

1900.
NEW ZEALAND.

OCEAN MAIL-SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6A, presented on the 8th August, 1899.]

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

INDEX.

	Page
SAN FRANCISCO MAIL-SERVICE—	
Renewal with Union Company. Oceanic Company's Offer :—Increased Frequency and Speed. Southern	1
Parts of Colony on Present Time-table.. .. .	15
London Despatch. Departure from American Ports	24
INTERCOLONIAL SERVICE.—SERVICES <i>via</i> AUSTRALIA ALTERNATING WITH SAN FRANCISCO	33
INTERPROVINCIAL SERVICE	33

SAN FRANCISCO MAIL-SERVICE.

RENEWAL WITH UNION COMPANY. OCEANIC COMPANY'S OFFER :—INCREASED FREQUENCY AND SPEED. SOUTHERN PARTS OF COLONY ON PRESENT TIME-TABLE.

No. 1.

The AGENT-GENERAL to the Hon. the PREMIER.

SIR,— 13, Victoria Street, Westminster Chambers, S.W., London, 18th May, 1899.
Referring to your letter of the 29th March last [No. 81, F.-6, 1899], I beg herewith to transmit copy of correspondence with the London General Post Office respecting the proposal to establish a fortnightly mail-service by way of San Francisco.

From the result of an interview with one of the Secretaries at the General Post Office, I am of opinion that the assistance which may be expected to be given by the Imperial postal authorities to a fortnightly service *via* San Francisco will not go beyond the Postal Union conditions and regulations. Moreover, I think it will be found that they will, if possible, avoid sending all the mails by that route if it can be proved that by sending *via* Suez and Australia the mails would reach their destination in a shorter time.

I enclose herewith copy of an advertisement which appeared in the *Times* of the 17th instant, by which it will be seen that the liquidator of the Canadian-Australian Royal Mail Steamship Company gives notice that he proposes to offer for sale by tender the steamers, business, good-will, and property of the company.

The Hon. the Premier, Wellington.

I have, &c.,

W. P. REEVES.

Enclosure 1 in No. 1.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,— 13, Victoria Street, S.W., 12th May, 1899.
I am directed by the Agent-General to inform you that the withdrawal of the mail-service to New Zealand *via* Vancouver renders it probable that a proposal for the establishment of a fortnightly service by way of San Francisco will be brought under the consideration of the New Zealand Parliament at its approaching session in June next.

In view of such action the Agent-General has been instructed by his Government to ascertain what support would be given by the Imperial Government to a fortnightly service by the above-mentioned route.

In my letter to you of the 23rd March last [not printed: see Nos. 53-63, F.-6, 1899] I intimated that, in view of the acceleration of the railway service between San Francisco and New York, the mails from New Zealand would leave Auckland two days later; and, in reference thereto, it is satisfactory to note that the time taken in the transmission of the mails to London has thus been considerably reduced. A similar acceleration has also taken place as regards the outward mails to New Zealand.

1—F. 6.

As at present arranged, all letters posted in London prior to the despatch of the present four-weekly mail *via* San Francisco are forwarded by that route, and it is therefore assumed that a similar arrangement would be carried into effect in case a fortnightly mail is established, so that all letters, &c., for New Zealand, unless specially superscribed to go by another route, would be forwarded *via* San Francisco.

The Agent-General has been desired by his Government, in view of the near approach of the session of the New Zealand Parliament, to request the favour of an early reply as regards the amount of support which the Imperial Government would be prepared to give in aid of a fortnightly service.

The Secretary, General Post Office, E.C.

I am, &c.

WALTER KENNAWAY.

Enclosure 2 in No. 1.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 17th May, 1899.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 12th instant, stating that a proposal for the establishment of a fortnightly mail-service between New Zealand and the United Kingdom *via* San Francisco is likely to be brought under the consideration of the colonial Parliament during its approaching session, and inquiring what support would be given by the Imperial Government to such a fortnightly service.

In reply, I am to inform you that the Postmaster-General does not think Her Majesty's Government, having provided a regular weekly service to Australasia *via* Suez has any reason to be anxious for a duplication of the mail-service between the colony and the Mother-country *via* San Francisco. He cannot, therefore, hold out any hope of direct support for such duplication from Imperial funds; but if, in the interests of the colony, a fortnightly instead of a monthly service were established by that route, it might be considered to what extent the proposed additional service could be used advantageously for mails at present sent *via* Suez.

In considering any diversion of the mails, the Postmaster-General would necessarily desire to examine the advantages which the western route might offer, as compared with the eastern route; and, in order that he may be in a position to arrive at a conclusion on this point, I am to request that you will be good enough to supply him with detailed information showing, week by week, the expected working of the service between this country and New Zealand by the San Francisco route, as compared with that of Suez.

Any returns which you can supply relative to the past would also be useful.

The Agent-General for New Zealand.

I am, &c.,

H. BUXTON FORMAN.

Enclosure 3 in No. 1.

The SECRETARY to the AGENT-GENERAL to the SECRETARY, General Post Office, London.

SIR,—

13, Victoria Street, S.W., 18th May, 1899.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 17th instant, and to state, in reference to the request of the Postmaster-General to be supplied with detailed information as regards the expected working of the service between this country and New Zealand by the San Francisco route, as compared with that of Suez, that as soon as steps are taken by his Government with the view of establishing a fortnightly service by that route he will take care to furnish the Postmaster-General with full information as regards both the past and future working of the service.

The Secretary, General Post Office, E.C.

I am, &c.,

WALTER KENNAWAY.

No. 2.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 28th August, 1899.

SIR,—

San Francisco Mail Contract.

I have the honour to apply for permission to substitute for two trips the s.s. "Mokoia" for the s.s. "Moana" in the San Francisco mail-service running.

The s.s. "Mokoia" is our latest-built steamer. She possesses all the most modern improvements, and in point of accommodation is equal to the "Moana," while as regards speed our experience of her running in the intercolonial trade indicates that she can fulfil the terms of the mail contract.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Hon. the Postmaster-General, Wellington.

No. 3.

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

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

SIR,—

San Francisco Mail-service.

I have the honour, by direction, to acknowledge the receipt of your letter of the 28th instant, applying for permission to substitute for two trips the s.s. "Mokoia" for the s.s. "Moana."

In reply I am to say that, while the Postmaster-General is aware that the "Mokoia" is suitable in respect of passenger and other accommodation, he would like to be assured that she is capable of steaming the distance between San Francisco and Auckland in the contract time of nineteen days, including the usual stoppages at Honolulu and Samoa. If you can satisfy the Minister that the "Mokoia" can maintain an average speed of about $13\frac{1}{2}$ knots an hour while at sea, he will offer no objection to her being employed in the service for the two voyages, as desired.

I have, &c.,

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

W. GRAY, Secretary.

No. 4.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 29th August, 1899.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 29th, and beg that you will convey my thanks to the Hon. the Postmaster-General for his kind permission to substitute the s.s. "Mokoia" for the s.s. "Moana" for two voyages in the San Francisco mail-service.

The s.s. "Mokoia" has shown herself capable of the required speed in her intercolonial running. She has not hitherto had an opportunity of showing what she can do in tropical running, but I have every confidence in her powers; and in any case she can take what advantage is to be gained by curtailing her stay in port *en route*.

Yours, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 5.

Mr. J. H. WITHEFORD, Auckland, to the Hon. the PREMIER.

DEAR MR. SEDDON,—

Auckland, 31st August, 1899.

I have received by the San Francisco mail a satisfactory reply to suggestions made by me to the Oceanic Company. I deem it necessary before the colonies agree to support a service to know definitely what it is capable of, and I am further of opinion that to put the Pacific line on an improved basis and insure its efficiency and permanency we must have the time fixed—five or seven years—so that no tempting offer from other parts can lose us the regular steamers, and that in the event of war, and the closing of the Suez Canal, we have the most speedy and best-equipped vessels it is possible to procure connecting with the American Continent.

This being 5,000 miles nearer than any European port, in war time it would lessen the ocean risks, and the English fleet would protect the Atlantic liners—though possibly unable to spare the necessary vessels on the extreme length of the eastern route.

If you approved of arranging a service on the following lines it would be practicable of accomplishment: New steamers of not less than 6,000 tons doing the trip at an average speed of not less than sixteen knots—delivering the London mails in New Zealand in 26 days 7 hours, and in $27\frac{1}{2}$ days the mails from New Zealand to London.

I have for some years been trying to induce the American companies (both steamship and railway) to unite in expediting the transport of mails. I have now much pleasure in laying before you the following schedule for a twenty-one-days service which the Oceanic Company have indicated their satisfaction with, provided we give them reasonable remuneration.

The Oceanic Company have always pointed out that a really first-class service would require substantial recognition from the colonial Governments, in view of the greatly increased cost of operating such a service.

Probably your Government will take the initiative in making arrangements with the other colonies whereby a lump sum could be offered, in the neighbourhood of £30,000 annually, for a period of from five to seven years.

I am not personally or pecuniarily interested in any shipping company. I have given prominence to the Oceanic Company simply because under present conditions a service under the American flag may prove very advantageous. Their punctual delivery of mails hitherto is also in their favour.

The Oceanic Company have intimated their desire to promote the trade of the colonies with the islands of the Pacific as far as lies in their power, and state that the new steamers will have plenty of capacity for freight on their return trips.

I am, &c.,

The Right Hon. R. J. Seddon,

J. H. WITHEFORD.

Premier of New Zealand, Wellington.

SCHEDULE.

SAILING EVERY TWENTY-ONE DAYS.

Outward.

Leaves Sydney, Wednesday, 10 am.
Arrives Auckland, Saturday, 2 p.m.

Leaves Auckland, Saturday evening.
Arrives San Francisco, Monday, 6 a.m.

Or, say, 3 days and 4 hours from Sydney to Auckland, and 16½ days from Auckland to San Francisco.

Inward.

Leaves San Francisco, Wednesday, 10.15 p.m.
Arrives Auckland, Saturday, 8 a.m.

At Auckland, nine hours, leaving 5 p.m.
Arrives Sydney, Wednesday, 5 a.m.

Or, say, 15 days and 19 hours from San Francisco to Auckland, and 3 days and 12 hours from Auckland to Sydney. Interval at Auckland between up and down steamships, 14 days and 10 hours; interval at Sydney for replies, 7 days and 5 hours; interval at San Francisco for replies, 16 days and 16 hours.

No. 6.

Mr. J. H. WITHEFORD to the Hon. the PREMIER.

(Telegram.)

Auckland, 1st September, 1899.

POSTING definite proposition *in re* Pacific mail-service with new time-table of great importance to the colony [No. 5].

No. 7.

Mr. J. H. WITHEFORD to the Hon. the PREMIER.

(Telegram.)

Auckland, 4th September, 1899.

KINDLY wire when you receive my proposal posted Friday *in re* mail-service every twenty-one days *via* San Francisco, delivering mails from London in 26 days 7 hours, and 27½ days from Auckland to London. Reply.

No. 8.

The Hon. the PREMIER to Mr. J. H. WITHEFORD, Auckland.

(Telegram.)

Wellington, 8th September, 1899.

THANKS for your letter of the 31st ultimo, containing proposition *in re* Pacific mail-service, which will receive the fullest consideration. Some time ago we had a communication [not printed] from Messrs. Spreckels on the same subject. There is not much hope of getting further assistance from Australia, and it is very probable we shall go on as at present pending completion of new steamers.

No. 9.

Mr. John D. SPRECKELS, San Francisco, to the Hon. the PREMIER, Wellington.

SIR,—

San Francisco, 30th September, 1899.

Some time ago, in response to inquiries from Mr. J. H. Witheford as to the ideas of my company as regards the mail-service, when our new steamships were ready for service I sent him a *pro forma* schedule for a twenty-one-days service *via* Auckland, copy of which I attach hereto; and, as the question appears to be ready for consideration, I take the liberty of placing my views before you and giving my reasons why I have settled upon a twenty-one-days service as being the only practical one that we can adopt:—

- (1.) It enables us to get the maximum value out of each steamship—*i.e.*, by obtaining seventeen trips instead of thirteen.
- (2.) It cares for present trade, and provides for an increase in freight alone of over 50 per cent.
- (3.) It provides for speed in the transmission of mails and passengers that could not be possible under any other schedule, unless the respective Governments paid extravagant sums for its maintenance.
- (4.) A more frequent service with the same class of vessels is impossible under the present condition of trade.
- (5.) It admits, if we so desire, of our operating under the Hanna-Payne Bill, should the latter become a law, although we would only receive payment for sixteen trips.

As to its advantage to the colonies over present schedule there can be no question. It gives greatly reduced time in passage of mails, more frequent service, and ample facilities for freight and passengers in steamships that will be unexcelled in the Pacific Ocean for speed, equipment, and comfort.

It has been intimated to me that you desire to make a stipulation to the effect that one-third of the vessels employed shall be of British register. While I fully understand and appreciate the sentiment which governs you in this matter, and our relations with the Union Steam Ship Company have been most agreeable, I fear that we cannot be considered as an applicant for or a participant in the contract if that stipulation should be insisted upon, for the following reasons:—

- (1.) Our present means of obtaining payments from the United States Government is by special appropriations by Congress. Our arguments have been that we could not operate under the existing postal law because our steamships are of too low a class to receive enough compensation under that law, and that we needed special legislation to enable us to maintain the service. But our new steamships will enable us to enter into a contract with our Government, and we shall no longer be able to solicit Congress for special appropriations. Hence we *must* contract, and the law provides that the service shall be exclusively American. There is thus no option allowed us: we cannot share a contract with a vessel or vessels of foreign register.
- (2.) A twenty-one-days service requires three steamships, and, as we have that number under construction, we must use them.
- (3.) The application of our coasting laws to the Hawaiian Islands, not unlikely in the near future, would upset the service, if a foreign vessel was used.

If the foregoing reasons are sufficient to persuade you to withdraw the stipulation as to British registry in the service, we are prepared to negotiate at once for a twenty-one-days service *via* Auckland, to commence before the expiration of 1900, for a term of not less than five years from date of inauguration of the service, the colonies to act jointly in the matter of subsidy arrangements.

In regard to negotiations, I would respectfully suggest that, if contemplated at all by you, they should be taken up at once. We shall require all the time possible in which to prepare the public and ourselves for the new conditions, and having the matter settled at an early date will enable us to greatly advance necessary preliminary arrangements.

I might mention that I expect to start our first new steamer from here in June next, to be followed by the second steamer in August or September, thus replacing the "Mariposa" and the "Alameda." Our third vessel would probably enable us to take up the new service in November, 1900.

With assurances of my best regards,
The Right Hon. R. J. Seddon, Premier, Wellington.

I remain, &c.,
JOHN D. SPRECKELS.

Enclosure in No. 9.

SCHEDULE.

SAILING EVERY TWENTY-ONE DAYS.

Outward.

Leaves San Francisco, Wednesday, 10.15 p.m.	| At Auckland, nine hours, leaving 5 p.m.
Arrives Auckland, Saturday, 8 a.m.	| Arrives Sydney, Wednesday, 5 a.m.

Or, say, 15 days and 19 hours from San Francisco to Auckland, and 3 days and 12 hours from Auckland to Sydney.

Homeward.

Leaves Sydney, Wednesday, 10 a.m.	| Leaves Auckland, Saturday evening.
Arrives Auckland, Saturday, 2 p.m.	| Arrives San Francisco, Monday, 6 a.m.

Or, say, 3 days and 4 hours from Sydney to Auckland, and 16½ days from Auckland to San Francisco. Interval at Auckland between up and down steamships, 14 days and 10 hours; interval at Sydney for replies, 7 days and 5 hours; interval at San Francisco for replies, 16 days and 16 hours.

No. 10.

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

(Telegram.)

WHAT is gross tonnage of "Alameda" and "Mariposa"?

Wellington, 5th October, 1899.

No. 11.

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

(Telegram.)

3,158 each, according to Lloyd's Register.

Dunedin, 5th October, 1899.

No. 12.

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

(Telegram.)

I PURPOSE asking House of Representatives to authorise Government to extend San Francisco service for twelve months from April, 1900, and to negotiate for fast service, four-weekly or fortnightly, for a period of five or seven years, from April, 1901. Shall be glad to hear that you are prepared to renew present service for twelve months, and to favourably consider negotiating for the faster service, reducing the time between Sydney and San Francisco to twenty or twenty-one days.

Wellington, 5th October, 1899.

No. 13.

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

(Telegram.)

Sydney, 5th October, 1899.

AM in receipt of your two telegrams of to-day relative to San Francisco mail-service and Pacific cable respectively.

No. 14.

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

Dunedin Chamber of Commerce, Dunedin, 6th October, 1899.

SIR,—

San Francisco Mail-service.

I have the honour, by direction of the Committee of this Chamber, to address you regarding the San Francisco mail-service.

The extraordinary disadvantages under which Dunedin labours in connection with this service have caused so much irritation amongst the commercial section of the community that our Chamber has been forced to take notice of the almost unceasing complaints and give the matter its due attention.

The committee appointed for the purpose has drawn up a table of arrivals and departures of this mail during the current year. This table I have the honour to enclose herewith for your perusal, and a glance at it will at once show you that, despite the two days later despatch commenced in March last, the departure in six instances took place just prior to the arrival of the incoming mail. In the remaining four months, whilst the inward mail arrived by train at 9 o'clock in the evening of one day, the outward mail closed at 10 o'clock on the morning of the next, thus leaving time only for a bare acknowledgment, the transaction of business being quite out of the question.

Comment upon such a handicap to trade is surely needless, and I am directed by the Chamber to respectfully ask that you will, by arranging for a further delay of a few days, or by some such other way as is most convenient to all concerned, grant this very necessary assistance to the commerce of Otago, and so enable the province to maintain its position in friendly competition with the other parts of the colony.

I have, &c.,

EDWD. C. LEARY, Acting Secretary.

The Hon. the Postmaster-General, Wellington.

DATE AND TIME OF ARRIVAL AND DEPARTURE OF SAN FRANCISCO MAIL AT DUNEDIN SINCE
1ST JANUARY, 1899.

<i>Arrivals.</i>		<i>Departures.</i>		<i>Arrivals.</i>		<i>Departures.</i>	
Jan. 21	... 2.15 a.m.	Jan. 18	... 10 a.m.	June 8	... 9 p.m.	June 9	... 10 a.m.
Feb. 17	... 1 a.m.	Feb. 15	... 10 a.m.	July 6	... 9 p.m.	July 7	... 10 a.m.
Mar. 18	... 9.5 p.m.	Mar. 17	... 10 a.m.	Aug. 4	... 9 p.m.	Aug. 4	... 10 a.m.
April 15	... 6.45 a.m.	April 14	... 10 a.m.	Aug. 31	... 9.15 p.m.	Sept. 1	... 10 a.m.
May 13	... 6.40 a.m.	May 12	... 10 a.m.	Sept. 28	... 9 p.m.	Sept. 29	... 10 a.m.

Since March the mail has left two days later.

No. 15.

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

(Telegram.)

Sydney, 20th October, 1899.

Your telegram of fifth: There is no objection, so far as this colony is concerned, to the continuation of the San Francisco mail for twelve months from April, 1900, subject to Parliament voting the subsidy, £4,000. As regards negotiating for a faster service, it will, it is thought here, be time enough to consider what support New South Wales will afford when definite particulars of the proposal are furnished by New Zealand.

No. 16.

RESOLUTIONS PASSED BY THE HOUSE OF REPRESENTATIVES, 23RD OCTOBER, 1899.

RESOLVED, That this House authorises the Government to extend the San Francisco mail-service for twelve months from the 1st day of April, 1900, on the present terms and conditions, as set out in the contract agreements dated the 11th day of April, 1899, and the 20th day of July, 1899, and published in Parliamentary Paper F.-6, 1899, page 23. That this House also empowers the Government to enter into negotiations for a sixteen- and for a seventeen-days service once every four weeks, and also alternate services once every two weeks and once every three weeks, by vessels of not less than 4,000 tons, between Auckland and San Francisco, for a period of five (or seven) years, commencing about April, 1901: Provided that at least one British-owned steamer shall be employed in either service. The result of such negotiations to be submitted to the House for confirmation next session, and to have no effect until approved by the House.

No. 17.

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

SIR,— General Post Office, Wellington, 23rd October, 1899.

I have the honour to forward herewith for your information copy of correspondence between the President of the Municipality of Apia and this department regarding payment for the conveyance of Samoan mails by the San Francisco mail-steamer.

I have, &c.,

W. GRAY, Secretary.

[The Postmaster, Apia, Samoa.]

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

Enclosure 1 in No. 17.

The PRESIDENT of the MUNICIPALITY, Apia, Samoa, to the POSTMASTER-GENERAL, Wellington, Apia, 16th September, 1899.

I have the honour to enclose copy of a letter from the Managing Director of the Union Steam Ship Company of New Zealand, dated Dunedin, 18th August, 1899.

I should feel much obliged if you would kindly furnish me with a copy of the agreement made with Mr. Davis, who for several years past has undertaken to forward and receive the Samoan mails.

I have, &c.,

The Postmaster-General, Wellington.

W. H. SOLF, President.

Sub-enclosure to Enclosure 1 in No. 17.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the PRESIDENT of the MUNICIPALITY, Apia, Samoa.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 18th August, 1899.

DEAR SIR,—

I wish to bring under your notice the fact that we have received no payment for the conveyance of mails from Samoa since 1894. The New Zealand Post Office authorities advise us that the following were the values of the mails shipped from Samoa during the period in question: Year ending November, 1895, £93 10s. 8d.; 1896, £52 16s. 7d.; 1897, £51 0s. 7d.; 1898, £65 7s.: total, £262 14s. 10d. I might mention that this amount only represents mailages carried by the San Francisco mail-steamer, and we have not received any remuneration from your Government for value of mails carried by our island steamers.

I shall be glad if you will remit this amount to our Auckland office direct.

Yours, &c.,

C. HOLDSWORTH, for Managing Director.

Dr. W. H. Solf, President of the Municipality, Apia, Samoa.

Enclosure 2 in No. 17.

The SECRETARY, General Post Office, Wellington, to the PRESIDENT of the MUNICIPALITY, Apia, Samoa.

SIR,— General Post Office, Wellington, 23rd October, 1899.

I have the honour to acknowledge the receipt of your letter of the 16th instant, requesting to be furnished with a copy of the agreement made with Mr. Davis, Postmaster, for the conveyance of Samoan mails by the San Francisco mail-steamer, and to inform you in reply that I am not aware of any agreement with Mr. Davis personally, but the following extract from a letter addressed to me by the contractors for the San Francisco mail-service will perhaps make the position clear to you. The Managing Director of the Union Steam Ship Company wrote: "I notice, however, in statement B, showing the weights of correspondence from the Samoan Islands received by New Zealand Mail-agents, and included in the weights advised on the New Zealand letter-bills, you state that these mails were formerly shipped by Samoa to San Francisco direct, and it is understood no claim was made thereon against Samoa by the Union Steam Ship Company. We have no arrangements to carry Samoan mails free. As a matter of fact, the Municipality of Apia agreed to pay us a certain sum for calling at that port, which was to include the carriage of the Samoan mails, but we have been unable to collect that sum."

From this it appears that an agreement was made between the Municipality of Apia and the Union Steam Ship Company, which covered payment for the carriage of mails by the contract vessels. You will, no doubt, be in a position to ascertain whether such agreement is still in force; or, if abrogated, whether any fresh agreement was substituted making direct provision for mail-conveyance.

I should perhaps state that since September, 1894, Samoan mail-matter for countries beyond the United States has been sent forward on the New Zealand Marine Post Office, and embodied with the mails from this colony.

I may also explain that the accounts furnished by this office to the Union Steam Ship Company are based on the weights advised on the Mail-agents' letter-bills, and, as these include the Samoan correspondence, its equivalent is deducted from the total payments made the contractors by this department. The claim preferred against your office by the Union Steam Ship Company is computed at the poundage rates paid by this colony under the San Francisco mail-service contract,

which are now—Letters, 10s. 5d. ; books, 1s. ; newspapers, 6d., per pound. Up to the 1st April, 1898, the rate was 11s. per pound for letters, while books and newspapers were carried free.

May I suggest that you make provision for an early settlement with the Union Steam Ship Company, and inform me that this will be done? I have, &c.,

Dr. W. H. Solf, President of the Municipality, Apia, Samoa.

W. GRAY, Secretary.

No. 18.

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

(Telegram.)

Premier's Office, Wellington, 25th October, 1899.

SAN FRANCISCO service, and my telegram of fifth instant: House Representatives agreed renew present service for twelve months, and authorised Government to negotiate for four-weekly, three-weekly, or fortnightly sixteen-knot service for five to seven years, by vessels of not less than four thousand tons, one of which to be British-owned. I think time has now arrived for improved service by larger and faster boats, with commodious passenger accommodation attractive to tourists. Shall be glad therefore to hear that you favour such a service. Meanwhile I assume you will renew existing service for a year. Am informed that for a three-weekly sixteen-knot service a subsidy of thirty thousand pounds would be expected from New South Wales and this colony.

No. 19.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 26th October, 1899.

I have the honour to forward herewith three copies of a resolution passed by the House of Representatives on the 23rd instant, relative to the San Francisco mail-service.

I have, &c.,

W. C. WALKER, for the Premier.

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

No. 20.

The SECRETARY, General Post Office, Wellington, to the SUPERINTENDENT OF FOREIGN MAILS, Washington; the J. D. SPRECKELS AND BROTHERS COMPANY (LIMITED), San Francisco; and the RESIDENT AGENT for NEW ZEALAND, San Francisco.

SIR,—

General Post Office, Wellington, 26th October, 1899.

I have the honour to forward herewith two copies of a resolution passed by the House of Representatives on the 23rd instant relative to the San Francisco mail-service.

I have, &c.,

W. GRAY, Secretary.

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

[Messrs. the J. D. Spreckels and Brothers Company (Limited), San Francisco.]

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

No. 21.

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

SIR,—

General Post Office, Wellington, 26th October, 1899.

I have the honour to forward herewith two copies of a resolution passed by the House of Representatives on the 23rd instant relative to the San Francisco mail-service. The Postmaster-General will be glad to hear as early as possible that your colony will continue its present contribution to the service.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 22.

The Hon. the POSTMASTER-GENERAL, Wellington, to the MANAGER, Union Steam Ship Company, Wellington.

SIR,—

General Post Office, Wellington, 26th October, 1899.

I have the honour to forward herewith copy of a resolution passed by the House of Representatives on the 23rd instant relative to the San Francisco mail-service.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Manager, Union Steam Ship Company of New Zealand (Limited), Wellington.

No. 23.

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

SIR,—

General Post Office, Wellington, 26th October, 1899.

I have the honour to forward herewith two copies of a resolution passed by the House of Representatives on the 23rd instant relative to the San Francisco mail-service.

I shall be glad to learn as early as possible whether your company is prepared to renew the service between Auckland and San Francisco for one year from the 1st April, 1900, on the present conditions.

The Managing Director,

I have, &c.,

W. GRAY, Secretary.

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

No. 24.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 31st October, 1899.

SIR,—

I have to acknowledge receipt of your favour of 26th instant, asking whether the company is prepared to renew the service between Auckland and San Francisco for one year from 1st April, 1900, on present conditions. This will be submitted to the directors at their next meeting.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 25.

The SECRETARY, Harbour Board, Auckland, to the Hon. the PREMIER, Wellington.

SIR,—

Auckland, 1st November, 1899.

I have the honour, by direction of the Chairman, to inform you that at a meeting of the Board held yesterday, the question of the San Francisco mail-service being under discussion, it was resolved—"That the Board disapproves of the suggested condition in the new contract for an improved San Francisco mail-service by which it is compulsory that one vessel is to be British-owned, the Board being of opinion that a full and free opportunity of tendering should be given to all competitors, without embarrassing conditions."

I have, &c.,

J. BRIGHAM, Secretary.

The Hon. the Premier, Wellington.

No. 26.

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

SIR,—

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

I have the honour, by direction, to refer to your letter of the 6th ultimo, representing the inconvenience resulting from the short time at the disposal of commercial houses to reply, and occasional absence of opportunity for replying, by return mail to correspondence received at Dunedin *via* San Francisco, and to express the Postmaster-General's regret that the time-schedule of the service cannot well be altered under existing circumstances, as it is framed to secure connection with the fastest steamers from Great Britain to New York, and *vice versa*. A service which would give what is desired could not at present be arranged without materially affecting the time occupied in the transmission of correspondence between here and Great Britain. Your Chamber's representations, however, are to be given further consideration.

I am to point out that the resumption of the weekly steamers' running between Bluff and Melbourne, and Wellington and Sydney, this month will provide a regular and prompt opportunity for replies from Dunedin to English correspondence received by way of San Francisco, as well as a regular connection with the Vancouver service at Sydney for mail matter for the United States and Canada.

I have, &c.,

W. GRAY, Secretary.

The Acting Secretary, Dunedin Chamber of Commerce, Dunedin.

No. 27.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 3rd November, 1899.

SIR,—

Following up my letter of the 31st ultimo, I have now the honour to inform you that this company is prepared to renew the service between Auckland and San Francisco for one year from 1st April, 1900, on the present conditions.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 28.

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

(Telegram.)

Sydney, 18th November, 1899.

I INFORMED you twentieth October would continue four thousand Frisco service for another year, subject to Parliament voting money. Regarding proposed improved service, in view large subsidies now paid to P. and O., Orient, and Vancouver, am not disposed at present to commit colony to larger subsidy Frisco than now paid; but if it is a fact that a 16-knot steamer-service from here to England could be given at cost of thirty thousand a year to the two colonies, I think this colony would be prepared to consider matter favourably before termination Vancouver contract in May, nineteen hundred and three. Meanwhile, perhaps you will advise proportion of the subsidy you think we should pay. Presume you propose negotiations with Union Company as present contractors who have given greatest satisfaction and are largest employers manual labour afloat and ashore throughout Australasia, and therefore we consider should have paramount consideration, as Government anxious keep outlay and such arrangements within colony.

No. 29.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 28th November, 1899.

I have the honour to acknowledge the receipt of your communication of the 26th October. . . . The resolutions passed by the New Zealand Parliament, authorising the renewal of the existent contract with the Union Steam Ship Company and its connections for one year from the 1st April, 1900, and also authorising arrangements to be entered into towards securing a more frequent and speedy service, have been duly received and noted. The stipulation for the employment of at least one British-owned steamer may possibly be considered too onerous by purely American owners in view of the pending congressional action in respect to ocean mail-services.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 29A.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 21st December, 1899.

I have the honour to forward herewith for your acceptance copy of the approved timetable of the San Francisco mail-service for the year 1900.

I have, &c.,

T. THOMPSON, for the Premier.

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

No. 29B.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney, and the MANAGING DIRECTOR, Union Steam Ship Company (Limited), Dunedin.

SIR,—

General Post Office, Wellington, 21st December, 1899.

I have the honour to forward herewith for your acceptance copy of the approved timetable of the San Francisco mail-service for the year 1900.

I have, &c.,

[The Deputy Postmaster-General, Sydney.]

W. GRAY, Secretary.

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

No. 30.

Captain RUSSELL, M.H.R., to the Hon. the POSTMASTER-GENERAL.

SIR,—

Flaxmere, Hastings, 14th February, 1900.

No doubt you are more fully acquainted with the inconveniences attending the arrival and departure of the San Francisco mail than I can make you.

But I venture to suggest that, as we no longer materially benefit by the Vancouver service, some attempt be made to so regulate the arrival and departure of the San Francisco mail as to give time to reply to correspondence with America. The Suez mail affords opportunity, more or less good, for letters to England, but is useless for America.

If the departure of the outward mail were postponed for one week or ten days longer than at present, no special inconvenience would be caused that I know of, and many would benefit immensely. I have been particularly anxious to reply promptly to letters from America, and on the three last occasions have been unable to. If such be the case here, how much worse must it be further south.

I trust the subject may be worth consideration when any fresh contract is being arranged.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

W. R. RUSSELL.

No. 31.

AGREEMENT for RENEWAL of SERVICE for Twelve Months ending 31st March, 1901 (indorsed on Contract dated the 11th April, 1899).

MEMORANDUM of AGREEMENT, made this twenty-first day of February, one thousand nine hundred, between the Honourable JOSEPH GEORGE WARD, 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-fourth 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, which said contract was, on the twentieth day of July last, continued and extended for a period of twelve calendar months computed as on and after the first day of April, one thousand eight hundred and ninety-nine, shall, on the expiration of such extension, be and the same is hereby further extended for a further period of twelve calendar months, such last-mentioned extension to take effect as on and after the first day of April, one thousand nine hundred. And it is hereby also mutually declared and agreed that all the terms and provisions of the within-written contract shall 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 has hereunto caused its common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the Honourable Joseph George Ward, as Postmaster-General of New Zealand, in the presence of—

W. GRAY,

Secretary, Post and Telegraph Department.

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

GEO. McLEAN, } Two Directors of the
A. W. MORRIS, } Company.

J. G. WARD. (L.S.)

UNION STEAM SHIP
COMPANY OF NEW
ZEALAND (LIMITED).

No. 32.

The Hon. the POSTMASTER-GENERAL to Captain RUSSELL, M.H.R.

SIR,— General Post Office, Wellington, 22nd February, 1900.

I have the honour to refer to your letter of the 14th instant, suggesting that the time between the arrival of the San Francisco mail at Auckland and its departure be extended by a week or ten days, and, in reply, to inform you that it is intended to arrange for a longer interval when the contract is renewed, so as to afford time for replies from one end of the colony to the other.

I have, &c.,

J. G. WARD, Postmaster-General.

Captain Russell, M.H.R., Flaxmere, Hastings, Napier.

No. 33.

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

SIR,— General Post Office, Wellington, 22nd February, 1900.

I have the honour to forward herewith, duly completed by the Postmaster-General, two copies of the San Francisco mail-service agreement, and to request that you will be good enough to have the contract for the year commencing on the 1st April next signed and sealed, and one copy returned to this office at your early convenience.

I have, &c.,

W. GRAY, Secretary.

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

No. 34.

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

SIR,— Dunedin, 9th March, 1900.

I have the honour to acknowledge the receipt of your favour of the 22nd ultimo, forwarding for signature two copies of the San Francisco mail-contract with the indorsement extending the service for twelve months from 1st April, 1900, and now have the pleasure to return you one copy duly completed.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 35.

Mr. JOHN D. SPRECKELS, San Francisco, to the Hon. the PREMIER, Wellington.

The J. D. Spreckels and Brothers Company, San Francisco, Cal.,
6th April, 1900.

DEAR SIR,—

I have to advise you that our Government has accepted our proposal for a mail-service to commence 1st November, 1900, and, should nothing unexpected occur, the sailings under the new schedule (copy of which I beg to hand you herewith) will commence on 31st October and continue at intervals of twenty-one days.

As the time is quite near when the change will be inaugurated, I am naturally desirous to learn what my company may expect from the colonial Governments in the line of financial support. In view of the immense advantages to be derived from the new service, with modern steamships, more frequent communication, and reduced time, also of the greatly increased cost of operation, I consider that a lump sum of £30,000, in the form of a joint contribution from the colonies, is not by any means an unreasonable amount, postages to be retained by the Governments, and the contract to extend for five or seven years. In fact, I may definitely state that this sum would be accepted as satisfactory if offered to us.

The amount mentioned is not greatly in excess of the present revenue of the service from bonuses and postages combined, and even the increased amount for the new service will be largely met through the increased postal revenue, owing to more frequent and expeditious mail-service.

In view of the probable discussion of this question in your Parliament, I feel it incumbent upon myself to anticipate certain questions by stating that we cannot undertake to perform the service *via* any other New Zealand port than Auckland; also that we cannot alter our schedule from the basis on which it is at present planned.

In short, my proposal as submitted to you last year, through Mr. Witheford, is still open; and I shall be glad to learn at your earliest convenience that its acceptance is authorised.

I will arrive at Auckland per s.s. "Sierra," leaving here on the 5th September on present schedule, when I should have an opportunity of arranging details.

I have, &c.,

The Hon. the Premier, Wellington.

JOHN D. SPRECKELS.

Enclosure in No. 35.

TIME-TABLE of NEW SERVICE.

Steamers.	Leave San Francisco, 8 p.m.	Arrive Honolulu.	Arrive Samoa.	Arrive Auckland.	Arrive Sydney.
	1900. Wednesday.	1900. Tuesday.	1900. Tuesday.	1900. Monday.	1900. Thursday.
Sonoma	Oct. 31	Nov. 6	Nov. 13	Nov. 19	Nov. 22
Sierra	Nov. 21	Nov. 27	Dec. 4	Dec. 10	Dec. 13
Ventura	Dec. 12	Dec. 18	Dec. 25	Dec. 31	1901. Jan. 3
	1901.	1901.	1901.	1901.	
Sonoma	Jan. 2	Jan. 8	Jan. 15	Jan. 21	Jan. 24
Sierra	Jan. 23	Jan. 29	Feb. 5	Feb. 11	Feb. 14
Ventura	Feb. 13	Feb. 19	Feb. 26	March 4	March 7
Sonoma	March 6	March 12	March 19	March 25	March 28
Sierra	March 27	April 2	April 9	April 15	April 18
Ventura	April 17	April 23	April 30	May 6	May 9
Sonoma	May 8	May 14	May 21	May 27	May 30
Sierra	May 29	June 4	June 11	June 17	June 20
Ventura	June 19	June 25	July 2	July 8	July 11
Sonoma	July 10	July 16	July 23	July 29	Aug. 1
Sierra	July 31	Aug. 6	Aug. 13	Aug. 19	Aug. 22
Ventura	Aug. 21	Aug. 27	Sept. 3	Sept. 9	Sept. 12
Sonoma	Sept. 11	Sept. 17	Sept. 24	Sept. 30	Oct. 3
Sierra	Oct. 2	Oct. 8	Oct. 15	Oct. 21	Oct. 24
Ventura	Oct. 23	Oct. 29	Nov. 5	Nov. 11	Nov. 14
Sonoma	Nov. 13	Nov. 19	Nov. 26	Dec. 2	Dec. 5

Steamers leave San Francisco, Wednesday, 8 p.m., every three weeks; arrive in Honolulu, Tuesday, 5 a.m.; arrive Samoa, Tuesday, 9 a.m.; arrive Auckland, Monday, 5 a.m.; arrive Sydney, Thursday, 6 p.m.

Steamers.	Leave Sydney.	Leave Auckland.	Leave Samoa.	Leave Honolulu.	Arrive San Francisco.
	1900. Tuesday.	1900. Saturday.	1900. Wednesday.	1900. Tuesday.	1900. Monday.
Sonoma	Dec. 4	Dec. 8	Dec. 12	Dec. 18	Dec. 24
Sierra	Dec. 25 1901.	Dec. 29 1901.	Jan. 2	Jan. 8	Jan. 14
Ventura	Jan. 15	Jan. 19	Jan. 23	Jan. 29	Feb. 4
Sonoma	Feb. 5	Feb. 9	Feb. 13	Feb. 19	Feb. 25
Sierra	Feb. 26	March 2	March 6	March 12	March 18
Ventura	March 19	March 23	March 27	April 2	April 8
Sonoma	April 9	April 13	April 17	April 23	April 29
Sierra	April 30	May 4	May 8	May 14	May 20
Ventura	May 21	May 25	May 29	June 4	June 10
Sonoma	June 11	June 15	June 19	June 25	July 1
Sierra	July 2	July 6	July 10	July 16	July 22
Ventura	July 23	July 27	July 31	Aug. 6	Aug. 12
Sonoma	Aug. 13	Aug. 17	Aug. 21	Aug. 27	Sept. 2
Sierra	Sept. 3	Sept. 7	Sept. 11	Sept. 17	Sept. 23
Ventura	Sept. 24	Sept. 28	Oct. 2	Oct. 8	Oct. 14
Sonoma	Oct. 15	Oct. 19	Oct. 23	Oct. 29	Nov. 4
Sierra	Nov. 5	Nov. 9	Nov. 13	Nov. 19	Nov. 25
Ventura	Nov. 26	Nov. 30	Dec. 4	Dec. 10	Dec. 16

Steamers leave Sydney at 4 p.m. Tuesday, every three weeks; arrive Auckland, 10 a.m. Saturday; arrive Samoa, 7 a.m. Wednesday; arrive Honolulu, 4 p.m. Tuesday; arrive San Francisco, 6 a.m. Monday.

Time in Ports.

Terminals—San Francisco ...	...	...	...	...	9 days.
Sydney ...	...	...	...	...	12 "

Distances.

Sydney to Auckland ...	...	...	...	...	1,280 miles.
Auckland to Samoa ...	...	...	...	...	1,560 "
Samoa to Honolulu ...	...	...	...	...	2,270 "
Honolulu to San Francisco ...	...	...	...	...	2,100 "

No. 36.

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

(Telegram.)

Wellington, 3rd May, 1900.

'Fr'isco service: This Government has not received further official information about the proposed American fast service. You have probably seen in the Press that Messrs. Spreckels have secured a ten-years contract from the United States. The Union Company, with whom Messrs. Spreckels are associated in carrying out present service, have received no confirmation of this. The United States Government, however, had called for tenders for a fast Pacific service by American boats manned by American crews. Messrs. Spreckels towards the end of last year informed Government that they proposed running a three-weekly service between San Francisco, Auckland, and Sydney by fast steamers of six thousand tons, then building in America, capable of performing the voyage between San Francisco and Auckland in from sixteen to seventeen days, providing a delivery of mails between the colony and London in from twenty-six to twenty-seven and half days, and that in addition to any subsidy from United States they expected £30,000 per annum from colonies. As any such service would shut out the Union Company or a British-owned or built vessel, our House of Representatives instructed Government that in negotiating for a fast service it should be provided "that at least one British-owned steamer shall be employed in the service." My object in now communicating with you is to ascertain whether a purely American service would be acceptable to your colony, if no other service is to be secured, and what proportion of the £30,000 asked by Messrs. Spreckels your colony would be prepared to find.

No. 37.

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

(Telegram.)

Sydney, 19th May, 1900.

HAVE received from Spreckels time-table of proposed new service of Oceanic Steamship Company, to commence first November, between San Francisco, Auckland, Sydney. Has any definite proposal reached you regarding this company?

No. 38.

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

(Telegram.)

Wellington, 23rd May, 1900.

FRISCO service and your cable of nineteenth: Government received definite proposal from Spreckels by last FRISCO mail. Three-weekly service to commence thirty-first October. Yearly subsidy from colonies £30,000; postages to be retained by Governments; five or seven years' contract. Your Government on third instant was cabled by Premier this colony inquiring whether a purely American service would be acceptable your colony if no other service to be secured, and what proportion of the £30,000 New South Wales would be prepared to find. I am to refer you to that cablegram, to which the Acting Premier would be glad receive early reply.

No. 39.

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

SIR,—

General Post Office, Wellington, 30th May, 1900.

I have the honour, by direction of the Postmaster-General, to forward herewith copy of a letter, dated the 6th ultimo, from Mr. Spreckels to the Hon. the Premier, notifying that the United States Government had accepted an offer of the John D. Spreckels and Brothers Company for a three-weekly service between San Francisco and the colonies, which the company proposed to begin on the 31st October next.

From this letter you will learn that Messrs. Spreckels look for financial support from the colonial Governments, and the Postmaster-General will be glad to have the views of your department on the proposal at the earliest possible moment.

In considering the matter it is necessary to bear in mind that the effect of the Hanna-Payne Act, under which Mr. Spreckels will receive subsidies from the United States, will be to preclude the "Moana," or any other British vessel, from participating in the subsidies payable under the new Act should she be continued in the present service, even under the management of the John D. Spreckels and Brothers Company. It is also understood that the general shipping laws of the United States in any case prohibit foreign-owned vessels carrying passengers or cargo between United States coastal ports, and you will gather from an enclosed extract from the report of this department's Mail-agent on board the "Moana" that the effect of the Hawaiian Bill will be to apply the coastal laws to steamers running between San Francisco and Honolulu.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

P.S.—I also enclose copies of telegrams exchanged between ourselves on the 19th and 23rd instant [Nos. 37 and 38.]

Enclosure in No. 39.

EXTRACT FROM THE REPORT OF THE MAIL AGENT ON BOARD THE R.M.S. "MOANA," 19TH MARCH TO THE 8TH MAY, 1900.

* * * * *

The clause in the Hawaiian Bill postponing for one year the time for applying the United States coasting laws to Hawaii was struck out in Committee the day we sailed. The Committee's report was to be sent in on the 19th April, and was expected to be approved of by the President and acted on at once. The Bill is to go into effect forty-five days after approval. A contract for ten years has been awarded to the Oceanic Steamship Company for carrying English and Australian mails. The service to be three-weekly, beginning 1st November, steamers to touch at Honolulu and Apia or Pago Pago. The rate is 2 dollars per mile outwards for each voyage.

* * * * *

No. 40.

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

(Telegram.)

Sydney, 4th June, 1900.

YOUR message twenty-third May: Is it understood proposed American service in lieu of or in addition to present contract? Are Union Company as present contractors to be allowed opportunity for tendering? I understand their contract with you will not terminate until 31st March.

No. 41.

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

(Telegram.)

Sydney, 13th June, 1900.

Re your Premier's wire third ultimo re proposed FRISCO service: Matter in abeyance pending reply my wire of fourth instant.

No. 42.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Sydney.

(Telegram.)

Wellington, 25th June, 1900.

SAN FRANCISCO SERVICE: In view of the United States Government having closed with Spreckels for a ten-years contract, under which only American-built vessels shall be employed, it seems to me that the question which we have to consider is whether it is any use now that the American subsidy is secured by Spreckels to obtain competition by tender. This would mean that New Zealand and your colony would have to materially increase their payments; in fact, so far as this colony is concerned, to an amount which we would not be prepared to provide. It is also to be remembered that British-owned vessels are now prevented from trading between Honolulu and San Francisco. While I should very much prefer to see the service given to the Union Company, or to any other Australian-owned line, I am impressed with the almost insuperable difficulties in the way of obtaining such a service. I am of opinion, therefore, that our only course is to negotiate with the line that America has agreed to subsidise. I shall be glad to have your views. It is not possible, in my opinion, for us now to force even one British-owned boat into the service. In view of the general position, and the importance to the colonies of having a fast connection for mails and passengers *via* America, it seems to me that there is nothing left to us but to make such terms with the American line as are satisfactory to our respective colonies. I should like to have your opinion before proceeding further.

No. 43.

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

(Telegram.)

Wellington, 26th June, 1900.

FRISCO SERVICE: In view of Spreckels having secured American subsidy from September next, covered by proviso that only American boats are to be used in the service, and of his offer to this Government, Postmaster-General would now be glad to learn your intentions with respect to continuing present service under your contract expiring in March next.

No. 44.

The Hon. the POSTMASTER-GENERAL, Sydney, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Sydney, 28th June, 1900.

PROPOSED FRISCO service: In view of all the circumstances, my Government not at present disposed to contribute anything towards subsidy.

No. 45.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Sydney.

SIR,—

General Post Office, Wellington, 10th July, 1900.

I have the honour to acknowledge the receipt of your telegram of the 28th ultimo, informing me that your Government is unable at present to contribute towards any subsidy for the proposed San Francisco mail-service of the J. D. Spreckels and Brothers Company.

I have, &c.,

The Hon. the Postmaster-General, Sydney.

J. G. WARD, Postmaster-General.

LONDON DESPATCH. DEPARTURE FROM AMERICAN PORTS.

No. 46.

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.

Reverting to my communication of the 1st March, 1898 [No. 107, F.—6, 1898], in regard to the limited time permitted to reply to Australian correspondents under the existing schedule for arrivals and departures of the mail-steamers from this port, I now have the honour to enclose for your information correspondence [not printed] received from the Superintendent of Foreign Mails, Washington, D.C., and also copies of communications therein enclosed—all in further reference to this matter.

Will you be kind enough to inform me whether any steps can be taken to mitigate the evil complained of.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 46.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

Post Office Department, Office of Foreign Mails, Washington, 15th April, 1899.

RESPECTFULLY referred to Mr. H. Stephenson Smith, Resident Agent of New Zealand Government, San Francisco, Cal. [see sub-enclosure], for his information in connection with the correspondence closed by his reply under date of the 1st March, 1898, to my letter of the 23rd February, 1898. [Enclosures 1 and 2 in No. 107, F.—6, 1898.]

Please return these papers to this office with any information you may be able to furnish.

N. M. BROOKS,
Superintendent of Foreign Mails.

Sub-enclosure to Enclosure 1 in No. 46.

The J. C. AYER COMPANY, Lowell, Mass., to the SUPERINTENDENT of FOREIGN MAILS, Washington, D.C.

SIR,—

Lowell, Mass., 14th April, 1899.

Referring to the correspondence we had with your honourable department in the matter of the Australasian mail-service, which was closed by your favour of 26th May, 1898, we have to point out that, instead of the time available to houses on the Atlantic seaboard for attending to correspondence being extended, it now seems that it is to be actually lessened. The s.s. "Mariposa," instead of arriving at San Francisco on the 5th instant, as per schedule, arrived at that port on the 7th, and her mail was, of course, two days late in reaching Lowell. We see in this morning's cable news that the s.s. "Moana," instead of leaving Sydney 10th April, as per schedule, did not leave that port until the 12th April, and therefore her mail, due in New York on the 8th May, must be two days late also. From this we infer that steamers are lying at Sydney two days longer than as originally scheduled, and that the exceedingly short time available under original schedule to houses here in Lowell and other eastern cities is to be still further curtailed by these two days' detention at Sydney. As we have heretofore pointed out, mail-steamers under this arrangement will lie at Sydney twenty-three days, and all Australian business houses using this mail-service are within at least three days' time of Sydney. On the contrary, the steamers will only lie at San Francisco twelve days, and pretty nearly the whole of this period is occupied in the arrival of the mail at Lowell, and return of same to the steamer in San Francisco.

We respectfully submit that this is most prejudicial to business interests. We fail to understand why the colonial authorities should not recognise the same and remedy the inconvenience. As matters now stand, should there happen to be any delay caused by storms or otherwise, it is impossible for us to catch the outgoing mail, and registered letters are bound to be late.

Trusting the matter may have favourable consideration,

We have, &c.,

The Superintendent of Foreign Mails, Washington, D.C.

J. C. AYER COMPANY.

Enclosure 2 in No. 46.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SUPERINTENDENT of FOREIGN MAILS, Washington.

SIR,—

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

I much regret that this communication did not reach me a few hours sooner, as the Australian mail has just left.

The matter complained of in the communication of the J. C. Ayer Company will be brought to the attention of the Hon. the Postmaster-General of New Zealand, and I trust he may be enabled to see his way to afford some relief in the direction indicated by the Ayer's Company.

H. STEPHENSON SMITH,

Resident Agent for New Zealand, San Francisco.

N. M. Brooks, Esq., Superintendent of Foreign Mails, Washington.

No. 47.

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 7th and 15th April last [Nos. 130 and 94, F.—6, 1899], the former confirming cables received and sent in connection with the disposal of through British mails originally intended to have been sent forward to New Zealand *via* Vancouver. In this connection I would state that I have received both telegraphic and postal communications from Washington and from the Canadian Post Office Department seeking information as to the most expeditious mode of forwarding their local correspondence to New Zealand points.

I have replied stating that, as far as I am advised, their correspondence should come through San Francisco.

I am also pleased to learn by your communication of the 15th April that the Postmaster, New York, does not anticipate any difficulty in securing through connections at New York for the mails

bound to England due at that place on Wednesday mornings, and I think there is every prospect of his anticipations being realised during the summer months, when no delays are expected, but fear we must be prepared for delays when winter once more returns. The department probably realises that a few hours' delay in the overland transit means three days' detention at New York, should the Wednesday connection not be made.

The "Moana" mails duly made the connection yesterday with the R.M. s.s. "Paris," and I trust will insure another fast through trip.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 48.

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

SIR,— Resident Agency for New Zealand, San Francisco, 17th May, 1899.

* * * * *
The mails ex "Moana," 5th May, went through on time and connected with the "Paris" at New York on the following Wednesday, 12th, and arrived at Southampton this morning at 8 a.m. (contract date), a thirty-days trip.

In regard to the steamers of the Spreckels Company, I would say that these vessels are to be of 6,000 tons gross tonnage, are to have twin screws, and are guaranteed to maintain a sea speed of seventeen knots. The contract stipulates for the delivery of the vessels in twelve, fifteen, and eighteen months respectively from the date of contract, which was about the 1st April. In respect to the United States subsidy, of course the Hanna-Payne Bill [see No. 113, F.—6, 1899] has not yet become law; but under the old schedule (which I believe is still in operation) the increased size and speed of the new vessels would secure a considerable increase in the remuneration payable. I believe you have a copy of the law under which the present service is operating.

It is anticipated that the "Moana" will get away this (Wednesday) evening, as the mails are reported on time. The vessel, I hear, is badly lumbered up with deck cargo again.

I am, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 49.

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

SIR,— General Post Office, Wellington, 10th June, 1899.

I have the honour to acknowledge the receipt of your letter of the 12th ultimo, covering copy of correspondence with the Superintendent of Foreign Mails, Washington, with reference to the shorter time under the San Francisco mail-service arrangements allowed for replies from merchants and others on the Atlantic seaboard.

I regret that the alteration should have resulted in the inconvenience mentioned by Mr. Brooks. The change was made to shorten the through time between the colony and London by two days, which was all-important. I do not think that any change can be made in the desired direction in the meantime, but when the time comes for reviewing the schedule of sailings consideration will be given to these representations.

I have, &c.,

W. GRAY, Secretary

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

No. 50.

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

SIR,— Resident Agency for New Zealand, San Francisco, 12th July, 1899.

I have the honour to acknowledge the receipt of your communication of the 10th June, having reference to the complaint of correspondents in the eastern portion of this country in regard to the short time afforded them for reply to colonial correspondents under the schedule of arrivals and departures of the mail-steamers from San Francisco as now operating, the same being forwarded under cover from the Superintendent of Foreign Mails, Washington.

The contents of your communication have been duly communicated to Mr. Brooks.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 51.

The AGENT-GENERAL to the Hon. the PREMIER.

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

19th August, 1899.

SIR,—

Referring to your letter of the 15th May last [No. 135, F.—6, 1899], I beg herewith to transmit copy of letter from the London General Post Office relating to the conveyance across the Atlantic of the mails sent *via* San Francisco to New Zealand.

With regard to the mails from New Zealand, I do not think any improvement can be made by altering the date of despatch from Auckland, as the dates of the sailing of the swiftest steamers from New York to this country are somewhat irregular.

I have, &c.,

WALTER KENNAWAY, for the Agent-General.

The Hon. the Premier, Wellington.

Enclosure in No. 51.

The SECRETARY, General Post Office, London, to the AGENT-GENERAL.

SIR,—

General Post Office, London, 18th August, 1899.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 14th instant [not printed], inquiring whether the services of the fastest vessels would be secured for the conveyance across the Atlantic of the mails for New Zealand sent *via* San Francisco if those mails were closed in London on any other day of the week than Saturday.

In reply, I am to acquaint you that if the object of your Government is to secure the swiftest Atlantic transit as part of the quickest transit between London and New Zealand, that object is best attained by having the mails closed in London on Saturdays, and sent *via* Queenstown by Cunard steamers to New York.

If, however, it is desired to avoid detaining the Pacific steamer at San Francisco beyond Wednesday, its advertised day of sailing, the mails could be closed in London on Wednesdays for despatch to New York by the packets of the White Star line. The mails would then reach New York one to three days earlier than if sent by the Cunard packet on the Saturday following.

If the mails were closed in London on any other day of the week than Saturday or Wednesday, no fast British steamer would be regularly available for their Atlantic conveyance.

I am, &c.,

The Agent-General for New Zealand, London.

W. ROCHE, for the Secretary.

No. 52.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 5th January, 1900.

I have the honour to acknowledge receipt of your letter of the 19th August last, transmitting copy of letter from the General Post Office, London, relating to the conveyance across the Atlantic of the mails sent *via* San Francisco to New Zealand.

I have, &c.,

R. J. SEDDON, Premier.

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

No. 53.

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

Resident Agency for New Zealand,

DEAR SIR,—

San Francisco, 25th January, 1900.

The mails are as yet reported on time, and I hope the "Moana" will get away this evening on time. The "Campania" did not reach New York until late on Saturday night, occasioned no doubt by heavy weather on the Atlantic, hence the Thursday departure. The Homeward mails reached here on Thursday, as the vessel did not stay at Honolulu on account of the plague. The mails went on to New York on Thursday night and caught the "Trave," of the North German line, on the following Tuesday, and this vessel is reported to have arrived at Southampton on the 23rd, one day in advance of time, and twenty-nine days from Auckland.

I received your cable in respect to instructing Mr. Dryden to see that the mails from Honolulu were properly fumigated either on shore or after arrival on board. This matter will receive attention. The plague does not as yet seem to have been overcome at Honolulu, and we fear it may yet be brought here from the numerous vessels arriving thence.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 54.

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, 1900.

Your letter of the 17th February [not printed] to hand per "Mariposa," and contents are noted. The Homeward mails went through all right, and caught the "St. Paul," and she is reported passing Scilly this afternoon (contract date). There is a bad mess with the outward mails: it is reported that thirty-five bags of mail have missed connection at Chicago, and will not be here until to-morrow. I have been telegraphing all day in an endeavour to ascertain the identity of the mails, as, if they contain letters, of course we shall have to hold the steamer; but at this writing (4 p.m.) nothing has come through.

5 p.m.—Just received advices that the delayed mails consist of two letter-bags for Honolulu; seven bags for Papeete, Society Islands; six bags for Samoa, ten bags of newspapers for Australia, and six of newspapers for Honolulu. Under these circumstances, and after consultation with Mr. Dryden, I have concluded to let the vessel proceed to sea to-night. I hope this may be in accordance with your views.

There is nothing of special importance to report further as far as I have been enabled to ascertain. Neither the Hawaiian Territorial Government Bill nor the Perry-Payne Subsidy Bill has as yet been finally passed.

I am, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 55.

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, 1900.

In regard to the serious delay occasioned to the "Mariposa's" mails in December last, I have now received a communication from Washington which I enclose for your information. From this reply it would appear that this delay was unavoidable. I cannot, however, help feeling that the necessary promptitude and interest are not always displayed in the Omaha connection that should be given to this important connection.

And I have again to report that advices are just to hand to the effect that some thirty-odd bags of mail destined for transimission to-day per "Mariposa" have missed connection at Chicago, and will not reach here until to-morrow (Thursday) evening. I have communicated, through the Railway mail-service, by telegraph, in an endeavour to ascertain whether these mails contain letters or papers, as, if the former, it probably will be advisable to delay the departure of the "Mariposa" in order to connect. This is quite annoying, and I trust is not the result of carelessness at the transfer-point. [Same report as in No. 54.]

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 55.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SUPERINTENDENT of FOREIGN MAILS, Washington.

SIR,— Resident Agency for New Zealand, San Francisco, 5th January, 1900.

I have the honour to direct your attention to certain delays and misconceptions lately occurring in the overland carriage of mails destined to the Australian Colonies while in transit from New York to San Francisco, with a view of invoking your aid in remedying the same.

The late acceleration of the westbound express from New York has enabled the contract mail-steamers at this port to arrange a departure at 8 p.m. on Wednesday evening, which, if mails are delivered on time, permits a saving of some four hours on the old schedule. This saving is an important one, and may secure a considerable gain on the through time to the colonies, by permitting daylight arrivals and also departures at the intervening ports, notably that of Apia.

In order to enable the through service to secure as far as possible the full advantage of the earlier arrival of trains at this port, the steamers as before stated are now scheduled to leave San Francisco at 8 p.m., the fast train being scheduled to arrive at 5.15 p.m. We are, however, only enabled to make a departure at this hour by absolutely securing the connections lately arranged, which in the case of connections at Omaha and Ogden are quite close; and should these connections be missed at any point, serious delay to the through service is occasioned. In the case of the last departure, that of the 27th of December, our mails did not reach this city until 7.15 a.m. on the 28th ultimo.

As I am given to understand, the present arrangement of the through service is as follows, namely: Leave New York by the Hudson River and New York Central Railroad at 9.15 p.m.; arrive at Chicago by the Lake Shore Railroad at 8.30 p.m. next evening; leave Chicago by the Burlington route at 9.30 p.m.; arrive at Union Pacific transfer, Council Bluffs, at 7.55 a.m. (train

No. 15); leave Omaha by Union Pacific line at 8.50 a.m. (train No. 1); arrive at Ogden at 1 p.m. (noon, Pacific time); leave Ogden by Southern Pacific Railroad at 12.30 p.m., and arrive at San Francisco at 5.15 p.m.

From the above you will note that the connections at Chicago only give one hour to connect, at Omaha fifty-five minutes (which includes the conveyance across from the Union Pacific transfer to Omaha), and at Ogden thirty minutes. From this it would look as if Omaha connection was the one from which there is the greatest danger of misconnection, and may be responsible for the numerous delays from which we suffer.

You would confer a favour if you would cause some attention to be given to the whole matter, with a view of securing our connection for the Australian mails on the four-weekly periods when an uninterrupted transit is so essential to the continuity of the service. It would also be esteemed a favour if you would kindly inform me, for the information of my Government, of the cause of serious delay reported to the Australian mails leaving New York on the 23rd December last, which resulted in the detention of the contract steamer at this port from 8 p.m. on the 27th until 10.40 a.m. on the 28th ultimo.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

N. M. Brooks, Esq., Superintendent of Foreign Mails, Washington.

Enclosure 2 in No. 55.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

Post Office Department, Office of Foreign Mails,

SIR,—

Washington, D.C., 5th March, 1900.

I have the honour to acknowledge the receipt of your letter of the 5th January last, relative to certain delays and misconnections lately occurring in the overland carriage from New York to San Francisco of mails destined for the Australian Colonies, and asking to be informed of the cause of the serious delay reported to the Australian mails leaving New York on the 23rd December last, which resulted in the detention of the contract steamer at San Francisco from 8 p.m. on the 27th until 10.40 a.m. on the 28th December.

In reply, I have to inform you that this department makes every effort possible to transport between New York and San Francisco by the speediest trains and without any delay whatever *en route* the closed mails passing between Great Britain and the Australasian Colonies, and when delays do occur it is, as a rule, on account of accidents which cannot be foreseen or guarded against.

In the case of the mails forwarded from New York on the 23rd December last which did not reach San Francisco until fourteen hours after they were due there, I have to inform you that the delay was caused by the wrecks of two other trains, one of which occurred near Albany, New York, and the other near Blue Canyon, California.

I am, &c.,

N. M. Brooks, Superintendent of Foreign Mails.

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

No. 56.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 18th April, 1900.

I have the honour to enclose for your information some correspondence lately passing in connection with the delay to mails for Honolulu, Apia, Tahiti, and New Zealand, which missed connection with the last steamer. The delay, as explained by Superintendent West, of the Chicago division of the Postal Railroad Service, would seem to have been inevitable. Other matters in connection with the furnishing of necessary details in case of future detentions I hope will receive attention.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 56.

The RESIDENT AGENT for NEW ZEALAND, San Francisco, to the SUPERINTENDENT of the RAILWAY MAIL-SERVICE, San Francisco.

SIR,—

Resident Agency for New Zealand, San Francisco, 30th March, 1900.

Reverting to the misconnection of some thirty-five sacks of mail destined for trans-Pacific ports reported from Chicago on the 19th instant, which caused some confusion at this end, and resulted in serious consideration of the question of detaining the contract steamer at this port on the 21st instant, I would seek your good offices in an endeavour to secure the co-operation of your department to the end that a general instruction may be given to all railway mail superintendents located on the line of transport from the eastern seaboard to this city. The instruction desired is to the effect that, in case of a misconnection at any point *en route*, it shall be the duty of the

officer in charge at that point to immediately report the occurrence to you at San Francisco, such report to give the origin and destination of all trans-Pacific mails delayed, special care being taken to state whether the mails contain letters or newspapers. You undoubtedly will recognise the importance of these mails being identified thus, as the question of the detention of the mail-steamer and its attendant expense will generally hinge upon the description of the delayed mails.

In the case referred to above it will probably be within your recollection that, while the report of the misconnection of these mails reached this city some thirty hours prior to the date and hour scheduled for the departure of the contract mail-steamer, yet it was only within some four hours of her proposed departure that the identity of the missing mails was known. You will confer a favour if you will represent the importance of issuing such instructions from the head of your service as will assure in future the necessary information being telegraphed in case of accident or detention to the foreign mails in transit.

In connection with the matter now under review, you would also confer a favour if you could obtain for the information of my Government an explanation of the cause of the delay to the mails reported from Chicago which did not reach this city until 7.35 p.m. on 22nd instant, a delay of over twenty-six hours.

Regretting to trouble you in this matter,

I have, &c.,

H. STEPHENSON SMITH, Resident Agent for New Zealand.

H. P. Thrall, Esq., Superintendent of the Railway Mail-service, San Francisco.

Enclosure 2 in No. 56.

The SUPERINTENDENT, Railway Mail-service, San Francisco, to the SUPERINTENDENT, Railway Mail-service, Chicago.

Railway Mail-service, Office of Superintendent, Eighth Division,
San Francisco, California, 31st March, 1900.

SIR,—

I enclose herewith a letter from Mr. H. Stephenson Smith, Resident Agent for New Zealand, dated San Francisco, 30th March, 1900, with reference to information desired by telegraph in the event the through closed mails for New Zealand and Australia miss connection at any point *en route* across the United States. He also calls attention to the fact that in the last instance of this kind we were unable to obtain definite information as to the character of the mails that were delayed at Chicago until but a few hours before the schedule time for the sailing of this steamer.

On the 19th instant you wired me as follows: "36 sacks trans-Pacific mail missed 15 last night. Will send on train 1 to-day." On the 20th I wired you as follows: "Your wire yesterday: Were the 36 bags trans-Pacific referred to closed mails for Australia from New York City." To this you replied: "The delayed trans-Pacific mails were from London, Dublin, and New York."

I presume my telegram did not convey to you the idea that we very much desired to know whether the mails referred to were the closed mails for Australia and New Zealand. We could have inferred that these mails were for these countries, except for the fact that the "Gaelic," carrying mails for China and Japan, was scheduled to leave San Francisco but two days later than the "Mariposa," carrying mails for Australia and New Zealand. The matter was then taken up by wire with Chief Clerk Moore, at Ogden, to obtain a description of the missing bags, and he replied that these mails were not checked from waybill, except to count the total number of sacks received. This made it impossible to obtain any information as to the character of the missing mails until they reached Ogden, 21st March, twenty-four hours late.

Will you kindly furnish an explanation of the cause of the delay to these mails at Chicago, 18th March?

Very respectfully,

H. P. THRALL, Superintendent.

Mr. E. L. West, Superintendent, Railway Mail-service, Chicago, Illinois.

Enclosure 3 in No. 56.

The SUPERINTENDENT, RAILWAY MAIL-SERVICE, San Francisco, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.

Railway Mail-service, Office of Superintendent Eighth Division,
San Francisco, Cal., 9th April, 1900.

SIR,—

Referring to your letter of the 30th ultimo, I am this date in receipt of the following from Superintendent West, of Chicago, which explains the delay in transfer at Chicago on the 18th March of a quantity of New Zealand mail-matter from the New York and Chicago train No. 35 to the Chicago and Council Bluffs No. 15:—

"Returning your correspondence of 31st March, relative to delay at Chicago in transferring mails on 18th March, I beg to state that on that date New York and Chicago train 35 was wrecked within the city limits. Fortunately most of the trans-Pacific mails were stalled in the car which was on this side of the break, and were immediately brought to Chicago and connected. The thirty-six sacks which missed connection were in the rear of the train, and did not arrive in Chicago until about 4.30 a.m., missing connection with both trains, 15 and 7; consequently we had to despatch them the following day on train 1. The delay was unavoidable, and every effort was made to connect these mails as expeditiously as possible. I have arranged in cases of this

kind which may occur hereafter to have full information given to this office at once concerning the origin, destination, and character of the trans-Pacific mails so delayed, and will immediately wire your office full information, so that you can take what action is necessary."

The arrangement Superintendent West has made would seem to cover any future irregularities that may occur in this division. However, to secure uniform action all the way from New York to San Francisco, I have forwarded the papers in this case to General-Superintendent White for such action as he may desire to take.

Yours, &c.,

H. P. THRALL, Superintendent.

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

No. 57.

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

SIR,—

General Post Office, Wellington, 16th May, 1900.

I have the honour to acknowledge the receipt of your letter of the 18th April.

I note what you have done, as disclosed by the copy of correspondence forwarded, with the view of obviating detention of the mail-steamers at San Francisco in cases where the mails may miss connection at any point between New York and San Francisco. It is also noted that the delay to the mails, which took place at Chicago on the 18th March, was due to a train accident.

I have, &c.,

W. GRAY, Secretary.

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

No. 58.

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

Post Office Department,

SIR,—

Office of Foreign Mails, Washington, D.C., 17th May, 1900.

I have the honour, by direction of the Postmaster-General, to inform you that on and after the 14th June, 1900, the exchange of mails between your administration and Hawaii will be conducted on the side of the United States by the post-office at Honolulu as an exchange post-office of this department.

The exchange will be conducted in accordance with the regimen of the Universal Postal Convention of Washington, and the mails for the office of Honolulu should be made up in accordance with the practice now in vogue by your administration as regards mails for Hawaii.

I have, &c.,

N. M. BROOKS, Superintendent of Foreign Mails.

The Postmaster-General, Wellington.

No. 59.

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

SIR,—

General Post Office, Wellington, 18th May, 1900.

In the matter of your letter of the 21st March last, I have the honour to refer to that portion advising that, among other mails, ten bags of newspapers for Australia were delayed, and that the "Mariposa" proceeded to sea without them. I now learn from Mr. Isbister's report that the delayed mails included two bags from New York for Auckland, and no mail matter for Australia.

I have, &c.,

W. GRAY, Secretary.

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

No. 60.

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

(Telegram.)

Dunedin, 21st May, 1900.

SPRECKELS cables navigation laws will be carried into effect 10th June. Presume from this Hawaiian Bill has passed Congress.

No. 61.

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

(Telegram.)

Wellington, 22nd May, 1900.

YES, the Hawaiian Bill would seem to have passed, the original clause postponing for one year the time for applying the United States coasting laws to Hawaii being struck out. See my telegram to you of the 8th instant [not printed]. I have wired copy of your message to Hon. Mr. Ward, now on his way to Dunedin. Suggest you see him.

No. 62.

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

SIR,— Resident Agency for New Zealand, San Francisco, 11th June, 1900.

Reverting to my communication of the 16th April last, in reference to delay to the mails to connect with the R.M.S.S. "Mariposa," I have now the honour to enclose the papers received from the various Superintendents of the Railway Mail-service referring to the matter, which also touches upon the question of the more legible marking of the bags containing letters, so that the various transfer-agents can at once detect the difference, and properly identify the description of mail when delays occur. From what I have seen, however, of the through mail-bags I am of the opinion that distinct stencilling is made on the bags *en route*, so that I do not think there should be any necessity to do anything further in this direction.

I have also to report that the homeward mails received here in May, per "Mariposa," did not effect their connection at New York by the Wednesday's steamer, but proceeded next day by the "Kaiser Friedrich," of the Hamburg-American Packet line, reaching Southampton early on the morning of the 17th of May, nearly one day late.

I have inquired into the cause of this misconnection, and enclose the report from the Superintendent of the Railway Mail-service at Chicago, from which it would appear that the delay was occasioned by a late delivery at Chicago. Mr. West does not give the cause of this late arrival, but I am strongly of the opinion that the delay was on account of the late arrival of the Union Pacific at Council Bluffs. I hope we may be more fortunate in the future. As it was, the mails only arrived at New York some two hours too late to connect with the Wednesday's boat.

You will confer a favour by returning all the communications of the several Railway Superintendents enclosed for your information.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

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

 Enclosure 1 in No. 62.

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

SIR,— Resident Agency for New Zealand, San Francisco, 2nd June, 1900.

Upon my return from a visit to British Columbia I was mortified to learn that the Australian through mails eastbound failed to make their steamer connection at New York on the 9th May. It seems as if some delay had occurred preventing their leaving Chicago by the Lake Shore train scheduled to leave for New York at 3 a.m. Would you be kind enough to advise where this delay occurred, and the cause thereof, as the misconnection at New York was a serious matter.

I have asked by wire this afternoon that, in the event of a similar delay occurring this month, you will be good enough to promptly advise me, as also the New York office. Regretting troubling you in this matter,

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

Captain E. L. West, Superintendent, Railway Mail-service, Chicago.

 Enclosure 2 in No. 62.

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

Railway Mail-service, Office of Superintendent, Sixth Division,
Chicago, Illinois, 6th June, 1900.

RESPECTFULLY returned to H. Stephenson Smith, Esq., Agency, New Zealand Government, San Francisco, Cal.,—

With the information that the delay complained of was because C.B. and Q. train 8 did not arrive in Chicago in time to connect with Lake Shore train 32, and we were compelled to forward the mails on No. 6. This was explained to you in my letter yesterday, and I beg to assure you that these mails will be given prompt attention, and will be connected through Chicago whenever possible.

E. L. WEST, Superintendent.

 No. 63.

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

SIR,— Resident Agency for New Zealand, San Francisco, 12th June, 1900.

Your favours of the 7th and 11th of May [not printed] duly received. I much regret that my sudden call on business to the north-west prevented my usual communication by the last steamer, although there was not anything of special importance to report except the misconnection of the last homeward mails at New York with the Wednesday's steamer, which arrived at New York some two hours too late to catch the steamer, on account of the late arrival at Chicago of the Burlington mail-train from Council Bluffs. Fortunately, however, an extra boat of the Ham-

burg-American Packet line left on Thursday, making a fast run and landing our mails early on the 17th (about twelve hours late). As the fast steamers of this line are now scheduled to leave on Thursdays up to the end of October, we shall have a desirable substitute in case of future delays.

It seems to be finally arranged now that the United States coasting laws as regards Hawaii will go into effect on the 14th of this month, which will prevent, so the Spreckelses say, the "Moana" taking either passengers or freight at Honolulu for this port, in which case I do not see why the Union Company do not cut out the Hawaii Islands from their timetable.

The homeward mails *ex* "Mariposa" left New York by the "St. Paul" (English portion) and the "Majestic" on Saturday. The "St. Paul" is reported passing Scilly Islands early this morning, so a good contract date is assured. . . . The "Mariposa" will get away on time, I think, to-night, and the United States Customs think a clean bill of health will be given her.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 64.

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

SIR,—

General Post Office, Wellington, 11th July, 1900.

I have the honour to acknowledge the receipt of your letter of the 17th May, advising that the exchange of mails between Hawaii and this administration will be conducted on the side of the United States by the Post Office at Honolulu, in accordance with the regimen of the Universal Postal Union Convention of Washington.

I have, &c.,

W. GRAY, Secretary.

The Superintendent,

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

INTERCOLONIAL SERVICE. SERVICES *VIA* AUSTRALIA ALTERNATING WITH SAN FRANCISCO SERVICE.

No. 65.

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

SIR,—

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

The Council of this Chamber desires to bring under your notice the disadvantages under which the business community in the central parts of the colony labour as to postal communication with the United Kingdom and Europe.

The chances of connecting satisfactorily with the Brindisi mail *via* Australia, or with the Vancouver mail from Brisbane, are so irregular, problematical, and speculative that correspondence of any importance is practically shut up to the monthly mail *via* San Francisco.

My Council therefore desires to respectfully urge that arrangements should be made whereby there should be secured to this district at least a fortnightly regular reliable service—that is to say, an additional service by some quick route intermediately with the San Francisco service, thus in a measure taking the place of the service *via* Vancouver which has been discontinued.

I have, &c.,

S. CARROLL, Secretary.

The Hon. the Postmaster-General, Wellington.

No. 66.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 9th August, 1899.

REFERRING to correspondence with Mr. Mills [Nos. 284 *et seq.*, F.-6, 1899] about a connection with the Federal outward mail, Wellington to Sydney, the following question appears on to-day's Order Paper: "Mr. Duthie to ask the Postmaster-General, Whether, in view of the improbability of an early re-establishment of a fortnightly mail-service *via* America, the Government propose to invite public tenders, for a term of two or three years, for a weekly service between Lyttelton, Wellington, and Sydney, to connect with the Federal service at the latter port?" As you are aware, Mr. Mills has not seen his way, so far, to arrange the service. It has been practicable, however, to connect with the outward Vancouver boats at Suva, but the steamers do not call there after this month. I now wish to learn whether your company, from next month, will provide a regular four-weekly despatch from here on the Thursday in the second week following the arrival of the Frisco mails in the colony. In other words, a steamer to leave here on Thursday, the 14th proximo, and every four weeks thereafter, connecting with the Federal mail leaving Sydney the following Tuesday, for such period as may hereafter be agreed upon. Mr. Mills, I understand, does not return to Dunedin until next week, but you may be able to advise whether it will be possible to arrange such a service.

No. 67.

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

The New Zealand Shipping Company (Limited), Christchurch,
10th August, 1899.

SIR,—

We have received advice that the s.s. "Warrimoo," leaving Sydney on the 13th instant, will be the last steamer to call at Fiji, as arrangements have now been made for the steamers of the Canadian-Australian line to proceed direct from Brisbane to Honolulu. This will effect a saving of two days on the passage. The sailing-date from Sydney will remain the same as at present—viz., every fourth Tuesday.

I have, &c.,

ISAAC GIBBS, General Manager.

The Secretary, General Post Office, Wellington.

No. 68.

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

The New Zealand Shipping Company (Limited), Christchurch,
10th August, 1899.

SIR,—

The attention of the directors of this company has been drawn to the following paragraph, which appears in the Annual Report of the Post and Telegraph Department for the year 1898, with reference to the Vancouver mail-service:—

"On the 3rd November last the House of Representatives authorised the Government to extend both services for twelve months ending 31st March, 1900. The extension of the San Francisco service was agreed to by the directors, but the Canadian-Australian Royal Mail Steamship Company did not respond to the invitation to renew the Vancouver service, although repeatedly solicited to do so. The company allowed the service contract to expire before giving notice of the intention not to renew with the colony but to substitute Brisbane for Wellington as a port of call. It would appear that negotiations had been in progress with the Queensland Government for some time, and the failure of the company to extend to this colony ordinary business courtesy seriously embarrassed the department."

I am instructed to say that in charging this company with failure to extend to the colony ordinary business courtesy you appear to have overlooked the telegram forwarded on the 31st October last to the Right Hon. R. J. Seddon, Postmaster-General [No. 136, F.—6, 1899], of which the following is a copy:—

"Supplementary Order Paper, 28th October, indicates the proposal to extend Vancouver mail-service subsidy for one year. From letter just received from London, think it most unlikely that Canadian-Australian Company will agree to continue service on a yearly contract."

It was well known at that time that the Canadian-Australian Royal Mail Steamship Company was in serious financial difficulty, and the fact that the Government proposed to extend the contract for one year only, together with a suggestion that a faster service would be stipulated for under any new contract at the end of that period, necessitating a large outlay of capital to provide steamers of increased speed, served to show that no encouragement was offered to the company to continue to make Wellington the port of call.

Further, the Government deducted the penalties incurred for late departure from the subsidy payable to the company, while the New South Wales Government paid its subsidy in full.

There were no indications that the Government wished to encourage the service in any way—quite the reverse. It can therefore hardly have come as a surprise to you that the company should seek to place the service where it would be better appreciated. The telegram to the Premier, quoted above, was sufficient indication that the Canadian-Australian Company would not be likely to continue the service on a yearly contract, such as that proposed by the Government, and we therefore claim that the Government had ample warning of the withdrawal of the service.

Further, while negotiations were proceeding with the Queensland Government, and before the contract was concluded, the writer, at a personal interview in Wellington, informed you that New Zealand would lose the Vancouver mail-service unless the Government took some steps to prevent it, and I suggested that you should communicate with the Hon. the Postmaster-General, who was then in the South Island, and get some indication of the intention of the Government with regard to the service. I offered to cable to London, and do all in my power to retain the service, if the Government would authorise me to cable that it would recommend Parliament to grant a five-years contract at, say, £10,000 a year subsidy.

You declined to communicate with the Hon. the Postmaster-General, and said any offer must come from the Canadian-Australian Royal Mail Steamship Company. Matters were, however, in such a position at that time that some such action on the part of the Government as that suggested was the only way possible to prevent the diversion of the service from New Zealand.

I have, &c.,

ISAAC GIBBS, General Manager.

The Secretary, General Post Office, Wellington.

No. 69.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 10th August, 1899.

MR. MILLS will not return till 26th, and if possible we would like matter kept open till then. Am afraid it is impossible arrange sailings Wellington—Sydney alternate Thursdays without employing

six steamers in Cook Strait running during winter; alternative to this being special service. Am communicating by cable with Mr. Mills at Strahan to-day on subject, but afraid proposals cannot be effectually dealt with till his return. Have endeavoured meantime to fit in steamer for fourteenth September from Wellington, but fear impracticable without rearranging whole service at considerable cost.

No. 70.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 10th August, 1899.

SINCE wiring you this morning I notice you are only asking for a Thursday sailing each four weeks. Unfortunately afraid this cannot be arranged under ten-days time-table, and in any case the initial date, 14th September, is particularly inconvenient.

No. 71.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 11th August, 1899.

WELLINGTON—SYDNEY service. Perhaps you will wire again when you hear from Mr. Mills.

No. 72.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 11th August, 1899.

PRESS telegram states Minister in reply question stated tenders for weekly mail-service Lyttelton, Wellington, and Sydney would be called. If this correct, would like advise Mr. Mills.

No. 73.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 11th August, 1899.

YES; Minister indicated that he thought it would be advisable to call for tenders.

No. 74.

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

SIR,—

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

I have the honour to acknowledge with thanks the receipt of your letter of the 10th instant, advising that the "Warrimoo," leaving Sydney on the 13th idem, will be the last vessel of the Canadian-Australian line to call at Fiji, as the steamers will in future proceed direct from Brisbane to Honolulu.

I have, &c.,

W. GRAY, Secretary.

The General Manager for the Colonies,
New Zealand Shipping Company, (Limited), Christchurch.

No. 75.

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

(Telegram.)

Wellington, 16th August, 1899.

"Upolu," which is to connect with "Warrimoo" at Suva, has been delayed by weather. Would you kindly ask Captain Hay wait reasonable time should "Upolu" be late reaching Suva.

No. 76.

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

(Telegram.)

Sydney, 16th August, 1899.

CONTRACTORS asked to instruct captain "Warrimoo" comply with your request.

No. 77.

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

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

SIR,—

17th August, 1899.

Referring to the request made in your telegram of the 16th instant, that the captain of the s.s. "Warrimoo" might be asked to wait at Suva for a reasonable time in the event of the s.s. "Upolu," which is to connect with the "Warrimoo" at Suva, being late in reaching that place, I have the honour to inform you that your wishes in the matter were communicated to the

Sydney agents of the Canadian-Australian Royal Mail Steamship line, who state that they have telegraphed to the commander of the "Warrimoo" at Brisbane, instructing him to wait at Suva for the "Upolu" as long as possible, consistent with their obligations under the New South Wales and Queensland contracts.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 78.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 17th August, 1899.

"UPOLU's" average time Auckland-Suva is slightly under five days, so that if gets away noon to-morrow should, under ordinary circumstances, catch "Warrimoo." Latest weather reports indicate south-east gale north of Auckland, which I am afraid will still further detain "Upolu." Have asked Henderson in event arrival to-night endeavour despatch before noon to-morrow.

No. 79.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 17th August, 1899.

VERY sorry to advise you "Upolu" not yet arrived Auckland. Very bad weather has been experienced round Auckland. "Hawea" which arrived last night was hove-to forty-eight hours, and "Waihora" took thirty-six hours Auckland-Gisborne. Fear under circumstances no chance despatching "Upolu" till noon to-morrow.

No. 80.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 17th August, 1899.

VERY unfortunate "Upolu" not yet arrived, but hope she will get away not later than noon to-morrow. "Warrimoo" timed to leave Suva Wednesday morning, but captain has been instructed to wait a few hours for "Upolu." Leaving noon to-morrow. "Upolu" will, I presume, reach Suva about midday Wednesday. Please reply.

No. 81.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 18th August, 1899.

"UPOLU" not yet arrived Auckland, but Henderson advises wind and sea going down. Regret now no chance catching "Warrimoo" Fiji.

No. 82.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 18th August, 1899.

"UPOLU's" failure very unfortunate and vexatious. "Warrimoo" will probably wait Suva until Wednesday evening. Trust no accident has befallen your steamer.

No. 83.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 24th August, 1899.

REFERRING to your telegrams of the 10th, is there likely to be a steamer from here for Sydney on the 14th proximo? If not, is "Mokoia," which is time-tabled to leave here Friday, 8th proximo, to be relied upon? She would connect with Vancouver mail leaving Sydney Wednesday 13th. If "Mokoia" despatched on Thursday, she would also connect with the Federal mail leaving Sydney on Tuesday, which is due in London four days before Vancouver mail.

No. 84.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 24th August, 1899.

REGRET see no chance of steamer Wellington-Sydney 14th proximo. No reason to expect "Mokoia" to be later than time-table date—viz., Friday 8th. To put her a day ahead we should have to

miss Dunedin, passing through Port Chalmers on 5th. This would mean a good deal of expense to us. If we were able to despatch from Wellington early on 8th, the steamer would probably connect with outward Federal mail on 12th, but would be cutting it rather fine.

No. 85.

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

General Post Office, Wellington, 24th August, 1899.

I have the honour to acknowledge the receipt of your letter of the 17th instant, advising that, as desired, the captain of the R.M.S. "Warrimoo" had been asked to wait at Suva a reasonable time for the mails from this colony *via* Vancouver.

I thank you for the action you took in the matter. Unfortunately, however, the "Upolu" was delayed, and was not able to leave Auckland until Monday, the 21st, so that there was no possibility of her connecting with the "Warrimoo" at Suva. The British mails which it was intended to send by her were therefore despatched by the "Westralia" to your port for transmission by the Federal mail-steamer leaving there next week.

The Deputy Postmaster-General, Sydney.

I have, &c.,

W. GRAY, Secretary.

No. 86.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the POSTMASTER-GENERAL, Wellington.
SIR,—

Post Office Department, Canada, Ottawa, 30th August, 1899.

Referring to your letter of the 7th January, 1898 [No. 163, F.-6, 1898], in which you requested that New Zealand mails for and from Great Britain, sent by way of Vancouver, should be forwarded *via* New York, and that the route between Vancouver and New York east of Moose Jaw should be *via* Portal and Chicago, I beg leave to state that upon receipt of this communication instructions were at once given by this department to carry your wishes into effect. I regret that an intimation of this does not seem to have been sent to you at the time. During the course of the present summer, however, a much more expeditious service has been organized by the Canadian Pacific Railway between Vancouver and Montreal, the journey being made in 100 hours in either direction.

Under these arrangements there is no longer any advantage to be gained by transferring your mails to the United States system at Moose Jaw, and this department has therefore thought it advisable to send them through by the Canadian Pacific line to Montreal, to be thence forwarded for despatch by the first fast steamer.

It is proposed that the mails from Great Britain for New Zealand should in like manner take the route *via* Montreal, and it will be suggested to the English office to label them for that route. In this way two or three transfers to which the mails are now subjected will be avoided.

It is hoped the action of this department in the matter will meet with the approval of your department.

I have, &c.,

R. M. COULTER, Deputy Postmaster-General.

The Postmaster-General, Wellington.

No. 87.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,—

General Post Office, Wellington, 1st September, 1899.

Adverting to my letter of the 17th July last [No. 15, F.-6A, 1899], I have now the honour to forward herewith statements showing the dates and times of arrival at Auckland, Wellington, Christchurch, Dunedin, and Invercargill of mails from your country, from October, 1898, to June, 1899, *via* Suez and *via* San Francisco, and by way of Vancouver up to the time of the cessation of the service to New Zealand.

As in the case of similar notices from your office, the monthly statement hence will in future be forwarded without any accompanying letter.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

No. 88.

The SECRETARY, General Post Office, Wellington, to the CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 1st September, 1899.

I AM advertising Vancouver mails by "Mokoia" leaving here Friday next. Presume her sailing may be relied upon.

No. 89.

The CHIEF MANAGER and INSPECTOR, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 1st September, 1899.

"MOKOIA" is up to time. See nothing to make her late.

No. 90.

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

Postal and Electric Telegraph Department, General Post Office,
Sydney, 6th September, 1899.

SIR,—

Referring to your communication of the 24th ultimo, intimating that, as the "Upolu" could not connect with the "Warrimoo" at Suva, the British mails which it was intended to despatch by that steamer were sent on to Sydney by the "Westralia" for onward transmission by a Federal mail-steamer, I have the honour to inform you that thirty-five bags of mails from Auckland for London, received here by the "Westralia" on the 25th idem, were placed on board the P. and O. s.s. "Victoria" the following day.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 91.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 11th September, 1899.

ORIENT Company, having been advised New Zealand Government inviting tenders conveyance mails by sea connecting with Federal mail-service, will be prepared entertain definite offer from New Zealand Government extend company's steamers to New Zealand so as to provide New Zealand Government's requirements. In case Government approve of proposal, company would endeavour to ascertain whether Peninsular-Oriental will join.

No. 92.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 12th September, 1899.

QUITE correct New Zealand Government intends establish four-weekly service connect with Federal mail, Wellington-Sydney and Sydney-Wellington, so as to give alternate fortnightly service with San Francisco. Ascertain for purposes estimates approximate amount for which Orient Company would undertake service.

No. 93.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 13th September, 1899.

ORIENT Company not prepared to negotiate four-weekly service, but, provided Peninsular-Oriental join, would entertain offer so as to provide weekly service by ocean steamers running through to colony. Subsidy approximately £60,000.

No. 94.

The AGENT-GENERAL to the Hon. the PREMIER.

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

SIR,—

18th September, 1899.

I beg herewith to transmit copy of correspondence which has passed with reference to the proposal to extend the weekly steam-services of the Peninsular and Oriental and Orient Companies to New Zealand.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 94.

MEMORANDUM by the SECRETARY to the AGENT-GENERAL.

Westminster Chambers, 13, Victoria Street, London, S.W., 8th September, 1899.

Mr. J. G. S. ANDERSON, chairman of the Orient Company, called this afternoon. He had received the following telegram from Mr. D. Anderson, Orient Company's agent at Sydney:—

"Government of New Zealand invite tenders a four-weekly service, twelve knots, Lyttelton-Wellington-Sydney, not less than 2,000 register, connecting Suez; service commencing 11th October, two years."

When Mr. Seddon was in England Mr. Anderson and the chairman of the Peninsular and Oriental Company had an interview with him with reference to Mr. Seddon's suggestion that the two companies should send their steamers going to Australia on to New Zealand.

Mr. Anderson does not suppose that the above has anything to do with that suggestion, but he wished to say that the Orient Company were open to entertain an offer from the New Zealand Government to make such an extension of their mail-service, and which would meet the requirements of the Government for the speedy and regular transmission of the Federal mails on to New Zealand.

If Mr. Anderson was assured that the New Zealand Government would entertain the idea of making an offer, he (Mr. Anderson) would then approach the Peninsular and Oriental Company for the purpose of ascertaining whether that company would join the Orient Company in extending the service to New Zealand so that there would be a weekly service.

Mr. Anderson also expressed an opinion that the Imperial authorities would also assist in establishing such an extension.

Mr. Anderson would therefore submit to the Agent-General whether, under the circumstances, he would think it desirable to inform his Government of the Orient Company's willingness to entertain such a proposal before the Government complete a contract under the terms mentioned in the above telegram.

The Agent-General.

WALTER KENNAWAY.

Enclosures 2 and 3 in No. 94.

[See Nos. 91 and 92.]

Enclosure 4 in No. 94.

The SECRETARY to the AGENT-GENERAL to the CHAIRMAN, Orient Steam Navigation Company.

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

SIR,—

12th September, 1899.

Referring to your interview with me on the 8th instant, I am directed by the Agent-General to transmit copies of cablegrams which have passed between the New Zealand Government and himself with respect to the proposed mail-service between Australia and New Zealand, by which you will see that the Government are desirous of ascertaining the approximate amount for which your company would be prepared to undertake the service required.

In case your company proceed in the matter, the Agent-General will on hearing from you telegraph to his Government any particulars you may wish to communicate.

I am, &c.,

J. G. S. Anderson Esq.,

WALTER KENNAWAY.

Orient Steam Navigation Company, 13, Fenchurch Street, E.C.

Enclosure 5 in No. 94.

[See No. 93.]

Enclosure 6 in No. 94.

The CHAIRMAN, Orient Steam Navigation Company, to the SECRETARY to the AGENT-GENERAL.

DEAR SIR,—

5, Fenchurch Avenue, E.C., London, 14th September, 1899.

You have requested me to put in writing the purport of what I said to you at our interview yesterday, and I have now pleasure in doing so.

When Mr. Seddon was here two years ago he called on me, and expressed a wish that the mail-steamers of the Peninsular and Oriental and Orient lines should run on to New Zealand. I was afterwards present at an interview which Mr. Seddon had with Sir Thomas Sutherland, the chairman of the Peninsular and Oriental Company, at which Mr. Seddon expressed the same wish, when Sir T. Sutherland said that the extra mileage involved in going on to New Zealand for the two lines forming a weekly service would be about 130,000 miles, and that the cost of carrying out such a service would be at the rate of from 10s. to 15s. per mile. Further, that the commercial earnings of the service would be but small.

These statements of Sir T. Sutherland were, in my judgment, true at the time, and, the conditions being practically the same, they remain true now.

The New Zealand Government have recently advertised for a service of steamers every four weeks to connect with the Australian Federal mail-service, so as to constitute with the New Zealand service *via* San Francisco a regular fortnightly service.

Under these circumstances I approached you with the suggestion that for the New Zealand Government to enter into such a contract would be to postpone, for the period for which it might be arranged, the possibility of realising Mr. Seddon's ideal—*viz.*, the inclusion of New Zealand in the Australian Federal-mail system.

It appears to me that, provided the Peninsular and Oriental Company were prepared to join with the Orient Company in the matter, and if the New Zealand Government saw their way to pay the necessary subsidy, a satisfactory weekly mail- and passenger-service both ways, connecting New Zealand with this country and with Australia, could be at once started, the ocean steamers going through to New Zealand calling at Wellington and Lyttelton.

As to the amount of subsidy required, I would repeat what I have already written you, that I think £60,000 per annum would be needed for this weekly service—that is to say, £30,000 for the Peninsular and Oriental Company and £30,000 for the Orient.

As I have indicated, it would be necessary that the Peninsular and Oriental and Orient Companies should co-operate, but the relations of the two companies are, I am glad to say, such that I should be hopeful of bringing them into the scheme, provided the requisite subsidy were forthcoming.

As to how far the Imperial Government might be prepared to contribute to the subsidy, you will no doubt be able to ascertain; but, however that may be, there can be no doubt that if the mail-steamers ran on to New Zealand that country would thereby receive a great and beneficial impetus.

I am, &c.,

J. G. S. ANDERSON.

Walter Kennaway, Esq., C.M.G., 13, Victoria Street, S.W.

No. 95.

The ACTING UNDER-SECRETARY and SUPERINTENDENT of TELEGRAPHS, Brisbane, to the SECRETARY, General Post Office, Wellington.

SIR,— Post and Telegraph Department, Brisbane, 6th October, 1899.

Referring to the contract between this colony and Messrs Burns, Philp, and Co. (Limited), Sydney, for the conveyance of mails by the steamers of the Canadian-Australian line, which came into operation with the vessel despatched from Brisbane to Vancouver on the 27th April, 1899, I have the honour to request you to be good enough to furnish me with statements of mail-matter received and despatched by this service (giving origin or destination as the case may be, weight, &c.) so far as your colony is concerned, from the date of commencement, and to continue doing so in future.

I have, &c.,

GEORGE H. BUZACOTT.

The Secretary, General Post Office, Wellington.

No. 96.

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

SIR,— General Post Office, Wellington, 10th October, 1899.

I have the honour to acknowledge the receipt of your letter of the 30th August last, in reference to the carriage across the American Continent of mails exchanged between New Zealand and the United Kingdom, and informing me that the arranging of a more expeditious route than that by way of Moose Jaw and Chicago had rendered it desirable to forward New Zealand mails from Vancouver to Montreal for despatch by the first fast Atlantic steamer.

I have to thank you for the action taken by your department in the matter, and to ask upon what date the new route was adopted for the conveyance of colonial mails.

I note that you intended to write to the London Post Office about the route of our mails westward, but, as New Zealand is no longer a party to the Vancouver mail-service contract, there is not likely to be much correspondence for this colony from London by way of Canada. In the direction from New Zealand to London, use is made of the service as opportunity offers.

I have, &c.,

W. GRAY, Secretary.

The Deputy Postmaster-General, Ottawa, Canada.

No. 97.

The SECRETARY, General Post Office, Wellington, to the ACTING UNDER-SECRETARY and SUPERINTENDENT of TELEGRAPHS, Brisbane.

SIR,— General Post Office, Wellington, 23rd October, 1899.

Referring to your letter of the 6th instant, asking to be furnished with statements of mail-matter received and despatched by the Vancouver mail-service, I have the honour to inform you that an arrangement has already been entered into with the Sydney Post Office to pay New South Wales for the conveyance of our mails by the Vancouver steamers. Under this arrangement, statements are rendered to Sydney half-yearly, giving the particulars of mails despatched from New Zealand for transmission. I would therefore refer you to the Deputy Postmaster-General, Sydney, for the information you require.

I have, &c.,

W. GRAY, Secretary.

The Acting Under-Secretary and Superintendent of Telegraphs, Brisbane.

No. 98.

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

SIR,— General Post Office, Wellington, 25th October, 1899.

I have the honour to acknowledge the receipt of your letter of the 10th August last, in which you take exception to certain remarks in the department's last annual report in reference to the discontinuance of the Vancouver mail-service.

Referring particularly to the fourth paragraph of your letter, I wish to remind you that, in replying to your suggestion that I should telegraph the Postmaster-General, I pointed out that the matter discussed by you would come better from yourself, and that you should communicate with the Minister direct. You, however, were not prepared to do this, and on the conclusion of the interview intimated that you would cable to London to ascertain definitely the intentions of your

principals, as you were in ignorance of what was being done either in London or Sydney, or whether the service was to be renewed with this colony. I did not hear from you again.

The alleged want of courtesy cannot in any sense be said to apply to your company, but to the Canadian-Australian Mail Steamship Company, which you will no doubt admit on again perusing the report.

It was a matter for regret that the manner in which the Vancouver service lapsed should have called for any adverse comment from the Post Office, but, remembering the difficulties in which the department had been placed and the serious inconvenience occasioned the public from the absence of definite information from your principals, I think you will acknowledge, even now, that the strictures were not without reason.

The General Manager for the Colonies,
New Zealand Shipping Company (Limited), Christchurch.

I have, &c.,

W. GRAY, Secretary.

No. 99.

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

The New Zealand Shipping Company (Limited), Christchurch,

SIR,—

14th November, 1899.

I have the honour to acknowledge the receipt of your letter of 25th ultimo in reply to mine of 10th August last.

After so long a lapse of time it is difficult to state precisely the remarks made at a personal interview of which notes were not taken at the time, but so far as my memory serves me the result of my conversation with you is correctly set out in my letter above referred to.

As the company acted as agents in New Zealand for the Canadian-Australian Royal Mail Steamship Company, the impression left in the minds of readers of the remarks in the annual report of your department would undoubtedly be that the New Zealand Shipping Company was charged with a lack of business courtesy.

I submit that in fairness to the Canadian-Australian Company you should have referred in your report to the telegram forwarded to the Hon. the Premier on the 31st October, 1898 [No. 136, F.—6, 1899], intimating that that company would not be likely to continue the Vancouver mail-service on a yearly contract.

Events have proved the wisdom of the Canadian-Australian Company in dropping New Zealand. The contract for the San Francisco service has just been extended for another year, after which faster steamers will be required to run that service, and it is not unreasonable to infer that the Vancouver line would have met with similar treatment.

The Canadian-Australian Company had run great risks and incurred the heavy expenses which are inseparable from the organization and opening-up of a new trade route. No encouragement was given by the New Zealand Government to the company—on the contrary, every penalty was rigidly enforced; and with the certainty that at the end of twelve months the company would be called upon to replace the steamers then running in the service with faster and more costly vessels, without any indication of a corresponding increase in the subsidy, it is not surprising that the directors of the Canadian-Australian Royal Mail Steamship Company took steps to secure a contract elsewhere of a more profitable and permanent character than the New Zealand Government appeared prepared to give. As business men the Government could hardly have expected any other result.

I am not aware that it was incumbent upon the Canadian-Australian Company to inform the Government of their intention to make other arrangements, and it is for not doing so that they are charged with want of business courtesy.

The efforts subsequently made by the New Zealand Government to frustrate negotiations with the Queensland Government clearly show that the directors of the Canadian-Australian Company acted with proper business caution in this matter.

From the time that Mr. Huddart ceased to control the Canadian-Australian Company the Government of New Zealand treated that company in the harshest possible manner. They were most unsympathetic and unbending in all their communications, and evidently were surprised to find that the company would not renew a contract with a Government which had proved itself to be so unfriendly.

I have, &c.,

ISAAC GIBBS, General Manager for the Colonies.

The Secretary, General Post Office, Wellington.

No. 100.

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

SIR,—

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

I have now the honour to acknowledge the receipt of your letter of the 14th ultimo, in further reference to the Vancouver mail-service.

I have been directed to state in reply that there was a distinct ground of complaint against the Canadian-Australian Royal Mail Steamship Company in its neglecting to apprise the Postmaster-General that it did not intend to renew the service with this colony, when it was well known that an agreement excluding New Zealand had been all but concluded with Queensland. As already explained, this resulted in serious public inconvenience, and no good reason has been advanced for

the company practically allowing the service to drop before advising the Government of its intention not to renew.

The General Manager for the Colonies, New Zealand
Shipping Company (Limited), Christchurch.

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

No. 101.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.
SIR,— Post Office Department, Canada, Ottawa, 20th February, 1900.

Referring to your letter of the 10th October last, in reply to mine dated the 30th August, informing you that arrangements had been made for forwarding the New Zealand mails for the United Kingdom, sent *via* Vancouver, direct from Vancouver to Montreal by the Canadian Pacific Railway, instead of *via* Moose Jaw and Chicago, I have to inform you that instructions to forward the mails in question by the direct Canadian route were issued on the 4th August last, and took immediate effect.

I have, &c.,

R. M. COULTER, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

INTERPROVINCIAL SERVICE FOR SAN FRANCISCO MAIL.

No. 102.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 8th September, 1899.

SIR,—

Your letter of the 1st July [No. 23, F.—6A, 1899], stating the conditions on which our offer for the collection and distribution of the San Francisco mail on the coast was accepted by the Postmaster-General, has been brought before me since my return.

The conditions laid out are in accordance with our agreement, and I have much pleasure in confirming same, subject to the addition in clause 2 of the words, "weather and tide being suitable." I trust this will be acceptable to you.

I have, &c.,

JAMES MILLS, Managing Director.

The Secretary, General Post Office, Wellington.

No. 103.

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

SIR,—

General Post Office, Wellington, 12th September, 1899.

I have the honour to acknowledge the receipt of your letter of the 8th instant, on the subject of the conditions of acceptance by the Postmaster-General of your offer for the collection and distribution of the San Francisco mail on the New Zealand coast.

I note that you confirm the conditions, subject to the words "weather and tide being suitable" being added in clause 2. Before the Minister is asked to agree to this, I should be glad to be informed whether the purport of the proposed addition is that the steamer shall wait indefinitely at New Plymouth.

I have, &c.,

W. GRAY, Secretary.

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

No. 104.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 22nd September, 1899.

SIR,—

I have the honour to acknowledge receipt of your favour of the 12th September.

The conditions attached to the call at New Plymouth are intended to protect us in the case of a vessel being delayed there by tempestuous weather, or through being unfortunate enough to get aground owing to the unfavourable state of the tide.

We recognise that we are not allowed to remain over three hours at New Plymouth, and will, as has been our custom, carry out the contract in the spirit in which it was intended.

have, &c.,

JAMES MILLS, Managing Director.

The Secretary, General Post Office, Wellington.

No. 105.

WARRANT.

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

To the Right Honourable 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 in writing, 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 Lyttelton and Onehunga, in performance of the interprovincial service connecting with the mail-service 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, one thousand nine hundred, both days inclusive; the contract to be subject in all respects to such terms and conditions as to you shall seem fit.

Given under my hand, at Wellington, in the said colony, this seventeenth day of October, one thousand eight hundred and ninety-nine. RANFURLY.

No. 106.

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

SIR,—

General Post Office, Wellington, 23rd January, 1900.

I have the honour to refer to your letter of the 22nd September last, in connection with the conditions attached to the call at New Plymouth of the steamer carrying the San Francisco mail, and to inform you that the Postmaster-General agrees to the words "weather and tide being suitable" being added to clause 2 of my letter of the 1st July last.

I have, &c.,

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

W. GRAY, Secretary.

Approximate Cost of Paper.—Preparation, not given; printing (1,450 copies), £19 10s.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1900.

Price 1s. 8d.]