

1910.  
NEW ZEALAND.

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# OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.—6, presented on the 22nd November, 1909.]

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

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# SAN FRANCISCO SERVICE.

## PROPOSED DIRECT SERVICE, AUCKLAND AND SAN FRANCISCO.

### No. 1.

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

SIR,—

General Post Office, Wellington, 5th October, 1909.

I am directed by the Postmaster-General to bring under your notice that the present Wellington-Tahiti mail-service expires at the end of this year. When this service was inaugurated there was a tacit understanding that it would be performed for a year by way of experiment, with the object of ascertaining whether the conditions would warrant an extension of your company's operations as far as San Francisco by the Tahiti route. The present service cannot for mail purposes be considered a satisfactory one; yet, with the slow steamers which have been running and the long stop at Tahiti, mails have reached London from New Zealand in thirty-five days, and New Zealand from London in forty days—times which approximate closely to those by way of Suez.

When in San Francisco, I had a conversation with Mr. Samuels, of the Oceanic Company, who led me to understand that he had been considering whether a satisfactory service between San Francisco and New Zealand could be arranged by employing one of his company's steamers, such as the "Sierra," your company providing one steamer; and I have no doubt, remembering what was said by Mr. Holdsworth when negotiations were in progress for the Wellington-Tahiti service, that the Oceanic Company will have communicated with you on the matter.

Sir Joseph Ward has given this question considerable attention, and directs me to say that, in view of the fact that he is about to open negotiations for a connecting service at Fiji with the Vancouver steamers, it is unlikely that the Wellington-Tahiti service in its present form can be maintained. He considers that it should not be difficult for your company, either alone or in conjunction with the Oceanic Company, to carry out a service between New Zealand and San Francisco, the steamers running the whole distance, including stoppages, in eighteen days, and is prepared to offer a reasonable subsidy for this purpose. An eighteen-days four-weekly service to San Francisco, timed to connect with the "Lusitania" or "Mauretania" at New York, would reduce the course of post to and from London to twenty-eight days. Such a service, alternating with a close connection at Fiji, would give New Zealand a mail service much superior to that at present available.

I am to inquire, therefore, whether your company is prepared to undertake the work, and, if so, what subsidy would be required. The port of call on either the outward or the inward voyage would be Auckland.

The Postmaster-General would be glad to have a reply at an early date, in order that his proposals may be submitted to Parliament without delay.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 09/4193.]

### No. 2.

The SECRETARY, Auckland Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.  
Auckland Chamber of Commerce,

SIR,—

Swanson Street, Auckland, 7th October, 1909.

I am directed to forward to you the following resolution, which was passed unanimously at a special meeting of the Council of this Chamber held to discuss the present unsatisfactory state of the mail-service between the United Kingdom and the Dominion: "That the Government be requested by this Chamber to reopen negotiations with Congress of the United States of America with the object of reinstating and reorganizing the San Francisco mail-service between the United States of America and Auckland, New Zealand, and, failing to obtain this service, the Premier be requested to use every effort to secure direct connection with Fiji and Auckland by the Canadian service said mail-service to be one of not more than twenty-eight days."

I beg to attach an editorial article and report of the Council's meeting from this morning's *New Zealand Herald* [not printed], which will inform you of the views held and expressed, and I am to convey my Council's respectful request that you will give the matter your further careful consideration.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

A. J. DENNISTON, Secretary.

## No. 3.

[HOUSE OF REPRESENTATIVES, 20TH OCTOBER, 1909.]

MR. BOLLARD asked the Postmaster-General, Whether he will seriously consider the reinstatement of the San Francisco mail-service, with the port of call at Auckland, seeing that the service was the fastest and cheapest the Dominion has ever had—especially now, with the North Island Main Trunk Railway?

The Right Hon. Sir J. G. WARD.—I am now considering all aspects of the question, and am negotiating for a mail-service *via* San Francisco.

## No. 4.

The HON. SECRETARY, Women's Political League, Auckland, to the HON. G. FOWLDS, Wellington.

SIR,—

9 Rose Road, Grey Lynn, Auckland, 27th October, 1909.

I am instructed by the Women's Political League to convey to you the following resolution passed at its last meeting: "That this meeting trusts Sir J. G. Ward will see his way to give effect to the views lately put forward by the Auckland Chamber of Commerce with regard to the reorganization of the San Francisco mail-service. Also, that it is earnestly hoped the local members will do all in their power to have the service restored to Auckland."

The Hon. G. Fowlds, Wellington.

I have, &amp;c.,

E. GIBSON, Hon. Secretary.

[Read here last paragraph of No. 74, Vancouver Service.]

## No. 5.

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

SIR,—

General Post Office, Wellington, 15th November, 1909.

I have the honour to acknowledge the receipt of your letter of the 7th ultimo, in which you forwarded copy of a resolution passed at a special meeting of the Council of your Chamber on the subject of the mail-service between the United Kingdom and New Zealand.

In reply, I have to inform you that I am negotiating for an improved mail-service between Auckland and San Francisco and for a close connection with the Vancouver mail-steamers at Fiji.

I have, &amp;c.,

J. G. WARD, Postmaster-General.

The Secretary, Auckland Chamber of Commerce, Auckland.

## No. 6.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. GEORGE FOWLDS, Wellington.

General Post Office, Wellington, 15th November, 1909.

Memorandum for the Hon. George Fowlds, Wellington.

In reference to the letter to you of the 27th ultimo, from Mrs. E. Gibson, Hon. Secretary, Women's Political League, 9 Rose Road, Grey Lynn, Auckland, conveying a resolution on the subject of a mail-service between New Zealand and the United Kingdom *via* San Francisco, I beg to inform you that I am now negotiating for an improved mail-service between Auckland and San Francisco and for a close connection with the Vancouver mail-steamers at Fiji.

J. G. WARD, Postmaster-General.

## No. 7.

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

SIR,—

Post Office Department, Washington, 6th January, 1910.

\* \* \* \* \*

I am to add that it is with pleasure that the Postmaster-General has learned of your efforts to improve the mail-service between New Zealand and the United States through an arrangement with the Union Steam Ship Company to perform a direct service between New Zealand and San Francisco *via* Tahiti, and it is very much hoped that this service, of whose definite establishment you will no doubt inform me as soon as your arrangements are completed, will do much to improve that friendly intercourse between New Zealand and the United States to which it is regretted that this Department cannot further contribute in the manner you desire.

I have, &amp;c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

## No. 8.

[News Extract, 12th April, 1910.]

SAN FRANCISCO MAIL.

(Telegram.)

Auckland, 11th April, 1910.

In reply to a cablegram inquiring the prospects of the United States Shipping Subsidy Bill and the reinstatement of the San Francisco mail-service, the Chairman of the Chamber of Commerce received a reply stating that there would be no favourable legislation this Congress.

[H.I. p. 406.]

## No. 9.

Mr. J. D. SPRECKELS, San Francisco, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

San Francisco, 2nd June, 1910.

DISCUSSED Mills through service either with American vessel or partly British. Impracticable under present conditions. Writing.

[P.O. 09/4193.]

## MAILS BY WEIR LINE.

## No. 10.

The ACTING-SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,— Postmaster-General's Department, Melbourne, 28th September, 1909.

I have the honour to forward herewith copy of a report received from the Deputy Postmaster-General, Sydney, relating to delay to mails in transit from New Zealand to Australia, which mails were conveyed by one of the steamers of the Weir line, and to ask if you will kindly cause arrangements to be made to transfer mails in such cases to the faster boats of the Union or Huddart-Parker lines, as desired by the Deputy Postmaster-General.

I have, &amp;c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[P.O. 09/2063(3).]

## Enclosure in No. 10.

## COPY OF REPORT.

*Delay to Mails in Transit from New Zealand to Australia.*

I HAVE the honour to inform you that the s.s. "Tymeric," which left Auckland for Melbourne on the 1st September, and arrived there on Friday, the 10th idem, carried 228 bags of mail-matter from San Francisco for Sydney, Melbourne, Brisbane, &c.

Had these mails been kept back in New Zealand for the s.s. "Ulimaroa," which left Wellington on the 3rd instant, the Sydney portion of the mail would have been received in time for the first delivery on Tuesday, the 7th, and the Melbourne and Brisbane mails the following day, a gain of four days in the Sydney mails, two days in the Melbourne, and four days in the Brisbane portion. Or had they been held in Auckland and forwarded from there by the s.s. "Wimmera," leaving on the 6th instant, the gain would have been one day for Sydney and one day for the Brisbane portion.

As the steamers of the Weir line are very slow, the mails on the occasion mentioned in the first paragraph hereof taking forty-one days to reach Sydney, the New Zealand authorities might be requested to transfer mails in future to the faster boats of the Union or Huddart-Parker lines, and thus expedite their delivery, as has been done on previous occasions.

## No. 11.

The SECRETARY, General Post Office, Wellington, to the ACTING-SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington. 8th October, 1909.

I have the honour to acknowledge the receipt of your letter of the 28th ultimo, asking that mails for Australia received at Auckland by vessels of the Weir line be transferred to steamers of the Union Steam Ship Company or the Huddart, Parker, and Company Proprietary when such transfer will expedite their delivery.

In reply, I beg to refer you to your letter of the 21st November, 1907 [No. 30, F.-6, 1908], in which you disclaimed responsibility for the transshipment at Auckland of American mails for Australia. I communicated, as you suggested, with the Washington Post Office, applying for payment of the gratuity for the New Zealand - Australia transit in cases in which the mails had been transhipped, and inquiring whether similar transshipments should be made if it was certain that time would be gained thereby. The Washington Post Office paid the gratuity, but requested that the mails should be transhipped only when their delivery in Australia would be *materially* expedited. When the mails received by the "Fœnic" and "Yeddo" on the 30th September and 28th October, 1907, respectively, were transhipped, this office was asked by Washington for the assurance that the gain in time had been material. As regards the mails despatched from Auckland to Melbourne by the s.s. "Tymeric" on the 1st ultimo, the Department having been informed that the vessel was expected to reach Melbourne on the 8th or 9th idem, it was considered that there was not likely to be a gain in time much in excess of a day in the case of the mails for Sydney, or any gain in the case of the mails for Melbourne, in the event of their being shipped from Wellington to Sydney in the "Ulmaroa" on the 3rd. It was therefore decided, as the delivery of the mails would not be, as particularly required by Washington, *materially* expedited, to allow them to remain on board the "Tymeric."

I have, &c.,

D. ROBERTSON, Secretary.

The Acting-Secretary, Postmaster-General's Department, Melbourne.

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## WELLINGTON - RAROTONGA - TAHITI ROUTE.

## No. 12.

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

SIR,—

General Post Office, Wellington. 10th June, 1909.

In continuation of my letter of the 28th ultimo [not printed], in reference to the exchange of mails between your office and Rarotonga. I have the honour to inform you that the Postmaster at Rarotonga is despatching a mail to London regularly by the contract steamers leaving Wellington for Tahiti.

I have, &c.,

W. R. MORRIS, for the Postmaster-General.

The Secretary, General Post Office, London.

[P.O. 09/311.]

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## No. 13.

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

Post Office Department, Second Assistant Postmaster-General,

SIR,—

Washington, 13th August, 1909.

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your letter of the 17th June last [No. 62, F. 6, 1909] relative to compensation for the intermediary transit from Tahiti to New Zealand of the British closed mails for New Zealand despatched *via* New York, San Francisco, and Papeete.

In reply, I am to inform you that for the conveyance in question, as well foreign closed mails as mails of United States origin, this department settles direct with conveying steamship company at the rate of 4 francs a kilogram of letters and post-cards, and 50 centimes a kilogram of other articles, calculated on the actual weights of the mails conveyed.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington.

[P.O. 09/4193.]

## No. 14.

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

SIR,— General Post Office, Wellington, 13th September, 1909.

I have the honour to acknowledge the receipt of your letter of the 9th ultimo [No. 67, F.—6, 1909], in reference to the amount payable to your company for the conveyance of mails from Papeete to New Zealand.

“ Foreign closed mails ” : A check has been made at this office of the weights of the mails received from the United Kingdom. The weights of the mails forwarded from Papeete to Wellington on the 19th February last appear to be understated. The total weights entered on the letter-bills from the United Kingdom to New Zealand are : Letters, 264,359 grams ; other articles, 2,531,457 grams. These are 8,349 and 321,563 grams respectively in excess of those given in the account furnished to your agents by the United States Post Office.

The weights of the mails from the United Kingdom forwarded from Papeete on the 25th March last appear to be approximately correct.

United States mails : Weights are not shown on the letter-bills by the despatching offices ; but from the estimated weights given by the receiving offices, the account relating to these mails appears to be approximately correct.

“ Foreign closed mails,” no doubt, includes all mails sent through the United States. There are, however, very few such mails except those from the United Kingdom.

I note the contents of Messrs. Spreckels Brothers' letter to the Second Assistant Postmaster-General, Washington [Enclosure in No. 67, F.—6, 1909]. I suggested when in San Francisco that the question of rates should be kept open pending any further action to be taken by New Zealand. I am now dealing with the question.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 09/311(2).]

## No. 15.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,— Dunedin, 20th September, 1909.

I have to thank you for your favour of the 13th instant, in reply to ours of 9th ultimo [No. 67, F.—6, 1909]. We are writing to our agents, Messrs. J. D. Spreckels and Brothers Company, in San Francisco, saying, with reference to the particulars they passed on to us of the mail-payments made by the United States Administration, that we understand the weights forwarded from London were in excess of those paid for. We mention the quantities in excess, and inquire how the difference is accounted for.

Thanking you for the trouble taken to furnish us with the figures.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Read here No. 1, San Francisco Service.]

## No. 16.

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

SIR,— General Post Office, Wellington, 15th October, 1909.

We have at times some difficulty in deciding whether mails from New Zealand should be despatched *via* Tahiti and San Francisco, *via* Vancouver, or *via* Suez ; and this difficulty is increased by the want of authentic information as to the present connections at San Francisco and New York. I understand the steamers plying between Papeete and San Francisco arrive with great regularity. Will you have the goodness to inquire and advise me—(1) About what time of the day mails are delivered ; (2) by what train they are despatched to New York ; (3) the time occupied on the overland journey between San Francisco and New York ; (4) the names of vessels and lines of steamers which

mails connect with at New York ; (5) the day and hour at which steamers leave New York, and whether they sail for Queenstown or Southampton ; (6) the average time occupied by steamers in crossing the Atlantic.

You might also be able to obtain for me similar information regarding mails conveyed *via* Vancouver.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 09/4193(3).]

### No. 17.

The SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,— Postmaster-General's Department, Melbourne, 21st October, 1909.

With reference to your communication of the 1st February last [No. 47, F.-6, 1909], asking that you be furnished with a return showing the weight of (1) letters and post-cards and (2) other articles despatched from Australian offices during the month of May, 1909, to connect with the mail-contract steamers from Wellington to San Francisco *via* Tahiti, I have the honour to inform you that the following is the information desired by you :—

#### Net Weights.

	Letters and Post-cards.		Other Articles (exclusive of Parcels).	
	lb.	oz.	lb.	oz.
New South Wales .. .. .	85	0	1,169	0
Victoria .. .. .	74	12	1,560	0
Queensland .. .. .	20	4½	189	3
South Australia .. .. .	14	1	188	0
Western Australia .. .. .	Nil		Nil	
Tasmania .. .. .	4	15	88	1
	199	0½	3,194	4

I may add that the particulars in respect of mails from Western Australia have been included in those shown opposite New South Wales, as direct mails are not made up by the former State for San Francisco.

I have, &c.,

ROBT. T. SCOTT, Secretary.

The Secretary, General Post Office, Wellington.

[Read here No. 74, Vancouver Service.]

### No. 18.

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

SIR,— General Post Office, Wellington, 15th November, 1909.

Referring to former correspondence [No. 54, F.-6, 1909] on the subject of the transit rates payable for Australian mails for America and beyond forwarded by the Tahiti route, I beg to inform you that this office is claiming from the Commonwealth on your behalf full transit rates for the service from Wellington to San Francisco. The Commonwealth will no doubt make its own arrangements with you for the transit from Sydney to Wellington.

I have, &c.,

D. ROBERTSON, Secretary.

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

### No. 19.

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

SIR,— Resident Agency for New Zealand, San Francisco, 20th November, 1909.

I have the honour to acknowledge the receipt of your communication of the 15th ultimo, making inquiries in respect of many details in connection with the transmission of the European mails *via* this port. These are somewhat difficult to answer as so much depends upon the arrival at this



port. Your inquiries are as follows, viz. : (1.) At what time of the day are mails delivered ? (2.) By what train are they despatched to New York ? (3.) What time is occupied on the overland journey to New York ? (4.) What are the names of the vessels, and what line do they connect with at New York ? (5.) What day and hour do steamers leave New York, and do they sail for Queenstown or Southampton ? (6.) What is the average time occupied in crossing the Atlantic ?

In regard to 1 to 3, the "Mariposa" nearly always arrives at this port early in the morning—on the last trip she arrived at daylight. The mails leave here on such occasions at 10.40 a.m. by the Overland Limited by the Southern Pacific railroad. They are due in New York on the fourth morning at 9.30 a.m.—say, in three days and twenty-three hours.

4: This of course depends upon the arrival at New York. Steamers leave that port for Great Britain every day except Mondays and Fridays—the North German Lloyd's on Tuesdays, the Cunard and White Star on Wednesdays, the North German Lloyd's and French line on Thursdays, the Cunard, White Star, Hamburg-American, and the American line on Saturdays.

5: Nearly all the steamers leave New York before noon on the day of sailing, and nearly all of them sail for Plymouth or Queenstown. See the list enclosed [not printed].

6: The time occupied in crossing the Atlantic is largely dependent upon the weather experienced. The Cunard steamers "Lusitania" and "Mauretania" usually take something less than five days, the other steamers of this line six days, the White Star steamers from six to seven days, the others five and a half to seven days according to which steamer may be sailing when the mails arrive. The Cunard Steam Ship Company have now put on a fast steamer calling at Fishguard, Wales, which saves about twelve hours to London.

I enclose you a schedule [not printed] of the arrivals here by the "Mariposa," from which you will see that the day of arrival here changes every trip. Any arrival here in time for the Tuesday's 10.40 a.m. train would catch the Saturday's steamers from New York; after that the mails could not go until Tuesday at the earliest; so you see it is essential that early arrivals here should be made. There is another mail train leaving here at 9 p.m., but this train takes five days to reach New York, so it is not much better than the next morning's train. I also enclose you a schedule [not printed] of the steamers leaving New York each day. This is the official schedule issued by the Postal Department at Washington. I would say that the hour mentioned as the hour for despatch means the closing hour for mails. You can figure about two hours later for the actual departure of the steamers.

Canadian-Pacific Line: I am not in a position to give the information required in respect of this service, except that the mails leave Vancouver at 3.15 p.m., arrive Moose Jaw—where they go south by the Soo line—at 3.45 p.m. on the second day; they reach Chicago at 7 a.m. on the fourth day and New York about midday on the fifth day. In this connection I would say that it is stated that the new line from Seattle by the Chicago, Milwaukee, and St. Paul railroad will establish a fast train from Seattle in July next that will make New York in eighty-two hours, which, if connections can be made from Vancouver to Seattle, will enable the mails *via* Vancouver to reach New York in three days and about fifteen hours. This will be an important matter in connection with the transit of mails *via* Vancouver; and it will probably result in a marked decrease in the time occupied by the Southern Pacific railroad from this port as a competition consideration, as it will give a faster connection with eastern points from the Puget Sound country than now can be given from this city. I will look further into this matter, and report at a later date [not received]. As it is now, given the "Mauretania" on the Atlantic and no delays *en route*, a nine days' transit from San Francisco to London is both possible and accomplished.

I have, &c.,

H. STEPHENSON SMITH,  
Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.  
[P.O. 09/4193(3).]

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## No. 20.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington, 25th November, 1909.

I have the honour to acknowledge the receipt of your letter of the 21st ultimo, forwarding particulars of mail matter despatched from Australian offices during the month of May last to connect with the mail contract steamers from Wellington to San Francisco *via* Tahiti.

The statement attached hereto for your acceptance shows the weights of mail matter despatched from Australia for onward conveyance from Wellington to San Francisco by the subsidised steamers *via* Tahiti during the year 1909, based on the weights of mail matter forwarded during May last to connect with the contract steamer from Wellington on the 27th idem. It will be seen that the amount due to New Zealand is £716 7s. 11d.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.  
[P.O. 09/311.]

## Enclosure in No. 20.

STATEMENT showing the WEIGHTS of MAIL MATTER despatched from Australia for onward conveyance from Wellington to San Francisco by the subsidised steamers *via* Tahiti during the year 1909, based on the weights of the mails despatched during May, 1909, to connect with the contract steamer from Wellington on the 27th idem.

Despatching State.	Net Weights.			
	Letters and Post-cards.		Other Articles.	
	lb.	oz.	lb.	oz.
New South Wales .. .. .	85	0	1,169	0
Victoria .. .. .	74	12	1,560	0
Queensland .. .. .	20	4½	189	3
South Australia .. .. .	14	1	188	0
Western Australia .. .. .				
Tasmania .. .. .	4	15	88	1
Total of one despatch .. .. .	199	0½	3,194	4
Total of ten despatches .. .. .	1,990	5	31,942	8
	At 2s. 4-77d. per pound (6-66 francs per kilo.), £238 11s. 9d.		At 3-59d. per pound (83 ctms. per kilo.), £477 16s. 2d.	
Amounts due to New Zealand .. .. .	£716 7s. 11d.			

Sydney to Wellington .. .. .	1,200 miles	) Portion of transit claimed.
Wellington to Papeete .. .. .	2,340 ..	
Papeete to San Francisco .. .. .	3,640 ..	
	7,180 miles.	

D. ROBERTSON, Secretary.

General Post Office, Wellington, 20th November, 1909.

## No. 21.

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

(Telegram.)

Wellington, 2nd December, 1909.

PENDING the result of other negotiations proceeding with you, it is suggested that the Wellington-Tahiti mail-service be continued until the end of March next. It is considered, however, that it would be a great improvement, and save three or four days in transport of the inward mails, if you arranged the Auckland-Tahiti service as five-weekly instead of four-weekly, the Auckland steamer arriving sufficiently early to be able to leave Tahiti immediately on the arrival of the "Mariposa" from San Francisco, the Wellington steamer to continue as at present to reach Tahiti just before the departure of the "Mariposa" for San Francisco. If this could be done, and the service were slightly accelerated, Government is willing to consider the division of the present subsidies between Auckland-Tahiti and Wellington-Tahiti services at the rate of, say, £4,000 a year for each service. Kindly favour me with your views early.

## No. 22.

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

(Telegram.)

Dunedin, 3rd December, 1909.

RE Tahiti service. At first sight, think from company's point of view would view proposal favourably, but think serious objection would be offered by Auckland people to proposed five-weekly service, as they have had a four-weekly service for many years, and would look upon it as retrograde step as far as they were concerned. A further objection from their point of view is that the arrivals of steamers from Tahiti, Tonga, and Fiji are at present arranged to avoid clashing, and enable markets to be regulated to advantage, and this would be impossible in case of five-weekly service. Concurrence of Tahiti Government would have to be secured, as we have always had formal contract with them renewed from time to time for four-weekly service from Auckland, under which we receive subsidy of £700 per annum and freedom from dues in group. Would point out that under proposed arrangement steamers would not alternate at equal intervals, as our steamers only require at most two days in Tahiti, and "Mariposa" remains four days. There would thus be an interval of six days between the departure of our steamers from New Zealand and four days from Papeete. Doubt whether it would be possible to accelerate the service for present subsidy, as more expensive steamers would be required.

Will, however, look into this. If you wish to know what Auckland fruit-importers think about matter, you might think it worth while to ascertain views of Mr. Glover, M.P., who is largely interested in Rarotonga fruit trade.

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No. 23.

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

(Telegram.)

Wellington, 23rd December, 1909.

PENDING other arrangements under discussion, present Wellington-Tahiti service is to be extended for four trips from beginning of year. Rate of subsidy as at present.

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No. 24.

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

SIR,—

General Post Office, Wellington, 23rd December, 1909.

I have the honour to inform you that arrangements have been made for the extension of the Wellington-Tahiti mail-service for connection with the Tahiti - San Francisco service up to May next at least. The first mail under the new arrangement will be despatched from Wellington on the 4th January. I attach a draft time-table hereto [see enclosure in No. 26.]

I have, &c.,

D. ROBERTSON, for the Postmaster-General.

The Secretary, General Post Office, London.

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No. 25.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 23rd December, 1909.

INFORM Post Office Wellington-Tahiti service extended. Time-table follows.

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No. 26.

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

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

Dunedin, 29th December, 1909.

SIR,—

I have the pleasure to acknowledge due receipt of your telegram of the 23rd instant to Sir James Mills, reading as follows: [*Vide* No. 23].

I now therefore submit a memorandum of the time-table we propose to maintain for the four trips, based on the latest information we have of the running of the "Mariposa," which Messrs. Spreckels advised us will adhere to the same dates as in 1909, up to and including the sailing on 21st May from San Francisco. As soon as the same receives your approval, we shall circulate copies to our offices, with instructions *re* advertising.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

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Enclosure in No. 26.

PROPOSED TIME-TABLE OF WELLINGTON-PAPEETE CONNECTION IN SAN FRANCISCO SERVICE.

*Outwards from 4th January to 21st April, 1910.*

		December.	February.	March.	April.
Mails leave Sydney .. .. .		Wed. 29*	Wed. 2*	Sat. 12†	Sat. 16†
		January.			
Auckland .. .. .	Arrive ..	Sun. 2	Sun. 6	..	..
Auckland .. .. .	Depart ..	Mon. 3	Mon. 7	..	..
Wellington .. .. .	Arrive ..	Tues. 4	Tues. 8	Wed. 16	Wed. 20
Transfer to Island steamer ..	Depart ..	Tues. 4	Tues. 8	Wed. 16	Thurs. 21
Rarotonga .. .. .	Arrive ..	Mon. 10	Mon. 14	Tues. 22	Wed. 27
Rarotonga .. .. .	Depart ..	Mon. 10	Mon. 14	Tues. 22	Wed. 27
Papeete .. .. .	Arrive ..	Thurs. 13	Thurs. 17	Fri. 25	Sat. 30
				May.	
Transfer to Spreckels's steamer ..	Depart ..	Thurs. 13	Fri. 18	Sat. 26	Sun. 1
			March	April	
San Francisco .. .. .	Arrive ..	Tues. 25	Wed. 2	Thurs. 7	Fri. 13

\* *Via* Auckland and Main Trunk line.

† By direct steamer.

*Inwards from 25th January to 12th May, 1910.*

		December.	February.	March.	April.
San Francisco .. .. .	Depart ..	Tues. 28	Wed. 2	Thurs. 10	Fri. 15
		January.			
Papeete .. .. .	Arrive ..	Sun. 9	Mon. 14	Tues. 22	Wed. 27
					May.
Transfer to Union steamer	Depart ..	Fri. 14	Fri. 18	Sat. 26	Sun. 1
Rarotonga .. .. .	Arrive ..	Mon. 17	Mon. 21	Tues. 29	Wed. 4
Rarotonga .. .. .	Depart ..	Mon. 17	Mon. 21	Tues. 29	Wed. 4
			March.	April.	
Wellington .. .. .	Arrive ..	Tues. 25	Tues. 1	Wed. 6	Thurs. 12
Proceed to Sydney .. .. .	..	Fri. 28†	Fri. 4†	Fri. 8†	Fri. 13†
		February.			
Arrive Sydney .. .. .	..	Tues. 1	Tues. 8	Tues. 12	Tues. 17

† By direct steamer from Wellington.

## No. 27.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,—

Prime Minister's Office, Wellington, 30th December, 1909.

I have the honour to confirm my cable message of the 23rd instant, requesting you to inform the Imperial Post Office that the Wellington-Tahiti mail-service had been extended, and that a time-table would follow.

Arrangements have been made for the extension of the service for four voyages. The first mail under the new arrangement will be despatched from Wellington on the 4th proximo. I attach hereto a copy of the time-table up to May next.

I have, &c.,

J. G. WARD, Prime Minister.

The Hon. W. Hall-Jones, High Commissioner for New Zealand, London.

## No. 28.

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

SIR,—

General Post Office, Wellington, 30th December, 1909.

In reference to the Postmaster-General's telegram of the 17th of October, 1908 [No. 26, F.—6, 1909], notifying that a contract had been entered into with the Union Steam Ship Company of New Zealand for the performance of a mail-service between Wellington and Papeete connecting with the United States mail-service Papeete-San Francisco, I have now the honour to inform you that the service has been extended for four trips from the beginning of next year. The first mail under the new arrangement will be despatched from Wellington on the 4th proximo. I attach hereto a time-table of the service up to May next.

I have, &c.,

The Hon. the Postmaster-General, Washington.

D. ROBERTSON, Secretary.

[Similar letters on same date to the Director of Posts, Papeete. and the Postmaster, Rarotonga.]

## No. 29.

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

(Telegram.)

Wellington, 31st December, 1909.

WELLINGTON-TAHITI service. Despatch mails to leave San Francisco December twenty-eight, February second, March tenth, April fifteenth.

## No. 30.

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

SIR,—

General Post Office, Wellington, 31st December, 1909.

I have the honour to confirm my telegram of the 23rd instant to Sir James Mills, as quoted in your acknowledgement of the 29th idem.

The time-table you sent under cover of that letter for the temporary continuation of the Wellington-Tahiti service is formally approved.

I have, &c.,

D. ROBERTSON, Secretary.

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

## No. 31.

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

General Post Office, Wellington, 31st January, 1910.

I have the honour to inform you that the Resident Agent for New Zealand at San Francisco reports that the mails for New Zealand reached San Francisco on the 21st December last, although the steamer for Tahiti was not timed to depart until the 28th idem. As apparently too great a margin of time is allowed, I should be obliged if you would look into the matter with a view to deciding whether a closer connection cannot be arranged. I may mention that a proposal is now being considered for the material improvement of the service between New Zealand and San Francisco, which, if carried out, will make it particularly desirable that there should be no loss of time in America.

I have, &c.,

D. ROBERTSON, for the Postmaster-General.

The Secretary, General Post Office, London.

[P.O. 10/598.]

## No. 32.

[News Extract, 24th February, 1910.]

SAN FRANCISCO SERVICE.

THE Union Steam Ship Company has decided to employ a larger steamer in what is known as the Eastern Pacific service; and the "Mokoia," 3,500 tons, has been selected to trade between Wellington and Rarotonga and Tahiti in place of the "Hauroto," of 1,988 tons. Passengers from Australia and New Zealand bound for Honolulu and San Francisco are transferred from the Union Company's steamer at Papeete, in Tahiti, to the American-owned boats "Alameda" and "Mariposa." The "Mokoia," well known in the trade between New Zealand and Sydney, will make her first trip from Wellington for Tahiti on 16th March, and her second trip on 21st April.

[The "Mokoia" left Wellington for Papeete on the 16th March.]

## No. 33.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 3rd March, 1910.

SIR,—

While the future of the Wellington—Eastern Pacific service is under consideration, I beg to direct your attention to a matter that has been the subject of previous correspondence—viz., payments for mails from Papeete ex "Mariposa." The position taken up by the United States Postal Department is a great surprise to us, because, when calculating the prospects of the new service, we reckoned on full Postal Union rates as set forth in the official report of the Rome Convention. So far as we knew, the shipping interests were not represented at the Convention, and having no other information, we could not do otherwise than read the report literally. Nothing that we read therein would lead us to understand that the rates reported were merely for the purpose of adjustment between postal administrations, or that there would be discrimination as to the nationality of the vessels performing the service. We therefore beg to request that you make further representation to the United States Postal Department.

The result of the year's working of the service shows that so far it has not been self-supporting, so it becomes important for us to know just what rates are available for future operations.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

## No. 34.

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

SIR,—

General Post Office, Wellington, 8th March, 1910.

Referring to your letter of the 4th December, 1908 [No. 42, F.—6, 1909], on the subject of the rates allowed by your Department for the conveyance from Papeete to New Zealand of the mails for New Zealand and Australia despatched from San Francisco by steamers of the Oceanic Steamship Company for connection with steamers of the Union Steam Ship Company sailing from Papeete, I have the honour to forward for your information copy of a letter received from the General Manager of the Union Steam Ship Company on the subject.

The point is raised that there is nothing in the Postal Union Convention which would lead the company to understand that the rates fixed by the Convention were merely for the purpose of adjustment between postal administrations or that there would be discrimination as to the nationality of the vessels performing the service. The company points out that the result of the first year's working shows that the service has not been self-supporting.

The Postmaster-General has just arranged with the Union Steam Ship Company to place a superior class of vessels in the service, and, as you will, no doubt, regard it as important that the connection between San Francisco and New Zealand should be maintained, I am directed to ask that you will kindly again examine the case, with the view of reconsidering the payment to the Union Company for the Papeete-Wellington service.

I have, &c.,  
D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails,  
Post Office Department, Washington, D.C.

## No. 35.

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

SIR,— General Post Office, Wellington, 10th March, 1910.

I have the honour to refer to your letter of the 3rd instant, on the subject of payment to your company for the conveyance from Papeete to New Zealand of mails despatched from San Francisco to New Zealand and Australia, and to inform you that I have represented the matter to the Post Office Department, Washington, with the request that the matter be again considered.

I have, &c.,

D. ROBERTSON, Secretary.

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

## No. 36.

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

(Telegram.)

Wellington, 23rd March, 1910.

CAN you yet give a definite date up to which Spreckels's steamers will make connection at Tahiti?

## No. 37.

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

(Telegram.)

Dunedin, 30th March, 1910.

SORRY delay replying yours 23rd. We have no definite advice, but are given to understand that in all probability Spreckels's contract will be renewed as from November next. Negotiations now proceeding. Will advise as soon as we hear result.

## No. 38.

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

(Telegram.)

Wellington, 30th March, 1910.

THANKS for telegram. Is Spreckels's contract definitely fixed until November this year? London is asking about despatch of mails after April, hence my inquiry.

## No. 39.

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

(Telegram.)

Dunedin, 30th March, 1910.

BELIEVE Spreckels's contract is definitely fixed.

## No. 40.

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

(Telegram.)

Wellington, 1st April, 1910.

WELLINGTON-TAHITI service. Postmaster-General is agreeable to extend contract on present terms until meeting of Parliament. Please advise if this acceptable.

## No. 41.

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

(Telegram.)

Dunedin, 1st April, 1910.

WE are agreeable to continue Tahiti contract until meeting Parliament.

## No. 42.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.) Wellington, 4th April, 1910.  
WELLINGTON-TAHITI service extended until further notice. Same intervals. Inform Post Office

## No. 43.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,— Prime Minister's Office, Wellington, 6th April, 1910.

I have the honour to confirm my cable message of the 4th instant.

The service is definitely extended until the meeting of Parliament, and negotiations will have to be taken in hand then for further extension. The United States service between San Francisco and Tahiti is fixed to run to November next, I understand, so that there need be little apprehension of the interruption of the service until then at least.

I have, &c.,

J. G. WARD, Prime Minister.

The Hon. W. Hall-Jones, High Commissioner for New Zealand, London.

## No. 44.

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

SIR,— General Post Office, London, 13th April, 1910.

With reference to your letter of the 31st January last concerning the mail for New Zealand despatched hence on the 11th December last for conveyance by way of San Francisco, I am directed by the Postmaster-General to inform you that the mail in question was forwarded from this country by the latest contract packet, regularly used for the conveyance of British mails to New York, which could be relied on to afford a safe connection with the steamer leaving San Francisco on the 28th December.

The next regular packet for New York, which sailed on the 15th December, did not reach New York until the 23rd; and, while it is possible that mails conveyed by this packet might have reached San Francisco in time for despatch by the outgoing steamer on the 28th, a margin of five days for the transmission of the mail from New York to San Francisco is considered too narrow for safety. You will no doubt agree that, in view of the serious delay that would result if the mails for New Zealand missed the outgoing steamer at San Francisco, the dates of their despatch from this country must be fixed so as to leave no risk of failure to catch the steamer.

It is, however, only under very exceptional circumstances that there can be so long an interval as in the present case between arrival at San Francisco and despatch thence.

I am to assure you of the Postmaster-General's desire to co-operate with you in your efforts to render the mail-service between New Zealand and the United Kingdom by way of San Francisco as efficient as possible. He will be glad to learn in due course the outcome of the proposal which is now under consideration for the improvement of the sea-service across the Pacific.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

A. B. WALKLEY, for the Secretary.

[U.S. Inc. 10/19.]

## No. 45.

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

(Telegram.)

Wellington, 15th April, 1910.

WELLINGTON-TAHITI service extended until further notice. Same intervals.

[Telegram in similar terms to the Resident Agent for New Zealand, San Francisco.]

[P.O. 10/598(2).]

## No. 46.

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

SIR,— General Post Office, Wellington, 16th April, 1910.

I have the honour to confirm my cable message of the 15th instant.

The service is extended until the meeting of Parliament. No doubt Parliament will approve of its extension again until November, when it is understood the United States contract for the San Francisco-Tahiti service runs out. How much further the service is likely to be carried must necessarily be problematical.

I have, &c.,

D. ROBERTSON, Secretary.

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

## No. 47.

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

Post Office Department, Second Assistant Postmaster-General,

SIR,—

Division of Foreign Mails, Washington, D.C., 16th April, 1910.

By direction of the Postmaster-General I have the honour to acknowledge the receipt of your letter of the 8th ultimo, transmitting, with reference to this Department's letter of the 4th December, 1908 [No. 42, F.—6, 1909], a copy of a letter from the Union Steam Ship Company of New Zealand, in which the company mentions its misunderstanding with reference to the rate of payment for mail-service from Papeete to New Zealand which this Department is able to fix.

It is very much regretted that the steamship company has mistaken the stipulations of the Universal Postal Convention fixing the intermediary transit rate to be paid by one Administration to another Administration for the conveyance of mails, for the rates which should apply to this service. As you are aware, the Universal Postal Convention rates for intermediary transit service have no further or other force than that of providing the basis for settlement between Administrations in cases where one performs such a service for another. The service in question is not of that character, but is performed by the steamship company for this Administration. In such a case this Department is limited in its power of contract by the Federal statutes, which provide a maximum rate of pay which can be made to a foreign steamship for carrying the United States mails. The rates fixed in this case are the maximum rates allowed under this statute, and are the same as allowed for service by the longest route across the Pacific, from San Francisco to Australasia, Japan, or China.

I trust that you will convey this explanation to the steamship company, and express my hope that it may find it possible to continue the service under these circumstances.

I have, &c.,

JOSEPH STEWART.

The Hon. the Postmaster-General, Wellington.

Second Assistant Postmaster-General.

## No. 48.

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

(Telegram.)

Wellington, 11th May, 1910.

SHALL we announce further sailing Wellington-Tahiti, and, if so, what date? 7th or 9th July from Wellington, 17th or 19th respectively from Papeete? You will observe "Mariposa" on account carnival arrives Papeete 11th July and remains till 19th.

## No. 49.

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

(Telegram.)

Wellington, 11th May, 1910.

PLEASE announce further sailing. Immaterial to Department whether steamer leaves Wellington 7th or 9th July, provided she does not remain longer time than usual at Papeete.

## No. 50.

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

(Telegram.)

Dunedin, 11th May, 1910.

THANKS for telegram. Will announce sailing from Wellington seventh July and from Papeete seventeenth.

## No. 51.

[News Extract, 12th May, 1910.]

TAHITI—SAN FRANCISCO MAIL-SERVICE.—CONTRACT RENEWED FOR THREE YEARS.

THE s.s. "Mokoia," from Tahiti to-day, bring news of the renewal of the San Francisco-Papeete mail contract. The Governor of French Oceania, M. François, signed a contract with the Oceanic Company (Spreckels's line) on the 30th April for the carriage of mails for three years between Papeete and San Francisco. The service will be maintained by the "Mariposa."

[H.I.B., p. 430.]



# AUSTRALIA-SUEZ SERVICES.

## WELLINGTON-SYDNEY CONNECTION, ETC.

No. 52.

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

SIR,—

Wellington Chamber of Commerce,

Wellington, New Zealand, 30th August, 1909.

I am instructed to call your attention to the frequency — almost amounting to absolute regularity—of the occurrence of the arrival of the Union Steam Ship Company's s.s. "Mokoia" at Auckland, on the fortnightly trips from Sydney, too late to allow of the mails being transferred to the through train leaving the same day for southern centres. A delay of a full day is thus caused in the receipt of Australian, British, and other mails at all places south of Auckland, to the manifest inconvenience of the mercantile community.

This feature is rendered the more striking by the fact that the intermediate steamer usually—in fact, practically always—arrives in time to transfer its mails the same day.

I am instructed to ask you to be good enough to cause inquiry to be made into the circumstances, with the view of taking such steps as shall cause a stop to be put to this serious inconvenience.

I have, &c.,

S. CARROLL, Secretary.

The Hon. the Postmaster-General, Wellington.

[Suez Conn. 09/49.]

No. 53.

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

SIR,—

General Post Office, Wellington, 2nd September, 1909.

I have the honour to forward herewith copy of a letter addressed to the Hon. the Postmaster-General by the Secretary of the Wellington Chamber of Commerce, requesting that steps be taken by this Department to obviate the inconvenience caused to the mercantile community by the frequent failure of the mail despatched from Sydney to Auckland by the s.s. "Mokoia" to connect with the mail train leaving Auckland on Sunday nights. As explained by the Chamber of Commerce, when the connection is missed the mails for southern places are delayed for a day. The Postmaster-General will be pleased to learn that you are able to arrange for the connection to be made under ordinary conditions.

In May, 1907, I communicated unofficially with you in this matter. Perhaps you will kindly refer to that correspondence [not printed].

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 09/54.]

No. 54.

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

SIR,—

General Post Office, Wellington, 10th September, 1909.

I have the honour, by direction, to refer to your letter of the 30th ultimo, requesting that steps be taken by this Department to obviate the inconvenience caused to the mercantile community by the frequent failure of the mail despatched from Sydney to Auckland by the s.s. "Mokoia" to connect with the mail-train leaving Auckland on Sunday nights.

The matter was referred to the Union Steam Ship Company for its favourable consideration. In reply, the company explains that the delay on the last trip or two of the "Mokoia" was caused by adverse weather-conditions, and that under ordinary circumstances the steamer is easily capable of connecting with the mail-train at Auckland on Sunday nights. In view, however, of the forthcoming passenger season, the company has arranged for the "Maheno" to enter the service, running fortnightly between Auckland and Sydney from the 11th proximo.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

[Suez Conn. 09/59.]

3—F. 6.

## No. 55.

The ACTING-SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,— Postmaster-General's Department, Melbourne, 15th September, 1909.

In reply to your communication of the 30th July last [No. 104, F.-6, 1909], I have the honour to inform you that it has been ascertained that the cost of a special train from (1) Sydney to Melbourne and (2) Melbourne to Adelaide, for the conveyance of New Zealand mails for the United Kingdom and other places despatched from Wellington on Fridays and arriving at Sydney too late to connect with the express train to Melbourne, is as follows:—

	£	s.	d.
Sydney to Melbourne (582 miles) .. .. .	218	5	0
Melbourne to Adelaide (483 miles) .. .. .	181	2	6
Total cost .. .. .	399	7	6

I have, &c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 09/103.]

## No. 56.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

(Telegram.)

Wellington, 21st September, 1909.

WOULD you kindly arrange that English letter-bags for Christchurch be sent by way of Auckland instead of Bluff if they can catch steamer leaving Sydney Wednesdays? This in addition to mails for North Island usually sent *via* Auckland. Christchurch newspaper-bags to be sent *via* Bluff as heretofore.

[P.O. 09/3522.]

## No. 57.

The ACTING-SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,—

Postmaster-General's Department, Melbourne, 21st September, 1909.

With reference to your telegram of to-day's date, I have the honour to inform you the Deputy Postmaster-General, Sydney, has been instructed to make the necessary arrangements in the matter.

I have, &c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

## No. 58.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington, 23rd September, 1909.

I have the honour to confirm my telegram of the 21st instant.

The best despatch from Australia of the English mails for the various centres in New Zealand is exercising this Department at the present time; and the provision I have asked you to be good enough to make seems to be the solution of the question of obviating awkward delay which has occasionally happened to the southern New Zealand correspondence.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

## No. 59.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington, 15th October, 1909.

I have the honour to inform you that it is reported here that the time-table of mails to and from Australia by the Orient steamers is to be accelerated and altered.

I should be obliged if you would, at your convenience, advise me when the new time-table is to come into force, and of the nature of the alterations.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Suez Conn. 09/87.]

## No. 60.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington, 27th January, 1910.

I have the honour to refer to the letter from your office of the 15th September last, notifying the cost of special trains from Sydney to Melbourne and from Melbourne to Adelaide for the conveyance of New Zealand mails for the United Kingdom and other places despatched from Wellington on Fridays and arriving at Sydney too late to connect with Tuesday's express train to Melbourne.

It is noted that the cost of a special train from Sydney to Melbourne would be £218 5s., and from Melbourne to Adelaide, £181 2s. 6d. I should be obliged if you would arrange to send the mails forward by special train from Sydney to Melbourne, and, if required, from Melbourne to Adelaide, when such a step is rendered necessary by the late arrival of the Wellington steamer at Sydney.

I have, &amp;c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Suez Conn. 09/108.]

## No. 61.

The SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,—

Postmaster-General's Department, Melbourne, 28th January, 1910.

Adverting to your letter of the 15th October last, relative to the time-table of mails to and from Australia by the Orient steamers, I have the honour to inform you that the steamers employed under the Orient Steam Navigation Company's new oversea mail contract with the Commonwealth Government will leave Adelaide, South Australia, on Fridays at 1 p.m. on and from the 11th proximo, and arrive there on Saturdays at 2 p.m. on and from the 12th March next.

I have, &amp;c.,

ROBT. T. SCOTT, Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 10/16.]

## No. 62.

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

SIR,—

General Post Office, Wellington, 28th January, 1910.

Referring to the alteration in the day of departure of the Orient steamers from Adelaide from Thursday to Friday, I have the honour to inquire whether there will be any difficulty in your arranging for the connecting steamer from Wellington to leave on Saturdays to connect with the mails by the Orient line, the departure from Wellington in the alternate weeks being fixed on Fridays as heretofore.

• I have, &amp;c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 10/13.]

## No. 63.

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

(Telegram.)

Wellington, 9th February, 1910.

ARE you yet able to reply about despatch of steamer to connect with Orient on Saturdays instead of Fridays ?

[Suez Conn. 10/17.]

## No. 64.

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

(Telegram.)

Dunedin, 9th February, 1910.

WE are in communication with Huddart Parker on subject of alternate Friday and Saturday sailings from Wellington and will reply definitely later. Meantime I would point out that alternate Friday Saturday sailings from Wellington would be inconvenient for the general travelling public.

## No. 65.

The SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,—

Postmaster-General's Department, Melbourne, 14th February, 1910.

With reference to your communication of the 27th ultimo, asking that arrangements be made by this Department to send New Zealand mails for the United Kingdom and other places forward by

special train from Sydney to Melbourne, and, if required, Melbourne to Adelaide when such a step is rendered necessary by the late arrival in Sydney of the mails despatched from Wellington on Fridays. I have the honour to inform you that the Deputy Postmasters-General, Sydney and Melbourne, have been instructed to arrange accordingly.

I have, &c.,

ROBT. T. SCOTT, Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 10/19.]

[Read here Nos. 87 and 94, Vancouver Service.]

No. 66.

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

SIR,—

General Post Office, Wellington, 9th June, 1910.

I have the honour to refer to my letter of the 16th ultimo [not printed], asking whether your company was prepared to continue the Wellington-Sydney mail-service at the present subsidy from month to month from the expiry of the contract on the 25th July next, and to inquire whether you are yet able to reply.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 10/66.]

No. 67.

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

SIR,—

Union Steam Ship Company of New Zealand (Limited), Dunedin, 13th June, 1910.

I have the honour to acknowledge yours of the 9th instant, and, in reply, have to state that we shall be pleased to continue the Wellington-Sydney mail-service at the present subsidy from month to month on expiry of the contract on the 25th July.

I have, &c.,

C. HOLDSWORTH, General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 10/70.]

No. 68.

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

SIR,—

General Post Office, Wellington, 22nd June, 1910.

I have the honour to acknowledge the receipt of your letter of the 13th instant, intimating that your company is prepared to continue the Wellington-Sydney mail-service at the present subsidy from month to month from the expiry of the contract on the 25th proximo; and to inform you that the renewal of the contract on the terms stated has been approved of by the Postmaster-General.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 10/72.]

No. 69.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 22nd June, 1910.

WELLINGTON-Sydney mail-service renewed from twenty-fifth July, present intervals, till further notice. Inform Post Office.

[Suez Conn. 10/71.]

No. 70.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—

General Post Office, Wellington, 23rd June, 1910.

I have the honour to refer to the weekly-mail service between Wellington and Sydney making a close connection with the outward mail *via* Suez; and to inform you that the contract for the service has been renewed on the present terms from month to month from the 25th proximo.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Suez Conn. 10/73.]

# VANCOUVER SERVICE.

[Read here No., 2 San Francisco Service.]

## No. 71.

The Right Hon. the PRIME MINISTER, Wellington, to the Right Hon. the PRIME MINISTER, Ottawa.  
(Telegram.) Wellington, 25th October, 1909.

PRESENT arrangement Vancouver mail steamer service with Australia expires first August next. Be glad if you can see your way arrange with Australia agree extension Canadian-Australian contracts after 1st August, including Auckland as port call. New Zealand willing join in subsidy for five years. Important in interests Canada as well as New Zealand that we have good mail-steamer service connection, but not possible for us let present conditions continue.

[Van. Misc. 09/89.]

## No. 72.

The Right Hon. the PRIME MINISTER, Ottawa, to the Right Hon. the PRIME MINISTER, Wellington.  
(Telegram.) Ottawa, 4th November, 1909.

REFERRING to your last cable, Canada will be ready to participate if Australia concurs.

## No. 73.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.  
SIR,— General Post Office, Wellington, 4th November, 1909.

In continuation of the last paragraph of the letter from this office of the 5th May last [F.-6, 1909, No. 58], on the subject of the diversion of correspondence from the Vancouver to the Wellington-Papeete-San Francisco route, I have now the honour to forward herewith "M" statements respecting mails from New Zealand offices for the United Kingdom, despatched *via* Vancouver during the period from the 1st to the 28th May, 1909.

I have, &c.,

D. ROBERTSON, Secretary.

The Deputy Postmaster-General, Ottawa.

[P.O. 09/4193.]

## No. 74.

[Extract from Financial Statement delivered by the Right Hon. Sir J. G. Ward, Minister of Finance, 10th November, 1909.]

### OCEAN MAILS.

NEGOTIATIONS have been proceeding with the view of including Auckland as a port of call of the Vancouver steamers, and I am hopeful that the sympathetic attitude of Canada will assist towards securing the desired result. Sir Wilfred Laurier has, in response to a cable communication from me, replied that Canada is agreeable if Australia consents. I am submitting the matter by letter to the Prime Minister of Australia, with a view to Auckland being included as a port of call. I trust that the Commonwealth Government may be able to agree to what would be to the advantage of Canada, Australia, and New Zealand, as a linking-up of the three countries by a service of this kind must confer advantages upon all. In the meantime I have endeavoured to arrange a close connection with the Vancouver steamers at Fiji, but the high cost of this and the undesirability of establishing such a connection, if there is a possibility of the main line being diverted to Auckland, may make it advisable to await the result of the negotiations now proceeding between this Dominion, Canada, and Australia; but should it not eventuate, then every effort must be made to establish a mail and passenger service from Auckland to San Francisco *via* Suva and Honolulu.

I have devoted much attention to the possibility of establishing a service by New Zealand steamers between Auckland and San Francisco by way of Tahiti, only to find that without assistance from the American Government the cost of such a service is beyond our resources. There is, however, some reason to believe that in the next session of Congress the much-debated Shipping Subsidy Bill will become law, when a service by American steamers will, it is practically certain, be undertaken. At the same time, I do not think we should overlook the advantages to New Zealand of having a suitable service *via* Suez. It is deeply to be regretted that, after so many years of control by the Suez Canal

Company, the obtaining of large profits is made paramount to a lowering of the scale of charges by which increased trade by that route would be encouraged, to the great advantage to the Mother-land and some of her principal oversea dependencies. I am hopeful that finally we may have the advantages to this country of regular services by the three routes—namely, Vancouver, San Francisco, and Suez. These, together with the excellent direct services that are being run for passenger and cargo purposes between New Zealand and Great Britain, should place us in a position in the oversea carrying for our general trade of much greater advantage than at present exists.

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[Read here No. 19, Wellington-Rarotonga-Tahiti Route.]

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No. 75.

The Right Hon. the PRIME MINISTER, Wellington, to the Hon. the PRIME MINISTER, Melbourne.

SIR,—

Prime Minister's Office, Wellington, 22nd November, 1909.

I have the honour to inform you that on the 25th ultimo I cabled to the Prime Minister of Canada, asking that he might see his way to arrange with your Government to agree to the extension of the Canadian Australian mail-contract after the first August next, including Auckland as a port of call. In such case New Zealand would be willing to join in the subsidy for a period of five years. In reply, Sir Wilfred Laurier informs me that Canada will be ready to participate in the proposed service if the Commonwealth concurs.

The question of including a New Zealand port in the route of the Canadian Australian mail-service has been frequently before your Government, but, apparently, it has not been possible to make a change during the operation of the contracts which have been made by the Commonwealth hitherto.

It is hoped that the offer of New Zealand to participate in the contract for five years will render it possible for your Government to give favourable consideration to the proposal now under discussion.

I have, &c.

J. G. WARD, Prime Minister.

The Hon. Alfred Deakin, Prime Minister, Commonwealth of Australia, Melbourne.

[P.O. 09/460(8).]

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No. 76.

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

SIR,—

Post Office Department, Ottawa, 22nd January, 1910.

Referring to your letter of the 4th November last and to previous correspondence on the subject of the diversion of correspondence from the Vancouver to the Wellington-Papeete-San Francisco route, with which you included the relative "M" statement respecting mails from New Zealand offices for the United Kingdom despatched *via* Vancouver during the period from the 1st to the 28th May last, I have the honour to enclose herewith the account "N" for transit charges due Canada on such correspondence.

Since the account for 1908 was rendered to your Department it has been ascertained that the New Zealand mails sent *via* Canada and the United States have been conveyed by the Canadian Pacific Railway from Vancouver to Montreal since the services of the ocean mail clerks on the mail-steamers to Vancouver were discontinued, and consequently the charge for land transit would be 3f. 40c. instead of 1f. 50c. and 20c. on the two classes of mail matter included in the account, the distance being 2,904 miles. I am therefore forwarding an amended account for the year 1908, and would ask you to be so good as to have both accounts examined, corrected if necessary, and an accepted copy of each returned to this Department at your convenience. It is presumed that the account between our Administrations will be settled on the basis of the statistics of November, 1907, from the 1st of January, 1908, to the 30th of April, 1909, and according to the later statistics for the balance of 1909 and succeeding years.

I have, &c.

WM. SMITH, for Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[P.O. 09/311.]

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No. 77.

[News Extract, 10th February, 1910.]

CARRIAGE OF MAILS.

*New Service between Canada and Australia.*

(Telegram.)

Melbourne, 9th February, 1910.

As a preliminary to calling for tenders for the new mail-service between Australia and Canada, the Postmaster-General (Sir John Quick) has extended the existing contract for another year, from 31st July next.

Tenders for the proposed new service will be on the basis of the present route, for three or five years. The contractor will be left to specify any other route, declaring what the extra or reduced subsidy would be.

[Van. Misc. 10/10.]

## No. 78.

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

General Post Office, Wellington, 8th March, 1910.

I have the honour to acknowledge the receipt of your letter of the 22nd January last, enclosing an amended "N" account showing 16,168-24 fr. to be due to your office for the transit of New Zealand mails for the United Kingdom from Vancouver to Montreal for the year 1908; also an account showing 13,852-66 fr. to be due for the same transit for the period from the 1st to the 28th May, 1909.

As the United States Post Office has claimed 39 centimes for letters and post-cards and 6 centimes for other articles for the transit of New Zealand mails for the United Kingdom through the United States, the rates in the accounts have been amended so that the total claim for the territorial transit through North America should not exceed 3 francs for letters and post-cards and 40 centimes for other articles, in accordance with the last section of paragraph 5 of article 4 of the Universal Postal Union Convention of Rome. The accounts have been amended accordingly, and now show the amount due to your office to be 13,982-85 fr. and 11,989-48 fr. respectively. One copy of each of the accounts accepted as amended is returned herewith.

The later statistics will apply to the whole of the year 1909, as the mail service *via* San Francisco commenced at the beginning of that year.

I have, &c.,

D. ROBERTSON, Secretary.

The Deputy Postmaster-General, Ottawa.

[P.O. 09/311.]

## No. 79.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 26th April, 1910.

*Re* mail-service: In view no possibility American subsidy restoring old Frisco-Auckland-Sydney service, my Chamber is strongly of opinion that immediate steps must be taken to establish a rapid up-to-date service of, say, twenty-eight to thirty days from Europe. We have been in telegraphic communication with Sir James Mills, who, in event of arrangement to drop Brisbane and make Sydney terminal port being possible, favours three-weekly Sydney - New Zealand-Vancouver service (Auckland port of call). I therefore recommend as follows: That a three-weekly service of seventeen to eighteen days from Vancouver to Auckland, *via* Hawaii and Fiji, be instituted with Union Company, making Sydney terminal port. Assuming that one hundred thousand pounds be required as yearly subsidy, such amount to be allocated as follows: Canada thirty-seven thousand pounds, Australia twenty-six thousand six hundred pounds, Fiji twenty-three hundred pounds—present respective payments; and New Zealand, thirty-four thousand one hundred pounds, which would be about same amount as the Suez slow route of forty days is alone costing the Dominion. The latter payment would be reduced by the sum of forty-six hundred pounds now expended on the present unsatisfactory Vancouver connection. As present contract expires in July, trust you will be able to arrange something on foregoing lines. We find that you now pay approximately for main services forty-seven thousand pounds per annum, which payments would be largely obviated by proposed arrangement that would carry bulk of our mails. If you have negotiations in hand, kindly advise proposals and full data. You will admit that present mail conditions are out of date and costly, and that some prompt action is necessary. Awaiting reply.

[Van. Misc. 10/86.]

## No. 80.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 28th April, 1910.

In my wire 26th instant I find omitted the words "or other" after the word "Union." Please read with that addition. Kindly reply soon as possible.

[Van. Misc. 10/93.]

## No. 81.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Chamber of Commerce, Auckland.

(Telegram.)

Wellington, 28th April, 1910.

I AM obliged to you for conveying your suggestions to me regarding the Vancouver service. The matter is one to which I have been giving personal attention ever since the discontinuance of the San Francisco service, and if it could be settled in the way you suggest no one would be more pleased than myself. Unfortunately, however, at present your proposal is impracticable in so far as regards securing of the service upon the lines you name, for the reason that apart from Canada and New Zealand, the Australian Commonwealth must also agree. I have been in communication with both the Canadian and the Commonwealth Governments with a view to securing a call at Auckland of the Vancouver steamers; but, although a substantial subsidy from New Zealand would be paid, I regret that up to now no satisfactory arrangement has been come to. I understand also from the latest information to hand that the Commonwealth Government intend to extend the present contract with Brisbane as a first and

last port of call for another year from the first July next, after which tenders are to be invited for an accelerated service. You will therefore see that, though asked by me to agree to New Zealand being included, it has been decided to extend the present service, including Brisbane as a port of call, for twelve months. Calling at Brisbane puts New Zealand out of it. This makes it impossible for such a proposal as contained in your wire to be given effect to at present. I note your remarks regarding the Suez service, the cost of which you have inadvertently overstated by about five thousand pounds, having apparently overlooked the fact that the fifteen thousand pounds paid for the Wellington-Sydney service includes about five thousand pounds for mails not sent beyond Australia. For a three-weekly service to Vancouver thirty-four thousand pounds would be cheap, provided the class of steamer was satisfactory; but in any case the establishment of a service would by no means exempt New Zealand from any payment for the Suez service, as the New Zealand people generally, excepting those within a reasonable distance of Auckland, would not be content with an English mail once in three weeks only, and I am of opinion we should still have to provide for a mail *via* Suez between the departure of one Vancouver steamer and another. The cost of that would be about twelve thousand a year; but I do not regard this in any way as too large an amount to pay, or that cost of it would prejudice the carrying-out of a Vancouver service at anything like the amount you state.

No effort has been spared to secure the desired result (which I should very much like to see) of obtaining a mail and passenger service giving a speedy connection between Auckland and London, but, unfortunately, New Zealand does not alone govern the position, as there are two other countries concerned. Should we not succeed in getting a suitable service with Canada and Australia, it may become necessary for us to provide one on our own account, the steamers on their inward voyage remaining in New Zealand.

[Van. Misc. 10/88.]

### No. 82.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 29th April, 1910.

I THANK you for your exhaustive telegram, from which I note you say a substantial subsidy from New Zealand would be paid. This to me is rather vague, because if nothing has been offered—and you have not mentioned the subsidy you are willing to pay—it is obvious the Commonwealth would not favourably entertain negotiations. You recognise thirty-four thousand would be cheap; therefore why not make a definite offer for three-weekly up-to-date vessels commencing new contract July first? Time is now particularly opportune, in view expiry contract, and an effort by Sir James Mills, who is now due in Australia, for improved service to Australia *via* New Zealand. At present cost to former and to Canada there should be no insurmountable difficulties in closing the business. New Zealand should not be called upon to submit, whilst Australia and Canada are considering the All-red route, to the present slow services. The same difficulties as exist now will arise then. We quite realise this matter has received your close personal attention, but nevertheless kindly renew the effort to establish service as indicated. If present suggestion finally found to be impossible owing to refusal Commonwealth Government to eliminate Brisbane, we would then make following alternative suggestions:—

(1.) That Brisbane remain terminal and only Australian port, but service run from Fiji to Auckland, thence to Brisbane.

(2.) As we recognise this would entail delay—three days extra for Australian mails—suggest in consideration for this Australian subsidy be reduced five or six thousand pounds, such extra sum to be added to New Zealand subsidy. Australia would further benefit by what would be a more frequent and accelerated service.

Very glad to note concluding paragraph in your telegram; but that would be much more costly (we are advised hundred thousand pounds per annum), and may be left pending result present endeavours. Kindly telegraph further on receipt reply from Australia.

[Van. Misc. 10/94.]

### No. 83.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 29th April, 1910.

FURTHER to my wire to-day: Proposal *re* Brisbane-Auckland would provide communication which does not present exist, and which would be very valuable to both.

### No. 84.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Chamber of Commerce, Auckland.

(Telegram.)

Wellington, 2nd May, 1910.

YOUR telegram twenty-ninth, Vancouver service: Subsidy definitely offered for a call at Auckland by present steamers was twenty thousand pounds per annum, and strongest representations were made to Canada, Australia, and the Union Company. I have announced this in Parliament over and over again. When the contract which expired in July last year was running, the Australian authorities would not release the contractors from the call at Brisbane. Six months before expiry of contract I strongly urged Canada to allow Auckland to be substituted for Brisbane, and had reason to suppose



that such an arrangement would be agreed to; but the contract was renewed for a year on the old basis expiring in July next. At the beginning of the present year I again strongly represented the matter, and had still more reason to believe that we would be successful in securing the Auckland call, but, as already stated, without success. In addition to this, Government intimated the willingness of the Dominion to join with the British and Canadian Governments to the extent of seventy-five thousand pounds a year for a fast fortnightly steamer service from Vancouver to New Zealand, touching at Honolulu and Fiji. I am still of opinion that the latter is the proper service for New Zealand, as if we are to pay a subsidy of even thirty-four thousand pounds it is only reasonable that the terminal port of the steamers should be in New Zealand. I note your suggestion as to Brisbane being the only port of call in Australia, steamers running from Fiji to Auckland, thence to Brisbane. There is a factor you probably did not take into full consideration. While the Vancouver route would be of importance to New Zealand for British mails, so far as Australia is concerned the route is to a great extent a trade one, so that there is probably a good deal more than sentiment for the desire to retain Brisbane as first and last port of call, and that a call at Auckland on the lines you suggest would be regarded not from the point of view of delaying mails for three days, but as being adverse to the trade between Queensland, Fiji, and Canada. I regret I cannot see my way to give effect to your proposal that Brisbane should be the one and only port of call in Australia. This is asking me to suggest to the Federal Government that Sydney should be left out. On the face of it this would obviously meet with a definite refusal, and would be looked upon as rather presumptuous on my part to suggest to the Federal Government that they leave out of a mail and trade route the port that has been the chief centre for so many years. Nor can I agree with your suggestion that we should offer to pay more and Australia less, as the great benefits of the service, as far as its terminal business is concerned, would of course go to Australia, and it would not, in my opinion, be defensible from a business point of view to offer to assume a portion of what should be the Australian subsidy for the carrying-out of valuable services rendered to them. I am, however, awaiting final confirmation from Melbourne of the decision to renew the present arrangement for one year: and if the decision is still adverse to New Zealand, my Government will have to seriously consider the question of establishing a service of its own. I am of opinion that a good service could be secured for considerably less than the one hundred thousand pounds you mention, to say nothing of the fact that if Auckland were the terminal port a considerable portion of the subsidy would be spent in this Dominion instead of in Australia.

[Van. Misc. 10/96.]

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### No. 85.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 2nd May, 1910.

I THANK you for your telegram of even date. My Chamber appreciates your thorough and earnest attention to its representations. My suggestion with respect to payment by New Zealand of thirty-four thousand was for establishment three-weekly Vancouver, commencing with new contract July, and calling at Auckland. We are quite in accord with you in respect of your offer of twenty thousand for present sailings, with call at Auckland. What we submit is as follows:—

(1.) The Government should without delay establish vastly improved and rapid mail connection with America *en route* to London.

(2.) In view probable early renewal by Commonwealth and Canada of present Vancouver service, current contract for which expires July, opportunity occurs by bringing pressure to bear on both Governments to include Auckland port of call, and thus establish New Zealand connection, preferably three-weekly sailings as suggested by my Chamber, at subsidy from New Zealand of thirty-four thousand (which you admit would be cheap), or for present sailings with Auckland call twenty thousand; the former sum is not too much.

Even in view lower subsidy by Australia for service that would be supplied, fact that Australia is not dependent, owing Suez-London connection thirty-one days, as we are, on Pacific service, accounts for her refusal to any heavy subsidy for such. We are glad to note that final decision from Melbourne in respect to present negotiations is not yet announced. Pending same we urge you to renew both to Sir James Mills (who we are advised will be in Melbourne until Thursday next) and also to Federal Government. Strongest possible representations acquiring this service commencing July will afford temporary relief, and will not in any way debar you from bringing forward next session proposals for your suggested "fast foreign" British-Canadian-New Zealand service. I can assure you to the latter my Chamber will extend its undivided support, bringing its influence to bear on all Canadian and British Chambers whose co-operation must be enlisted. The latter undoubtedly is service for which we must work. In connection with its subsidy, which may seem heavy, would be more than reimbursed. Brisbane suggestions in my last were made for your consideration. Your reply is noted. Kindly keep me informed of any fresh developments.

[Van. Misc. 10/99.]

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### No. 86.

[News Extract, 3rd May, 1910.]

(Telegram.)

Melbourne, 2nd May, 1910.

SIR JAMES MILLS, managing director of the Union Steam Ship Company of New Zealand, interviewed the Postmaster-General, Mr. Thomas, to-day, in reference to an extension of the Australian-Canadian mail contract. He suggested that the Union Company be allowed to substitute a steamer not so large

or fast as the ones at present employed. The Canadian Postmaster-General, however, objected to this. Sir James Mills added that he intended to visit Canada shortly, and would interview the Postmaster-General at Ottawa.

Mr. Thomas promised consideration of the proposals. If Canada's consent were obtained he would agree.

[H.I.B. p. 422.]

### No. 87.

The PRESIDENT, Chamber of Commerce, Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.  
STR,— Wellington Chamber of Commerce, Wellington, 4th May, 1910.

I have the honour, by request of the Council of this Chamber, to ask you to be good enough to allow me to place before you the views of the Chamber in reference to ocean mail-services.

This Chamber is strongly in favour of the maintenance of the existing arrangement for a weekly service to the United Kingdom *via* Sydney and Suez, and desires respectfully to protest against any suggestion for its abandonment. The cost of this service is moderate, and its regularity and reliability make it a valuable and satisfactory arrangement for the Dominion as a whole. No service at longer than weekly intervals would now take the place of this arrangement.

My Council further desires to say that if the Government contemplates the voting of additional subsidies for the improvement of the mail-services of the Dominion they could not, in the opinion of this Chamber, be better bestowed than on the direct lines of steamers which have for so many years carried on the trade of New Zealand with the Mother-country. It would be a great advantage if, in return for a reasonable subsidy, certain of the best of those steamers could be set apart as mail-steamers under responsibility to leave the port of departure and arrive at the port of destination on definite dates. It would also be feasible that arrangement should be made to shorten the passage to, say, thirty-six days, instead of forty or forty-two days. Such a service would be attractive to tourists and intending immigrants, as well as to shippers of cargo, and would constitute a good advertisement for the Dominion.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. C. TEWSLEY, President.

[P.O. 10/490(8).]

### No. 88.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 7th May, 1910.

IN respect to Wellington Chamber's representations *re* mail question, as reported in Press, my Chamber does not suggest the abandonment of the Suez route, but in relation thereto is in accord with your views, as expressed in your telegram of 28th ultimo, and would urge the adoption of your proposals in that connection. Wellington suggestion *re* proposed subsidy direct service is antiquated, and in view of your late declarations it would seem unnecessary to combat it. Anything fresh from Melbourne?

[Van. Misc. 10/107.]

### No. 89.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 9th May, 1910.

I NOTICE by Press Association cable that the Postmaster-General of the Commonwealth visits Sydney *re* question improve Vancouver service, with call here. My Chamber heartily thanks you for your effort in this direction, and trusts with negotiations present stage that you will leave no stone unturned to clinch the business. My Chamber is most anxious that the negotiations should be brought to a satisfactory conclusion, and I trust that the improved three-weekly service with Auckland call, as suggested by my Chamber, will with new contract in July become an established connection. Failing that, we look forward at least an extension to Auckland of the present service, thereby affording relief until time permits the inauguration of your "fast fortnightly."

[Van. Misc. 10/108.]

### No. 90.

The Right Hon. the PRIME MINISTER, Wellington, to the Hon. the PRIME MINISTER, Commonwealth of Australia, Melbourne.

(Telegram.)

Wellington, 11th May, 1910.

VANCOUVER mail service: On 22nd November last I wrote Mr. Deakin informing him that Canada was agreeable to participating in extension Canadian Australian mail contract for period of five years from 1st August next including Auckland as a port of call. My letter was acknowledged, and on reminding Mr. Deakin on 30th March last I was informed that the matter would receive attention. Position is that New Zealand is willing to join in subsidy to extent of twenty thousand pounds per annum if steamers are allowed to call at Auckland, and I trust that, as matters are so far advanced as to secure the promise of Canada to enter into a contract for five years, the Commonwealth will see its way to meet the desire of New Zealand by making Auckland a port of call. In view of possibility of an All-

red service, I am strongly of opinion that it is most desirable Commonwealth and New Zealand should work together to put present service on such a satisfactory footing that its substitution by an imperially subsidised scheme will be possible later on without difficulty. The addition to the subsidy as proposed by New Zealand would be a great incentive to the contractors to place two more vessels like the "Makura" in the service, which would then be one of the best-equipped in the Empire. With faster vessels the delay in delivery of American mails at Sydney by Auckland route would not, I think, exceed present time by one day, and would not interfere with commercial advantages of service, which would still, owing to Brisbane being terminal port of call, be entirely in favour of Commonwealth. Principal desire of New Zealand is to secure fast mail-route to England. My Government has been approached by reliable people with a view of establishing a service of our own; but I am very averse to this, as it would probably mean that two services, neither of them of the first class, would be running, whereas by combination a really up-to-date service should be possible. Another factor is that if New Zealand should be compelled to establish a service of her own, attitude of Canada might be very different from what it is at present moment. The time appears to be particularly opportune to secure cordial co-operation of Commonwealth, Canada, and New Zealand, and I trust the opportunity will not be allowed to pass by renewing present contract on present basis for another year.

[Vanc. Misc. 10/38.]

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No. 91.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Chamber of Commerce, Auckland.

(Telegram.)

Wellington, 11th May, 1910.

IN reply to your telegram of the 7th instant: You will readily understand that I really cannot be expected to take part in the controversy between the Auckland and Wellington Chambers of Commerce on the question of mail-service. The port of call I have named in my communication is Auckland. As soon as I am in a position to announce anything definite I will be only too happy to advise you.

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No. 92.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Chamber of Commerce, Auckland.

(Telegram.)

Wellington, 11th May, 1910.

I AM in receipt of your telegram of 9th May, for which I thank you. Much as I value your kind co-operation, it is not possible for me to keep up an official exchange of telegrams upon a matter that is under negotiation. In practice you will recognise that this is scarcely possible. I can only assure you that the matter is receiving the careful attention of the Government.

[Van. Misc. 10/110.]

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No. 93.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.

(Telegram.)

Auckland, 11th May, 1910.

MANY thanks for your thoughtful telegrams. I quite understand that you do not wish to be drawn into a controversy with the two Chambers: but, as you have stated that Auckland shall be the port of call—a decision no doubt due to its importance and geographical situation—we were anxious to thwart any move detrimental to the North and to the Dominion generally. We now anxiously await the consummation of the improved Vancouver service as advocated in our several telegrams, which proposals through you are evidently approved by the Federal Postmaster-General—*vide* to-night's cables [not printed].

[Van. Misc. 10/111.]

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No. 94.

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

SIR,—

General Post Office, Wellington, 23rd May, 1910.

I have the honour, by direction of the Postmaster-General, to refer to your letter of the 4th instant, expressing the opinion of your Chamber that the present weekly mail-service from New Zealand to the United Kingdom *via* Sydney and Suez should be continued, and that the direct lines of steamers should be subsidised for the conveyance of mails, the time taken in the journey being accelerated to, say, thirty-six days.

In reply, I am to inform you that the views of your Chamber have been noted. In regard to the acceleration of the service by the direct steamers, it does not appear, however, that a saving in the time of from four to six days is of sufficient importance to warrant the heavy subsidy which would no doubt be required.

I have, &c.,

The President, Wellington Chamber of Commerce, Wellington. D. ROBERTSON, Secretary.

[P.O. 10/490(8).]

## No. 95.

The Hon. the PRIME MINISTER, Melbourne, to the Right Hon. the PRIME MINISTER, Wellington.  
SIR.—  
Prime Minister's Office, Melbourne, 27th May, 1910.  
[Received 16th June.]

In acknowledging the receipt of your telegram of the 11th instant, relative to the Canadian-Australian mail contract, I have the honour to inform you that the extension of the present contract for one year from 1st August next had already been practically arranged at the time of the receipt of your message. This was consented to in order to allow time in which to make necessary arrangements for a better service by the Vancouver route.

The question of including a New Zealand port of call in any service to be arranged to come into operation after the 31st July, 1911, is now receiving the serious consideration of the Government, and you will be further advised on the subject as soon as a definite decision has been arrived at.

I have, &c.,

ANDREW FISHER.

The Right Hon. the Prime Minister of the Dominion of New Zealand, Wellington.  
[P.O. 10/379(4).]

## No. 96.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.  
(Telegram.) Wellington, 2nd June, 1910.

PRESS reports Canada calling alternative tenders Vancouver-Australian service. . . . Kindly reply stating routes advertised. . . .  
[Van. Misc. 10/71.]

## No. 97.

The Right Hon. the PRIME MINISTER, Wellington, to the Hon. the PRIME MINISTER of the Commonwealth of Australia, Melbourne.

(Telegram.)

Wellington, 14th June, 1910.

VANCOUVER mail-service: On eleventh ultimo I telegraphed urging that the Commonwealth should fall in with the proposal to allow the Vancouver steamers to call at Auckland as from the beginning of August, but so far I have not received a reply from you. I trust I shall not appear to be too insistent, but, as my first letter to your predecessor was sent as far back as November last, and as nothing beyond acknowledgements has been received, I should be glad if you could favour me with a definite reply. I indicated in my telegram that if the Commonwealth could not see its way to meet New Zealand it would be necessary for this Dominion to consider about arranging a service of its own; but, as I pointed out, this would be undesirable, as it would probably mean two services not of the first class instead of a combined up-to-date service. Not having heard anything officially from you, I am at a loss to know what is the present position of the matter. In any case I understand both Canada and the contractors would still be agreeable to the Auckland call being arranged from August.

[Van. Misc. 10/114.]

## No. 98.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.  
(Telegram.) Ottawa, 18th June, 1910.

FOUR alternatives asked: Vancouver-Sydney, as now; second, Vancouver-Melbourne, *via* Auckland-Sydney; third, Vancouver-Brisbane, *via* Auckland-Sydney; fourth provides sailing Vancouver to such ports hereinbefore mentioned as may be specified by tenderers. Inform Holdsworth. Mailing form.

[Van. Misc. 10/115.]

## No. 99.

[News Extract, 20th June, 1910.]

(Telegram.)

Melbourne, 19th June, 1910.

SIR WILFRID LAURIER, the Canadian Prime Minister, has cabled the Commonwealth Postmaster-General, Mr. Josiah Thomas, as follows:—

“I would be glad if your Government would consent to call at New Zealand both ways on the Canadian mail-service, the call to commence forthwith.”

Strong representations have been made to the Government of Canada in the interests of mail and passenger traffic, and it is understood that the Government of New Zealand is willing to contribute.

Mr. Thomas is not inclined to interfere with the present service, but has cabled to Canada for further information.

[H.I.B. p. 417.]

## No. 100.

[News Extract, 23rd June, 1910.]

(Telegram.)

Melbourne, 22nd June, 1910.

THE Federal Government has informed Canada that it regrets that it is unable to agree to a New Zealand port of call during the existing Vancouver contracts, as recently proposed by Sir Wilfrid Laurier.

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## No. 101.

The Hon. the PRIME MINISTER, Commonwealth of Australia, Melbourne, to the Right Hon. the PRIME MINISTER, Wellington.

(Telegram.)

Melbourne, 25th June, 1910.

YOUR telegram 14th June and previous correspondence, Vancouver mail-service: Commonwealth of Australia regrets does not see way to agree to inclusion of New Zealand during currency of the existing contract. Question of including New Zealand in any new contract service in question after August, 1911, is still under consideration.

[P.O. 10/379(4).]

## THE PROPOSED ALL-RED ROUTE.

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## No. 102.

[News Extract, 13th November, 1909.]

(Telegram.)

London, 12th November, 1909.

REFERRING to Blacksod Bay (a natural harbour on the west coast of Ireland that has been proposed as the port of call for the projected All-Red Transatlantic service) the *Standard* states that the Government has decided to grant £135,000 towards linking-up Blacksod Bay with the Irish railway system, by means of a line to Collooney (on the Sligo, Leitrim, and Northern Counties Railway).

[H.I.B., p. 367.]

# PROPOSED TRANS-ANDINE ROUTE.

## No. 103.

[News Extract, 16th March, 1910.]

### THE TRANS-ANDINE RAILWAY.

(Telegram.)

Melbourne, 15th March, 1910.

THE Federal Postal Department is considering a Colonial Office despatch dealing with the question of the opening of the Trans-Andine Railway, and suggesting a shorter mail route between Australia and England. It is estimated mails from England could be landed in Sydney in twenty-seven days.

[P.O. 10/1213.]

## No. 104.

### PROPOSED TRANS-ANDINE ROUTE FOR NEW ZEALAND—UNITED KINGDOM MAILS—DISTANCES AND TIMES.

		Days.	hours.
Wellington to Valparaiso (5,080 miles) .. ..	at 14 knots =	15	3
	at 15 „ =	14	3
	at 16 „ =	13	5½
Plymouth to Monte Video (5,900 miles) .. ..	at 16 knots =	15	9
	at 18 „ =	13	16
	at 20 „ =	12	7
Melbourne to Valparaiso (6,740 miles) .. ..	at 14 knots =	20	1
	at 16 „ =	17	13
	at 18 „ =	15	14
	at 20 „ =	14	1
From Valparaiso to Buenos Aires by train .. ..		1	11
Wellington to Vancouver (6,660 miles) .. ..	at 14 knots =	20	0
	at 15 „ =	18	12
	at 16 „ =	17	8

[P.O. 10/1213.]

## No. 105.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. R. H. J. REEVES, M.L.C., Nelson.

SIR,—

General Post Office, Wellington, 12th April, 1910.

I have the honour to refer to the proposal put forth in the attached letter [not printed] to you from Mr. L. G. Reeves for establishing a mail-service between Australia and England by way of the Trans-Andes Railway between Valparaiso and Buenos Aires.

I have gone carefully into this matter, and cannot understand why it should be reported that the route would be a short one to New Zealand and Australia. The distance between Wellington and Valparaiso is 5,080 miles and between Monte Video and Plymouth 5,900 miles. The whole of the 5,080 miles between Wellington and Valparaiso would require to be run without stoppage, which would mean that a very large supply of coal would require to be carried. This would to a large extent prevent the use of fast steamers.

The time occupied by railway between Valparaiso and Monte Video, the Governments concerned hope, will be thirty-five hours. Allowing fifteen hours at each end for transhipment, &c., the land journey may be set down at nearly three days.

A fourteen-knot service between Wellington and Valparaiso would occupy fifteen days three hours, and the railway journey three days. At present the course of post between London and Monte Video is twenty-one days, and I understand fairly good steamers are running. This would mean between thirty-nine or forty days for the through journey. If the speed between Wellington and Valparaiso were accelerated to fifteen knots, the through journey would be done in about thirty-eight days. (For the voyage Auckland to Valparaiso add 140 miles, or nine hours.)

Comparing the trans-Andes service with the present direct service, it will be found that the total sea-mileage between Wellington and Plymouth *via* Cape Horn is 11,860 miles. The distance from Wellington to Valparaiso and from Monte Video to Plymouth together is 10,980 miles. Add three days, equivalent to the time taken to cross the South American Continent, and it will be found that a service by the direct route *via* Cape Horn could be performed in equally good (or in even better) time under almost any circumstances, without the heavy cost of a railway journey.

Comparing the trans-Andes route with the All-Red route, it is found that a fourteen knot voyage from Wellington to Vancouver *via* Suva and Honolulu would, including stoppages, occupy twenty-one days. The time between Vancouver and London under the new time-table may be set down at eleven days. The time, therefore, with a fourteen-knot steamer on the Pacific, would be thirty-two days *via* Vancouver as against thirty-nine by the trans-Andes route.

Apparently the promoters of the trans-Andes service have reckoned on twenty-knot steamers running on the Atlantic and the Pacific. Even at this speed I cannot see how mails from England could be landed at Sydney in twenty-seven days. The time would be nearer thirty days. In any case, twenty-knot steamers are practically out of the question on an unbroken run of 5,080 miles.

On the whole, there seems to be no present object to be gained in considering the proposed new route from a mail-service point of view, and I am not aware that there is any trade reason for heavily subsidising a steamship line from Wellington to Valparaiso. I estimate that the subsidy required for such a service would be at least £60,000 per annum.

I have, &c.,

J. G. WARD, Postmaster-General.

The Hon. R. H. J. Reeves, M.L.C., Nelson.

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