

INTERPROVINCIAL SERVICE

FOR THE COLLECTION AND DISTRIBUTION OF THE SAN FRANCISCO MAIL.

No. 93.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 17th September, 1903.

SIR,—

We have to advise you that we have just been notified by our head office that the daily service between New Plymouth and Onehunga will be resumed on the 1st November.

Yours, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

No. 94.

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

(Telegram.)

Wellington, 12th November, 1903.

WHAT are to be arrangements *re* detaining Manukau steamer for Frisco mail now daily service re-established? Presume Monday's boat will be kept few hours whenever this will enable mails being sent on, the Post Office providing special train from New Plymouth should steamer not connect with express. Assume this would also apply other days.

No. 95.

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

(Telegram.)

Dunedin, 12th November, 1903.

WILL arrange keep "Takapuna" as late Monday as daylight and tide will admit. This will also apply other days.

No. 96.

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

SIR,—

General Post Office, Wellington, 17th November, 1903.

In connection with the incoming San Francisco mail, I would call your attention to the long passage made by the "Takapuna" from Onehunga to New Plymouth. On inquiry, the Chief Postmaster at New Plymouth has been informed by the agent of your company that the captain was not told at Onehunga that he was to go on from New Plymouth with the mails. As a result no effort was made to arrive early, the captain thinking the mails were to be sent on by train. Had the captain known what was required he could have reached New Plymouth much earlier. As the delay will probably mean that the "Takapuna" will reach here at such a time as will leave very little margin for the south steamer to connect with the express, it is possible that the Department may require to engage a special train from Lyttelton. I should be obliged if you would look into the matter, and in future make such arrangements as will insure the captain of the steamer which brings the San Francisco mail from Onehunga being fully advised before leaving that port.

I have, &c.,

W. GRAY, Secretary.

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

No. 97.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 18th November, 1903.

In reply to your letter of the 17th instant, I beg to append the following information supplied by Captain Holford, of the "Takapuna," viz.: Departed from Onehunga, 3.25 p.m. Monday; crossed bar, 5.30 p.m.: against strong flow tide. Arrived off New Plymouth wharf, 3.30 a.m. Tuesday; arrived at wharf, 3.45 a.m.: low water, stuck for fifteen minutes. Loaded 40 tons cargo. Departed from New Plymouth, 5.30 a.m. Tuesday; arrived at Wellington, 7 p.m. Tuesday: against flood tide in Straits. The vessel did her best speed on the passage from the