

other conditions preventing the completion of the loading of perishable cargo within that time, the vessels are allowed to extend their stay at that place to not more than thirty hours, calculated from the time of arrival in the roadstead, such extension of time in excess of nine hours to be in addition to the limit of time specified for the conveyance of mails from San Francisco to Wellington. Hitherto the contractors have not required to leave behind cargo from Rarotonga for San Francisco through want of space, if they have been advised of the requirements before the steamer left Wellington, with the exception of one voyage in November last, when the industrial trouble upset arrangements. I am assured that there is no difficulty in regard to space for shipment to San Francisco to the full extent of what can be handled in the roadstead in the time available at Rarotonga, provided, as I have said, requirements are known before the steamer leaves Wellington. In the opposite direction there has always been plenty of space available in the contract vessels coming to New Zealand. The practice is for the mail contractors' agent at Rarotonga to advise the agent at Papeete of the east-going ship what cargo will be shipped by the west-going ship, and space is protected accordingly. This is the only practicable way to work the business in the absence of wireless telegraph or cable communication.

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#### No. 4.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 28th October, 1914.

SIR,—

Our representative at Rarotonga asks for instructions as to the application of clause 20. He states that the Collector of Customs refused to grant clearance to the "Maitai" last trip until the thirty hours from time of arrival had elapsed. The weather was very bad, but eventually the master decided to remain a little longer than the thirty hours in order to complete the loading of perishable cargo, so that the refusal of the clearance did not really matter on that occasion. We would, however, like it to be understood at Rarotonga that while the contract permits us to let the steamer remain at Rarotonga thirty hours, it was not intended that she should be detained there by the local officials if we considered it of no advantage to remain and decided to take the responsibility of proceeding without more loss of time. Presumably this is your own view, and if so we shall be pleased if you will communicate with the local authorities at Rarotonga in order to have the question clearly understood.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

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#### No. 5.

The ASSISTANT SECRETARY, General Post Office, Wellington, to the COMPTROLLER OF CUSTOMS, Wellington.

(Memorandum.)

General Post Office, Wellington, 4th November, 1914.

I ATTACH copy of a letter [No. 4] from the General Manager of the Union Steam Ship Company in regard to the detention of the San Francisco mail-steamer "Maitai" at Rarotonga on her last trip until after thirty hours from the time of arrival. The provision in clause 20 of the contract for the service, to which reference is made by the company, is as follows:—

"It is understood that the time available for the loading of cargo at Rarotonga for Wellington will usually be not more than nine hours; but in the event of unfavourable weather or other conditions preventing the completion of the loading of perishable cargo within that time, the vessels shall be allowed to extend their stay at that port to not more than thirty hours calculated as from the time of arrival in the roadstead, such extension of time in excess of nine hours to be in addition to the limit of time herein specified for the conveyance of the mails from San Francisco to Wellington."

It was not intended by this Department that there should be any compulsion on the company in regard to the duration of the stay at Rarotonga, but that the company should be permitted to extend the stay up to thirty hours if they considered it necessary. I should be glad if you would issue the necessary instructions to your local officer.

The Comptroller of Customs, Wellington.

F. V. WATERS,  
Assistant Secretary.

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#### No. 6.

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

(Telegram.)

San Francisco, 6th January, 1915.

"ARABIC'S" important mails erroneously switched via Vancouver. Am recalling. Requested "Moana" delay until Sunday. Advise.