

Railway steamer leaving at 5.30 p.m. for Seattle they would connect with the Canadian Pacific Railway train No. 23, leaving Seattle at 11.25 p.m., with delivery made at New York at 4 o'clock on the morning of the fifth day following date of departure from Seattle. I am in rather a quandary as to using this route, however, as I find that train No. 23 cannot always be depended upon to leave Seattle at 11.25 p.m., as it sometimes happens that this train is six or eight hours *ahead* of the schedule. It carries mail and express only, and in case of the arrival at Seattle from the Orient of consignments of silk for New York per Nippon Yusen Kaisha or Great Northern Steamship lines this train is liable to leave Seattle anywhere between 4 p.m. and 10 p.m.

Under these circumstances it would appear advisable to continue the routing of these mails overland via Canadian Pacific Railway as at present, but I would like to have your comment on the situation.

I have, &c.,

J. O. MacLEOD, Superintendent.

J. C. Irons, Esq., General Agent, Canadian-Australian Line, Vancouver, B.C.

Enclosure 2 in No. 66.

The GENERAL AGENT, Canadian-Australian Line, Vancouver, to the SUPERINTENDENT, Railway Mail-service, Vancouver.

SIR,—

Vancouver, 11th January, 1915.

I am in receipt of your letter of the 9th instant, and am pleased to note therefrom that you now have authority to route New Zealand mails arriving by our vessels for United Kingdom by whichever rail-line furnishes the quickest route.

It seems to me the uncertainty of the connection at Seattle will necessitate leaving the question of routing the mails in abeyance until shortly before they reach Victoria. If it is found the mail can make connection at Seattle then we can arrange discharge at Victoria; but if, on the other hand, it is found equal or better service can be given by routing through the port of Vancouver, then discharge at Vancouver will be arranged. We will look for your advice prior to the arrival of the steamers at Victoria.

I have, &c.,

J. C. IRONS,

General Agent, Canadian-Australian Line.

J. O. MacLeod, Esq., Superintendent, Railway Mail-service, Vancouver, B.C.

[Read here No. 31.]

[Read here No. 38.]

No. 67.

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

(Telegram.)

Auckland, 21st March, 1915.

OWING mishap "Niagara" machinery she may possibly be a little late in leaving.

[Due date of departure, 23rd March, 1915.]

No. 68.

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

(Telegram.)

Auckland, 22nd March, 1915.

OWING mishap "Niagara" regret unable leave here until 10 a.m. Friday [26th March].

No. 69.

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

SIR,—

General Post Office, Wellington, 26th March, 1915.

In reference to the delay in the despatch of the R.M.S. "Niagara" from Auckland to Vancouver this week, I have the honour to inform you that as the delay was due to a cause altogether beyond your company's control the Postmaster-General has directed that no deduction is to be made from the subsidy in consideration of the late departure.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

[Acknowledged 8th April, 1915.]

[P. & T. 36/11.]

[Read here No. 41.]