permission of the Commissioner of Customs and of the Wellington Harbour Board to work the Canadian-Australian Royal Mail steamers on Sunday when necessary, I have the honour to inform you that the Harbour Board was urged to grant the concession desired, but I regret that it will not afford facilities for discharging the steamers on Sunday beyond agreeing to the transfer of the cargo to a hulk in the stream. The Customs Department would raise no difficulty were the Board to amend its by-laws.

I have, &c.,

W. GRAY, Secretary.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

No. 305.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

Postal and Electric Telegraph Department, General Post Office, Sydney,

SIR,—

6th February, 1899.

I have the honour to acknowledge the receipt of your communication of the 28th ultimo, intimating that the by-laws of the Harbour Board at Wellington prevent steamers discharging cargo at the wharf on Sunday, and to thank you for the efforts made by your department in connection with the matter.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

Approximate Cost of Paper.—Preparation, not given; printing (1,450 copies), £50 2s.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1899.

Price 1s. 9d.]