

have caught the Overland Limited, and the expense was extremely small. I got the tug company to charge only the Spreckels's rate. During the winter we shall probably have to use tugs or lose the morning connection. When the season advances the earlier rising of the sun will permit the quarantine officers to visit the steamers earlier, so that the mails can get to the wharf at a better hour, but probably for the two next vessels we shall have to use the tugs.

Everything is being done that can possibly be thought of to expedite the San Francisco connection, and I sincerely hope that in the future things will go better.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/20—22.]

[Acknowledged 4th February, 1911.]

### No. 62.

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

SIR,— Resident Agency for New Zealand, San Francisco, 11th January, 1911.

I am in receipt of your letter of the 12th December [not printed], which came to hand by the "Aorangi." This vessel was a little late in anchoring, but in time for the quarantine, so no harm was done. I have had a deal of correspondence with the quarantine officials here, and they have faithfully promised to do everything in their power to avoid delays. It is, however, rather unfortunate that the time-table of the Japanese liners is so arranged that they get here on the same day as the New Zealand boats, and as the Japanese vessels are very fast they can be depended upon to get here first and take the first call of the quarantine officials. The Health officers only board between sunrise and sunset, so at this season it is after 7 o'clock when the vessels get the first turn. This, however, is getting earlier every day, and next month we will get at least half an hour better time. I got your cabled authority to employ a tug, and it is fortunate that you cabled me, or we would not have made this connection. I was determined to find out where the delay was, so got up at 6 o'clock and went out in the tug, and personally saw to the transfer of the mails. Fortunately I took off the foreman of the dock and a gang of longshoremen, and by smart work on their part just managed, with the able assistance of Mr. Cooper of the Post office, to catch the Overland Limited, which connected with the Twentieth Century Limited out of Chicago. That train, however, would only take the *letter* portion of the mail. It took about two years constant correspondence, together with the assistance of the Washington authorities and a personal visit to Chicago, to get even the concession of carrying the letter mail. . . . The books and newspapers can go on to New York by the Lake Shore Limited train, which leaves about three hours after the Twentieth Century, and reaches New York about eight hours later than that train. But I thought it best, at any rate, to get a concession for the most valuable portion of the mails, so it may occur at any time that the mails go across the Atlantic on two different steamers; and if it does occur, you will understand the reason.

I am very sorry that I made that slip about the arrival at New York of the 6.40 p.m. train from here, as I see that it quite mystified you. When I speak of hours of departure of trains or arrivals by cable, it will, of course, mean the hours only, and not the minutes. Thus, "6 p.m." means "6.40 p.m." and "10 a.m." means "10.40 a.m." Now, there is another train leaving here for the east, which leaves at 9 p.m. This train overtakes the train leaving at 6.40 p.m., so we can get about two hours and twenty minutes margin in case vessels get here on Thursday afternoon, but until the sun sets later—say, at 7 p.m., which it does in summer—the later train is not of much use to us.

I think we may have to use the tug again, perhaps once or twice, before the days lengthen. I would therefore point out to you that I had better be put in further funds. Another £100 will soon be required.

The English portion of the mails arrived here yesterday, so it would look as if the "Aorangi" will get away without delay. The "Maitai's" mails arrived at Southampton on the 23rd December (four days behind schedule). The reason these mails did not get to New York on Wednesday I cannot yet find out. They left Chicago at 8.25 a.m. on Tuesday, 13th, and should have been in New York at 7.55 a.m. Wednesday.

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I have, &c.,

H. STEPHENSON SMITH.

The Secretary, General Post Office, Wellington, New Zealand.

[U.S. Inc. 11/9—10.]

### No. 63.

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

Wellington, 12th January, 1911.

(Telegram.)  
Did "Aorangi's" mails connect Cunard?

[Wn.—S.F. 11/14.]