

1901.

NEW ZEALAND.

OCEAN MAIL-SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6, presented on the 17th August, 1900.]

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

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SAN FRANCISCO MAIL-SERVICE.

ENGAGEMENT WITH THE OCEANIC COMPANY, ETC.

No. 1.

Messrs. E. SHIRTCLIFFE, F. OAKDEN, and Others on board R.M.S.S. "Moana" to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— R.M.S.S. "Moana," 25th June, 1900.

We, the undersigned New Zealand passengers from Australia and New Zealand per s.s. "Moana" to San Francisco, desire to bring under your notice the manner in which the American shipping law is operating to the great disadvantage of vessels sailing under the British flag, so far as the trade between Honolulu and San Francisco is concerned.

The law referred to provides that no vessels other than American shall be allowed to carry freight and passengers between American coastal ports, and, as by reason of the recent annexation of the Sandwich Islands by the United States Honolulu has practically become such a coastal port (though two thousand miles from the mainland), the prohibition has now become operative as against British vessels. The s.s. "Moana," however, is the first British ship that has experienced the effect of the American legislation, and has been debarred from taking on board at Honolulu valuable freight and numerous passengers that were awaiting transit to San Francisco, many of the said passengers being also British subjects, but unable to travel from Honolulu in a vessel of their own country—a position which appears to us to be so entirely opposed to the British "open-door" policy as to call for special remark, more particularly in view of the fact that a very substantial subsidy of £30,000 is now being demanded from the New Zealand Government by the new American contractors with the United States for the carriage of the mails between Australia and San Francisco, while at the same time British ships are entirely excluded from participating as heretofore in the arrangement.

At a meeting of New-Zealanders held on board to-day the following resolutions were unanimously carried: "(1.) That, in view of the American law which prohibits British ships from carrying passengers and cargo between Honolulu and America, the New Zealand passengers on

board the 'Moana' wish to express their hope that a subsidy will not be granted to the new American line if British ships are to be excluded from participating in it. (2.) That the gist of the foregoing be cabled direct to the New Zealand Press Agency, and that the full text be forwarded by mail to the New Zealand Postmaster-General."

In accordance with the second resolution, the following cable will be despatched on our arrival at San Francisco to the Press Agency at Wellington: "'Moana' debarred all freight, passengers, Honolulu. Zealanders strongly urge subsidy should be paid only on condition that British ships included."

While fully recognising the value to the colony of such a fast and up-to-date service as is contemplated under the new contract, we cannot refrain from expressing our sincere hope that a *modus operandi* may yet be found, whereby an equally suitable service may be secured, in which British vessels can participate. Possibly the publication in New Zealand of the above cable message, and the explanation contained in this letter, will, by drawing attention to the matter, help to strengthen the hands of the Government in their well-known desire to obtain fair treatment for the British flag.

We are, &c.,

E. SHIRTCLIFFE, F. OAKDEN, and others.

The Hon. the Postmaster-General, Wellington.

No. 2.

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

(Telegram.)

Dunedin, 14th July, 1900.

FR'ISCO service: *Re* your telegram 26th June [No. 43, F.—6, 1900]: Hope send definite reply shortly. We note that Messrs. Spreckels have secured contract from American Government for three-weekly service San Francisco, Sydney *via* Auckland, in which our steamer is debarred from participating, and also that under the Hawaiian Act our steamer is debarred from carrying cargo and passengers between Honolulu and San Francisco. This being so, it is probable we shall be compelled to ask Postmaster-General, after having carried on the service for the past fifteen years, to relieve us from our sailings from Auckland after 29th October. That is commencing with "Moana" 26th November. This will leave a gap of six weeks between 29th October and 8th December, but we will arrange to afford you as good a connection as possible with the Federal or Vancouver service during that interval.

No. 3.

The AGENT-GENERAL to the Hon. the PREMIER.

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

18th July, 1900.

SIR,—

I beg leave to request that I may have as early an intimation as possible as to the intention of the Government as regards the renewal or extension of the mail-service *via* San Francisco or the establishment of any additional service.

There are reports prevalent with respect to this matter, which is a subject of considerable interest to those connected with New Zealand, and I am having inquiries made with respect thereto, to which I shall be glad to be in a position to reply.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

No. 4.

Mr. W. BLACKLOCK, Apia, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Apia, Samoa, 16th August, 1900.

I understand that it is the intention of the Oceanic Steamship Company to change the port of call for their steamers from Apia to Pago Pago in this group, and in this case you might wish to make arrangements for the transportation of New Zealand mails from Pago Pago to Apia. My object in writing to you is to let you know that I have put on a steamer between Pago Pago and Apia, and am prepared to enter into an agreement to carry mails.

Yours, &c.,

The Hon. the Postmaster-General, Wellington.

W. BLACKLOCK.

No. 5.

The SECRETARY, General Post Office, Wellington, to Mr. W. BLACKLOCK, Apia.

SIR,—

General Post Office, Wellington, 31st August, 1900.

I have the honour, by direction, to acknowledge the receipt of your letter of the 16th instant, intimating that you are prepared to enter into an agreement to convey mails between Pago Pago and Apia when the steamers of the Oceanic Steamship Company call at the former port in the place of Apia.

In reply, I am to state that the transport of mails between places in the Samoan group would probably be provided for by the local authorities. The Oceanic Steamship Company may also find

it necessary to make its own arrangements for the carriage of passengers and cargo between Apia and Pago Pago, which would no doubt include the conveyance of mails.

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

W. Blacklock, Esq., Auctioneer and Commission Merchant, Apia, Samoa.

No. 6.

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

(Telegram.)

Wellington, 24th September, 1900.

IN reply to cable message [No. 86], have just been advised that "Sierra" is now the first of new steamers, and is expected to leave San Francisco 21st November. If this is so, "Moana" will continue her running as usual. Suggest you get this confirmed.

No. 7.

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

(Telegram.)

Dunedin, 24th September, 1900.

IN what way is position with regard to "Moana" affected? Presume Spreckels will start new service as per contract, substituting "Mariposa" from San Francisco 31st October, and Sydney 4th December. "Mariposa" will thus leave Sydney fortnight after "Moana," but latter will clash with new steamer from San Francisco during December. Presume "Moana" would not get American subsidy, the only difference in position being that the "Mariposa" from Sydney 5th December would not be such a formidable rival to the "Moana" as the new steamer on that date.

No. 8.

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

(Telegram.)

Wellington, 24th September, 1900.

I ASSUMED that new service would not be commenced until 21st November, and from this end 25th December. Our agent added in his cablegram, "Can give nothing more definite at present"; hence my suggestion about your cabling to San Francisco.

No. 9.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 2nd October, 1900.

FRISCO service: Spreckels's ten years' contract with United States forces out existing service. Commences San Francisco November twenty-first: every three weeks thereafter. Return steamer leaves Auckland December twenty-nine: due San Francisco January fourteen. Propose ask Parliament not make fixed contract with Spreckels, but continue pay poundage. Ascertain and reply at once whether Imperial Government agree three-weekly service, and continue present payments sea and land transit: whether fast steamers Atlantic assured both ways. Probably no Frisco despatch from colony November twenty-six, as present service this end ceases with despatch twenty-nine October, which case mails forwarded Suez. Resolutions continuance Spreckels submitted House Monday. Answer urgently required.

No. 10.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 5th October, 1900.

FRISCO: In answer to your telegram of the 2nd, Post Office must discuss with Treasury question of cost, and therefore cannot yet give definite answer. Postmaster-General wishes to know detailed particulars regarding contract with Spreckels. My opinion is that Post Office will ultimately agree, and I propose to ask Secretary of State for Colonies to help.

No. 11.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 6th October, 1900.

In reference to my telegram to you some time ago [No. 2], indicating that, in view of the contract entered into by Messrs. Spreckels Brothers with the American Government to place

three new steamers on the line between San Francisco and the colonies, and also the fact that our steamer is not permitted to trade between Honolulu and San Francisco, nor will she any longer receive a share of the American mail-payments, it would probably be necessary for us to ask you to cancel our contract with your Government for the carriage of the mails between New Zealand and San Francisco, and to relieve us from our sailings after the departure of the "Mariposa" from Auckland on the 29th October, and the "Moana" from San Francisco, about 3rd October, I have now formally, on behalf of this company, to ask that we should be relieved accordingly.

I need hardly repeat that it is a source of regret to us that, after having taken a leading part in carrying on the mail-service with San Francisco for the past fifteen years, we should be now squeezed out of it; and I venture to say, also, it is not in the interests of the colonies that it should be so. I may add that, if it can be arranged that a British-owned steamer may be retained in the trade under suitable conditions we are still prepared to build and equip a steamer equal in speed and all other respects to the proposed American steamers.

I have, &c.,

JAMES MILLS, Managing Director.

The Hon. the Postmaster-General, Wellington.

No. 12.

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

(Telegram.)

Wellington, 8th October, 1900.

FR'ISCO service: After fully considering question, Government decided to ask House of Representatives to authorize temporary agreement with Spreckels for continuance of service for twelve months. Once every three weeks. No fixed subsidy, but payment on basis present poundage-rates. The time between Auckland and San Francisco sixteen days. Union Company, recognising that American subsidy payable only to Spreckels's steamers, and "Moana" having been prevented trading between Honolulu and San Francisco, have applied to have contract cancelled, and relieved of sailings after departure of "Mariposa" from Sydney on twenty-fourth instant, and Auckland on twenty-ninth, to which I have agreed. "Alameda," however, leaves San Francisco on thirty-first instant, as advertised. New service probably begin with "Sierra" from San Francisco on 21st November.

No. 13.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 9th October, 1900.

FR'ISCO service and your telegram fifth: Proposed payment—letters, ten and fivepence; books, one shilling; newspapers, sixpence per pound. Route, San Francisco, Honolulu, Pago Pago, Auckland, Sydney. Exclusively American vessels, specially built. Six thousand tons. Sixteen knots sea-going speed. Time, Auckland San Francisco, sixteen days. Twenty-seven, twenty-eight days London Auckland. Leave San Francisco Wednesdays; arrive Mondays.

No. 14.

SAN FRANCISCO MAIL-SERVICE.

RESOLUTION passed by the House of Representatives on the 11th day of October, 1900:—

Resolved, (1.) That this House authorises the Government to enter into a temporary agreement with the J. D. Spreckels and Brothers Company for the continuance of the San Francisco mail-service once every three weeks, in the place of four-weekly, for a period not exceeding twelve months, from about the 21st November, 1900. (2.) The payment for the conveyance of mails from New Zealand to San Francisco shall be at the rate of 10s. 5d. per pound for letters, 1s. per pound for books, packets, &c., and 6d. per pound for newspapers. (3.) The time between San Francisco and Auckland shall not exceed sixteen days. (4.) No bonus shall be paid for early arrival, and penalties at the rate of £4 an hour to be enforced only when late delivery exceeds forty-eight hours. (5.) All mails tendered to the contractors at Auckland and San Francisco by or on behalf of the Postmaster-General of New Zealand shall be conveyed by the contract vessels, and sufficient and secure accommodation shall be provided for the same. (6.) Suitable accommodation and lighting shall be provided for the purpose of sorting the mails on board the contract vessels, and first-class accommodation provided without charge for a mail agent and an assistant, or, if required, two assistants. (7.) During the continuance of the contract, and so long as the same shall be faithfully carried out by the contractors, no charge for harbour dues, dock dues, or other rates shall be made or levied under "The Harbours Act, 1878," or any amendment thereof, or under any special Act in that behalf, at the Port of Auckland for any of the steam-vessels employed in carrying out the contract. (8.) Any agreement entered into between the Postmaster-General of New Zealand and the J. D. Spreckels and Brothers Company shall, where applicable, follow the provisions of the agreement entered into with the Union Steam Ship Company of New Zealand (Limited), on the 14th day of August, 1895 [No. 27, F.-6, 1895], and the renewed agreement made on the 11th day of April, 1899 [No. 91, F.-6, 1899].

No. 15.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.) Wellington, 12th October, 1900.
FRISCO service: Resolutions Spreckels's service for one year passed House Representatives last night.

No. 16.

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

(Telegram.) Wellington, 12th October, 1900.
PARLIAMENT passed resolutions authorising Government arrange Spreckels one year present weight basis. You had better communicate with Spreckels. Reply by wire. [See No. 93.] When will you commence new service?

No. 17.

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

(Telegram.) Wellington, 12th October, 1900.
FRISCO service: House of Representatives passed resolutions authorising continuance of service with Spreckels for twelve months. As Union Company's contract to be cancelled, there will be no outward steamer from Sydney twenty-first November.

No. 18.

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

(Telegram.) Wellington, 12th October, 1900.
You probably have learned from newspapers this morning that resolutions *re* Frisco service passed by House last night. Minister agreed to cancel your contract and relieve you of sailings, as applied for. Will confirm by letter. Am as yet without definite information about commencement Spreckels's service.

No. 19.

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

(Telegram.) Wellington, 13th October, 1900.
LETTER confirming cancellation contract by to-day's mail. Have you advised Spreckels that your connection with service ceases with the departure of "Mariposa" and arrival of "Moana"? Am informing Press Association that your contract is cancelled, and that there will be no Frisco despatch next month. Presume will hear from you next week about connecting with outward Vancouver service leaving Sydney 7th proximo, and also connection with Federal mails leaving Sydney 20th or 27th proximo.

No. 20.

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

SIR,— General Post Office, Wellington, 13th October, 1900.
Referring to your telegram of the 14th July last, and more particularly to your letter of the 6th instant, asking that the contract for the San Francisco mail-service might be cancelled, and your company relieved from its sailings after the departure of the "Mariposa" on the 29th instant from Auckland and her arrival at San Francisco, and the arrival of the "Moana" at Sydney about the 28th instant, I have the honour, by direction of the Postmaster-General, to inform you that, the accompanying San Francisco mail-service resolutions having been passed by the House of Representatives, empowering the Government to enter into an agreement for one year with the J. D. Spreckels and Brothers Company for the continuance of the service, the Hon. Mr. Ward agrees to relieve your company of the present contract, as requested.

I am to express the Postmaster-General's regret that circumstances over which neither your company nor the Government has any control should have rendered a change in existing arrangements necessary; and, at the same time, to place on record the highly satisfactory manner in which the service has been conducted by your company since its first contract with the Government in 1885.

I shall no doubt hear from you in due course as to your proposed arrangements next month for a close connection outward with the Federal or Vancouver service, as mentioned in your telegram already referred to. The next Vancouver mail leaves Sydney on the 7th proximo, and connections with the Federal mails timed to leave Sydney on the 20th or 27th proximo would also be very suitable in substitution for the abandoned San Francisco despatch of the 20th proximo from Auckland.

I have, &c.,
The Managing Director, W. GRAY, Secretary.
Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 21.

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

General Post Office, Wellington, 15th October, 1900.

I have the honour to forward herewith, for your information, three copies of resolutions passed by the House of Representatives of this colony on the 11th instant, authorising the Government to enter into a temporary arrangement with the J. D. Spreckels and Brothers Company for the continuance of the San Francisco mail-service once every three weeks for a period not exceeding twelve months from about the 21st November, 1900.

My telegram of the 12th instant will have informed you that the Postmaster-General had agreed to cancel the contract with the Union Steam Ship Company after the departure of the "Mariposa" on the 29th instant from Auckland and her arrival at San Francisco, and the arrival of the "Moana" at Sydney about the 28th October. The result of this will be that there will be no outward steamer for San Francisco from Sydney on the 21st proximo.

The Deputy Postmaster-General, Sydney.

I have, &c.,

W. GRAY, Secretary.

No. 22.

MR. J. H. WITHEFORD, M.H.R., Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.
SIR,—

Auckland, 18th October, 1900.

I have received cable message from Mr. John D. Spreckels, president of the Oceanic Company, dated San Francisco, 16th October, in which he agrees to take mail-matter on poundage basis, and gives the following dates of sailings from San Francisco:—

Copy of cable message: "I will take mails on poundage basis. Sailing-dates: 'Alameda,' 31st October; 'Sierra,' 21st November; 'Mariposa,' 12th December; 'Sonoma,' 2nd January; 'Ventura,' 23rd January."

The Hon. the Postmaster-General, Wellington.

I am, &c.,

J. H. WITHEFORD.

No. 23.

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

(Telegram.)

Wellington, 19th October, 1900.

MR. WITHEFORD has received a cable from Mr. Spreckels, stating that he will take up Frisco service for twelve months on the poundage basis agreed to by House of Representatives. The following he cables as the sailings: "Alameda," 31st October; "Sierra," 21st November; "Mariposa," 12th December; "Sonoma," 2nd January; "Ventura," 23rd January. As there will be no steamer next month, it will be necessary to send two additional agents by the "Mariposa" to meet "Sierra's" mails. Presume, under the circumstances, yourself and Spreckels would agree to give free passage.

No. 24.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 20th October, 1900.

I have the honour to forward herewith three copies of a resolution passed by the House of Representatives on the 11th instant, relative to the San Francisco mail-service.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 25.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,—

General Post Office, Wellington, 20th October, 1900.

I have the honour to forward herewith six copies of a resolution passed by the House of Representatives on the 11th instant, relative to the San Francisco mail-service.

I have, &c.,

W. GRAY, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

[Copies also sent under cover of letter of same date to the MANAGING DIRECTOR, Union Steam Ship Company of New Zealand (Limited), Dunedin; the SUPERINTENDENT OF FOREIGN MAILS, Post Office Department, Washington, D.C.; and Mr. H. STEPHENSON SMITH, Resident Agent for New Zealand, San Francisco.]

No. 26.

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

(Telegram.)

Dunedin, 20th October, 1900.

UNDER circumstances, feel sure Mr. Spreckels will approve two additional Mail-agents receiving passages per "Mariposa."

No. 27.

MR. J. H. WITHEFORD, M.H.R., Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Wellington, 23rd October, 1900.

I have cabled to Mr. Spreckels that the Union Company decline to run "Moana" without usual American subsidy.

As might be expected, there is much regret expressed in Auckland at the possibility of no mail-steamer running to San Francisco with mails and passengers in November. Can you see any way of assisting to arrange with the Union Company, as their agreement appears to have been cancelled prior to other arrangements being entered into, and it happens to be just at the time that the only boat the Union Company has on this line is at the New Zealand end? The Oceanic boats will keep the service going from San Francisco. A sudden break in this important service should be avoided if possible; and this can be satisfactorily arranged by the "Moana" making one trip more.

Trusting you will be able to meet the urgent requirements of the colony in this matter by securing the running of the "Moana" in November.

I have, &c.,

J. H. WITHEFORD.

P.S.—I desire, if possible, to leave Wellington, and shall be glad of an early intimation of your intention to provide for the mails and passengers being carried *via* San Francisco as usual.—
J. H. W.

The Hon. the Postmaster-General, Wellington.

No. 28.

The Hon. the PREMIER to the AGENT-GENERAL.

Wellington, 26th October, 1900.

FRISCO service: Spreckels accepts resolutions. Washington asked consent New Zealand receive London sea-postage [No. 98]. Commencing twenty-first November, steamer leave San Francisco every three weeks. Mails from London week earlier. Advise when Imperial Post Office proposes despatch mails. First steamer regular running leaves Auckland December eighth. No outward steamer next month.

No. 29.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 27th October, 1900.

I have the honour to forward herewith copies of the resolutions passed by the House of Representatives on the 11th instant, with reference to the continuance of the San Francisco mail-service.

My cable messages, copies of which are attached, will have apprised you that the contract with the Union Steam Ship Company of New Zealand had been cancelled at the request of the company, owing, primarily, to the shutting-out of the "Moana" from trading between Honolulu and San Francisco, as the result of the application to Hawaii of the mercantile shipping laws of the United States. This is unfortunate, and much sympathy has been expressed with the Union Steam Ship Company both in and out of Parliament.

The first result of the altered arrangement is that there will be no mail for London *via* San Francisco next month, but this it was not possible, under the circumstances, to avoid. A close connection, however, with the Federal mail leaving Sydney on the 6th proximo, and also with the Vancouver mail leaving the following day, has been arranged. The latter connection will enable replies to be sent to American letters received by the San Francisco mail, which has just arrived. It is also being arranged to connect with the Brindisi mail leaving Sydney on the 20th proximo, and due in London on the 23rd December.

The first of the new sailings from San Francisco will be taken up by the s.s. "Sierra" on the 21st November, after which mails will leave every three weeks.

I enclose draft time-table, from which it will be seen that the Brindisi mails can only be used in future with advantage for the despatch leaving London six days after the departure of the mail *via* San Francisco. I am communicating with you by cable about the London departures with the view of your making the necessary arrangements with the London Post Office. [See also No. 122.]

If the new time-table dates can be kept, a very satisfactory service should result, from the point of view of the transport of mails. The new steamers are, as already advised, all on the American register. They are powerful steamers of 6,000 tons, with all modern improvements, and have been built specially for the service. Owing to labour troubles, some delay in completing them has occurred, and the "Mariposa," leaving Auckland on the 29th instant, will probably have to

follow the new s.s. "Sierra," as the "Sonoma," the second steamer, is scarcely likely to have reached San Francisco by the 12th December.

I regret to learn from your reply to my cable message of the 2nd instant [see also No. 94] that the London Post Office is bound, under the Postal Union Convention, to pay over the Pacific transit-charges to the United States Post Office, instead of this colony as heretofore, and I am now in communication with the Postmaster-General at Washington, asking him to consent to the continuance of the course followed under the contract with the Union Steam Ship Company.

I should be glad if you would send me time-tables of the Atlantic steamers, particularly those which will be likely to convey our mails outward and inward. It would be a convenience if you could arrange with the Atlantic steamship companies to place you on their regular distribution-list of time-tables, so that the Postmaster-General could be informed of any changes which are likely to affect the transport of our mails.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 30.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

General Post Office, Wellington, 27th October, 1900.

GENTLEMEN,—

San Francisco Mail-service.

I have the honour to forward herewith six copies of the resolutions passed by the House of Representatives on the 11th instant, authorising the Government to enter into a temporary agreement with your company for the continuance of the San Francisco mail-service every three weeks, in the place of the present four-weekly service, for twelve months from about the 21st proximo; payment for mails from the colony to be made on the basis of weight, as at present—namely, 10s. 5d. per pound for letters, 1s. per pound for books, and 6d. per pound for newspapers.

Immediately after the passing of the resolutions, Mr. H. Stephenson Smith, Resident Agent for this colony in San Francisco, was requested to communicate the fact to your company; and the Postmaster-General is in receipt of a letter from Mr. Witheford, M.H.R., forwarding copy of a cable message from you, in which you agree to convey the mails on the poundage basis, and also announce the projected sailings from San Francisco up to the 23rd January.

You are no doubt aware of the nature of the contract with the Union Steam Ship Company of New Zealand, which, at the request of the company, has been cancelled as from the completion of the "Moana's" inward service this month and the arrival of the "Mariposa" at San Francisco about the 16th proximo.

Under paragraph 8 of the resolutions passed by the House of Representatives the provisions of the agreement with the Union Steam Ship Company are to be followed so far as they apply, and I shall be obliged if you will indicate in what way you consider the contract should be altered to suit the new circumstances. Should Mr. Spreckels, the president of your company, find it practicable to visit New Zealand by the first trip of the "Sierra" or "Sonoma," as it is understood he intends doing, the consideration and signing of the contract may stand over until his arrival, but otherwise it would be exceedingly convenient if some person could be empowered to act on your company's behalf.

As there will be no steamer from Auckland next month, it is found necessary to send an additional Mail-agent and assistant by the "Mariposa" to take up the work of sorting the mails which will be brought to the colony by the "Sierra." Mr. Isbister will take up duty on the "Sierra," and his first work will be the fitting-up of the mail-sorting room. No doubt you will instruct the commander of the steamer to facilitate the work, and to render any necessary assistance. I am without a plan of the proposed mail-sorting space and mail-rooms on the new steamers, but it is understood that your company intends to offer much superior accommodation to that on board the "Mariposa" and the "Alameda."

I have, &c.,

W. GRAY, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

No. 31.

The Hon. the POSTMASTER-GENERAL, Wellington, to Mr. J. H. WITHEFORD, M.H.R., Auckland.
(Telegram.)

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

HAVE received cablegram from Washington Post Office [No. 108], in reply to one sent a few days ago, advising that Spreckels is not authorised to arrange with us for mail-conveyance from San Francisco by his new steamers, and that the British closed mails will be despatched hereafter under Postal Union conditions. This is a very awkward position, and may hamper arrangements, especially if the Washington office should object to our making contract with Spreckels. We had been refused a copy of the contract, but Mr. Spreckels's letters to the Government, placing the new service at our disposal [Nos. 5 and 9, F.-6, 1900], led us to believe that he was empowered to enter into a contract with New Zealand. The exact position should be ascertained without delay, and I suggest that you cable Spreckels, informing him of the purport of our cablegram from Washington, and asking him to inform you whether he is or is not empowered to make contract with this Government, or whether the United States Post Office will insist on the service being used by New Zealand as provided under the Postal Union regulations.

No. 32.

The PRESIDENT, Oceanic Steamship Company, San Francisco, to the SECRETARY, General Post Office, Wellington.

DEAR SIR,—

San Francisco, 19th November, 1900.

We are in receipt of your communication of the 27th ultimo, notifying us of the authorisation of your Parliament to enter into an agreement with this company for one year for the carriage of your mails. While we shall be pleased to carry your mails on the poundage basis suggested by you, we are not inclined at present to enter into a contract to do so. We have been much disappointed in the delivery of our new steamships, which has caused frequent changes in our plans, and until we get them running regularly on the route, which we expect will be very soon now, we do not wish to be bound to a contract. Furthermore, a few trips of the new steamers will give us the experience necessary to formulate a schedule, which we hope will be mutually satisfactory; hence we desire to postpone entering into a contract until your colony and ourselves can have learned by actual experience what we can do, and what you would desire us to do. We are naturally desirous of meeting your wishes as far as we consistently can do so, and will take up the question again, either by correspondence or personal visit, just as soon as all the vessels of our new fleet are at work, meanwhile carrying the mails on basis of payment for weight, as stated in your letter.

In regard to Mail-agents, we will accord them all the space necessary to aid them in their duties, and will see that every reasonable convenience is extended to them.

Yours, &c.,

OCEANIC STEAMSHIP COMPANY.

JOHN D. SPRECKELS, President.

The Secretary, General Post Office, Wellington.

No. 33.

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

(Telegram.)

Wellington, 21st November, 1900.

ASK Spreckels to instruct captain "Alameda" reach San Francisco in good time catch Saturday steamer New York. Failing this, arrange departure Auckland 7th December. Very serious. Reply immediately.

No. 34.

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

(Telegram.)

San Francisco, 22nd November, 1900.

SPRECKELS instructs "Alameda" leave Sydney 2nd December. Arrange with the authorities Auckland give her all possible despatch.

No. 35.

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

(Telegram.)

San Francisco, 4th December, 1900.

"MARIPOSA" will be despatched 27th December. [Later altered to 26th.]

No. 36.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 5th December, 1900.

"ALAMEDA" and "Mariposa" being utilised this month. Mails close Auckland sixth and twenty-seventh to insure connection Saturday steamer New York.

No. 37.

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

(Telegram.)

Dunedin, 17th December, 1900.

No advice from Spreckels about port of call, Samoa, but notice "Mariposa" called Pago Pago on down trip, and captain stated Pago Pago would now be port of call. Have you any information? What do you advise?

No. 38.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Sydney, 17th December, 1900.

VERY urgent. *Re* your Postmaster-General's wire 8th October, intimating cancellation Union Company's contract, and that you were making temporary agreement with Spreckels for twelve months at present poundage-rates, please state whether this arrangement applies to this colony's mails. The new service is being advertised as under contract with Governments New South Wales, New Zealand, and United States, which is, of course, incorrect as regards New South Wales. If your temporary agreement does include our mails, do you expect us to pay you poundage-rates or to continue the £4,000 per annum?

No. 39.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.) Wellington, 17th December, 1900.

TEMPORARY agreement with Spreckels in no way commits your colony. Question of payment not under consideration.

No. 40.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
General Post Office, Wellington, 17th December, 1900.

SIR,—

San Francisco Service.

I have the honour to confirm my cablegram of to-day, copy of which is attached. It was assumed that your colony did not intend to renew its direct contribution, and that it would be a matter of arrangement with Messrs. Spreckels as to the terms under which your department would make use of the new service.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 41.

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

SIR,—

General Post Office, Wellington, 19th December, 1900.

I have the honour to refer to three claims of £600 each for mail-carriage since the 1st November—two between San Francisco and Auckland, and one between Auckland and San Francisco—received from your company, which at present I do not see my way to pass. It appears to me that it will not be proper for this department to recognise these claims until further information is received from the United States about the terms of the new contract. It has yet to be settled whether this department pays anything at all for the inward voyages, and I have not ascertained to whom payment is to be made. Of course, if the present arrangements by which you act as agents for the Oceanic Company are to continue, you will no doubt see that a copy of your power of attorney is submitted to the department.

I have, &c.,

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

W. GRAY, Secretary.

No. 42.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, 20th December, 1900.

I have the honour to confirm my cablegram dated the 5th instant, informing you that, owing to the steamships "Alameda" and "Mariposa" being utilised this month for the outward mails *via* San Francisco, the mails would close at Auckland on the 6th and 27th idem, in order to insure a connection with the Atlantic steamer leaving New York on the Saturday.

Since forwarding the cablegram it has been decided that the latter mail shall be despatched from Auckland on the 26th instead of the 27th instant.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 43.

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

SIR,—

General Post Office, Wellington, 20th December, 1900.

Referring to your telegram of the 17th instant, with reference to the port of call at Samoa for the San Francisco mail-steamers, I have the honour to inform you that the department has concluded to regard Pago Pago as the port of call. We have had no direct advice of the change,

but in the time-table supplied by Messrs. Spreckels Pago Pago is substituted for Apia. I understand that a small steamer is to run between Apia and Pago Pago, connecting with Spreckels's vessels.

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

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

No. 44.

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

General Post Office, Sydney, 22nd December, 1900.

Referring to your cablegram of the 17th instant, intimating that the temporary agreement with Messrs. Spreckels in regard to the San Francisco mail service in no way commits this colony, and that the question of payment was not under consideration, I am directed to inform you that this department has arranged with the Union Steam Ship Company of New Zealand (Limited) to pay the under-mentioned rates for mail-matter despatched hence by the San Francisco mail steamers, commencing with the "Alameda," which left Sydney on the 1st idem: namely, Letters and post-cards, 2s. per pound; other mail-matter, 4s. 6d. per hundredweight.

I have, &c.,

S. H. LAMBTON, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 45.

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

SIR,—

Dunedin, 4th January, 1901.

I have the honour to acknowledge receipt of your favour of the 20th ultimo, advising that the department has decided to regard Pago Pago as the regular port of call in Samoa of the San Francisco mail-steamers, for which I am obliged. I have written to our agents at Samoa to send us full details of the time-table, &c., of the small steamer that makes the connection between Apia and Pago Pago.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 46.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,—

General Post Office, Wellington, 9th January, 1901.

I have the honour to acknowledge the receipt of your letter of the 19th November last, advising your intention not to enter into a contract with the New Zealand Government for the conveyance of mails until you were in a position, from the experience gained after a few trips of the new steamers, to formulate a mutually satisfactory schedule, and that in the meantime you would carry the mails on the basis of payment for weight.

May I express the hope that Mr. J. D. Spreckels will find it convenient to carry out his intention to visit New Zealand at an early date?

I have, &c.,

W. GRAY, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

No. 47.

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

SIR,—

Post and Telegraph Department, Brisbane, 14th January, 1901.

I have the honour to inquire whether payment is to continue at the same rate as hitherto for the sea transit of correspondence forwarded by this department *via* San Francisco—*viz.*, For letters, 12s. per pound weight; for packets, 1s. 6d. per pound weight; and for newspapers, 1s. per pound weight.

I have, &c.,

ROBT. J. SCOTT,

Under-Secretary and Superintendent of Telegraphs.

The Secretary, General Post Office, Wellington.

No. 48.

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

SIR,—

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 17th January, 1901.

I have the honour to acknowledge the receipt of your favour of the 19th ultimo, advising that, in the absence of instructions as to whom the payment of mailages is to be made to under the

new San Francisco mail contract, you cannot pass the vouchers we have sent in to you for mailages subsequent to the 1st November. Probably the following extract, from communications that have passed between ourselves and Mr. J. D. Spreckels will be sufficient information on which to pass the vouchers meantime, and we can undertake to obtain Messrs. Spreckels's receipt for the money in due course:—

Cablegram, 24th July, from J. D. Spreckels to Union Steam Ship Company: "Will you continue acting as agents under new service?"

Cablegram, 31st July, from Union Steam Ship Company to J. D. Spreckels, San Francisco: "Prepared to continue agency . . . until discuss personally."

Extract from letter from J. D. Spreckels to James Mills, 31st August, 1900: "In response to yours of 1st August, confirming your cablegram *re* continuing our agency, I had postponed this matter, having expected to sail for the colonies on our first new steamer, which I had expected would leave in place of the "Mariposa" this trip. I have not yet considered any plans regarding the appointment of agents, having left that matter for discussion with you, believing that it might be agreeable to us both that you should continue to act on our behalf. I am pleased that you will retain the agency until we have had this personal discussion."

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 49.

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

General Post Office, Wellington, 21st January, 1901.

I have the honour to acknowledge the receipt of your letter of the 22nd ultimo, on the subject of the conveyance of Australian correspondence by the steamers of the San Francisco mail-service.

I note that your department has arranged to pay 2s. per pound for letters and post-cards, and 4s. 6d. per hundredweight for other matter, conveyed from Sydney to San Francisco.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

No. 50.

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

SIR,—

General Post Office, Wellington, 21st January, 1901.

I have the honour to inform you that the Deputy Postmaster-General, Sydney, advises me that his department has arranged with your company to pay the under-mentioned rates for mail-matter despatched thence by the San Francisco mail-steamers, commencing with the "Alameda," which left Sydney on the 1st ultimo: namely, Letters and post-cards, 2s. per pound; other mail-matter, 4s. 6d. per hundredweight.

I am, &c.,

The Managing Director,

W. GRAY, Secretary.

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

No. 51.

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

SIR,—

General Post Office, Wellington, 31st January, 1901.

I have the honour to acknowledge the receipt of your letter of the 14th instant, on the subject of sea-transit rates for Queensland correspondence conveyed by steamers to San Francisco. In reply, I have to inform you that the existing rate of payment is to continue to be paid for the time being.

I have, &c.,

W. GRAY, Secretary.

The Under-Secretary and Superintendent of Telegraphs, Brisbane.

No. 52.

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

SIR,—

General Post Office, Wellington, 1st February, 1901.

I have the honour to acknowledge the receipt of your letter of the 17th ultimo, in connection with subsidy-payments for the San Francisco mail-service.

As I hope to receive definite information on the subject from the United States Post Office by the next mail-steamer arriving from San Francisco, it would perhaps be as well to allow the question, as to whom the payments are to be made to, to stand over until then. I may, however, say that the postal authorities at Washington have intimated that the Messrs. Spreckels were not authorised to enter into any arrangement with the New Zealand Government for the conveyance

of mails from San Francisco to this colony. [No. 108.] Payments heretofore made by the London Post Office for the carriage of its mails to New Zealand are in future to be recovered by the United States Post Office.

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

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

No. 53.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 15th February, 1901.

SIR,—

I have the honour to acknowledge the receipt of your favour of 1st instant *re* subsidy-payments for the San Francisco mail-service. I hope the advice you receive by the incoming mail will enable you to pass our vouchers for payment of subsidies due the Oceanic Company.

I have, &c.,

T. W. WHITSON, for General Manager.

The Secretary, General Post Office, Wellington.

No. 54.

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

SIR,—

General Post Office, Wellington, 21st February, 1901.

Referring to your letter of the 15th instant, on the subject of the subsidy-payments for the San Francisco mail-service, I have the honour to inform you that no advice was received on the matter from the United States Post Office by last mail. As, however, Mr. Spreckels is said to be *en route* for New Zealand by the s.s. "Ventura," the question should remain over until his arrival here.

I have, &c.,

W. GRAY, Secretary.

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

No. 55.

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

SIR,—

Auckland Chamber of Commerce, Auckland, 5th March, 1901.

The outward San Francisco mail at present closes at this port at 11 a.m. on Saturday mornings. The mercantile community find this early hour on Saturday to be very inconvenient, and I am directed to bring this matter under your notice, and to ask that the time for closing this mail may be extended from 11 a.m. till 12 noon, thus giving merchants and the public an extra hour to enable them to complete their correspondence without undue rush. While the hour may not disarrange the movements of the mail-steamer, it would be of great moment to those seeking this concession at your hands. Trusting you may see your way to grant this request,

I am, &c.,

The Hon. the Postmaster-General, Wellington.

H. GOULSTONE, Secretary.

No. 56.

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

(Telegram.)

Dunedin, 18th March, 1901.

It has been arranged that after despatch of "Ventura" we hand over Frisco agency in Sydney to Burns, Philp, and Company, and Auckland agency to Henderson and Macfarlane.

No. 57.

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

SIR,—

General Post Office, Wellington, 19th March, 1901.

I have the honour to inform you that the Auckland Chamber of Commerce has represented that it would be a convenience to business-people were the San Francisco mail closed there at noon instead of 11 a.m.

The Chief Postmaster thinks that it would be a greater advantage were the hour extended to 1 p.m., and states that on the 6th February and 2nd instant the mail-steamer did not get away

until after 2 p.m. Owing to the hour of arrival of the south steamer, he is of opinion that in any case it will be impossible to have the mails ready before 2 p.m., seeing the amount of sorting that has to be done after that steamer's arrival. Under the circumstances, I shall be glad to know whether it can be arranged for the mail-steamer to leave at 2 p.m. in future.

It is expected that there will be a late departure for San Francisco this week, owing to the operation of the quarantine regulations.

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

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

No. 58.

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

(Telegram.)

Dunedin, 21st March, 1901.

MR. SPRECKELS has advised that he has appointed Messrs. Henderson and Macfarlane, of Auckland, his general agents for New Zealand, commencing with "Sierra" inwards next week. It has also been arranged that Union Company takes over agency for Canadian and Australian steamers as from 25th instant.

No. 59.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 21st March, 1901.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 19th instant, asking that the departure of the San Francisco mail-steamers may be made at 2 p.m. in future, and have to confirm my wire to the effect that after the 25th of this month we hand over the agency of the San Francisco steamers to Messrs. Henderson and Macfarlane, of Auckland, and take up that of the Canadian and Australian line. This matter is therefore out of our hands, and we would suggest your communicating with Messrs. Henderson and Macfarlane regarding it.

I have, &c.,

D. A. AIKEN, for General Manager.

The Secretary, General Post Office, Wellington.

No. 60.

The SECRETARY, General Post Office, Wellington, to Mr. J. D. SPRECKELS, s.s. "Ventura," Auckland.

(Telegram.)

Wellington, 23rd March, 1901.

I AM much disappointed that we shall not meet. I had hoped you would have had time to come to Wellington to discuss matters in connection with the service. You mentioned the time-table to Hon. Mr. Ward, who, however, did not quite understand the purport of your suggestion, remembering that you had definitely intimated that the time-table as framed by yourself was unalterable. The time-table most suitable to New Zealand is one providing for an interval of about a week or ten days between the arrival of the inward steamer and the departure of the outward one, to enable replies from all parts of the colony being sent by return mail. Such a suggestion, I believe, was made to you through Mr. Witheford. The question of a contract with New Zealand is one which will no doubt be dealt with directly between the Postmaster-General and yourself. In the meantime I should be obliged if you would empower your principal agents to receive moneys payable in respect of the outward services. Up to the present no payment has been made on your behalf, as the Union Company were not specifically empowered to receive moneys for you. You are, of course, aware that the Washington Post Office has applied for the London Post Office payments on its mails to New Zealand, and intends retaining them under the provisions of the Postal Union regulations. Hitherto such payments were received by this colony and paid over to the contractors.

* * * * *

No. 61.

COPY of a MINUTE by the SECRETARY, General Post Office.

WITH the commencement of Messrs. Spreckels's three-weekly service, the payments by the London Post Office on its mails to the colony [see No. 29] will be made to the Washington Post Office instead of to this office. The New South Wales contribution has also ceased, so that our payments will now cover our own outward mail-matter only. Any contributions received from non-contracting colonies, however, are to be paid over separately to Messrs. Spreckels. New South Wales makes a direct payment to Messrs. Spreckels.—W. GRAY. 11/4/01.

No. 62.

Messrs. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

SIR,—

Auckland, 30th March, 1901.

We have the honour to acknowledge the receipt of your wire of even date [not printed], and beg to state that so far we have only telegraphic authority from the Oceanic Steamship Company. Power of attorney to follow later on. The Union Steam Ship Company have power of attorney to receive subsidies due up to the last trip of the "Ventura," our agency only commencing with the "Sierra," which arrived here on the 25th instant.

The Secretary, General Post Office, Wellington.

We have, &c.,

HENDERSON AND MACFARLANE.

No. 63.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

GENTLEMEN,—

General Post Office, Wellington, 30th March, 1901.

I have the honour to inform you that the Auckland Chamber of Commerce has represented that it would be a convenience to business-people were the San Francisco mail closed there at noon instead of 11 a.m.

The Chief Postmaster thinks that it would be a greater advantage were the hour extended to 1 p.m., and states that on the 6th February and 2nd instant the mail-steamer did not get away until after 2 p.m. Owing to the hour of arrival of the south steamer, he is of opinion that in any case it will be impossible to have the mails ready before 2 p.m., seeing the amount of sorting that has to be done after that steamer's arrival. Under the circumstances, I shall be glad to know whether it can be arranged for the mail-steamer to leave at 2 p.m. in future.

I have, &c.,

Messrs. Henderson and Macfarlane,

W. GRAY, Secretary.

Agents for the J. D. Spreckels and Brothers Company, Fort Street, Auckland.

No. 64.

Messrs. HENDERSON AND MACFARLANE to the SECRETARY, General Post Office, Wellington.

SIR,—

Auckland, 3rd April, 1901.

We have the honour to acknowledge the receipt of your letter of the 30th March, and have pleasure in acceding to the request contained therein—that the mail-steamers leave at 2 p.m. We will advertise them for that hour in the future.

We have, &c.,

The Secretary, General Post Office, Wellington.

HENDERSON AND MACFARLANE.

No. 65.

MANAGER, Union Steam Ship Company, Wellington, to the SECRETARY, General Post Office, Wellington.

SIR,—

Union Steam Ship Company of New Zealand (Limited),
Wellington, 4th April, 1901.

Enclosed herewith we beg to hand you certified copy of power of attorney from Messrs. J. D. Spreckels and Brothers Company [dated 23rd March, 1901; not printed], authorising us to receive and give effectual receipts for all moneys which are now due or owing to them by the Government of New Zealand. Will you kindly hand to me any such moneys due?

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

No. 66.

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

SIR,—

Canterbury Chamber of Commerce, Christchurch, 16th April, 1901.

I am directed by the committee of this Chamber to draw your attention to the resolutions passed at a recent conference of Chambers of Commerce of New Zealand, with reference to steamship freights, and to respectfully ask that, when the contract for the San Francisco mail-service is settled, arrangements may be made with the Oceanic Steamship Company that freights for cargo to New Zealand ports shall not exceed those charged to Melbourne.

Resolutions referred to: "That it be a recommendation from this conference to the Oceanic Steamship Company of San Francisco that, with a view to foster and promote trade between the United States and the various ports of the colony, and following the precedent of the Shaw, Savill, and Albion Company, the New Zealand Shipping Company, and the Union Steam Ship Company, the Oceanic Steamship Company should adopt the following rules as to freight: (1.) That

uniform rates of freight be charged to all main ports of New Zealand; and (2) that the rates charged to New Zealand ports, inclusive of cost of transhipment and coastal freight, shall not exceed the rate charged on like goods to Melbourne.”

The Hon. the Postmaster-General, Wellington.

I have, &c.,

H. ANTILL ADLEY, Secretary.

No. 67.

Mr. JOHN D. SPRECKELS, San Francisco, to the SECRETARY, General Post Office, Wellington.

Oceanic Steamship Company of San Francisco, Office of the President,

SIR,—

San Francisco, 17th April, 1901.

In reply to your telegram of the 23rd March, which reached me on board the s.s. “ Ventura ” at Auckland, I would say that it was impossible for me to reply to you then, as I was ill in bed at the time. I am likewise very much disappointed that we had not an opportunity of meeting each other, but it was absolutely essential that I should return at once to San Francisco.

In regard to the time-table, it is impossible for the one framed by us, and which was deposited with the Postmaster-General at Washington, to be altered by us without his consent, and even if he were willing to agree to the alteration I cannot see how we could possibly change the schedule so as to permit of the interval between steamers which you refer to, to enable replies from all parts of the colony to be sent by return mail. If you could frame a twenty-one-days schedule that would accomplish this, or suggest any way in which this object could be accomplished, I should be very glad indeed to give the matter consideration, and, if found feasible, would endeavour to obtain permission from our Government to make the alteration.

Acting on your suggestion, I will give power of attorney to Messrs. Henderson and Macfarlane, to enable them to receive moneys payable by the New Zealand Government for the carriage of mails outward from New Zealand. I gave the Union Steam Ship Company a power of attorney to collect the moneys due from the Government up to the date of the appointment of Messrs. Henderson and Macfarlane as our Auckland agents.

The Secretary, General Post Office, Wellington.

I remain, &c.,

JOHN D. SPRECKELS.

No. 68.

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

SIR,—

General Post Office, Wellington, 27th April, 1901.

I have the honour, by direction, to refer to your letter of the 16th instant, forwarding copy of a resolution passed at the recent conference of Chambers of Commerce of New Zealand, with reference to steamship freights from San Francisco to all the main ports of New Zealand; and, in reply, to inform you that the Postmaster-General will give consideration to the intent of the resolution when discussing the terms of a contract with the Spreckels Brothers Company.

I have, &c.,

W. GRAY, Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch.

No. 69.

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

(Telegram.)

Wellington, 29th April, 1901.

REPORTED “ Sonoma ” to be delayed Sydney for repairs. When will she sail? Kindly reply urgent.

No. 70.

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

(Telegram.)

Sydney, 29th April, 1901.

“ SONOMA ” detained about week. Exact date sailing not yet known.

No. 71.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

(Telegram.)

Wellington, 29th April, 1901.

WE should have had the first advice of “ Sonoma's ” detention at Sydney to enable arrangements to be made for sending on the accumulated mail-matter *vid* Australia and Suez. Dunedin papers state that the steamer does not leave Sydney until 9th proximo, while you gave the Chief Postmaster, Auckland, the 11th as the day of departure from Auckland. In reply to telegram I sent this morning, Sydney states that detention will be about a week, but that exact date of sailing not yet known. These detentions and late arrivals are completely disorganizing business and financial arrangements with London. The last two mails were five days late in reaching London, and the

“Sonoma’s” will be at least a week late. The irregularities of the new service have done much to destroy the good name the Frisco route has had for years. Unless public confidence is at once restored support at both ends will no doubt be withdrawn from the line. There have as yet been no grave complaints from the colonies, but the business-people in London are up in arms. Twice the Agent-General has represented the serious inconvenience and money loss produced by the irregular and late delivery of the mails.

No. 72.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

(Telegram.)

Wellington, 30th April, 1901.

AWAITING definite information as to time of departure of “Sonoma” from Auckland. Public very much concerned, and constant inquiries are being made.

No. 73.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

Oceanic Steamship Company (American and Australian Line),

SIR,—

Auckland, 1st May, 1901.

We have the honour to acknowledge receipt of your telegrams of 29th and 30th instant, both dealing with the delay of the s.s. “Sonoma” in leaving Sydney. In reply to your first, we immediately telegraphed you [not printed] giving at once our reasons for not at once advising you of her date of sailing, as, although the newspapers published information that she would be ten days late, our advice from Sydney was not couched in such definite terms. In reply to your second, we immediately cabled to Sydney that you were anxious to hear date of sailing, and on receipt of their reply, which reached us last night at 8 o’clock, we telegraphed you [not printed] that they expect repairs to be finished in time to despatch her from their port on the 8th May, and would therefore be despatched from here on the 12th of that month. We regret the unavoidable delay of the sailing of the steamer, and are much obliged for your advice *in re* the annoyance felt by London merchants on account of the irregular sailings and arrivals of the new steamers. We are passing a copy of your telegrams to our head office at San Francisco, which will speak for themselves of the feeling at this end. Your remarks on the regularity of the services as maintained by the “Alameda,” “Mariposa,” and “Moana” are very pleasing to us, and we have not the slightest doubt that the few regrettable incidents which have caused delay in delivery of mails lately are at an end. Although outside the present issue, it may not be out of place to remark that for the first few months of new steamers running it is not unusual for slight mishaps in the machinery to occur. In closing, we trust that the friendly attitude which your Government has always held towards the American and Australian line will be maintained.

We have, &c.,

HENDERSON AND MACFARLANE,

The Secretary, General Post Office, Wellington.

General Agents for New Zealand.

No. 74.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 3rd May, 1901.

SYDNEY cables the following: “Making strenuous efforts despatch ‘Sonoma’ eighth, but impossible guarantee; possibly detained tenth. Advise you definitely Monday.”

No. 75.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 6th May, 1901.

“SONOMA” leaves Sydney ninth. Despatch her hence Monday, thirteenth, two p.m.

No. 76.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 9th May, 1901.

OWING to breakdown “Sonoma,” San Francisco mail leaves Auckland thirteenth, nine days late. All accumulations sent Brindisi, leaving Melbourne yesterday.

No. 77.

Messrs. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

Oceanic Steamship Company (American and Australian Line),
Auckland, 29th May, 1901.

SIR,—

Reverting to your esteemed favour of the 22nd ultimo [not printed], we have now pleasure in enclosing herewith power of attorney [not printed], sent to us by Mr. John D. Spreckels, president of the Oceanic Steamship Company, empowering us to receive mail-money paid by your Government for carriage of mails by steamers of this company.

We shall be pleased if you will return it at your convenience, and, should you wish, we will forward you a certified copy of same.

Waiting your further communications,

We have, &c.,

HENDERSON AND MACFARLANE.

The Secretary, General Post Office, Wellington.

No. 78.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

GENTLEMEN,—

General Post Office, Wellington, 4th June, 1901.

I have the honour to acknowledge the receipt of your letter of the 29th ultimo, forwarding power of attorney empowering your firm to receive such sums of money as may become due from time to time to the Oceanic Steamship Company from the New Zealand Government for the carriage of mails.

I shall be glad to have a certified copy, in duplicate if practicable, of the document, as offered.

I have, &c.,

W. GRAY, Secretary.

Messrs. Henderson and Macfarlane,

Agents, Oceanic Steamship Company, Auckland.

INCIDENTS AND TRANSIT IN THE UNITED STATES, ETC.

No. 79.

The AGENT-GENERAL to the Hon. the PREMIER.

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

14th July, 1900.

SIR,—

I beg to transmit herewith copy of letter from the General Post Office, with respect to the omission on the part of that department to send the official correspondence from this office by the San Francisco mail which left London on the 30th June last.

A cablegram [not printed] was sent to you on the 5th instant, informing you of this occurrence.

I have, &c.,

W. P. REEVES.

The Hon. the Premier, Wellington.

Enclosure in No. 79.

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

SIR,—

General Post Office, London, 13th July, 1900.

With reference to the communication made to you on the 4th instant [not printed], that the correspondence from your office for New Zealand intended for conveyance *via* San Francisco had not been included in the mails despatched from London on the 30th June, I am directed by the Postmaster-General to acquaint you that the inquiry into the circumstances of this unfortunate irregularity has now been completed.

The accident occurred in connection with the removal of a section of the Post Office from Saint Martin's-le-Grand to Mount Pleasant; and I am to express the Postmaster-General's great regret that the need for issuing special instructions for the treatment of your official correspondence had been overlooked.

The letters were sent on *via* Suez on the 6th instant in accordance with your request.

I am, &c.,

A. B. WALKLEY, for the Secretary.

The Agent-General for New Zealand.

No. 80.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 4th August, 1900.

I have the honour to inform you that it is reported by Press telegram, dated London, 31st July, that you have sent to the authorities at Washington a protest against the delays in the San Francisco mail-service. The Postmaster-General is not aware to what your protest specially refers, although unfortunately there have been several delays; but these have been fully inquired

into by the Resident Agent at San Francisco. Particulars of the occurrences will be found in the parliamentary paper relating to ocean mail-services, which is now in type. A copy will be forwarded to you by first opportunity.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 81.

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

Resident Agency for New Zealand, San Francisco,
8th August, 1900.

SIR,—

Yours of the 7th July [not printed] to hand, and contents noted. In respect of the Spreckels contract, as there appears to be only one copy of this document here, which is in the hands of the firm, no copy can be obtained. I wired to Washington with regard to obtaining a copy, but was not able to secure one, the Washington authorities stating that "the regulations of this department prevent compliance with your request." I enclose the letter of reply, and also the pamphlet issued at Washington, which, on page 7, gives the general conditions under which these mail-subsidies are granted. On application to Messrs. Spreckels I was permitted to inspect the contract, and enclose you the salient points. You did not in your letter inform me what special point you wished to cover, but I hope the extract sent will give the information desired. You will note that the United States payments only cover the outward voyage, hence the contractors would appear to need colonial subsidies to meet the expense of the homeward voyage. You will also note that the Port of Auckland is one of the ports mentioned as a calling-port, and unless some modification of this point was obtained it would look as if it were imperative that New Zealand should be a calling-place. If the New South Wales authorities persist in their refusal to contribute, possibly the New Zealand Government, by giving a subsidy, could secure Wellington or Auckland as a terminus, with the expenditure that will go with it on these large steamers.

The upward mails per "Alameda" arrived here on Thursday evening, and left next morning, arriving at New York on Tuesday, too late for the slow German boat, but left per "Majestic," on Wednesday (no International vessel leaving that week). I am not yet advised of the arrival on the other side, but have no doubt the mails have duly arrived in England. There appears a prospect of the outward mails getting away to-night, although the overland train is reported an hour late.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 81.

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

Post Office Department, Office of Foreign Mails,

Washington, D.C., 31st July, 1900.

SIR,—

Referring to my telegram of to-day [not printed], in reply to yours of yesterday [not printed], requesting to be furnished, for transmission to your Government, with a copy of the contract between this department and the Oceanic Steamship Company for the performance of ocean mail-service pursuant to the provisions of the Act of Congress approved 3rd March, 1891, popularly known as the Subsidy Act, I regret to have to inform you that the regulations of this department prevent compliance with your request.

I enclose herewith, however, a copy of a pamphlet containing the Act of Congress above referred to, and the advertisement of the Postmaster-General, dated the 20th December last, in accordance with which the contract in question (for a term of ten years, commencing the 1st November, 1900) was made, and also a copy of the schedule of sailings [enclosure in No. 35, F.—6, 1900] for the first year of the contract steamers on the route referred to (route No. 75, San Francisco to Sydney), which documents, it is hoped, will furnish you with the information desired.

I have to inform you, further, that the Postmaster-General has designated Pago Pago as the port of call in the Samoan Islands of the contract steamers on the route in question.

I am, &c.,

R. F. MADDOX,

Acting Superintendent of Foreign Mails.

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

Sub-enclosure 1 to Enclosure 1 in No. 81.

OCEAN MAIL-SERVICE.

AN ACT to provide for Ocean Mail-service between the United States and Foreign Ports, and to promote Commerce.

BE IT ENACTED by the Senate and House of Representatives of the United States of America in Congress assembled:—

That the Postmaster-General is hereby authorised and empowered to enter into contracts

for a term not less than five nor more than ten years in duration, with American citizens, for the carrying of mails on American steamships between ports of the United States and such ports in foreign countries, the Dominion of Canada excepted, as in his judgment will best subserve and promote the postal and commercial interests of the United States; the mail-service on such lines to be equitably distributed among the Atlantic, Mexican Gulf, and Pacific ports. Said contracts shall be made with the lowest responsible bidder for the performance of said service on each route, and the Postmaster-General shall have the right to reject all bids not in his opinion reasonable for the attaining of the purposes named.

2. That before making any contract for carrying ocean mails in accordance with this Act the Postmaster-General shall give public notice by advertising once a week, for three months, in such daily papers as he shall select in each of the cities of Boston, New York, Philadelphia, Baltimore, New Orleans, Saint Louis, Charleston, Norfolk, Savannah, Galveston, and Mobile; and when the proposed service is to be on the Pacific Ocean, then in San Francisco, Tacoma, and Portland. Such notice shall describe the route, the time when such contract will be made, the duration of same, the size of the steamers to be used, the number of trips a year, the times of sailing, and the time when the service shall commence, which shall not be more than three years after the contract shall be let. The details of the mode of advertising and letting such contracts shall be conducted in the manner prescribed in chapter eight of title forty-six of the Revised Statutes for the letting of inland mail-contracts, so far as the same shall be applicable to the ocean mail-service.

3. That the vessels employed in the mail-service under the provisions of this Act shall be American-built steamships, owned and officered by American citizens, in conformity with the existing laws, or so owned and officered and registered according to law; and upon each departure from the United States the following proportion of the crew shall be citizens of the United States, to wit: During the first two years of such contract for carrying the mails, one-fourth thereof; during the next three succeeding years, one-third thereof; and during the remaining time of the continuance of such contract, at least one-half thereof: and shall be constructed after the latest and most approved types, with all the modern improvements and appliances for ocean steamers. They shall be divided into four classes: The first class shall be iron or steel screw steamships, capable of maintaining a speed of twenty knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than eight thousand tons. No vessel except of said first class shall be accepted for said mail-service under the provisions of this Act between the United States and Great Britain. The second class shall be iron or steel steamships, capable of maintaining a speed of sixteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than five thousand tons. The third class shall be iron or steel steamships, capable of maintaining a speed of fourteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than two thousand five hundred tons. The fourth class shall be iron or steel or wooden steamships, capable of maintaining a speed of twelve knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than fifteen hundred tons. It shall be stipulated in the contract or contracts to be entered into for the said mail-service that the said vessels may carry passengers with their baggage in addition to said mails, and may do all ordinary business done by steamships.

4. That all steamships of the first, second, and third classes employed as above, and hereafter built, shall be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers, and according to plans and specifications to be agreed upon by and between the owners and the Secretary of the Navy, and they shall be of sufficient strength and stability to carry and sustain the working and operation of at least four effective rifled cannon of a calibre of not less than six inches, and shall be of the highest rating known to maritime commerce. And all vessels of said three classes heretofore built and so employed shall, before they are accepted for the mail-service herein provided for, be thoroughly inspected by a competent naval officer or constructor detailed for that service by the Secretary of the Navy; and such officer shall report in writing to the Secretary of the Navy, who shall transmit said report to the Postmaster-General, and no such vessel not approved by the Secretary of the Navy as suitable for the service required shall be employed by the Postmaster-General as provided for in this Act.

5. That the rate of compensation to be paid for such ocean mail-service of the said first-class ships shall not exceed the sum of four dollars a mile, and for the second-class ships two dollars a mile, by the shortest practicable route, for each outward voyage; for the third-class ships shall not exceed one dollar a mile, and for the fourth-class ships two-thirds of a dollar a mile for the actual number of miles required by the Post Office Department to be travelled on each outward-bound voyage: Provided that, in the case of failure from any cause to perform the regular voyages stipulated for in said contracts or any of them, a *pro rata* deduction should be made from compensation on account of such omitted voyage or voyages; and that suitable fines and penalties may be imposed for delays or irregularities in the due performance of service according to the contract, to be determined by the Postmaster-General: Provided, further, that no steamship so employed and so paid for carrying the United States mails shall receive any other bounty or subsidy from the Treasury of the United States.

6. That upon each of the said vessels the United States shall be entitled to have transported, free of charge, a mail messenger, whose duty it shall be to receive, sort, take in charge, and deliver the mails to and from the United States, and who shall be provided with suitable room for the accommodation of himself and mails.

7. That officers of the United States navy may volunteer for service on the said mail-vessels, and, when accepted by the contractor or contractors, may be assigned to such duty by the Secretary of the Navy whenever in his opinion such assignment can be made without detriment to the service; and while in said employment they shall receive furlough pay from the Government, and such other compensation from the contractor or contractors as may be agreed upon by the parties: Provided that they shall only be required to perform such duties as appertain to the merchant service.

8. That said vessels shall take as cadets or apprentices one American-born boy under twenty-one years for each one thousand tons gross register, and one for each majority fraction thereof, who shall be educated in the duties of seamanship, rank as petty officers, and receive such pay for their services as may be reasonable.

9. That such steamers may be taken and used by the United States as transports or cruisers, upon payment to the owners of the fair actual value of the same at the time of the taking; and if there shall be a disagreement as to the fair actual value of the same at the time of the taking between the United States and the owners, then the same shall be determined by two impartial appraisers, one to be appointed by each of said parties, they at the same time selecting a third, who shall act in said appraisal in case the two shall fail to agree.

Approved—3rd March, 1891.

Sub-enclosure 2 to Enclosure 1 in No. 81.

THE following is a copy of the advertisement as it appears in newspapers in Boston, New York, Philadelphia, Baltimore, New Orleans, St. Louis, Charleston, Norfolk, Savannah, Galveston, Mobile, San Francisco, Portland (Oregon), and Tacoma (the numbers of the routes not forming part of said advertisement):—

OCEAN MAIL LETTINGS.—NOTICE TO BIDDERS.

Post Office Department, Washington, D.C., 20th December, 1899.

PROPOSALS will be received at the Post Office Department, in the City of Washington, until 3 o'clock p.m., 31st March, 1900, for conveying the mails of the United States by means of steamships described in said Act, on the route hereinafter described.

Bidders are invited to submit proposals for service on said route under a contract for five years, and also for ten years, which shall commence on the 1st day of November, 1900.

The right is reserved to reject all bids.

Schedule.

Route No. 75.—O.M.S. from San Francisco, California, to Sydney, New South Wales, Australia; touching at Honolulu, Apia, or some other port in the Samoan Islands to be designated by the Postmaster-General, and Auckland, New Zealand. Once in three weeks, seventeen times a year, in vessels of the second class. Time, twenty-one days. Bond required with bid, \$40,000.

Circulars containing a copy of the Act, a description of the route, instructions to bidders, and blank forms of proposals with accompanying bonds can be obtained of the Superintendent of Foreign Mails, Post Office Department, after the 2nd January, 1900.

CHARLES EMORY SMITH, Postmaster-General.

INSTRUCTIONS TO BIDDERS.

Proposals to be considered must conform in all particulars to the provisions of the Act first above referred to (which bidders are advised to become familiar with), and must be properly guaranteed, with certifications satisfactory to the Postmaster-General of the financial standing of the bidders and guarantors, and their ability to make good their contract and guarantee.

Proposals should be sent in sealed envelopes to the Superintendent of Foreign Mails, Post Office Department, Washington, D.C., with the words "Ocean-mail proposals" written on the envelope; and they must be despatched in time to be received at the Post Office Department on or before 3 o'clock p.m. of the 31st March, 1900, awards thereon to be made as soon as practicable. No withdrawal of a bid will be allowed unless the application therefor is received at least twenty-four hours previous to the time fixed for opening the proposals which is the date and hour last named.

Contracts must be executed to the satisfaction of the Postmaster-General within twenty days from date of acceptance of proposals.

Proposals must conform, as to route and service, to the advertisement, and must not contain erasures or interlineations.

Only American citizens can be accepted as contractors. Corporations organized in accordance with the laws of the United States or of any State or territory therein are American citizens within the meaning of the law.

The names of bidders and sureties and their residences, and the name of each member of the firm, when a partnership offers, should be distinctly stated. If made by a corporation, a duly authenticated copy of the charter or articles of association, and a list of the officers and directors, must be furnished before any award of contract can be made.

Only one route should be included in any proposal. Consolidated or combined bids proposing one sum for two or more routes, or offering to perform the service on one route conditioned on the acceptance of any other bid, will not be considered.

Every proposal must be accompanied by a bond with two or more sureties approved personally by a Postmaster of the first or second class, which approval must not be given until the bond is completed and signed by the bidder and his sureties.

In determining the lowest bid on any route, the proposed speed, the tonnage, and the time within which the vessels can be furnished will all be considered as elements in the competition.

The schedule times for sailing on the outward voyages on the route advertised herein will be fixed by the Postmaster-General from time to time at the earliest practicable dates.

The compensation to be paid for the service is to be computed by the mile. Hence each proposal must state the rate per mile, not exceeding the maximum sum fixed by the law, and no offer to perform the service for a sum larger than the said maximum can be considered.

The time of voyages given in the schedule of route is intended to mean "not exceeding" the time stated.

The number of miles for which payment will be made will be determined by the Hydrographer in the Navy Department, and computed by the shortest practicable route on the outward voyage only.

No assignment of contract without the approval of the Postmaster-General will be recognised.

The Postmaster-General will make deductions on account of the omission of voyages, or the failure to perform regular voyages, and impose fines and penalties for delays or irregularities in the performance of the service. He will also, after reasonable notice in writing to the contractor, annul any contract for negligent failure to convey the mails agreeably to contract, or for flagrant violations of the postal laws and regulations applicable to the ocean mail-service, or for a disregard of the provisions of the Act under which this advertisement is issued.

CLASSIFICATION OF VESSELS, ETC.

The vessels to be employed in the performance of the service herein referred to must be American-built steamships, owned and officered by American citizens in conformity with the existing laws, or so owned and officered and registered according to law. They must conform to the conditions prescribed therefor in the Act approved 3rd March, 1891—viz., the second-class shall be iron or steel steamships, capable of maintaining a speed of sixteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 5,000 tons.

The contract for service on the route above specified is required by law to contain a stipulation that each of the vessels employed may carry passengers with their baggage, in addition to the mails, and may do all ordinary business done by steamships.

In determining the speed of any vessel tendered, the usual test of the Navy Department in such trials will be adopted and conducted by experts, and at the places designated by the Postmaster-General, which shall be reasonably convenient and in sufficient depth of water for the speed to be determined, and upon conditions to be prescribed by him; and the speed developed by the vessel upon such trial shall not be less than the number of knots per hour required for the second class, in the third section of the above-cited Act, and shall be maintained for four consecutive hours.

Vessels to be eligible for service in the second class must combine the capability for speed under the test required, and not less than a gross registered tonnage of 5,000 tons. A speed of a higher class and a tonnage of a lower class, and *vice versa*, will fix the rating in the lower class.

All steamships of the first and second classes hereafter built shall be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers, and according to plans and specifications to be agreed upon by and between the owners and the Secretary of the Navy, and they shall be of sufficient strength and stability to carry and sustain the working and operations of at least four effective breech-loading rifled guns of a calibre of not less than 6 in., and shall be of the highest rating known to maritime commerce. That these vessels may be promptly converted into auxiliary naval cruisers, it will be necessary for the builders or designers to observe in making the plans that the upper and main decks, when not plated entirely over, shall have a deck stringer-plate of 96 in. in width, running to within about 40 ft. of the ends of the vessel, from which parts it can be reduced in width. Plates of this width will obviate taking up the deck-plating and widening the stringer-plate if at any future time the vessel should be converted into an auxiliary naval cruiser. For the information of builders it is stated that the weight of a 6 in. gun is 10,770 lb., and that the gun-carriage is 6,300 lb., the shield 7,800 lb., and the circle 2,515 lb.

A copy of the calculations of the gross registered tonnage of each vessel must be furnished when the plans are submitted, together with the title of the maritime classification under which the vessel is designed.

Every bid must be made on the condition that the transportation of a mail messenger in charge of the mails, with room for the accommodation of himself and the mails, shall be provided free of charge.

The maximum rates of compensation for the ocean mail-service herein advertised for is 2 dollars per mile for each outward voyage.

No vessel will be employed which receives any other bounty or subsidy from the United States.

During the first two years of any contract term hereunder, one-fourth of the crew employed by the vessel shall be citizens of the United States; during the next three succeeding years, one-third; and during the remaining portion of said contract, at least one-half.

A thorough inspection by a competent naval officer or constructor of any vessel offered, and his report thereon to the Secretary of the Navy, and the approval of the same by the Secretary, are conditions precedent to the acceptance of such vessels by the Postmaster-General.

Contracts will provide that each vessel employed in the service referred to shall take as cadets or apprentices one American-born boy under twenty-one years of age for each 1,000 tons gross register, and one for each majority fraction thereof, who shall be educated in the duties of seamanship, rank as petty officers, and receive such pay for their services as may be reasonable, conformably to the provisions of section 8 of said Act.

Contracts hereunder will contain provisions for the taking and using by the United States as transports or cruisers of any vessels that may be accepted, upon payment to the owners of a fair actual value of the same at the time of the taking, and for the settlement of all disagreements as to said value by the selection of impartial appraisers in accordance with the provisions of section 9 of said Act.

Circulars containing copies of the above-cited Act, a list of the routes, instructions to bidders, and blank forms of proposals with accompanying bonds can be obtained of the Superintendent of Foreign Mails, Post Office Department, after the 2nd January, 1900.

CHARLES EMORY SMITH, Postmaster-General.

Enclosure 2 in No. 81.

EXTRACT from CONTRACT between the United States Government and the Oceanic Steamship Company to convey United States Mails between San Francisco and Sydney (New South Wales), *via* Ports.

CONTRACT to commence on the 1st November, 1900, and to continue for ten years thereafter. Vessels to be not less than 5,000 tons gross. Time consumed on trip, twenty-one days. Vessels to maintain a speed of seventeen knots in ordinary weather. Remuneration to be 2 dollars per mile travelled on each outward trip. Distance to be estimated by the United States Government Hydrographic Department. Route to be from San Francisco to Sydney (New South Wales), *via* Honolulu, Pago Pago (Samoa Islands), and Auckland (New Zealand). Vessels must be fitted to carry ordnance in accordance with Government requirements, and to be subject to being taken into the United States Navy Department at any time. Compensation therefor to be fixed by arbitration. The United States Government to have the right to cancel contract at any time if any of the provisions of the contract be not fulfilled. First year, at least one-fourth of the crew; next three years, one-third; and the remainder of the term, one-half of the crew must be citizens of the United States. Free passage and accommodation to be furnished for one United States mail-messenger on each trip. One trip to be made every three weeks.

Notes.

No specific amount of money is mentioned as the remuneration, only the 2 dollars per mile traversed on each outward trip. There does not appear to be, from the brief inspection I was enabled to get of the document, any provision for bonus for accelerated delivery, nor fines for delays. Nor does there appear to be any stipulation as to power of the United States to hold vessels at this or other ports in order to insure connections in case of delays or accidents. It would therefore look as if these points would have to be fully covered in case any contract were entered into on behalf of the colonies.

H. S. S.

No. 82.

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

Resident Agency for New Zealand, San Francisco,
3rd September, 1900.

SIR,—

I have the honour to acknowledge the receipt of your communications of the 31st July and 3rd August [not printed].

* * * * *

In respect to the delay in reporting the arrival of the "Alameda" for some twenty-four hours after the announcement of the steamer's arrival had been received by private persons, I would state that the "Alameda" arrived in this port about 6 p.m. on the 26th July, and was immediately sent over to the Quarantine Island by the United States authorities, and no doubt the passenger was enabled to send ashore a cable message by the quarantine tender which would be sent off that evening. It has always been my custom to delay the sending of the cable announcing the arrival of the steamers until the Mail-agent reports, as on several occasions the Agent has had instructions to add some word or words to the cable. In this case the mails and passengers did not land in San Francisco until about noon on Friday, and I did not see the Mail Agent until late in the afternoon, but I think advices should have reached you early on the morning of the 28th. It is quite possible the report of the "Mariposa's" arrival this time may be delayed for a similar reason. It will be quite easy for me to report the arrival of these vessels immediately on arrival if it is so desired, but I cannot then await report from the Mail-agents.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 83.

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

Resident Agency for New Zealand, San Francisco,
5th September, 1900.

SIR,—

I am in receipt of your favour of the 3rd August [not printed].

The matter of delays in the overland transit has given me considerable thought, and the explanations given each time are not entirely satisfactory, as it appears now to be more the rule than the exception that the Chicago connection with the fast mail is missed. I am just in receipt of information that this time again the same thing has occurred, and that the mails did not connect with the steamer "New York," of the International line. These repeated misconnections seem quite unreasonable, and cause me much worry. I feel that we are in some measure helpless. These railroads are owned and run by the immense railroad corporations, who recognise no authority, not even that of the United States Government.

* * * * *

The "Mariposa" got in early on Friday, and the mails proceeded to New York that night, arriving midday Wednesday, and caught the "Majestic." I am not yet advised of their arrival on the other side.

* * * * *

I had a conversation with Mr. J. D. Spreckels yesterday. He said that . . . he would go down to the colonies by the "Sierra" with his family on the 21st November. He would have gone sooner but has to go back to Philadelphia before he can leave here.

There is every reason to expect that the "Mariposa" will leave to-night about on time, as the overland express is only reported one hour late as yet. The "Majestic" is reported this morning as passing Crookhaven, on the Irish coast, early this morning, so I presume she will reach Liverpool some time to-day.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 84.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W.,
18th September, 1900.

SIR,—

I have the honour to acknowledge the receipt of your letter of the 4th August last, stating that it is reported in a Press telegram from London that I had sent to the authorities at Washington a protest against the delays in the San Francisco mail-service, and in reference thereto I beg to inform you that there is no truth in such a statement. The only ground that I can think of for such a report is that in a friendly conversation I had with the representative of the United States at the Postal Union Jubilee Conference at Berne I referred to the delays which had taken place, and expressed a hope that they would be avoided in the future.

The Hon. the Premier, Wellington.

I have, &c.,

W. P. REEVES.

No. 85.

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

(Telegram.)

Wellington, 22nd September, 1900.

WHEN does "Sonoma," first steamer, leave?

No. 86.

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

(Telegram.)

San Francisco, 22nd September, 1900.

"SIERRA," first, expected to leave here 21st November. Can give nothing more definite at present.

No. 87.

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

SIR,—

General Post Office, Wellington, 29th September, 1900.

I have the honour to acknowledge the receipt of your letter of the 3rd instant, regarding the delay in reporting the movements of the San Francisco mail-steamers.

I note your explanation concerning the report of the "Alameda's" arrival. It would, however, be better that the actual hour and day of arrival or departure should be given immediately the vessel reaches the harbour or leaves the wharf, and I shall be glad if you will follow this course in the future. Presumably, the delay led to the errors in the case of the "Mariposa," which left on the 13th June, but was advised as having sailed on the 12th, and of the same vessel's arrival on the 24th ultimo, but reported as reaching San Francisco on the 23rd.

I have, &c.,

W. GRAY, Secretary.

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

No. 88.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 4th October, 1900.

I have the honour to acknowledge the receipt of your cable of the 22nd September, to which I replied as follows [No. 86], which I confirm. Messrs. Spreckels inform me that the first steamer of the new line will be the "Sierra," and that they cannot state with any degree of certainty whether this vessel will arrive here in time to commence the service on the 21st

November; but, as the vessel has not yet left Philadelphia, it would seem improbable that she will be able to start on that date. Mr. Spreckels is now in Philadelphia at the trial trip, which is expected to be made to-day.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 89.

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

SIR,— Resident Agency for New Zealand, San Francisco, 4th October, 1900.

I have the honour to enclose, for your information, the result of my inquiry through the United States Railway Mail-service of the cause of the misconnection of the homeward mails *ex* "Mariposa" in September. I have also to report a similar misconnection at the same point this month. These delays to the Chicago connection are most annoying, as they seem now to be the rule rather than the exception. This time, however, the through service to the United Kingdom fortunately has not suffered, as the "Majestic" has made a smart run, and is reported arriving at Queenstown yesterday morning, the 3rd.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 89.

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

Railway Mail-service, Office of Superintendent, Eighth Division, San Francisco, 28th August, 1900.

SIR,—

Mr. H. Stephenson Smith, Resident Agent for New Zealand, called on me to-day with a telegram from you, which reads: "217 sacks foreign left here on Lake Shore train 6 at 8.30 this morning. Burlington train 8 arrived too late to connect train 32."

Mr. Smith requests further information which will show cause of failure of this connection at Chicago. Will you kindly furnish same?

I have, &c.,

H. P. THRALL, Superintendent.

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

Enclosure 2 in No. 89.

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

Railway Mail-service, Office of Superintendent, Sixth Division, Chicago, 3rd September, 1900.

RESPECTFULLY referred. On 27th August Chicago and Council Bluffs train 8 was held at Union Pacific transfer waiting for Union Pacific train 102, which did not arrive until 7.36 p.m. This accounts for the failure to make the regular connection with Lake Shore train 32 at Chicago.

E. L. WEST, Superintendent.

The Superintendent, Railway Mail-service, San Francisco.

Enclosure 3 in No. 89.

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

Railway Mail-service, Office of Superintendent, Eighth Division, San Francisco, 7th September, 1900.

PLEASE note indorsement of Superintendent West, which explains failure in connection between Burlington train 8 and Lake Shore train 32 at Chicago, 28th August. The delay evidently occurred on the Union Pacific, as Southern Pacific train 6 leaving here 24th August arrived Ogden ten minutes late. If you desire any further information, please signify and it will be obtained.

H. P. THRALL, Superintendent.

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

No. 90.

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

(Telegram.)

Wellington, 5th October, 1900.

Is it settled "Alameda" sails thirty-first? When does "Sierra" leave?

4—F. 6.

No. 91.

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

(Telegram.) San Francisco, 6th October, 1900.
 "ALAMEDA," yes. "Sierra," nothing definite settled yet. Will advise later on. "Moana" left 4th 11 p.m.

No. 92.

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

(Telegram.) Wellington, 8th October, 1900.
 TELEGRAM from Frisco states that "Alameda" leaves 31st. Nothing definite yet about "Sierra's" departure. "Moana" left 4th, one day late.

No. 93.

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

(Telegram.) San Francisco, 12th October, 1900.
 SUBSIDY [No. 16]: Have communicated with Spreckels. "Sierra" sailed for here. Intends to leave here 21st November.

No. 94.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.) London, 18th October, 1900.
 Post Office regrets, in case of mails being sent by Frisco, sea-postage would, in the absence of special arrangement between New Zealand and United States, fall to United States.

No. 95.

The AGENT-GENERAL to the Hon. the PREMIER.

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

SIR,—

18th October, 1900.

I beg to transmit herewith copy of correspondence which has taken place with reference to the establishment of a three-weekly mail-service *via* San Francisco.

It will be observed that the Imperial Post Office have not yet given a definite assurance that the mails from this side will be transmitted by the new service. If the mails are so sent, the Imperial Post Office will, as, of course, they are bound to do [see Nos. 29 and 137], pay for their land and sea transit in accordance with the provisions of the Postal Union Convention; but special attention is called to the fact that in such case the sea-postage will fall to the Post Office of the United States unless special arrangement has been made to the contrary.

The Imperial Post Office's reply, as regards the Atlantic service, is in consonance with their previous communications on this part of the subject—namely, that the mails from this side will be forwarded by the Cunard line of steamers, but that the fastest steamers of that line will not be always available for that purpose, and that, as regards the mails from New Zealand, the power of determining by what steamers the mails on their arrival at New York shall be despatched to this country does not rest with the Imperial Post Office.

I may add that I am of opinion that the Imperial Post Office will avail themselves of the new service as regards mails from this side. I shall continue to press for a speedy decision with respect thereto.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

[For Enclosure 1 in No. 95, see No. 9.]

Enclosure 2 in No. 95.

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

SIR,—

Westminster Chambers, 13, Victoria Street, S.W.,
 2nd October, 1900.

I have this day received a cablegram from the New Zealand Government, stating that the ten-years contract made by the United States with Messrs. Spreckels for a three-weekly San Francisco mail-service forces out the present service, and, as my Government propose asking the New Zealand Parliament not to make a contract with Messrs. Spreckels, but to continue to pay poundage, I am directed to inquire whether Her Majesty's Government will agree to a three-weeks service, and whether they will continue the present payment for sea and land transit, and also whether fast steamers both ways will be assured.

The new service will commence at San Francisco on the 21st November, and will be continued every three weeks thereafter. The first despatch from Auckland will be on the 29th December, and is due at San Francisco on the 14th January. There will probably be no San Francisco despatch from New Zealand on the 26th November, as the present service from New Zealand leaves on the 29th October, in which case the mails will be forwarded *via* Suez.

As the proposed resolutions are to be submitted to the New Zealand Parliament on Monday next, my Government is anxious for an urgent reply.

The Secretary, General Post Office.

I have, &c.,

W. P. REEVES.

Enclosure 3 in No. 95.

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

SIR,—

General Post Office, 5th October, 1900.

With reference to your letter of the 2nd instant, respecting the proposed three-weekly mail-service between San Francisco and New Zealand by the vessels of Messrs. Spreckels under contract with the United States Government, I am directed by the Postmaster-General to inform you that it is not possible, without further study of all the conditions, to decide whether the British Post Office should forward mails for conveyance to New Zealand by the service in question. A definite reply to the question shall be sent to you as early as possible.

If mails are so sent from England, this office will, of course, pay for their land and sea transit in accordance with the provisions of the Postal Union Convention. In the absence of a special arrangement on the subject between the Post Offices of New Zealand and the United States, the sea-postage would fall to the last-named office.

As regards the use of fast steamers on the Atlantic, I am to point out that this office would, of course, employ the Cunard steamers, as a Saturday departure from London would give the closest connection with the departure of the steamers from San Francisco. It would not, however, be possible so to regulate the order in which the steamers of the line in question carry the United States mails from this country that the "Campania" or "Lucania" should always be employed when a New Zealand mail has to be forwarded. The British Post Office has no power to determine by what steamers the mails from New Zealand shall be despatched from New York.

The Postmaster-General will be glad to receive full details of the arrangement with Messrs. Spreckels as soon as you are in a position to supply them.

I am, &c.,

The Agent-General for New Zealand.

G. H. MURRAY.

[For Enclosure 4 in No. 95, see No. 10.]

Enclosure 5 in No. 95.

The AGENT-GENERAL to the SECRETARY of STATE for the COLONIES.

SIR,—

13, Victoria Street, S.W., 6th October, 1900.

I have the honour to inform you that, in consequence of the arrangements of a contract entered into between the Government of the United States and Messrs. Spreckels, the conditions of the mail-service between England and New Zealand *via* San Francisco are to be changed. Henceforth, instead of the present service—a mail every four weeks—there will be a mail every three weeks, and the colony will therefore have seventeen mails in the year instead of thirteen as at present. As the San Francisco mail-service is still much the fastest method of communication between New Zealand and the Mother-country, its importance to the colony is obvious.

By direction of my Government, I have addressed a request to the Right Hon. the Postmaster-General that the Imperial Post Office should be pleased to recognise the new service, and forward seventeen mails in the year by San Francisco instead of thirteen as hitherto. To this I have received a reply that the General Post Office cannot give an immediate answer. I understand that the reason of the delay is that the Post Office has to submit the financial aspect of the change to the Treasury. The New Zealand Parliament is now sitting, but the session is drawing to an end, and my Government is anxious to have an answer from the Imperial Post Office in order that the requisite resolutions may be submitted to Parliament. It is, moreover, proposed that the new service should begin next month, at which time the old service comes to an end. I have explained to the authorities of the Imperial Post Office that the matter is one of urgency, and, as very great inconvenience to trade and commerce and to many private persons in New Zealand will result if there is any delay, I venture to draw your attention to the matter and solicit your good offices.

I have, &c.,

W. P. REEVES.

The Right Hon. Joseph Chamberlain, M.P., Secretary of State for the Colonies.

Enclosure 6 in No. 95.

The SECRETARY of STATE for the COLONIES to the AGENT-GENERAL.

SIR,—

Downing Street, 10th October, 1900.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 6th instant, respecting the proposed change in the service of mails between this country

and New Zealand *via* San Francisco, and I am to state that a copy has been sent to the Postmaster-General with the intimation that Mr. Chamberlain will be obliged if the consideration of the matter can be expedited.

The Agent-General for New Zealand.

I am, &c.,

M. F. OMMANEY.

[For Enclosure 7 in No. 95, see No. 13.]

Enclosure 8 in No. 95.

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

SIR,—

13, Victoria Street, 11th October, 1900.

Referring to my letter of the 2nd instant, and to your reply of the 5th instant, relating to the New Zealand mail-service *via* San Francisco, I have now to inform you that I have this day received a cablegram from the New Zealand Government containing the following information required by Her Majesty's Postmaster-General:—

[See No. 13.]

The Secretary, General Post Office.

I am, &c.,

W. P. REEVES.

[For Enclosure 9 in No. 95, see No. 15.]

Enclosure 10 in No. 95.

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

SIR,—

13, Victoria Street, S.W., 12th October, 1900.

In continuation of my letter of yesterday, relating to the New Zealand mail-service *via* San Francisco, I beg now to inform you that the New Zealand Government have to-day advised me by cablegram that resolutions embodying the proposed arrangements with Messrs. Spreckels, contained in my letter of yesterday, were passed for one year by the New Zealand House of Representatives last night.

I trust this information will enable the definite reply promised in your letter of the 5th instant to be furnished at an early date.

The Secretary, General Post Office.

I am, &c.,

W. P. REEVES.

[For Enclosure 11 in No. 95, see No. 94.]

No. 96.

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

(Telegram.)

San Francisco, 25th October, 1900.

SPRECKELS advises ["Sierra"] will leave for New Zealand 21st November, except in event of accident.

No. 97.

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

(Telegram.)

Wellington, 25th October, 1900.

MUST have something more definite without further delay, "Sierra" leaving twenty-first, as wish advise London despatch week earlier.

No. 98.

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

(Telegram.)

Wellington, 26th October, 1900.

ARRANGED with Spreckels continuance Frisco service for exchange mails Great Britain. Kindly consent to New Zealand receiving sea-rates, Pacific, payable by Britain on its mails for colony.

No. 99.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.) London, 26th October, 1900.
 IMPERIAL Post Office decided despatch mails by means of new San Francisco service.

No. 100.

The AGENT-GENERAL to the Hon. the PREMIER.

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

26th October, 1900.

SIR,—

Referring to my letter of the 18th instant, I beg to transmit herewith copy of letter received this day from the General Post Office, stating that it has been decided to despatch mails for New Zealand from this country by the three-weekly service which has been established between San Francisco and New Zealand.

The Hon. the Premier, Wellington.

I have, &c.,

W. P. REEVES.

Enclosure in No. 100.

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

SIR,—

General Post Office, London, 25th October, 1900.

With reference to your letter of the 12th instant and previous correspondence on the subject of the New Zealand mail-service, I am directed by the Postmaster-General to inform you that it has been decided to despatch mails for New Zealand from this country *via* San Francisco every three weeks in connection with the new service of Messrs. Spreckels.

Correspondence posted in time for transmission *via* Suez in the two weeks following a despatch *via* San Francisco will be forwarded, as at present, by the eastern route unless specially superscribed to be sent otherwise.

The Agent-General for New Zealand.

I am, &c.,

H. BUXTON FORMAN.

No. 101.

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

General Post Office, Wellington, 27th October, 1900.

SIR,—

San Francisco Mail-service.

I have the honour to confirm, as under, my telegram to you yesterday: "Arranged with Spreckels continuance Frisco service for exchange mails Great Britain. Kindly consent to New Zealand receiving sea-rates, Pacific, payable by Britain on its mails for colony."

Permit me to express the hope that I may be in receipt of a favourable reply in the course of a few days.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Hon. the Postmaster-General, Washington.

No. 102.

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

SIR,—

General Post Office, Wellington, 27th October, 1900.

I have the honour to acknowledge receipt of your letter of the 4th instant, enclosing copy of correspondence with the Superintendent, Railway Mail-service, Eighth Division, San Francisco, in reference to the failure of the homeward mails by the "Mariposa" to effect train-connection at Chicago on the 28th August. As requested, the enclosures are returned herewith. I note that a similar failure has occurred at the same point this month.

I am sending copy of the correspondence to the Postmaster-General, Washington, in the hope that he will take such action as will prevent similar delays occurring in future.

I have, &c.,

W. GRAY, Secretary.

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

No. 103.

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

SIR,—

General Post Office, Wellington, 27th October, 1900.

I have the honour to forward herewith copy of correspondence between the Resident Agent for New Zealand at San Francisco and the Superintendent of the Railway Mail-service,

Eighth Division, on the matter of the failure of the train conveying the homeward mails to connect with the onward train at Chicago on the 28th August last. As will be noted from Mr. Smith's letter to this office, a similar failure has occurred at the same point this month.

As such delays may at any time result in mails missing connection with the steamers at New York, I should be much obliged if you would kindly take any action you may think proper in the matter.

The Hon. the Postmaster-General, Washington, D.C.

I have, &c.,

W. GRAY, Secretary.

No. 104.

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

SIR,—

General Post Office, Wellington, 27th October, 1900.

I have the honour to forward herewith copies of cablegrams which have passed between yourself and this department since the 22nd ultimo, on the subject of the continuance of the San Francisco mail-service. I also attach copy of a letter to Messrs. J. D. Spreckels and Brothers Company [No. 30] on the same subject.

I have, &c.,

W. GRAY, Secretary.

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

No. 105.

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

SIR,—

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

I have the honour to acknowledge the receipt of cables from the department, reading as follows: [Nos. 16, 90, and 97]. On receipt of each of these cables I at once consulted with Messrs. Spreckels and Brothers Company, and the following replies were the most definite they would commit themselves to, as follows: [Nos. 91, 93, and 96].

I felt that the information that I was enabled to give would not be considered sufficiently definite, but I was unable to get from Messrs. Spreckels and Brothers any definite statement. The "Sierra" left Philadelphia on the 11th October for this port, and the owners anticipate that she will make the run in thirty-five days, but I am rather dubious as to the accomplishment of this time. Even if thirty-eight days is consumed in the trip, a margin of three days will be given for preparation for the voyage. I think it is a pity that more time is not given, as after such a long trip it is more than probable that some repairs will be necessary. I am also advised that the second steamer, the "Sonoma," will not reach here in time to leave on the 12th December, and that the "Mariposa" will take her place.

I have no knowledge of what arrangements have been made, if any, to supply the place of the "Moana" for the homeward mails due here on the 14th December, but probably the department has made arrangements in the matter.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 106.

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

(Telegram.)

Wellington, 31st October, 1900.

LONDON has decided despatch mails 10th November.

No. 107.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 31st October, 1900.

The "Alameda" will get away, I anticipate, at about midnight, the overland train being reported an hour and a half late, which will bring it in, if not further delayed, at 8 p.m. The vessel goes out, I hear, loaded down to the guards, and the "Sierra" is already a full ship.

I am sorry I was not able to give you more definite replies to your inquiries in respect to the sailing of the "Sierra," and fully realised the importance of reliable information; but Messrs. Spreckels Brothers would not guarantee anything. If no unforeseen accident occurs, I think they will be able to start the first vessel on the date determined, although it will give little, if any, time to refit after the long voyage from the Atlantic seaboard.

I also received just now your cable informing me that the London office had decided to despatch their mails from London on the 10th, which I presume are intended for the "Sierra." As reported elsewhere, the "Sonoma" will not be here in time for the 12th December, and the "Mariposa" will make another trip. I suppose the homeward mails intended for the "Moana" will be sent *via* Vancouver, as Messrs. Spreckels Brothers inform me that the "Moana" will not return.

The same delay by misconnection at Chicago has again occurred, the Union Pacific, I presume, being late for the Council Bluffs connection; hence our mails again have missed the International Navigation Company's boat on the Wednesday morning, and gone *via* Ireland by the "Majestic." Her arrival at Queenstown is not yet announced. In this connection I enclose the railroad mail-service reports [not printed] on the two last cases of delay, which throws it on the Union Pacific between Ogden and Council Bluffs, as I have always suspected.

Mr. Spreckels is still in the East, so I cannot learn anything about the revision of the time-table as an assured fact, but they have promised me a copy as soon as they get anything.

Since writing the above the enclosed time-table has been sent me by Messrs. Spreckels. It does not appear to be any different to the old one. The same peculiarity exists as regards the time consumed in the outward voyage as contrasted with the homeward, the difference being some three days. I asked the manager how this was, but he did not appear able to explain it.

The Secretary, General Post Office, Wellington.

I have, &c.,

H. STEPHENSON SMITH.

No. 108.

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

(Telegram.)

Washington, 1st November, 1900.

SPRECKELS not authorised to arrange mail conveyance from San Francisco. British closed mails will be despatched hereafter under Postal Union conditions. [See No. 31, Enclosure 3 in No. 95, and No. 98.]

No. 109.

The AGENT-GENERAL to the Hon. the PREMIER.

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

8th November, 1900.

SIR,—

Referring to your cablegram of the 26th ultimo, and to my letter of the same date, relating to the new three-weekly San Francisco mail-service, I beg to enclose herewith copy of further correspondence with the Imperial Post Office, from which it will be seen that arrangements have been made to despatch mails from this country for New Zealand *via* San Francisco on the 10th instant, and every third Saturday thereafter. [See No. 110.]

A copy of the revised printed notice, issued by the General Post Office, giving, for the information of the public, particulars of the dates of despatch of mails to the colony during the remainder of the present year, is also enclosed.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

Enclosure 1 in No. 109.

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

SIR,—

13, Victoria Street, S.W., 26th October, 1900.

I am directed by the Agent-General to acknowledge with thanks the receipt of your letter of the 25th instant [enclosure in No. 100], intimating that the Postmaster-General has decided to despatch mails for New Zealand from this country *via* San Francisco every three weeks in connection with the new mail-service between that port and New Zealand.

I am further directed to inform you that the Agent-General has this day received a cablegram from his Government, stating that, commencing with the 21st November, the mail-steamers of the new service will leave San Francisco every three weeks, and instructing him to inquire when the Imperial Government propose to despatch the mails from this side.

The cablegram also states that the first mail-steamer of the new service will leave Auckland on the 8th December, and that there will be no outward mail-steamer leaving during November.

I am, &c.,

The Secretary, General Post Office.

WALTER KENNAWAY.

Enclosure 2 in No. 109.

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

SIR,—

General Post Office, 2nd November, 1900.

In reply to your letter of the 26th ultimo, I am directed by the Postmaster-General to inform you that arrangements have been made to despatch correspondence from this country for New Zealand *via* San Francisco on the 10th instant, and every third Saturday thereafter.

I am, &c.,

The Agent-General for New Zealand, London.

H. BUXTON FORMAN.

Enclosure 3 in No. 109.

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

SIR,—

13, Victoria Street, S.W., 5th November, 1900.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 2nd instant, stating that arrangements have been made to despatch correspondence from this

country to New Zealand *via* San Francisco on the 10th instant, and every third Saturday thereafter, and, in reference thereto, to request the favour of your conveying to the Postmaster-General his thanks for the prompt and favourable manner in which he has been good enough to deal with the proposals made by the New Zealand Government.

The Secretary, General Post Office.

I am, &c.,
WALTER KENNAWAY.

Enclosure 4 in No. 109.

DESPATCH of MAILS from LONDON for AUSTRALIA, NEW ZEALAND, and FIJI during the Remainder of the Year 1900.—REVISED NOTICE.

Destination.	Route.	Despatched from London.
New Zealand and Fiji *	{ <i>Via</i> San Francisco	Saturday afternoon— November 10; December 1 and 22.
	{ <i>Via</i> Italy	Friday evening— November 16 and 23; December 7, 14, and 28.

* Correspondence for New Zealand and Fiji posted in the week in which there will be a mail from London going *via* San Francisco will be forwarded in that mail; but correspondence posted up to the evening of the first or second Friday following a despatch *via* San Francisco will be forwarded *via* Italy. Any letters which may be specially superscribed as to route will be forwarded according to such direction.

General Post Office, 6th November, 1900.

No. 110.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.) London, 9th November, 1900.
SAN FRANCISCO mail-service: Imperial Post Office will despatch mails tenth instant, and every third Saturday thereafter.

No. 111.

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

(Telegram.) Wellington, 10th November, 1900.
LONDON advises despatch mails tenth. Every three weeks thereafter. What information have you of "Sierra"?

No. 112.

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

(Telegram.) San Francisco, 12th November, 1900.
"SIERRA" delayed. "Mariposa" leaves 21st November.

No. 113.

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

(Telegram.) Wellington, 14th November, 1900.
RESIDENT AGENT, San Francisco, cables that "Sierra" delayed, but that "Mariposa" will leave on 21st, commencing new time-table.

No. 114.

Mr. J. H. WITHEFORD, M.H.R., Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.) Auckland, 14th November, 1900.
Is Press Association telegram correct that departure "Sierra" again delayed, and "Mariposa" leaving November 21st?

No. 115.

The SECRETARY, General Post Office, Wellington, to Mr. J. H. WITHEFORD, M.H.R., Auckland.

(Telegram.) Wellington, 14th November, 1900.
YES, quite correct. We received cable from our San Francisco agent yesterday. Have you cabled Spreckels, as suggested by the Hon. Mr. Ward on Saturday; and, if so, with what result? Reply collect.

No. 116.

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

SIR,— Resident Agency for New Zealand, San Francisco, 22nd November, 1900.

I have the honour to acknowledge the receipt of the following cables since my last advices [Nos. 33 and 111]. I have sent the following cables in reply [Nos. 34 and 112].

In respect of your evident desire to arrange a connection with the Saturday steamer from New York on the 29th December, I have succeeded in securing Messrs. Spreckels' agreement to despatch the "Alameda" from Sydney two days earlier (the 2nd December), and at the same time have obtained their consent to cable the captain of the "Alameda" to use every possible despatch in coming up this time, calculating that he can save one day on the trip, which will give a Monday's arrival at this port in place of the schedule date of the 27th (or Thursday). This, we hope, will enable us to connect at New York with the Cunard boat on the Saturday following.

I desire to bear testimony to the accommodating spirit in which Messrs. Spreckels and Brothers are attempting to meet the views of the New Zealand Government in this case, as it should be borne in mind that a departure earlier than that which they have advertised lays them open for actions for damages on the part of intending passengers. I sincerely trust this connection may be secured, but recognise that the margin for accident or delay is extremely small. I will do all that is possible in the way of getting the mails off by the Monday evening express, without which our object will be defeated.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 117.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,— Premier's Office, Wellington, 4th December, 1900.

I have the honour to acknowledge the receipt of your letter of the 18th October last, transmitting copy of correspondence with reference to the establishing of the three-weekly mail-service *via* San Francisco.

Owing to the new steamers which are to be employed in the service between the colonies and San Francisco not being ready at the expected time, the s.s. "Alameda" and "Mariposa"—two of the steamers engaged in the former service—have to be utilised for one voyage each, and probably the first-named vessel will be required to perform a second voyage. Her departure this week has had to be put forward two days in order to assure connection with the Saturday's fast boat from New York, and the same acceleration will have to be repeated in respect of the "Mariposa's" outward trip at the end of this month.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 118.

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

Post Office Department, Office of Foreign Mails, Washington,
4th December, 1900.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 27th October last, enclosing copy of the correspondence between the Resident Agent for New Zealand at San Francisco and the Superintendent of the United States Railway Mail-service at San Francisco, relative to the failure of the trains conveying from San Francisco the colonies' mails for Great Britain to make connection at Chicago with the trains for New York.

The Superintendent's communication explains that the failure of the trains to connect at Chicago was caused by the train arriving from San Francisco having been delayed *en route*; and I have now to add that the delay in question, as well as the failure to connect in October last, were both caused by the circumstance that extensive improvements were being made on the Union Pacific Railroad west of Cheyenne, which prevented the trains on that road from making their runs in accordance with the schedules.

Close attention is being given to the matter of the connection at Chicago of the trans-continental trains, with the result that since the 10th ultimo the connection at Chicago has been missed only once—*viz.*, on the 20th ultimo; but, unfortunately, the train which missed connection on that date conveyed the closed mails from the colonies for Great Britain.

These failures to connect are deeply regretted by this department and cause it mortification; but every effort is being and has been made to prevent them.

I am, &c.,

N. M. BROOKS, Superintendent of Foreign Mails.

The Hon. the Postmaster-General, Wellington.

No. 119.

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

SIR,—

General Post Office, Wellington, 4th December, 1900.

I beg to acknowledge the receipt of your letter of the 31st October last, dealing, among other matters, with the delay to the New Zealand mails in their transit across the United States. I am obliged for a perusal of the railroad mail-service reports, which are returned herewith.

Yours, &c.,

W. GRAY, Secretary.

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

No. 120.

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

SIR,—

General Post Office, Wellington, 5th December, 1900.

I shall be obliged if you will be good enough to forward me regularly the time-tables of the trains running across the United States of America, particularly those which carry the New Zealand mails.

I have, &c.,

W. GRAY, Secretary.

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

No. 121.

The RESIDENT AGENT for New Zealand, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

San Francisco, 12th December, 1900.

Since I last had the honour of writing you I have received the following cable from you: "Ask Spreckels arrange despatch 'Mariposa' from Auckland December 27"; which I now beg to confirm.

* * * * *
 On receipt of the cable I at once communicated with Messrs. Spreckels and obtained their consent to the despatch of the "Mariposa" from Sydney on the 27th December, or two days earlier, which I trust will meet your wishes in the matter. I have again to direct the attention of the department to the accommodating spirit in which Messrs. Spreckels have met the wishes of the Government.

The first steamer of the new service, the s.s. "Sierra" will, on account of an accident on the Southern Pacific line near Ogden, be delayed possibly until Thursday afternoon. This is quite unfortunate, although as some six bags of letters of the United States portion of the mail are reported delayed the detention will, in all probability, enable a connection to be made by this delayed portion. I am not as yet advised of the cause of the delay to the United States letter-mail.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 122.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 20th December, 1900.

I have the honour to acknowledge the receipt of your letter of the 8th ultimo, enclosing copy of correspondence with the Imperial Post Office, showing that arrangements had been made to despatch mails from London for New Zealand *via* San Francisco on the 10th idem, and every third Saturday thereafter.

I learn from the printed notice you enclosed that the London Office is giving preference to the Suez route for two weeks out of the three. The table which I send herewith [see also No. 29] will show that when the new boats are running on the Pacific there will be no gain, but rather delay, in using the eastern route for correspondence posted during the week preceding the departure of the San Francisco mails. I shall therefore feel obliged if you will represent the matter to the Imperial Post Office, and ask that only correspondence posted during the week following the outward mail *via* San Francisco should be sent by way of Italy, the use of the Federal line during the two other periods being restricted to specially addressed articles. As will be seen from the table, there is no certainty that the second weekly mail by way of Suez will anticipate the San Francisco despatch, while it is possible that when the Pacific service gets into proper working order the mails by that route may arrive from one to three days ahead of the second mail *via* Suez and Australia.

I have, &c.,

J. G. WARD, for the Premier.

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

Enclosure in No. 122.

TABLE showing the ROUTES advantageous for New Zealand Correspondence.

<i>Viâ</i>	Leave London.	Arrive Sydney.	Arrive Wellington.	Remarks.
Naples ...	1900. Nov. 2	1900. Dec. 6	1900. Dec. 12	One day before San Francisco.
[Brindisi] ...	[" 9]	[" 12]	[" 16]	Would not be used. (See London time-table of 6th November, 1900.)
San Francisco ...	" 10	...	" 13	Possible to have reached Wellington 12th if arrived Auckland early.
Naples ...	" 16	Dec. 20	" 24 1901.	One day later than San Francisco. Arrived Bluff 31st December.
Brindisi ...	" 23	" 26	Jan. 3	Would not be used. (See London time-table of 6th November, 1900.)
[Naples] ...	[" 30]	[Jan. 3]	[" 7]	Would not be used. (See London time-table of 6th November, 1900.)
San Francisco ...	Dec. 1	...	" 2	One day later than San Francisco. Arrived Bluff 22nd January.
Brindisi ...	" 7	Jan. 9	" 13	Would not be used. (See London time-table of 6th November, 1900.)
Naples ...	" 14	" 17	" 24	One day later than San Francisco. Arrived Bluff 13th February.
[Brindisi] ...	[" 21]	[" 23]	[" 27]	Would not be used. (See London time-table of 6th November, 1900.)
San Francisco ...	" 22	...	" 23	One day later than San Francisco. Arrived Bluff 5th March.
Naples ...	" 28	Jan. 31	Feb. 7	Would not be used. (See London time-table of 6th November, 1900.)
Brindisi ...	1901. Jan. 4	Feb. 6	" 14	One day later than San Francisco. Arrived Bluff 6th March.
[Naples] ...	[" 11]	[" 14]	[" 21]	Would not be used. (See London time-table of 6th November, 1900.)
San Francisco ...	" 12	...	" 13	One day later than San Francisco. Arrived Bluff 13th March.
Brindisi ...	" 18	Feb. 20	" 27	Would not be used. (See London time-table of 6th November, 1900.)
Naples ...	" 25	" 28	Mar. 7	One day later than San Francisco. Arrived Bluff 6th March.
[Brindisi] ...	[Feb. 1]	[Mar. 6]	[" 13]	Would not be used. (See London time-table of 6th November, 1900.)
San Francisco ...	" 2	...	" 6	

No. 123.

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

SIR,—

General Post Office, Wellington, 22nd December, 1900.

I have to acknowledge the receipt of your letter of the 19th ultimo [not printed], on the subject of the San Francisco mail-service, and other matters.

I have heard from the Spreckels and Brothers Company, who advise that they would afford every facility for fitting up the mail-room on the new steamer. They also say that they cannot see their way to enter into a contract until they know the manner in which the new vessels will carry out the service.

I have, &c.,

W. GRAY, Secretary.

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

No. 124.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 1st January, 1901.

I have the honour to acknowledge the receipt of your communications of the 4th and 5th December.

In reply to the request in the latter, I would state that there are five railroads engaged in conveying the mails over different portions of the route, all issuing separate and independent time-tables, rendering the matter of transit very confusing and hard to trace. I have therefore sent you a schedule of the departures from this city, and the days and hours of passing the various divisions of the route as at present, which I think will be more readily understood.

There being, as before stated, five different railroad systems participating in the conveyance of the mails changes are not at all infrequent.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure in No. 124.

DAILY MORNING EXPRESS, No. 2.

Leaves San Francisco by Southern Pacific ...	...	...	10 a.m. (say) Monday.
Arrives Ogden	...	...	12.45 p.m. Wednesday.
" Omaha (Council Bluffs) by Union Pacific	...	...	8 p.m. Thursday.
" Chicago by Chicago and North-western	...	...	9.30 a.m. Friday.
" New York per Hudson River and New York Central	...	...	2.55 p.m. Saturday.

DAILY EVENING EXPRESS, B., No. 6.

Leaves San Francisco by Southern Pacific ...	...	...	6 p.m. (say) Monday.
Arrives Ogden	...	...	6 a.m. Wednesday.
" Omaha (Council Bluffs) by Union Pacific	...	...	3.45 p.m. Thursday.
Transfers to fast mail-train.			
" Chicago by Chicago Burlington and Quincy	...	...	2.20 a.m. Friday.
" New York by New York Central and Hudson River	...	...	4 a.m. Saturday.

NOTE.—The Burlington hardly ever catches the fast mail out of Chicago at 3.2 a.m., and has to wait until 8.30 a.m., arriving at New York at 10 a.m. Saturday.

The hours of departing and arriving as above are changed quite often, according to the plans of the five different railroad companies running over the several divisions of the country, but the above is now the arrangement for the east-bound service.

No. 125.

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

SIR,— Resident Agency for New Zealand, San Francisco, 2nd January, 1901.

I have the honour to report that, in the endeavour to carry out your desire in respect to making connection at New York with the s.s. "Campania" on the 29th December, I placed myself in communication with the Cunard Steamship Company at New York, as well as the postal authorities in that city, urging upon them the importance of effecting the connection and asking their co-operation; and I now have the pleasure of informing you that, notwithstanding that the usual misconnection lately experienced at Chicago again occurred, the mails secured the desired connection with the "Campania." The details have not yet reached me, but I have little doubt the Government are beholden to the courtesy of the Cunard Company, and the efficient work of the New York postal officials.

The s.s. "Alameda" arrived at this port on Sunday evening, at 9.30 p.m., but was ordered into quarantine, and was not released until 11 a.m. next day, causing us to miss the connection with the morning express, otherwise our mails would have arrived in New York at 2.55 p.m. on Friday, and no occasion to influence the Cunard Company would have been necessary.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

No. 126.

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

SIR,— General Post Office, Wellington, 10th January, 1901.

Referring to my letter of the 27th October last, about the failure of the homeward mails by the "Mariposa" to effect train-connection at Chicago on the 28th August, and the similar failure at the same point in October, I have the honour to forward herewith, for your information, copy of letter received from the Superintendent, Office of Foreign Mails, Washington, on the subject [No. 118].

I have, &c.,

W. GRAY, Secretary.

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

No. 127.

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

SIR,— General Post Office, Wellington, 10th January, 1901.

I have the honour, by direction, to acknowledge, with thanks, the receipt of your letter of the 4th ultimo, on the subject of trains conveying colonial mails *via* San Francisco not connecting at Chicago with the trains for New York.

It is noted that the delay on the 28th August and the failure to connect in October last were both due to the fact that extensive improvements were being made on the Union Pacific Railroad west of Cheyenne, which prevented the trains on that road from making their runs in accordance with the schedules.

It was unfortunate that the connection at Chicago should have been again missed on the 20th November; but the Postmaster-General is very pleased to learn that every effort has been made and is being made by your department to prevent similar mishaps in future.

I have, &c.,

W. GRAY, Secretary.

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

No. 128.

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

SIR,—

General Post Office, Wellington, 19th January, 1901.

I have to acknowledge the receipt of your letter of the 12th ultimo. The earlier despatch of the "Mariposa" was quite in accordance with the wishes of the department.

I note the cause of delays in inaugurating the new service, but I have written on the matter elsewhere. [Not printed.]

* * * * *

I have, &c.,

W. GRAY, Secretary.

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

No. 129.

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

SIR,—

General Post Office, Wellington, 19th January, 1901.

In reference to the renewed arrangements for the despatch of British and colonial mails through the United States, whereby the J. D. Spreckels and Brothers Company, of San Francisco, are the sole contractors with your Government for the service from San Francisco to Auckland, I have the honour to request that you will be so good as to provide for the detention of the steamers at San Francisco to await the British mails on any occasion on which it may be necessary to do so in consequence of delayed overland transit or other causes preventing the mails reaching San Francisco in time. I trust that you will find no difficulty in complying with this request.

I have, &c.,

W. GRAY, Secretary.

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

[Copy sent to the RESIDENT AGENT for NEW ZEALAND, San Francisco, on the 22nd February.]

No. 130.

Mr. A. P. DRYDEN, Mail-agent, to the SECRETARY, General Post Office, Wellington.

General Post Office, Wellington, 29th January, 1901.

SIR,—

Receipt of and Responsibility for San Francisco Mails.

I have the honour to report that during my last stay in San Francisco the United States Post Office notified the Oceanic Steamship Company that the law required the company to receive all mails at the door of the post office, and to be responsible therefor until their safe delivery at respective destinations. The Mail-agents of this department have hitherto dealt directly with and been recognised by the American Post Office, but for the future the company is to be held directly responsible for all mails shipped from the port of San Francisco. This, I believe, is in accordance with the law, and has been observed for many years at such ports as New York and New Orleans. On being made acquainted with the ruling of the Post Office, the marine superintendent of the Oceanic Company—Captain Howard—requested me to continue to receive mails as hitherto, acting on behalf of the company. I pointed out to Captain Howard that I could only do this as a matter of accommodation to the company and subject to the approval of the department, that the Mail-agents would not undertake personal responsibility, nor would the Government which employed them, but that, subject to such limitation, I should be glad to recommend the department to authorise its Mail-agents to continue to receive and deliver all mails between San Francisco and Auckland.

The mails carried by the San Francisco line are now very large and diversified. On my last voyage, in addition to the mails for New Zealand, I received and disposed of about one hundred and sixty bags for the Philippine Islands, nearly one hundred for Honolulu, mails for German and American Samoa, for Fiji, and the various Australian States. The total number of bags shipped at San Francisco amounts to from nine hundred to twelve hundred, and their receipt and proper stowage require no little care and trouble. However, I think the department should, for the convenience of all concerned, notify the Oceanic Company in writing that Mail-agents will continue to receive and deliver all mails as a matter of accommodation, but that Government will not accept any responsibility for their safe keeping. This, in my opinion, is a very necessary step. . . . The company does not always provide sufficient secure space for all mails shipped, and the department should be careful to repudiate responsibility in the event of any robbery happening.

I have, &c.,

The Secretary, General Post Office, Wellington.

A. P. DRYDEN, Mail-agent.

No. 131.

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

SIR,— General Post Office, Wellington, 1st February, 1901.

I have the honour to acknowledge the receipt of your letter of the 1st ultimo, enclosing a schedule showing the times of arrival at different stations of the mail-trains between San Francisco and New York, and explaining that, owing to the number of railroad systems participating in the conveyance of mails across America, the time-table is subject to frequent alterations.

I have, &c.,

W. GRAY, Secretary.

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

No. 132.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,— Wellington, 1st February, 1901.

I am advised by the Mail-agent by the last inward San Francisco steamer that your company was recently notified by the United States Post Office that the law required the company to receive all mails at the door of the post-office, and to be responsible for them until they were safely delivered at their respective destinations. He also states that, in reference to this, the marine superintendent of your company requested the Mail-agent to continue to receive mails on behalf of the company, as heretofore.

As a matter of convenience, I am agreeable that this department's Mail-agents should continue to receive and deliver mails from and to the San Francisco Post Office and the steamer, but only on the definite understanding that such handling of mails is on behalf of your company, and that the department accepts no responsibility for the safe custody of the mails.

Yours, &c.,

W. GRAY, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

No. 133.

The SECRETARY, General Post Office, Wellington, to the AGENTS, Cunard Steamship Company, New York.

GENTLEMEN,— General Post Office, Wellington, 4th February, 1901.

I am in receipt of advice from the Resident Agent for New Zealand at San Francisco that the mails from this colony for London which reached New York towards the end of December last, although suffering delay through failure in train-connection at Chicago, duly caught the s.s. "Campania" on the 29th of that month. He further stated that he represented to you that it was important the connection with the mail-steamer should be made, and had little doubt that the satisfactory result was due to the courtesy of your company, together with the efficient working of the New York Post Office. This information is specially gratifying to this department, and I have to thank you for the interest displayed by your company in the prompt handling of the mails in question.

I have, &c.,

THOMAS ROSE, for the Secretary.

Messrs. Vernon H. Brown and Co.,

Agents, Cunard Steamship Company (Limited), 29, Broadway, New York.

No. 134.

The SECRETARY, General Post Office, Wellington, to the POSTMASTER, New York.

SIR,— General Post Office, Wellington, 4th February, 1901.

I am in receipt of advice from the Resident Agent for New Zealand at San Francisco that the mails from this colony for London which reached New York towards the end of December last, although suffering delay through failure in train-connection at Chicago, duly caught the s.s. "Campania" on the 29th of that month. He further stated that he represented to you that it was important the connection with the mail-steamer should be made, and had little doubt that the satisfactory result was due to the efficient work of your office, together with the courtesy of the Cunard Company. This information is specially gratifying to this department, and I have to thank you for the interest displayed by your office in the prompt handling of the mails in question.

I have, &c.,

THOMAS ROSE, for the Secretary.

The Postmaster, New York.

No 135.

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

SIR,— General Post Office, Wellington, 4th February, 1901.

I have the honour to inform you that it has been reported by the Resident Agent for this colony in San Francisco that our mails for the United Kingdom which reached New York on the

29th December failed to make due train-connection at Chicago. Fortunately, Mr. Stephenson Smith made representations to the Postmaster at New York and the Cunard Company, and as the result of the efficient working of the New York Post Office and the courtesy of the Cunard Company the mails caught the "Campania," leaving on the day named.

You are doubtless aware how much this office desires that no hitch should occur in the overland transit of our mails; and I should be much obliged if you could in any way assist to overcome the apparently faulty transfer arrangements of the railroad companies at Chicago. The fault appears to be entirely that of the companies. It is recognised that the mails of this administration receive unusually prompt despatch at the hands of the Post Office of your country.

I have, &c.,

THOMAS ROSE, for the Secretary.

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

No. 136.

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

SIR,—

General Post Office, Wellington, 4th February, 1901.

I have the honour to acknowledge the receipt of your letter of the 2nd ultimo, and note the action taken by you in assuring the connection of mails made with s.s. "Campania" at New York on the 29th December.

I have expressed to the agents of the Cunard Company and the Post Office at New York the gratification of this department at the interest displayed in the prompt handling of the mails in question; and have also reported to the Superintendent of Foreign Mails at Washington the failure in train-connection at Chicago, and have requested that he would give the matter his special attention with a view to overcoming the remissness which appears so frequently to occur at that point.

I have, &c.,

THOMAS ROSE, for the Secretary.

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

No. 137.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 14th February, 1901.

REFERRING to your letter of the 27th October last [No. 29], Post Office states that United States applies for payment of sea-transit rates Frisco mail-service [see No. 95]. Ask whether New Zealand Government have any objection, otherwise United States request will be complied with.

No. 138.

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

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

15th February, 1901.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 19th ultimo, in which, with reference to the mail-service from San Francisco to Auckland to be performed by the Oceanic Steamship Company of San Francisco under its contract with this department, you request this department to provide for the detention of the steamers at San Francisco to await the British closed mails for the colonies whenever that course may become necessary, in order to secure the prompt despatch of mails which have been delayed *en route* to San Francisco.

In reply, I have to inform you that, while this department cannot compel the Oceanic Steamship Company to hold its steamers at San Francisco for the purpose mentioned, yet there is no doubt that the company will comply with this department's request to that effect, and the department will have no hesitation in making such requests. In fact, such requests have been made on three occasions recently in cases in which the mails from New York failed to make connection at Chicago with west-bound trains, and the steamers were held at San Francisco for not less than eighteen hours on one of those occasions.

I am, &c.,

N. M. BROOKS,

Superintendent of Foreign Mails.

The Hon. the Postmaster-General, Wellington.

No. 139.

The AGENT-GENERAL to the Hon. the PREMIER.

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

22nd February, 1901.

SIR,—

Referring to previous correspondence, I beg to enclose herewith copy of a letter I have received from the Imperial Post Office, relating to the proposed payment to the United States Post

Office of the sea-rates for the conveyance, by the San Francisco service, of British mails for New Zealand and Australia. A copy of my reply and of my cablegram of 14th instant, acquainting you with the substance of the Post Office letter, are also enclosed.

The Hon. the Premier, Wellington.

I have, &c.,
W. P. REEVES.

Enclosure 1 in No. 139.

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

SIR,—

General Post Office, E.C., 13th February, 1901.

With reference to your letter of the 2nd October last [Enclosure 2 in No. 95] and subsequent correspondence respecting the mail-service between San Francisco and New Zealand, I am directed to inform you that the United States Post Office has announced its intention of looking to the Postmaster-General for payment of the sea-rates due for the conveyance by that service of British mails for New Zealand and Australia.

As you were informed in the letter from this department of the 5th October, the United States Post Office is, in the absence of any special arrangement on the subject between it and the New Zealand Post Office, entitled to such payment; and, if your Government has no objection to offer, the United States Post Office will be informed that its request will be complied with.

The Agent-General for New Zealand.

I am, &c.,
H. BUXTON FORMAN.

Enclosure 2 in No. 139.

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

SIR,—

13, Victoria Street, S.W., 14th February, 1901.

I am directed by the Agent-General to acknowledge the receipt of your letter of 13th instant, relating to the proposed payment to the United States Post Office of the sea-rates for the conveyance by the San Francisco service of British mails for New Zealand and Australia.

The Agent-General is acquainting his Government by cable with the contents of your letter, and as soon as a reply is received he will communicate with you again.

The Secretary, General Post Office.

I am, &c.
WALTER KENNAWAY.

[For Enclosure 3 in No. 139 see No. 137.]

No. 140.

The AGENT-GENERAL to the Hon. the PREMIER.

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

22nd February, 1901.

SIR,—

I beg to state that I was advised by cablegram from Messrs. Cameron, of New York, that the mails despatched from New Zealand on the 19th January last only left New York for London on the 16th instant.

As the s.s. "Umbria," the steamer by which the mails are coming, is not a fast vessel, the mails, in all probability, will not be delivered here until Monday next, the 25th instant, or more than nine days after the due date. [Mails were delivered on the 24th.]

I transmit copy of letter which I addressed to the London office of the American and Australian line asking for an explanation of the delay, and I also enclose copy of the reply which I received thereto, by which it will be seen that the delay is attributed to "a slight break-down" of the s.s. "Sierra" between Auckland and San Francisco.

I did not expect to have a more detailed reply to my inquiry, but whatever the cause it is certainly extremely unsatisfactory and most inconvenient that so great a delay has occurred, more especially at the commencement of the new service.

The Hon. the Premier, Wellington.

I have, &c.,
W. P. REEVES.

Enclosure 1 in No. 140.

The SECRETARY to the AGENT-GENERAL to the MANAGER, American and Australian Line, London.

DEAR SIR,—

13, Victoria Street, S.W., 19th February, 1901.

I am directed by the Agent-General to inquire whether you can give him any explanation as to the cause of the delay in the arrival in London of the mails from New Zealand *via* San Francisco. The mails are stated to have left Auckland, New Zealand, by the s.s. "Sierra" on the 19th January (the time-table date), and to have arrived at San Francisco on the 11th instant—that is, seven days after the due date—so that it would appear that the delay arose between New Zealand and San Francisco.

The Agent-General will be much obliged if you could afford him any information with respect to the matter.

The Manager, American and Australian Line.

I am, &c.,
WALTER KENNAWAY.

Enclosure 2 in No. 140.

The MANAGER, American and Australian Line, London, to the AGENT-GENERAL.
122, Pall Mall, S. W., 21st February, 1901.

DEAR SIR,—

New Zealand Mails.

In reply to your favour of the 19th instant, we have to inform you that a delay occurred in the carriage of through mails New Zealand to London *via* San Francisco and New York in connection with the Pacific voyage between Auckland and San Francisco. This was due to a slight break-down on our s.s. "Sierra," with regard to the exact nature of which we are not informed.

The mails in question were expeditiously handled in crossing the United States, and are on board the Cunard liner "Umbria," due to arrive on Saturday next.

The Agent-General for New Zealand.

Yours, &c.,
T. V. WILSON.

No. 141.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 7th March, 1901.

FRISCO service: Referring to my letter twenty-seventh October [No. 29], and your cable fourteenth February, United States refuses agree New Zealand receiving sea-transit rates, claims payment under Postal Union. Useless our objecting.

No. 142.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S. W.,
13th March, 1901.

SIR,—

Referring to your letter of the 20th December last, I beg to transmit copy of correspondence, by which it will be seen that the Imperial Postmaster-General requires further complete details of the comparative working of the new service *via* San Francisco and the service *via* Suez before making the alteration desired by you.

It is stated in the letter which I have received from the Imperial Post Office that the New Zealand Post Office furnishes such returns from time to time; and I would venture to suggest that copies of these be forwarded also to myself, so that I may be able to refer to them when communicating with the Imperial authorities on the subject.

It will be seen that the Imperial Post Office refers not only to the time at which the mails arrive at Wellington, but also to that at which they arrive at the other principal places of the colony.

You are no doubt aware, as I have pointed out in previous communications, that the Imperial Post Office authorities will always, if possible, send letters, &c., by the route *via* Italy and Suez in preference to that *via* San Francisco, and that therefore it is necessary to furnish clear proof of the superiority of the latter service before they will consent to avail themselves of it for the despatch of their mails to New Zealand.

Unfortunately, the present time is not altogether opportune for advocating the claims of the San Francisco service, inasmuch as the mails have not lately been delivered in London at their due date. In no case since the time of arrival in London has been altered from Wednesday to Friday have the letters been available for business purposes until the following Monday morning at the earliest, and in one case the delivery was, as I have already advised you by cable, ten days late.

I need not point out that such delays cause special loss and inconvenience. Take, for instance, the case of remittances: if the drafts do not come to hand before 1 o'clock on Saturday, a loss of two days' interest is sustained by the recipients. I venture, therefore, to suggest that in any future revision of the time-table the time of arrival in London should revert back to Wednesdays, or at the latest to Thursdays.

The Hon. the Premier, Wellington.

I have, &c.,
W. P. REEVES.

Enclosure 1 in No. 142.

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

SIR,— 13, Victoria Street, S. W., 26th February, 1901.

I am directed by the Agent-General to inform you that he has been instructed by his Government to draw the attention of the Postmaster-General to the notice which he has issued, to the effect that correspondence for New Zealand posted up to the evening of the first or second Friday following a despatch *via* San Francisco will be forwarded *via* Italy, thus giving preference to the Suez route for two weeks out of the three; and, in reference thereto, I am to request the favour of your laying before the Postmaster-General the table which is sent herewith, and which the Agent-General received from the Postmaster-General in New Zealand, showing that, now that the new boats are running on the Pacific, there will be no gain, but rather delay, in using the Eastern route for correspondence for New Zealand posted during the week preceding that in which the San Francisco mails are despatched from London.

6—F. 6.

The Agent-General will, on behalf of his Government, be much obliged if the Postmaster-General will be good enough to give the matter further consideration, with the view of arranging that only correspondence posted during the week following the outward mail *via* San Francisco be sent by way of Italy, the use of the Federal line during the two other periods being restricted to specially addressed articles.

The Secretary, General Post Office, E.C.

I am, &c.,

WALTER KENNAWAY.

Enclosure 2 in No. 142.

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

SIR,—

General Post Office, E.C., 8th March, 1901.

I am directed to acknowledge the receipt of your letter of the 26th of last month, relative to the routes employed for the transmission of mails from this country for New Zealand.

In reply, I am to state that the present arrangements were made by the Postmaster-General after very careful consideration of all the circumstances, and that any proposed revision should be supported by complete details of the comparative working of the new service *via* San Francisco and of the services *via* Suez, showing the day and hour of arrival of the mails at Auckland, Wellington, Christchurch, Dunedin, and Invercargill.

The New Zealand Post Office furnishes such a return to this department monthly, though somewhat tardily, the last received being that for November. From this it appears that, if the letters despatched from London for New Zealand *via* Suez on the 2nd November had been held back until the 10th for conveyance by way of San Francisco, they would have arrived at Auckland thirty-seven hours earlier, but that, on the other hand, they would have been received at Wellington twenty hours later, at Christchurch forty-five hours later, at Dunedin seventy-six hours later, and at Invercargill one hundred and two hours later.

I am, &c.,

The Agent-General for New Zealand.

H. BUXTON FORMAN.

No. 143.

The AGENT-GENERAL to the Hon. the PREMIER.

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

14th March, 1901.

SIR,—

Referring to my letter of the 22nd ultimo, I beg to enclose herewith copy of the letter I addressed to the Imperial Post Office upon the receipt of your cablegram of the 7th instant, relating to the payment to the United States Post Office of the sea-rates for the conveyance of mails from this country for New Zealand and Australia by the San Francisco route. A copy of your cablegram is also enclosed.

I have, &c.,

The Hon. the Premier, Wellington.

W. P. REEVES.

[For Enclosure 1 in No. 143 see No. 141.]

Enclosure 2 in No. 143.

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

SIR,—

13, Victoria Street, S.W., 8th March, 1901.

Referring to your letter of the 13th ultimo, and to my reply of the 14th idem [Enclosures 1 and 2 in No. 139], I am directed by the Agent-General to state that, as the United States Post Office is disinclined to agree to New Zealand receiving the sea-rates, his Government can raise no objection to the payment being made in accordance with the regulations of the Postal Union.

I am, &c.,

The Secretary, General Post Office, E.C.

WALTER KENNAWAY.

No. 144.

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

Post Office Department, Office of Foreign Mails, Washington,

16th March, 1901.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 4th ultimo, relative to the failure to make proper connection at Chicago of the mails from New Zealand for the United Kingdom which were despatched from New York on the 29th December last per the steamer "Campania," and stating that you would be much obliged if this department could in any way assist to overcome the apparent faulty transfer arrangements of the railroad companies at Chicago.

In reply, I have to inform you that the failure of the mails in question to make the usual connection at Chicago appears not to have been due to "faulty transfer arrangements of the railroad companies at Chicago," but to the fact that the engine of the train conveying the mails became disabled after the train left Council Bluffs, Iowa, an accident which, of course, could not be foreseen or prevented.

The occurrence is regretted, but appears to have been due to an unavoidable accident for which the railroad company should not, in the opinion of this department, be held strictly accountable. No effort will be spared, however, to prevent any delay in the United States service to the mails exchanged between Great Britain and the Australasian Colonies *via* the United States; but in the long railway transit between New York and San Francisco delays will sometimes occur notwithstanding every effort is made to prevent them.

It may be well to add that the irregularity in question was explained to the Resident Agent for New Zealand at San Francisco by the Superintendent of the Railway Mail-service of this department at Chicago in a letter dated the 28th December last.

I have, &c.,

N. M. BROOKS, Superintendent of Foreign Mails.

The Hon. the Postmaster-General, Wellington.

No. 145.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 19th March, 1901.

BRINDISI leaving London week before Fr'isco reaching North Island one two days after succeeding Fr'isco. Request Post Office send North Island mails Brindisi only first week after Fr'isco: South Island as now.

No. 146.

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

SIR,— Resident Agency for New Zealand, San Francisco, 28th March, 1901.

I have the honour to acknowledge the receipt of your communication of the 28th February [not printed] announcing that you had requested the Washington authorities to detain the steamer at San Francisco for the Australasian mails in cases where accidents or delays may occur.

I herewith enclose some correspondence [extract from letter below] in connection with the misconnection last steamer of a bag of letters delayed or missent by the United States Postal Department at New York or Chicago. I did not receive any report of this matter until the enclosed reports reached here from Chicago. Mr. Lindsay has opened this bag, and finds it to contain registered packets. He will no doubt make a full report of the matter to you.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

Enclosure in No. 146.

(Extract.)

Chicago, 6th March, 1901.

In connection with the consignment of British-Australian mails received at Chicago on the morning of the 4th March, and forwarded *via* Chicago, Burlington, and Quincy train No. 13 of that date, the transfer clerk at the Dearborn Station in this city reports the receipt of one sack of letter-mail from London, addressed to New Zealand, from Port Huron and Chicago train No. 3, due at 9.55 p.m. on the 4th March.

It is evident that the sack in question was missent from New York City. It was forwarded from Chicago *via* Chicago and Council Bluffs train No. 7, 5th March, and will undoubtedly miss the steamer connection at San Francisco, California.

No. 147.

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

SIR,—

General Post Office, Wellington, 1st April, 1901.

I have the honour to acknowledge the receipt of your letter of the 15th February last, in connection with the detention of the mail-steamers at San Francisco to await the British closed mails for New Zealand and the Australian States, whenever that course may be necessary to secure the prompt despatch of mails which may have been delayed *en route* to San Francisco.

I note how far the powers of your department extend in the matter, and beg to thank you for the consideration shown.

I have, &c.,

The Superintendent,

W. GRAY, Secretary.

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

No. 148.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,—

General Post Office, Wellington, 1st April, 1901.

I have the honour to forward herewith copy of a letter, dated the 15th February last, from the Superintendent of Foreign Mails, Washington, with reference to the detention of the mail-steamers at San Francisco to await the British closed mails for New Zealand and the Australian States, whenever that course may be necessary to secure the prompt despatch of mails which may have been delayed *en route* to San Francisco.

I have, &c.,

W. GRAY, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

[A letter in the same terms addressed to the RESIDENT AGENT FOR NEW ZEALAND, San Francisco.]

No. 149.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 3rd April, 1901.

I have the honour to acknowledge the receipt of your letter of the 22nd February last, forwarding correspondence exchanged between yourself and the manager of the American and Australian line of steamers, in connection with the delay to the New Zealand and Australian mails for London *via* San Francisco which left Auckland in January.

In reply, I have to inform you that the "Sierra" did not leave New Zealand until the 22nd January, three days late, reaching San Francisco on the 10th February, six days late. Both the late departure from Auckland and the delay on the Pacific were due to an accident to the piston of one of the low-pressure cylinders after the departure from Honolulu on the inward voyage, reducing the rate of speed. As it was not practicable to effect repairs at Sydney, the vessel had to perform the voyage to San Francisco under unfavourable conditions, resulting in a further delay in arrival at San Francisco.

I have, &c.,

J. G. WARD, for the Premier.

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

No. 150.

The AGENT-GENERAL to the Hon. the PREMIER.

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

3rd April, 1901.

SIR,—

Referring to your cablegram (copy herewith) of the 19th March, I beg herewith to transmit copy of correspondence, by which you will see that the Imperial Post Office repeat the demand made in their letter of the 8th March (copy of which went with my letter of the 13th March) for further complete details of the comparative working of the new service *via* San Francisco and of the services *via* Suez, showing the day and hour of arrival of the mails at Auckland, Wellington, Christchurch, Dunedin, and Invercargill, and that in the absence of these details your request set forth in your above-mentioned cablegram will not be complied with.

I have, &c.,

W. P. REEVES.

The Hon. the Premier, Wellington.

[For Enclosure 1 in No. 150 see No. 145.]

Enclosure 2 in No. 150.

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

SIR,—

13, Victoria Street, S.W., 20th March, 1901.

Referring to your letter of the 8th instant [Enclosure 2 in No. 142], I am directed by the Agent-General to inform you that he has been instructed by his Government to point out that the mail *via* Italy, leaving London in the week before the mail *via* San Francisco, reaches the North Island of New Zealand one or two days after the arrival of the succeeding San Francisco mail, and, in reference thereto, to request the favour of the Postmaster-General directing that the North Island mails be sent *via* Italy only in the first week after the mails *via* San Francisco leave London, and that the San Francisco service be made available for the other mails for that part of New Zealand.

I am further directed by the Agent-General to state that, as regards the mails for the South Island of New Zealand, his Government do not wish at present that any alteration be made in the routes adopted by the Postmaster-General for their transmission to the colony.

I am, &c.,

WALTER KENNAWAY.

The Secretary, General Post Office, E.C.

Enclosure 3 in No. 150.

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

SIR,—

General Post Office, London, 2nd April, 1901.

I am directed to acknowledge the receipt of your further letter of the 20th ultimo on the subject of the route adopted for the transmission of mails from this country for New Zealand.

The Postmaster-General is, of course, prepared to consider the proposal made in that letter from the point of view of what is on the whole best to be done; but he desires to have before him the particulars asked for in my letter of the 8th ultimo; and he will be obliged if you will be so good as to arrange for those particulars to be furnished.

I am, &c.,

The Agent-General for New Zealand.

H. BUXTON FORMAN.

No. 151.

The J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

San Francisco, 16th April, 1901.

PLEASE instruct Mail-agents give us weights on arrival here.

No. 152.

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

Postal and Electric Telegraph Department, General Post Office,

SIR,—

Sydney, 17th April, 1901.

In reply to your letter dated 3rd instant [not printed], drawing attention to a discrepancy between the time-table received by you from the Imperial Post Office, Berlin, and the time-table issued by this department, respecting the voyages of the North German Lloyds steamers homeward from 22nd November and outward from 23rd September next, I have the honour to inform you that the time-table from Berlin was not received at this office until after the publication of the time-table for English mails was issued by this department, and the alteration to a thrice-weekly service was consequently not noted.

I have also to state that, in accordance with a card time-table recently issued in Sydney by the agents of the Oceanic Steamship Company, the day of the arrival of the mails in London *via* San Francisco is altered from Saturday to Friday, whilst the outward mails from San Francisco are tabled to reach Auckland on Monday instead of Friday, and at Sydney Thursday instead of Tuesday. I enclose herewith an amended copy of our sheet time-table to date for acceptance.

I have, &c.,

J. DALGARNO, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 153.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 18th April, 1901.

HOMEWARD mail *via* San Francisco will be five days late. Great inconvenience caused.

No. 154.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 26th April, 1901.

I have the honour to acknowledge the receipt of your letters of the 22nd February last and the 14th ultimo, enclosing correspondence relative to the payment to the United States Post Office of the sea-rates for the conveyance of mails from the United Kingdom for New Zealand and Australia by way of San Francisco.

I have, &c.

JAS. MCGOWAN, for the Premier.

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

No. 155.

The AGENT-GENERAL to the Hon. the PREMIER.

Westminster Chambers, 13, Victoria Street, London, S.W., 26th April, 1901.

(Memorandum.)

San Francisco Mail.

I BEG to state that the mail which as by the New Zealand ocean mail time-table was timed to leave Auckland on the 23rd March, and should have arrived in London on the 20th instant, was not delivered at this office until 5 p.m. on the 25th instant.

I would also point out that this mail was sent from New York by the White Star s.s. "Majestic," which arrived at Queenstown at 3.7 p.m. on the 24th instant, whereas the s.s. "Deutschland," which left New York the day after the "Majestic," arrived at Plymouth at 3 p.m. on the 24th instant. Had the mail been sent by the "Deutschland" it would have been delivered in London at the latest on the morning of the 25th, which would have been an obvious advantage, more especially to those expecting remittances thereby.

W. P. REEVES.

No. 156.

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

(Telegram.) Wellington, 27th April, 1901.
 "SIERRA'S," "Ventura's" mails arrived London five days late. Not at all satisfactory. What caused delay?

No. 157.

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

(Telegram.) San Francisco, 28th April, 1901.
 Not having arrived in time here caused two days' detention New York. Thence slow passage.

No. 158.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

GENTLEMEN,— General Post Office, Wellington, 29th April, 1901.

I have the honour to inform you that the Sydney Post Office advises that, according to a card time-table recently issued in Sydney by the agents of the Oceanic Steamship Company, the day of arrival in London of the mails *via* San Francisco is altered from Saturday to Friday every three weeks. I shall be glad to know whether you have been advised of any alteration, as no notification has reached this office.

Messrs. Henderson and Macfarlane,
 Agents, Oceanic Steamship Company, Auckland.

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

No. 159.

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

SIR,— General Post Office, Wellington, 29th April, 1901.

Referring to my letter of the 4th February last, relative to the failure of our mails which reached New York on the 29th December last to make due train connection at Chicago, I have now to inform you that the Superintendent of Foreign Mails, Washington, explains that the failure was caused through the engine of the train conveying the mails becoming disabled after leaving Council Bluffs [No. 144]. The Superintendent expresses the opinion that the railroad company should not be held strictly accountable for the accident, and at the same time states that no effort will be spared to prevent detention in the United States service of the mails exchanged between Great Britain and Australasia *via* the United States, but that in the long railway transit between New York and San Francisco delays will sometimes occur notwithstanding that every effort is made to obviate them.

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

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

No. 160.

The SECRETARY, General Post Office, Wellington, to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,— General Post Office, Wellington, 29th April, 1901.

I beg to acknowledge the receipt of your cablegram of the 16th instant, asking that Mail-agents might be instructed to furnish you with the weights of mail-matter on arrival at San Francisco, and, in reply, to inform you that the necessary directions have been issued. It should be understood, however, that the weights are to be subject to verification by this office.

Messrs. the J. D. Spreckels and Brothers Company, San Francisco.

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

No. 161.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
SIR,— General Post Office, Wellington, 30th April, 1901.

I have the honour to acknowledge the receipt of your letter of the 17th instant, forwarding amended copy of the ocean mail-service time-table issued by your office.

I note your remark that, according to the time-table issued by the agents of the Oceanic Steamship Company, the day of arrival in London of the mails *via* San Francisco is shown as Friday instead of Saturday, while the mails from San Francisco are time-tabled to arrive at Auckland on Monday and at Sydney on Thursday. The arrivals at Auckland and Sydney, as mentioned, have been accepted by this department, as will be seen from the last issue of the "New Zealand Post and Telegraph Guide." No advice, however, has been received of any change of the day of arrival at London.

The Deputy Postmaster-General, Sydney.

I have, &c.,

W. GRAY, Secretary.

No. 162.

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

SIR,— General Post Office, Wellington, 30th April, 1901.

I have the honour to acknowledge the receipt of your letter of the 28th ultimo, enclosing correspondence with reference to the failure of a bag of mail to connect with the "Sierra" on her last voyage.

The Mail-agent reported that the bag was noticed to be missing when the mails arrived at San Francisco, but, though there had been more than one delay to the mails on the overland journey, it was not reported that a bag from London had been left behind. When, therefore, it did not arrive by the 6.45 p.m. train, which brought some delayed New York mails, the Mail-agent concluded that a mistake had been made in the waybill. After proceeding to sea, however, it was ascertained beyond doubt that a bag of letters had gone astray. The San Francisco office was advised from Pago Pago, and it was expected that the missing bag would reach here by the "Sonoma," which it did.

I have, &c.,

W. GRAY, Secretary.

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

No. 163.

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

SIR,— General Post Office, Wellington, 3rd May, 1901.

Adverting to my letter of the 4th ultimo [not printed], reporting that a bag of letters from your office for New Zealand was missing from the mail shipped by the "Sierra" on the 7th March, I have now the honour to inform you that, as anticipated, the missing bag came to hand by the following mail. The bag had been missent by the New York railway authorities.

I have, &c.,

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

No. 164.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

Oceanic Steamship Company (American and Australian Line),

SIR,— Auckland, 8th May, 1901.

Table of sailings: We enclose herewith a copy of the time-table now in force, from which you will see that the mails arrive in London on Friday. We understand they reach there late on Friday night.

Yours, &c.,

HENDERSON AND MACFARLANE, General Agents.

The Secretary, General Post Office, Wellington.

No. 165.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,— Premier's Office, Wellington, 8th May, 1901.

I have the honour to acknowledge the receipt of your letter of the 13th March last, giving the result of your representations to the Imperial Post Office in favour of utilising the San Francisco route two weeks out of the three for correspondence for this colony.

Government quite agrees that the repeated late deliveries of the colonial mails in London despatched by way of America make it inadvisable that you should press for a full recognition of the San Francisco route at present. However, as soon as the service is running smoothly and regularly, I should be glad if you would again approach the London Post Office and ask that effect be given to the request contained in my cable of the 19th March last, copy of which was forwarded with my letter of the 20th idem [not printed]. The recent delays, although most vexatious, have, as you are now aware, been unavoidable owing to the repeated accidents to the machinery of the mail-steamers. The inconvenience and loss to the public through the irregular arrivals at London are fully recognised, and it is hoped that the time-table will hereafter be more strictly observed—that is, after the present despatch of the "Sonoma," which should have left Sydney on the 30th ultimo, but will be detained until the 9th instant to permit of extensive repairs being made to her machinery owing to two accidents on the downward voyage. To meet this delay all accumulated mail-matter was forwarded to Australia to be sent by the Federal mail which was to leave Sydney yesterday and Melbourne to-day.

I note your suggestion that the time-table should provide for a Wednesday or Thursday arrival in London, but, as you probably know, the J. D. Spreckels and Brothers Company have declined to enter into any mail-service contract with this colony until they have had experience of the running of the new steamers, and have given Government to understand that the time-table, which was framed by the company, would not be altered. The need for a change had, however, been represented to the company, and when the time comes for discussing the terms of a contract this matter will not be lost sight of.

I attach copy of the statements for January and February last rendered to the London Post Office, showing the times of arrival of mails from the United Kingdom by the San Francisco and Suez routes. Copies of future statements will be sent you regularly.

I have, &c.,

JAS. MCGOWAN, for the Premier.

P.S.—I am sending you the following cablegram to-day [No. 76].

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

No. 166.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 11th May, 1901.

I have the honour to acknowledge the receipt of your letter of the 3rd ultimo, enclosing further correspondence in connection with the question of utilising the San Francisco route two weeks out of three for correspondence for the North Island of New Zealand.

In reply, I would refer you to my letter of the 8th instant, dealing fully with the matter.

I have, &c.,

JAS. MCGOWAN, for the Premier.

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

No. 167.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the SECRETARY, General Post Office, Wellington.

Oceanic Steamship Company (American and Australian Line),

SIR,—

Auckland, 15th May, 1901.

We have to thank you for your telegram of 13th instant [not printed], advising the "Sierra" left San Francisco on the 9th instant at 11 a.m. We have to confirm our telegram of yesterday's date [not printed] to you passing on advice from Sydney that the "Mariposa" would take the "Sonoma's" run from San Francisco, leaving that port on the 30th instant at 10 a.m. We advised you in the same telegram that our San Francisco office inform us that hereafter their steamers will leave San Francisco on Thursday morning at 10 o'clock, instead of Wednesday night as heretofore, arriving here on time-table date.

Yours, &c.,

HENDERSON AND MACFARLANE.

The Secretary, General Post Office, Wellington.

No. 168.

The SECRETARY, General Post Office, Wellington, to Messrs. HENDERSON AND MACFARLANE, Auckland.

GENTLEMEN,—

General Post Office, Wellington, 17th May, 1901.

I have the honour to acknowledge, with thanks, the receipt of your letter of the 8th instant, covering time-table of the Oceanic Steamship Company, showing that the mails *via* San Francisco are due in London on the Friday previous to the Saturday given in the Post and Telegraph Guide.

Under the present conditions, the department does not consider it worth while to make any alteration in its time-table. It is doubtful whether the mails will be delivered in London on the Friday.

I have, &c.,

Messrs. Henderson and Macfarlane, Auckland,

W. GRAY, Secretary.

No. 169.

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

(Telegram.)

Dunedin, 27th May, 1901.

SYDNEY office advise that they understand "Mariposa" is to take "Sonoma's" sailing from Frisco 29th instant. Have you confirmation of this? Anxious to know, as will affect our sailings from Onehunga about time special coastal arrangements are being made in connection with Royal visit.

No. 170.

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

(Telegram.)

Wellington, 27th May, 1901.

YES. Have been advised by Henderson, Macfarlane that "Mariposa" replaces "Sonoma," leaving San Francisco 10 a.m. 30th instant. Hereafter vessels leave San Francisco 10 o'clock Thursday morning, instead of Wednesday night.

No. 171.

The MAIL-AGENT, R.M.S. "Sierra," to the SECRETARY, General Post Office, Wellington.

(Extract.)

Auckland, 27th May, 1901.

THE s.s. "Sierra," which left Auckland on the 13th ultimo at 3.50 p.m., reached Pago Pago on the 16th, and Honolulu on the 23rd at 4 p.m., where there was a detention owing to steamer having had to leave Auckland short of coal. Left Honolulu on the 24th at 9.27 a.m., and received pilot off Golden Gate on the 29th at 6.40 a.m., steamer being berthed by 10 a.m. The 10 a.m. train for the east was detained for some time to enable our mails to connect, and the Cunard Company promised to keep the "Campania" at New York until 4 p.m. on Saturday following. Under ordinary circumstances this would probably have resulted in our mails making a close connection. Unfortunately, the train carrying mails east came into collision with a special in the Sierra Nevada, and the delay prevented connection being effected with "Campania." Mails eventually left New York for Southampton by the "St. Paul" on Wednesday, four days late. The inward mails arrived at San Francisco in time. I have again to report that a bag of letters from London for New Zealand has been left behind somewhere in the United States. The "Sierra" was detained for an hour to enable us to endeavour to find the missing bag, but as it could not be located steamer proceeded to sea at 11 a.m. on Thursday, 9th instant. The missing packet evidently contains ordinary letters, as the registered advised by London have all been received. Mr. Stephenson Smith is now in the eastern States, and will no doubt inquire into recent delays.

No. 172.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,—

Premier's Office, Wellington, 4th June, 1901.

I have the honour to inform you that, as from the 18th April last, the steamers of the San Francisco-Auckland service will leave San Francisco one day later than the former time-table dates—namely, on the Thursday morning at 10 o'clock, instead of Wednesday evening at 8 o'clock. There will be no change in the day of arrival at Auckland.

I have, &c.,

J. G. WARD, for the Premier.

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

[Letter in similar terms to the SECRETARY, General Post Office, London.]

No. 173.

The Hon. the PREMIER to the AGENT-GENERAL.

(Memorandum.)

Premier's Office, Wellington, 4th June, 1901.

IN reference to your memorandum of the 26th April, I have to express regret for the delays in the delivery of the San Francisco mails in London, on which you animadvert. My letter of the 8th ultimo discusses this matter in full, and I think it is not necessary, therefore, to say more here, except to mention that, as each steamer is to be overhauled as it reaches San Francisco, it may be hoped that in a couple of months the irregularities in the running will cease.

Owing to the exceedingly long interval between the time-table date and the actual date of departure of the "Sonoma" from Sydney—a period of no less than nine days—and the further fact that the vessel lost two days on the Pacific, the "Mariposa" is again being pressed into the running. You are probably aware that it is the intention of Mr. Spreckels to refit the "Alameda" and "Mariposa," I assume for further service on the Pacific; but pending that action these vessels cannot be regarded as so speedy as the ships which have just displaced them. As before, therefore, it is the intention to despatch the "Mariposa" from Auckland on the 4th July, instead of the 6th, the time-table date, in order that the time-table dates at the other points of transit may be kept to.

J. G. WARD, for the Premier

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

No. 174.

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

SIR,—

General Post Office, Wellington, 6th June, 1901.

I have the honour to inform you that, as from the 18th April last, the steamers of the San Francisco mail-service will leave San Francisco one day later than the former time-table dates—namely, on the Thursday morning at 10 o'clock, instead of Wednesday evening at 8 o'clock. There will be no change in the day of arrival at Auckland, but the steamers are timed to arrive at Sydney a day later at 10 a.m.

I have, &c.,

The Deputy Postmaster-General, Sydney.

W. GRAY, Secretary.

VANCOUVER SERVICE.—INTERCOLONIAL SERVICES.—SERVICES VIA AUSTRALIA.

No. 175.

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,—

22nd August, 1900.

Referring to the correspondence relating to ocean mail-services recently laid before Parliament, I have the honour to ask, for the information of the directors of the Canadian-Australian Royal Mail Steamship Company, and of those of the New Zealand Shipping Company, whether the Government are prepared, in conjunction with Canada and Australia, to offer a sufficient subsidy to justify the building of seventeen-knot steamers for a service between Vancouver, New Zealand, and Australia, equal to those built by the Oceanic Company for the San Francisco service. If such encouragement were offered, it might be possible to arrange for a service between Vancouver and Sydney to commence in, say, 1903—the mail-steamers to call at a New Zealand port, and possibly at Fiji.

We need hardly point out to the Government the advantage of a service by British-owned steamers, manned by British officers and men, bringing into close and direct connection the great Colonies of Canada, Australia, and New Zealand.

We have reason to believe that Canada and Australia would look favourably on a scheme which would conduce so largely to the interests of all the colonies and of the Empire at large.

I have, &c.,

The Hon. the Premier, Wellington.

ISAAC GIBBS, General Manager.

No. 176.

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

(Telegram.)

Dunedin, 16th October, 1900.

Re your telegram of the 13th [No. 19]: Under present time-table "Waikare" leaves Wellington Wednesday, 31st October. Will connect with Vancouver mail. Can arrange "Mokoia" leave Wellington Friday, 23rd, to connect Federal mail.

No. 177.

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

(Telegram.)

Wellington, 17th October, 1900.

SEEING that the Vancouver despatch is so important, it would be of great advantage if "Waikare" could be timed to leave Wellington Friday, 2nd November, instead of Wednesday, 31st instant. Unless you can assure despatch of "Mokoia" on morning of Friday, 23rd, would it not be safer to fix her departure for the Thursday? The Federal mail leaves Sydney 27th, and you will recollect that "Monowai" recently missed Vancouver mail, although she had about four days to do the trip. If you can conveniently make the suggested alterations it would be satisfactory both to the public and the department.

No. 178.

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

(Telegram.)

Dunedin, 17th October, 1900.

"WAIKARE" reaches Wellington Wednesday. Would cause through passengers inconvenience to be detained till Friday. Prefer not detain after Thursday. Will this suit? "Mokoia" cannot be accelerated more than one day as then running. Weekly service is, despatch noon Friday; should reach Sydney early Tuesday. Reason missed Vancouver last occasion was late start from Wellington owing weather and large cargo.

No. 179.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 17th October, 1900.

SIR,—

I am in receipt of your favour of the 13th instant [No. 20], intimating that the Postmaster-General agrees to relieve us of our contract for the conveyance of mails to San Francisco, in accordance with our request.

With regard to a connection with Sydney for the mails meantime, I have wired you that, as at present arranged, the "Waikare" is timed to leave Wellington on Wednesday, the 31st October, and reach Sydney early on Monday, the 5th November, and shall be glad to know if this will be a sufficiently close connection with the Vancouver mail. It is, unfortunately, rather close behind the outward San Francisco mail.

Under our summer time-table the "Monowai" will leave Wellington on Saturday, the 17th November, and the "Mokoia" on Saturday, the 24th. We would, however, endeavour to expedite the latter so as to leave Wellington on Friday, the 23rd, and reach Sydney Tuesday, the 27th, to connect with the outward Federal mail. This would involve some expense, as the "Mokoia" would have to arrive and leave Port Chalmers on Wednesday, the 21st, without coming to Dunedin, which would necessitate the railage of all her cargo inwards and outwards, probably £200. I presume, as this will represent actual outlay on our part, and, on the other hand, go into the coffers of the State, your department will allow us that amount if this course is decided upon.

Yours, &c.,

JAMES MILLS, Managing Director.

The Secretary, General Post Office, Wellington.

No. 180.

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

SIR,—

Wellington Chamber of Commerce, Wellington, 30th October, 1900.

The council of this Chamber desires to again urge upon the Government the desirability of making arrangements with existing lines of steamers to provide for a fortnightly service to Sydney so timed as to connect with the mails leaving that port *via* Brindisi for the United Kingdom.

Such a service would have the recommendation that it would be carried entirely under the British flag, and that the subsidy would go to the encouragement of a colonial industry. It would, moreover, meet the requirements of the greater part of the colony much better than the proposed new San Francisco service, which has been arranged primarily with a view to American interests, and under a time-table highly inconvenient to New Zealand.

I have, &c.,

S. CARROLL, Secretary.

The Hon. the Postmaster-General, Wellington.

No. 181.

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

SIR,—

General Post Office, Wellington, 8th November, 1900.

Referring to previous correspondence on the subject of the acceleration of the "Monowai's" time-table [not printed, but see No. 179], to allow her to leave here on the 16th instant with the mails to connect with the Federal steamer leaving Sydney on the 20th idem, I have now the honour to inform you that the Postmaster-General has agreed to the payment of £200 for the service.

I have, &c.,

W. GRAY, Secretary.

The Managing Director,

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

No. 182.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 13th November, 1900.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 8th instant, and am pleased to learn that the Postmaster-General has agreed to the payment of £200 for the acceleration of the "Monowai's" time-table, to allow her to leave Wellington on the 16th instant with the mails to connect with the Federal mails leaving Sydney on the 20th.

I have, &c.,

T. W. WHITSON, for Managing Director.

The Secretary, General Post Office, Wellington.

No. 183.

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

(Telegram.)

Wellington, 17th November, 1900.

LARGE English mail despatched by "Monowai" yesterday to connect with Brindisi mail leaving Sydney Tuesday. Every effort will be made to insure "Monowai's" early arrival, but should she be at all late trust you will see your way to delay train. Connection important one for us, owing to absence Frisco outward despatch this month.

No. 184.

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

(Telegram.)

Sydney, 17th November, 1900.

REGRET cannot hold train if "Monowai" late. Tuesday special train to 10 p.m., Sydney to Melbourne, would catch. Will you authorise cost, about £224, if required?

No. 185.

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

(Telegram.)

Wellington, 19th November, 1900.

SHOULD "Monowai" be late, please arrange for special train as suggested at cost of £224. Kindly cable when steamer signalled. Much obliged if special attention could be given to transferring mails from steamer to train.

No. 186.

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

SIR,— Canterbury Chamber of Commerce, Christchurch, 19th November, 1900.

The advisability of arrangements being made by the Government with the present lines of steamers to run a fortnightly service connecting with the Brindisi mail leaving Sydney having been brought under the notice of this Chamber, this committee would strongly support the action of the Wellington Chamber in the above direction, as a regular fortnightly service would be considered a boon by business people.

Trusting that this matter will have your favourable consideration,

The Hon. the Postmaster-General, Wellington.

I have, &c.,

H. ANTILL ADLEY, Secretary.

No. 187.

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

(Telegram.)

Sydney, 21st November, 1900.

Your mails per "Monowai" went forward yesterday. No cost incurred.

No. 188.

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

SIR,—

General Post Office, Wellington, 1st December, 1900.

I have the honour to refer to your letter of the 19th ultimo, in which you convey the representations of your Chamber that it would be desirable to make arrangements with existing lines of steamers to provide for a fortnightly service to Sydney to connect with mail-steamers leaving that port *via* Brindisi for the United Kingdom.

In reply, the Hon. Mr. Ward directs me to say that the matter of mail-conveyance has not been lost sight of so far as the Government is concerned.

I have, &c.,

THOMAS ROSE, for the Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch.

No. 189.

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

SIR,— General Post Office, Wellington, 1st December, 1900.

I have the honour to refer to your letter of the 30th October last, in which you convey the representations of your council that it would be desirable to make arrangements with existing lines of steamers to provide for a fortnightly service to Sydney to connect with mail-steamers leaving that port *via* Brindisi for the United Kingdom.

In reply, the Hon. Mr. Ward directs me to say that the matter of mail-conveyance has not been lost sight of so far as the Government is concerned.

I have, &c.,

THOMAS ROSE, for the Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

No. 190.

The SECRETARY to CONFERENCE of New Zealand Chambers of Commerce, Christchurch, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— Canterbury Chamber of Commerce, Christchurch, 28th January, 1901.

I am directed to forward the following resolutions which were carried at the conference of New Zealand Chambers of Commerce recently held in Christchurch, and to respectfully request your favourable consideration of the same:—

“That, in the opinion of this conference of Chambers of Commerce of New Zealand, it is desirable—(1) That improved and extended postal facilities be provided between this colony and Europe and America; (2) that in all postal contracts preference be given to services carried on under the British flag; (3) that with this view the Government be urged to endeavour to arrange for (a) a monthly mail-service between New Zealand and Vancouver, and (b) a weekly mail-service between New Zealand and Australia timed to catch the regular weekly service between Australia and Europe *via* Brindisi.”

I have, &c.,

H. ANTILL ADLEY, Secretary to Conference.

The Hon. the Postmaster-General, Wellington.

No. 191.

The SECRETARY, General Post Office, Wellington, to the SECRETARY to CONFERENCE of the New Zealand Chambers of Commerce, Christchurch.

SIR,— General Post Office, Wellington, 31st January, 1901.

I have the honour, by direction, to acknowledge the receipt of your letter of the 28th instant, forwarding resolutions passed at the recent meeting of the New Zealand Chambers of Commerce at Christchurch with reference to mail-service communication between New Zealand, America, and Europe. A reply will be sent at an early date.

I have, &c.,

H. Antill Adley, Esq.,

W. GRAY, Secretary.

Secretary to Conference of New Zealand Chambers of Commerce, Christchurch.

No. 192.

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

SIR,— General Post Office, Wellington, 11th April, 1901.

I have the honour, by direction, to refer to your letter of the 22nd August last to the Hon. the Premier, asking whether Government was prepared, in conjunction with Canada and Australia, to offer a sufficient subsidy to justify the building of seventeen-knot steamers for a service between Vancouver, New Zealand, and Australia, and to ask that your company will be so good as to state what subsidy would be required from this colony for the establishing of the proposed service, and how many steamers would be run. I am also to inquire whether the vessels would call at New Zealand, and, if so, which port your company would suggest. The information desired is necessary before the Government can properly deal with the proposal.

I have, &c.,

W. GRAY, Secretary.

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

No. 193.

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

The New Zealand Shipping Company (Limited),

SIR,—

Christchurch, 16th April, 1901.

I have the honour to acknowledge receipt of your letter of the 11th instant, in reply to a letter addressed to the Hon. the Premier on the 22nd August last, which was submitted to the board of directors of this company at its meeting to-day.

I am instructed to direct attention to the length of time which has elapsed since we addressed the Hon. the Premier on the subject of the subsidy for the Vancouver service, and to inform you that in the meantime this company has sold to the Union Steam Ship Company of New Zealand an interest in the Vancouver line.

It will now be necessary for us to refer the question of the amount of subsidy required to our London board, who will consult with the managing director of the Union Steam Ship Company, who recently proceeded to London with the object of endeavouring to reorganize an improved steam-service *via* Vancouver. On receipt of a reply from London we will again communicate with you on the subject.

I have, &c.,

The Secretary, General Post Office, Wellington.

ISAAC GIBBS, General Manager.

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