

1915.
NEW ZEALAND.

OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6, presented on the 5th August, 1914.]

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

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SAN FRANCISCO SERVICE.

WELLINGTON - RAROTONGA - TAHITI - SAN FRANCISCO.

No. 1.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Dunedin, 10th August, 1914.

WITHDRAWAL two steamers from Frisco service necessitates revision trans-Pacific services. And having in view announcement that, owing some uncertainty Suez, New Zealand mails will be received and despatched trans-Pacific, you are no doubt anxious have our proposals, which are as follows: Propose replace "Willochra" by "Maitai." But as will be necessary dock latter before sailing, and owing other engagements no dock available till next week, cannot despatch before 20th August to reach San Francisco 9th September. Propose employ "Marama," "Maitai," "Moana" San Francisco, providing four-weekly service, and maintain four-weekly Vancouver service by driving "Niagara," "Makura" 16-knot time-table. This necessitates varying sailing-dates, chiefly on account of the different speeds two services. If approved following would be sailing-dates from Wellington to San Francisco: 20th August, 17th September, 15th October, 12th November.

Auckland to Vancouver: In order get ships into position "Makura" would have to be postponed till 8th September from Auckland, followed by "Niagara" 6th October, thereafter four-weekly, these steamers alternating. From Frisco dates sailings would be 16th September, 14th October, 11th November; and from Vancouver 30th September, 28th October, 25th November. Steamers' sailings are contingent on getting cover against war risk, which we are doing our best secure. So far successful with "Niagara" only.

[This proposal was approved by the Postmaster-General on the 12th August, 1914.]

[P. & T. 80/16.]

No. 2

The Hon. the MINISTER OF AGRICULTURE, INDUSTRIES, AND COMMERCE, Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Department of Agriculture, Industries, and Commerce,

Wellington, 12th September, 1914.

(Memorandum.)

I BEG to inform you that my Department will pay half the subsidy of £25,000 for the San Francisco mail-service, and provision has been made on my estimates accordingly.

W. F. MASSEY.

Minister of Agriculture and of Industries and Commerce.

The Hon. the Postmaster-General, Wellington.

[P. & T. 36/20.]

No. 3.

[House of Representatives, 7th October, 1914.]

SAN FRANCISCO SERVICE: CARGO FROM RAROTONGA.

MR. GLOVER (Auckland Central) asked the Postmaster-General, What has been done to ensure the carrying of cargo from Rarotonga to San Francisco and from Rarotonga to Auckland by the mail-steamers, instead of leaving it optional with the Union Company as to whether or when they shall take cargo.

The Hon. Mr. R. H. RHODES (Postmaster-General) replied, The San Francisco mail-service contract which has just been concluded with the Union Steam Ship Company provides for the conveyance of mails between New Zealand and San Francisco within 505 hours, this time to be calculated from the time appointed for the departure of the mail. Nine hours is provided for the loading of cargo at Rarotonga for Wellington; but in the event of unfavourable weather or

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.

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.

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.

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.

No. 7.

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

(Telegram.)

Wellington, 7th January, 1915.

RESIDENT Agent, San Francisco, telegraphs that White Star line's important mails erroneously switched via Vancouver. He is recalling them, and has suggested "Moana" delay sailing until Sunday. Please say whether your company would be prepared to delay sailing of "Moana" for, say, ninety-six hours, and, if so, under what conditions. Kindly reply urgent.

No. 8.

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

(Telegram.)

Dunedin, 7th January, 1915.

YOUR telegram received. Willing detain "Moana" in terms clause 15 contract: £5 per hour after first six hours. Shall we do so?

[Detention and terms agreed to, 7th January.]

No. 9.

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

(Telegram.)

Dunedin, 7th January, 1915.

YOUR telegram received. Have cabled agents to hold "Moana" for British mails. Agents just cabled that mails diverted St. Paul to Seattle due San Francisco Friday evening.

No. 10.

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

(Telegram.)

Wellington, 7th January, 1915.

COMPANY holds "Moana" Friday. When mails expected reach San Francisco?

No. 11.

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

(Telegram.)

San Francisco, 7th January, 1915.

MAILS stopped, diverted, due Friday night. Holding "Moana."

No. 12.

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

SIR,— Resident Agency for New Zealand, San Francisco, 7th January, 1915.

I have the honour to report that, as a consequence of the late arrival at New York of the s.s. "Arabic" conveying the British mails for New Zealand, I was compelled to serve notice (copy enclosed) upon the agents of the Union Steam Ship Company in this city requesting a detention of the R.M.S. "Moana" until 7th January.

On the morning of the 6th instant, however, I received advices from the United States Railway Mail-service that these mails had erroneously been diverted at Chicago and sent to St. Paul *en route* to Vancouver, B.C. There being no despatch from that city until the 20th January I used every effort to locate and recall the mails. I served verbal notice upon the steamship company to hold the "Moana" till even as late as Sunday morning if necessary, and cabled you of my action.

On Wednesday afternoon we ascertained that the mails were on the Great Northern train between St. Paul and Seattle, and had them sent to San Francisco by first possible opportunity. The mails are now due at this port on Friday night. I therefore served the Union Company with a written request for a further detention until Friday night (copy enclosed) in order to secure the connection, and cabled you accordingly.

I have this morning your cable advising me that the Union Company holds steamer until Friday. That is nothing more than what the contract provides, if my records are correct. Under the authority of instructions contained in your letter of the 6th November [No. 47, F.—6, 1913],

if not subsequently rescinded, I hold that I have the authority, under exceptional circumstances such as now related, to detain the contract steamers even four days when required. If there has been any modification of these instructions I should be at once advised, as it must be apparent to the Department by this incident alone that such power is absolutely necessary if proper connections are to be assured. My cable therefore to you was more for information and confirmation. The mails ex "Arabic" in this case consisted approximately of three hundred bags, and being the last despatch from Europe, probably is the most important portion of the whole mail.

The question of the responsibility for this serious error at Chicago will form the subject of an official communication to Washington as soon as the data are supplied by the United States Railway Mail-service Department.

The entire Atlantic service, by reason of the war and the winter season, is badly demoralized. The use of none but slow vessels is obtainable, and there is a comparatively infrequent service. The mails which arrived here by the R.M.S. "Maitai" at midnight on the 3rd December did not leave New York until the 12th, going forward upon the "St. Paul" (a slow vessel), and only reached Liverpool on the 20th, some seven days late. The "Moana's" mails arrived here on the 31st December, and left New York for Europe on the 4th January by the "Minneapolis" (another slow boat), so another quite late delivery may be expected.

I trust that I may be informed that my position in this case is the correct one, and that my actions will receive the approval of the Department.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 12.

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the AGENTS, Union Steam Ship Company, San Francisco.

GENTLEMEN.— Resident Agency for New Zealand, San Francisco, 4th January, 1915.

I have the honour to inform you that, owing to the late arrival at New York of the s.s. "Arabic" conveying the last portion of the European mails destined to the Dominion of New Zealand, it will be necessary to detain the R.M.S. "Moana" until such hour on Thursday, the 7th January, as will assure a connection with the Southern Pacific mail-train from New York due on that date.

This notice is given under the provisions of the existing contract for the conveyance of mails from this city to the Dominion of New Zealand (clause No. 15), and subsequent arrangements entered into between the Union Steam Ship Company and the Dominion Government pertaining to this matter.

I will duly advise you later as to the progress of the train referred to, and also as to the precise hour on the 7th at which the mails will be ready to depart.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

Messrs. Hind, Rolph, and Co., Agents for the Union Steam Ship Company of New Zealand (Limited), San Francisco.

Enclosure 2 in No. 12.

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the AGENTS, Union Steam Ship Company, San Francisco.

GENTLEMEN.— Resident Agency for New Zealand, San Francisco, 6th January, 1915.

Reverting to my communication of the 4th instant in reference to the above subject, wherein I requested the detention of this vessel until the 7th instant in order to effect a connection for the British Australasian mails in transit from New York, I have now the honour to inform you that later advices from the transportation companies indicate that the entire mails ex s.s. "Arabic" have erroneously been switched at Chicago to St. Paul, with the undoubted intention of making a connection at Vancouver, B.C., with the next steamer of your line scheduled to leave that port on the 20th January.

Immediately upon receipt of this information steps were taken by telegraph to locate and arrest these mails and divert them to this city. I am just in receipt of advices that this object has been attained, and that the mails have been sent from St. Paul to Seattle where they will connect with the Shasta Limited, and will be due in this city on Friday evening, the 8th instant.

Therefore I regret the necessity of requesting a further delay of the R.M.S. "Moana" until the arrival of the train referred to, thus to make a connection for these important mails. This request is made under the provisions of the existing contract between the Dominion Government and your company, supplemented by subsequent authority vested in me by the said Government.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

Messrs. Hind, Rolph, and Co., Agents for the Union Steam Ship Company of New Zealand (Limited), San Francisco.

No. 13.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 8th January, 1915.

I have the honour to further report that in consequence of the action of the despatching officer of the U.S. Railway Mail-service at Seattle in retaining over one-half of the belated English mails for the Dominion ex "Arabic" until a following train for San Francisco, I was compelled to serve the Union Steam Ship Company's agency in this city with a further notice of detention (copy enclosed) until the arrival of the second train from Seattle, due Saturday morning at 7.30.

I sincerely trust that the steamer will be able to depart promptly upon arrival of this later train.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

Enclosure in No. 13.

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the AGENTS, Union Steam Ship Company, San Francisco.

GENTLEMEN,—

Resident Agency for New Zealand, San Francisco, 7th January, 1915.

I am just in receipt of advices from the Railway Mail-service officials to the effect that through an error committed by the officer in charge at Seattle the overdue mails destined for the Dominion have been sent forward from Seattle in two portions, the latter portion consisting of 170 sacks being retained for a following train, thereby missing the connection this afternoon at Portland with the Shasta Limited, whereby it will not reach this city until 7.30 on Saturday morning.

Therefore with much regret I must ask you to further delay the sailing of the R.M.S. "Moana" until a connection can be made with the second half of the British mails on Saturday morning.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

Messrs. Hind, Rolph, and Co., Agents for the Union Steam Ship Company of New Zealand (Limited), San Francisco.

No. 14.

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

(Telegram.)

Dunedin, 9th January, 1915.

FRISCO agent advises "Moana" mails arrive Saturday morning.

No. 15.

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

(Telegram.)

San Francisco, 27th January, 1915.

"MARAMA" arrived. Got ashore entering the port, but got off: damage not yet ascertained. Further particulars will follow. Will dock to-morrow night.

[General Manager, U.S.S.Co., Dunedin, informed 29th January.]

No. 16.

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

(Telegram.)

Dunedin, 29th January, 1915.

THANKS for wire re "Marama." Our advices appear indicate vessel not seriously damaged, but will advise you after result her examination in dock.

No. 17.

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

(Telegram.)

San Francisco, 29th January, 1915.

"MARAMA": Temporary repairs will delay four days. If permanent repairs ordered I propose send mails Vancouver. Instruct.

No. 18.

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

(Telegram.)

Wellington, 1st February, 1915.

RESIDENT Agent, San Francisco, telegraphs: " 'Marama': Temporary repairs will delay four days. If permanent ordered I propose sending mails Vancouver. Instruct." "Marama" due leave San Francisco 3rd February, and "Niagara" to leave Vancouver 17th February. Therefore if repairs will occupy only four days it would be better to keep mails for "Marama" at San Francisco. I shall be glad to know whether you have any information about length of time repairs will take, so that Department may be able to arrive at decision as to disposal of mails.

No. 19.

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

(Telegram.)

Dunedin, 1st February, 1915.

YOUR telegram received. Our agents just cabled that examination "Marama" in dock shows damage so extensive that in our opinion advisable complete repairs there estimated occupy twenty-four days, working double shifts. Agents do not suggest temporary repairs, but we reckon would occupy more than four days with risk that completion required this end might delay departure 1st April from Wellington. We are in communication with our agents, and will telegraph you as soon as decided what is best course.

No. 20.

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

(Telegram.)

Dunedin, 3rd February, 1915.

HAVE decided effect permanent repairs "Marama" San Francisco. Regret damage much greater than anticipated. Expect despatch from Frisco not later than 25th to Sydney direct, but will call Papeete if necessary relieve pressure on "Maitai." Should reach Sydney about 18th March to take time-table date.

No. 21.

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

(Telegram.)

Wellington, 3rd February, 1915.

SEND mails Vancouver.

No. 22.

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

(Telegram.)

Wellington, 3rd February, 1915.

HAVE instructed Resident Agent, San Francisco, to send "Marama's" mails by way of Vancouver. Public of New Zealand will, of course, be looking for mails via San Francisco on due date, and I propose to notify through newspapers that owing to repairs to "Marama" at San Francisco mails have been diverted by way of Vancouver, and consequently will not arrive in New Zealand until fifteen days after due date. Before doing so, however, I should like to have expression of opinion from you on the matter.

No. 23.

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

(Telegram.)

Dunedin, 4th February, 1915.

WE are informing Press owing "Marama" grounding slightly when entering Port San Francisco not ready sail 3rd, and mails are being forwarded via Vancouver, but that "Marama" will reach Sydney in time leave there 27th March as time-tabled.

No. 24.

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

SIR,—

General Post Office, Wellington, 4th February, 1915.

I have the honour to acknowledge the receipt of your letters of the 7th and 8th ultimo, regarding the detention of the "Moana" from the 6th to the 9th idem to enable her to bring on the English mail which arrived at New York by the "Arabic."

The action you took in the matter is approved. It was fully warranted by the authority of clause 15 of the contract and the letter to you from this office of the 6th November, 1912 [see No. 47, F.—6, 1913]. The San Francisco agents of the Union Steam Ship Company communicated by cable with their head office in this Dominion, which approved of the vessel being detained until the arrival of the English mail.

I should be glad to have a full report from you as to who was responsible for the diversion of the mails at Chicago to the Vancouver route, and for the further delay to portion of the mails at Seattle.

I have, &c.,

W. R. MORRIS, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,
311 California Street, San Francisco, Cal., U.S.A.

No. 25.

The ASSISTANT SECRETARY, General Post Office, Wellington, to the CLERK IN CHARGE, Cook Islands Administration Department, Wellington.

(Memorandum.)

General Post Office, Wellington, 5th February, 1915.

THE Comptroller of Customs informed me on the 5th November last [memorandum not printed] that he had referred to you my memorandum of the 4th idem [No. 5] on the subject of the refusal of the Collector of Customs at Rarotonga to grant a clearance to the San Francisco mail-steamer "Maitai" until thirty hours from the time of her arrival.

I shall be glad if you will give the earliest practicable instructions to the Collector that, in terms of the mail contract from which you have the extract, no compulsion is to be put upon the Union Steam Ship Company in regard to the duration of the stay of the San Francisco mail-steamer at Rarotonga.

J. C. WILLIAMSON

For Assistant Secretary.

The Clerk in Charge, Cook Islands Administration Department, Wellington.

No. 26.

The CLERK IN CHARGE, Cook Islands Administration Department, Wellington, to the SECRETARY, General Post Office, Wellington.

(Memorandum.)

Cook Islands Administration Department, Wellington,

9th February, 1915.

REFERRING to your memorandum of the 5th instant, instructions have been issued to the Resident Commissioner at Rarotonga asking him to give effect to your request in regard to the delay of mail-steamers at Rarotonga.

F. G. TWISS,

Clerk in Charge.

The Secretary, General Post Office, Wellington.

No. 27.

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

Resident Agency for New Zealand,

SIR,—

311 California Street, San Francisco, 10th February, 1915.

I have the honour to report, in confirmation of my telegrams [Nos. 15 and 17], that the R.M.S. "Marama" arrived at this port on the 27th January about 10 a.m., after being stranded early on that morning at Point Montara, some fifteen miles south of this port. The vessel was placed upon the dry dock on Friday, the 29th, when it was discovered that serious damage had been sustained, fracturing several plates as well as some frames, the double bottom alone having saved the vessel from a serious disaster. As the damage was of such a serious nature it was determined to undertake permanent repairs, delaying the departure from this port until the 24th February.

I therefore, after consulting with the steamship company and the postal authorities, instructed that the entire accumulation of through mails destined to the Dominion should be sent to Vancouver, B.C., for connection with the R.M.S. "Niagara" from that port, scheduled to sail on the 17th. These mails consisted of 804 sacks. They left this city on the 5th and 6th instant, and now are in Vancouver awaiting departure of the "Niagara."

As the Union Steam Ship Company proposes to despatch the "Marama" when repaired direct to Sydney only via Tahiti, there will not be any Dominion mails sent forward until the departure of the s.s. "Maitai" on the 4th March.

Regretting the serious disarrangement of the services as outlined,

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

Enclosure in No. 27.

The RESIDENT AGENT FOR NEW ZEALAND, SAN FRANCISCO, to the SUPERINTENDENT, Railway Mail-service, San Francisco.

Resident Agency for New Zealand,

311 California Street, San Francisco, 1st February, 1915.

SIR,—

On account of the disaster which lately befel the R.M.S. "Marama" it will be necessary to delay that vessel until the 25th February to effect repairs, and consequently it will be necessary to forward all mails addressed to the Dominion of New Zealand to Vancouver to connect with the steamer "Niagara," of the Union Steam Ship Company of New Zealand, from that port scheduled to sail therefrom on the 17th February. This will apply to the through mails already here, and also to those which arrived at New York yesterday by the s.s. "Arabic" and were sent forward from New York at 3.5 a.m. on the same day.

You are therefore authorized to forward all through mails destined to the Dominion of New Zealand from this city to Vancouver, B.C., to make the connection indicated. It will not, I think, be necessary to make an immediate transfer to the north, as there will be plenty of time to effect the connection, and it is possible, although most unlikely, that different instructions may be received from the Dominion Government to-day. If they are received you will be immediately advised.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Superintendent of the Railway Mail-service, San Francisco.

No. 28.

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

(Telegram.)

Dunedin, 19th February, 1915.

SAN FRANCISCO agents expect despatch "Marama" 24th Papeete-Sydney. Are you likely require call New Zealand with mails? If so, will endeavour arrange. Reply.

No. 29.

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

(Telegram.)

Wellington, 20th February, 1915.

ABOUT "Marama": What delay would result on her next outward voyage to San Francisco if she came to New Zealand on her way from Papeete to Sydney? That is an important consideration. What delay will mails for New Zealand suffer in the event of her going direct from Papeete to Sydney? Will reply immediately on receiving this information.

No 30.

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

(Telegram.)

Dunedin, 20th February, 1915.

If "Marama" sails 24th via Papeete Sydney direct, should reach Sydney 19th March; and if connected steamer that day for Wellington mails arrive 23rd. If called Auckland, should reach there 16th, Sydney 20th, leaving again 27th—due date. Have cabled Frisco inquiring whether certain can despatch 24th. Will wire you soon as they reply.

No. 31.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 22nd February, 1915.

SIR,—

Some time ago we wrote to you on the subject of mails arriving late in London though landed by our steamers on the Pacific coast quite up to time. For instance, I beg to refer to our letters of the 20th March [not printed] and 9th April, 1913 [see No. 1, F.—6, 1914]. I enclose an extract [not printed] from the *Otago Daily Times* of Wednesday last regarding the mails by the "Marama" which arrived in London eight days late, although, as a matter of fact, the "Marama" arrived in San Francisco on Wednesday morning, 27th January, half a day ahead of her due time. There have been quite a number of similar notices in the Press, and we fear they will give the public a wrong impression of irregularity of the steamer service to San Francisco. To remove this impression we will be very much obliged if you can arrange that when these mails arrive at Vancouver, or San Francisco, as the case may be, on time, this be mentioned in the notification to the public regarding their arrival in London.

I have, &c.,

R. MCK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Replied, 1st March, that it would be arranged as desired.]

[P. & T. 36/41.]

No. 32.

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

(Telegram.)

Dunedin, 22nd February, 1915.

FOLLOWING our telegram Saturday [No. 30], San Francisco agents confirm "Marama" sails 24th.

[P. & T. 36/20.]

No. 33.

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

(Telegram.)

Wellington, 22nd February, 1915.

"MARAMA" had better call at Auckland as avoiding a delay of several days in delivery of the mail and allowing her to leave Sydney again on time-table date.

No. 34.

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

(Telegram.)

Dunedin, 22nd February, 1915.

REFERRING your telegram this morning: Please arrange free harbour dues into and out of Auckland and we will instruct "Marama" call. Understood, of course, that she will thus earn subsidy for south-bound trip. Reply.

No. 35.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 23rd February, 1915.

I have the honour to forward for your information a communication received from the General Superintendent of the Railway Mail-service at Washington in connection with the serious delay occasioned to the mails for the Dominion for despatch by the R.M.S. "Moana" on the 6th January, 1915.

The explanation of this irregularity does not appeal to me as satisfactory. The dispensing with the services at Chicago of the entire office force on account of the inconvenience of office renovation does not seem to be in keeping with a business institution of the importance and magnitude of its operations. I have expressed my dissatisfaction in a communication (copy enclosed) sent in reply to the Superintendent's letter.

The measures, if any, adopted to prevent a recurrence of similar irregularities have not been disclosed, nor is any mention made of the financial loss to the Dominion Government by the forced delay of the R.M.S. "Moana" at this port.

I should be pleased to have your views upon this whole matter, and copy of correspondence had with Washington if any direct communication is made.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

Enclosure 1 in No. 35. □

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the GENERAL SUPERINTENDENT, Railway Mail-service, Washington.

Resident Agency for New Zealand,

SIR,— 311 California Street, San Francisco, Cal., 12th January, 1915.

I have the honour to report a serious delay in the transmission of the through mails destined to the Dominion of New Zealand from New York to San Francisco, on the 5th instant. This delay caused the detention at this port of the contract mail-steamer "Moana" for some forty-seven hours, and involved a demurrage payment to the steamship company from the New Zealand Government of 25 dollars an hour—say, from 1,175 dollars

The facts, as I have been enabled to gather them, are as follows: A shipment of mails comprising about 291 sacks arrived at New York per s.s. "Arabic" on the 4th January at 11 a.m. They were despatched westward by New York Central and Hudson River train No. 21 at 6.46 p.m. on the 4th January, arriving at Chicago at 5 p.m. on Monday, the 5th. They arrived at Chicago in ample time to connect with the evening trains for Omaha, but instead they appear to have been erroneously diverted at Chicago to St. Paul. Immediately upon receipt of advices of this action the officer in charge of the Railway Mail-service in this city caused a search to be made to locate the mails, and they were found to have been sent from St. Paul over the Great Northern or Northern Pacific line to Seattle. Orders were at once sent to Seattle to stop the mails and despatch them to this city by first possible opportunity. The despatching officer at Seattle, however, for some as-yet-unexplained reason, only forwarded some 120 sacks by train No. 511 on the Oregon and Washington line leaving at 9.30 a.m., holding some 170 sacks for train No. 569 of the same line leaving at 11.30 a.m. As a consequence, the latter and greater portion of the mails failed to connect at Portland with the Southern Pacific fast train at 3.50 p.m., and only made connection with train No. 13 at 8.15 p.m., thus causing an additional delay of about twelve hours at this port, the mails finally reaching San Francisco at 7.30 a.m. on the 9th January, the steamer sailing at 10 a.m. same day.

Perhaps I may be permitted to suggest as a preventive of similar errors in the future that general instructions be given the despatching officers at Chicago that all through mails destined to the Dominion of New Zealand arriving at Chicago within seventy-two hours after the date given in the printed monthly schedule issued by the Foreign Mail Department at Washington for the departure from San Francisco of steamers of the Union Steam Ship Company of New Zealand be forwarded to this city unless otherwise instructed by the San Francisco Department. The schedule of departures from the United States and Canada is arranged so as to leave at two weeks intervals, alternating between San Francisco and Vancouver. Therefore, there would be plenty of time to send them north to Vancouver if by any chance the San Francisco steamer had departed.

As the representative of the Dominion of New Zealand in this city, I have power under the contract with the Union Steam Ship Company of New Zealand to detain the steamers at this port forty-eight hours after advertised date of sailings, and am also empowered by special instructions (outside the contract) to detain the steamers under an emergency a longer period, so if circumstances warrant the exercise of my full authority there would not be any misconceptions at this port.

I also desire to take this opportunity of directing your attention to a matter which has on more than one occasion caused a few hours' delay at this port—viz., the west-bound mails arriving at Omaha from Chicago are rarely forwarded from Omaha by train No. 5, leaving at 9.15 a.m., and thus effecting a connection at Green River with train No. 1 on the Union Pacific line, which arrives here at 10.10 a.m., but are held at Omaha until the departure of No. 9, leaving at 1.30 p.m., arriving at San Francisco at 2.30 p.m., four hours and twenty minutes later. Would it be feasible to issue instructions to effect this change?

The delay to the through service on this occasion is of such serious proportions that I shall be called upon to make a full report to my Government. Therefore, you would confer a favour by putting me in a position to give a full explanation of the occurrences.

I regret very much putting you to so much trouble in this connection, as in my twenty-five years' experience the Railway Mail-service has strongly impressed me with its high state of efficiency. It is extremely rare that the through mails destined to the Dominion of New Zealand are not transported with the utmost intelligence and precision.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for Dominion of New Zealand.

A. H. Stephens, Esq., General Superintendent, Railway Mail-service, Washington, D.C.

Enclosure 2 in No. 35.

The GENERAL SUPERINTENDENT, Division of Railway Mail-service, Washington, to the RESIDENT AGENT FOR NEW ZEALAND, San Francisco.

Division of Railway Mail-service, Post Office Department,

SIR,— Second Assistant Postmaster-General, Washington, 12th February, 1915.

In further answer to your letter under date of the 12th January, reporting a delay in the transmission of the through mails destined to the Dominion of New Zealand from New York to San Francisco, despatched via New York and Chicago railway post-office train No. 21, leaving New York 6.46 p.m. 4th January, I beg to inform you that the matter has been made the subject of careful investigation.

This despatch represented a total of 680 sacks of foreign mail, of which 291 sacks were for New Zealand, the balance being for Canadian points, China, and Japan, the total being loaded in a through storage-car which was forwarded from Chicago, 5th January, via Chicago and Minneapolis R.P.O. train No. 57. Under ordinary conditions this mail could not reach San Francisco to connect with the "Moana," scheduled to sail 6th January. When the discovery was made that the mails for New Zealand had not been withdrawn from the storage car at Chicago, but had been forwarded through intact with the other mails for Canada, China, and Japan, the Superintendent of this service at Chicago telegraphed the Superintendent of the Railway Mail-service at St. Paul, Seattle, and San Francisco, giving them information in the hope that these mails could be intercepted at some point *en route* and forwarded to San Francisco with the least possible delay incident to holding the steamer. It has been explained that at the time of this occurrence the working-force in the office of the Superintendent, Railway Mail-service, Chicago—111—was completely disrupted; the rooms were being painted and cleaned, and the entire Railway Mail-service headquarters was practically put out of business, the clerks being permitted to go home, as they could not remain in the rooms without danger of contracting colds and otherwise becoming ill. The failure of a prompt and complete despatch of this mail from Seattle by first available train after its receipt at that point has been made the subject of appropriate action with those concerned.

The Department regrets very much the irregularity, and I am confident the investigations made in the case and the action taken in connection therewith will avoid the possibility of a recurrence.

I have, &c.,

A. H. STEPHENS,

General Superintendent.

Mr. H. Stephenson Smith, Resident Agent for Dominion of New Zealand,
No. 311 California Street, San Francisco, Cal.

Enclosure 3 in No. 35.

THE RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the GENERAL SUPERINTENDENT, Railway Mail-service, Washington.

SIR,— Resident Agency for New Zealand, San Francisco, 20th February, 1915.

I have the honour to acknowledge the receipt of your communication of the 12th instant in explanation of the above incident—namely, that on account of the renovation of the Chicago office at the time, the office force was relieved from duty, and the mails were permitted to proceed to St. Paul.

The explanation as above, looking at it even from a broad standpoint, does not appear to me, nor will it be, I anticipate, to my Government, entirely satisfactory, and does appear scarcely in keeping with the judgment and precision that have hitherto characterized the operations of the Railway Mail-service in connection with the transmission of the through mails for the Dominion in the past.

Even if it was known that the mails in question would not reach San Francisco until after the advertised date of departure, I presume you are aware that the Chicago office was informed by telegraph from here prior to the arrival of the mails at Chicago that they should come through to San Francisco, as the steamer was being held for them, and therefore it was reasonably to be expected that, if any doubt existed in the mind of the Chicago officials, they would have telegraphed to San Francisco. It has not been, I believe, the practice in the past to divert without instructions. The holding of the steamers at this port for belated mails has been customary for many years, and it would seem as if the Chicago office should have been conversant with this practice.

I sincerely trust that definite instructions have now been given to the Chicago officials somewhat in line with the suggestions contained in my report upon this matter in letter dated the 12th January, so that a recurrence of this serious delay may be prevented in future.

Regretting the necessity of this communication, and trusting to hear further from you in the near future,

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

A. H. Stephens, Esq., General Superintendent of the Railway Mail-service, Washington D.C.

No. 36.

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

(Telegram.)

Wellington, 23rd February, 1915.

"MARAMA" calling at Auckland: Am advised that vessel under the existing contract cannot be exempt from the payment of harbour dues at Auckland.

No. 37.

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

(Telegram.)

Dunedin, 24th February, 1915.

REFERRING your telegram yesterday afternoon: Have cabled instructions "Marama" call Wellington instead Auckland. Should arrive 16th or 17th, land mails, and proceed at once to reach Sydney 20th or 21st, and return on time-table date. Conclude this suit you.

[Replied, same day, arrangements satisfactory.]

No. 38.

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

SIR,—

General Post Office, Wellington, 16th March, 1915.

I have the honour to refer to the alterations in the time-tables of the San Francisco and Vancouver mail-services made soon after the commencement of the war [see No. 1], under which there are alternate periods of nine and nineteen days between successive sailings instead of a regular fortnight; and to inquire what steps your company proposes to take to revert to the former arrangement.

I have, &c.,

W. R. MORRIS, Secretary.

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

P. & T. 36/11.]

No. 39.

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

SIR,—

General Post Office, Wellington, 24th March, 1915.

I have the honour to acknowledge the receipt of your letter of the 23rd ultimo in reference to the delay in the transit across the United States of the mails for New Zealand which reached New York early in January last by the s.s. "Arabic."

It does not appear that anything further can be done. You have given the Railway Mail-service Division of the Post Office Department the aspect of the matter from the Dominion point of view. This Department does not propose to press the case in view of the last paragraph of Mr. Stephens's letter, where he says, "The Department regrets very much the irregularity, and I am confident the investigation made in the case and the action taken in connection therewith will avoid the possibility of a recurrence."

I have, &c.,

W. R. MORRIS, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,
311 California Street, San Francisco, Cal.

P. & T. 36/20.]

No. 40.

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 detention of the R.M.S. "Moana" at San Francisco from the 6th to the 9th January last to enable the English mail to make the connection, I have the honour to inform you that the mail was despatched from New York on the 4th January at 6.46 p.m., and under ordinary conditions it could not have reached San Francisco by the 6th. The mails were forwarded in a car containing mails for Canada and other places, and should have been removed at Chicago, where the car was transferred to the Vancouver line. This was not done, and when the discovery was made the Superintendent of the Railway Mail-service at Chicago took action with a view to the mails being intercepted and forwarded to San Francisco with the least possible delay. But through a failure on the part of the officers of the Railway Mail-service the mails were not forwarded from Seattle by the first available train. The General Superintendent of the Railway Mail-service states that the action taken in connection with the case will, he is confident, avoid the possibility of a recurrence.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 41.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 14th April, 1915.

SIR,—

In reply to your favour [No. 38], I beg to say that while so many of our steamers are engaged on national service we find ourselves unable to revise the dates of despatches of the trans-Pacific mail-steamers. We, however, have had this matter in view all along, and as soon as we are in a position to suggest an amended time-table we shall have much pleasure in submitting it. . . .

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[Acknowledged, 21st April, 1915.]

No. 42.

The ACTING CLERK IN CHARGE, Cook Islands Administration Department, Wellington, to the SECRETARY, General Post Office, Wellington.

Cook Islands Administration Department,
Wellington, 14th April, 1915.

(Memorandum.)

REFERRING to previous correspondence [see No. 26] in regard to detention of the "Maitai" at Rarotonga, I have the honour, by direction, to transmit to you for your information the accompanying copy of a letter, with its enclosures, which has been received in this office from the Resident Commissioner at Rarotonga.

GEO. F. DIXON,

Acting Clerk in Charge.

The Secretary, General Post Office, Wellington.

.P. & T. 36/20.]

Enclosure 1 in No. 42.

The RESIDENT COMMISSIONER, Rarotonga, to the Hon. the MINISTER IN CHARGE, Cook Islands Administration, Wellington.

SIR,— Cook Islands Administration, Rarotonga, 7th October, 1914.

I have the honour to attach hereto a letter I gave to Captain Carson, the master of the s.s. "Maitai," in case there might be any question of his being over his time. Had he not courteously delayed his departure to take the 200 tons of fruit it would have rotted otherwise, and would have been a very serious loss to growers and shippers.

I have, &c.,

H. W. NORTHCROFT,
Resident Commissioner.

The Hon. the Minister in Charge, Cook Islands Administration, Wellington.

Sub-enclosure to Enclosure 1 in No. 42.

The RESIDENT COMMISSIONER, Rarotonga, to Captain A. CARSON, s.s. "Maitai," at Rarotonga.

SIR,— Cook Islands Administration, Rarotonga, 7th October, 1914.

I have the honour to request you will, if possible, delay your departure until this evening. The weather is moderating, and we have here in the sheds fully 200 tons of fruit which if left will be a very serious loss to the growers and shippers, because it will rot before it can be shipped by the next boat.

If you consent to this request I shall esteem it a great favour.

I have, &c.,

H. W. NORTHCROFT,
Resident Commissioner.

Captain A. Carson, s.s. "Maitai," Union Steam Ship Company, Rarotonga.

Enclosure 2 in No. 42.

The RESIDENT COMMISSIONER, Rarotonga, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— Cook Islands Administration, Rarotonga 7th October, 1914.

I have the honour to inform you Captain Carson very courteously delayed the departure of s.s. "Maitai" from Rarotonga at my request to take 200 tons of fruit on board that otherwise would have rotted on the wharf, which would have been a very serious loss to the growers and the shippers.

If there should be any question of his being over his time, I sincerely trust you will kindly take this fact into consideration.

I have, &c.,

H. W. NORTHCROFT,
Resident Commissioner.

The Hon. the Postmaster-General, Wellington.

Enclosure 3 in No. 42.

The RESIDENT COMMISSIONER, Rarotonga, to the MINISTER IN CHARGE, Cook Islands Administration, Wellington.

SIR,— Cook Islands Administration, Rarotonga, 16th March, 1915.

I have the honour to acknowledge yours of the 9th ultimo [not printed]. I attach hereto all correspondence connected with this case.

The facts are all set out very clearly in Mr. Stevenson's letter "A" of the 13th instant, and from it you will see that the "Maitai's" time had not expired when she came to anchor and commenced to load cargo.

I particularly wish to emphasize that I alone was responsible in the matter, Mr. Stevenson merely acting under my instructions, and that even had the mails been held after 2 p.m. Mr. Stevenson is entirely blameless.

The shippers had on the wharf awaiting shipment by the "Maitai" 250 tons of fruit, valued at £1,500, which must all otherwise have rotted and become a total loss (or have been made into "bush beer"); so that there were very cogent reasons, both financial and moral, for wishing to get it on board.

I most respectfully request that you will kindly bring before the notice of the Under-Secretaries for the General Post Office and the Customs the fact that Mr. Stevenson was not responsible for any delay of the "Maitai"; if such occurred it was due to my instructions to him to hold the mails and clearance pending further notice from me.

By the ruling of Mr. J. C. Williamson the question of whether or not fruit is carried by the mail-boats is entirely dependent on the whim of the captain in charge of the mail-boat, and the shippers must take their chance, as pointed out in Mr. Stevenson's letter "B."

I have, &c.,

H. W. NORTHCROFT,

Resident Commissioner.

The Minister in Charge, Cook Islands Administration, Wellington.

Sub-enclosure 1 to Enclosure 3 in No. 42.

(A.)

The COLLECTOR OF CUSTOMS, Rarotonga, to the RESIDENT COMMISSIONER, Rarotonga.

SIR,— Rarotonga, Cook Islands, 13th March, 1915.

With reference to the letter from the Hon. the Minister *in re* the delay of the "Maitai" on the 7th October last, I should like to point out that I was not responsible for any delay which occurred on that occasion, for I took my instructions from you.

As far as I can gather and recollect the facts are as follows: The vessel arrived off the anchorage on the 6th October at 8 a.m., but as the sea was too rough it did not anchor till 3 p.m. Soon afterwards the anchor began to drag and the vessel put to sea. Next morning, 7th October, the sea had moderated slightly, but was deemed too rough for work, although every hour the sea was going down. At 11.30 a.m. the captain sent a message ashore to the local manager for the Union Company to the effect that he wished the mails and clearance, as there was no chance of working, and that no good would result by waiting until 2 p.m., the time in which his thirty hours allowed by contract would expire. I met you coming on the wharf, and told you what was about to happen, and remarked that his thirty hours' grace was not up until 2 p.m. You replied to the effect that I was not to give up his papers before that. I then gave your message to Mr. Morrison. By this time the shippers were interviewing you about delaying the vessel, and I think you sent a letter off to the captain pointing out that the sea was moderating and that there was a chance of working.

We went to lunch at 12 o'clock, and you were back shortly after 1 p.m. By that time the captain's answer to your letter had come ashore through Mr. Morrison. It stated that he would not stay. You then said, "Do not give up the papers until I tell you." You were drafting a letter to the Minister on the subject, and were anxious that it should go in the mail-bag. While Mr. Savage was preparing this letter the vessel came along to the anchorage, dropped her anchor, and working cargo was started at 1.30 p.m.

The vessel left for New Zealand with all the fruit aboard at midnight.

I have, &c.,

W. J. STEVENSON,

Collector of Customs.

The Resident Commissioner, Rarotonga.

Sub-enclosure 2 to Enclosure 3 in No. 42.

(B.)

The COLLECTOR OF CUSTOMS, Rarotonga, to the RESIDENT COMMISSIONER, Rarotonga.

(Memorandum.)

Rarotonga, Cook Islands, 13th March, 1915.

It is rather interesting from the Hon. Minister's letter *in re* delay of the "Maitai" to know that after the expiry of nine hours the Administration has no jurisdiction over the detaining of the vessel. Shippers may put anything up to ten thousand cases of fruit on the wharf, and run the

risk of having the whole cargo left behind owing to the nervousness, impatience, or lack of knowledge of local weather-conditions on the part of the captain whom the Union Company may place in charge of the mail-steamers.

When the "Maitai" left the cargo behind in February, 1912, Captain Stringer was on his first voyage in these waters. He arrived off the anchorage about 2 p.m. and left about 10 p.m. Within a few hours of his departure the wind had changed, and by next morning the sea was almost as smooth as a duck-pond.

In the case of the "Maitai" in October last, Captain Carson was on his first voyage. The vessel arrived at 8 a.m. on the 6th October, but the sea was too rough to work cargo all that day. His thirty hours' time was not up until 2 p.m. on the 7th, yet at 11.30 a.m. on that day he sent a message ashore requesting mails and clearance. At 1.30 p.m. the same day—within two hours of sending his message—he was at the anchorage working cargo. The value of the shipment to the island on that occasion was about £1,500, and had he got his papers at 11.30 a.m. the whole shipment would have been lost.

A more recent case, but of minor importance, was that of the "Taviuni," Captain Dryden, on his second voyage in these waters as a captain. The "Taviuni" arrived from Auckland about 12 o'clock on the 24th February. Several attempts were made to anchor, but unsuccessfully. He then suggested that he should go on to Papeete and land the inward cargo on his return voyage. He waited until 5 p.m. and then went on. By next morning the sea was down, and the cargo could have been worked.

This goes to show these storms at Rarotonga are of comparatively short duration, and if captains of vessels could exercise a little patience there would be few complaints as to cargoes being left behind.

In the case of the mail-steamers the question of catching a south boat or a north train from Wellington seems to be their worry.

Seeing we have no authority in the matter of detaining the vessels, I think it would be a gracious act on the part of the postal authorities if they could arrange with the Union Company for the mail-steamers to stay the full thirty hours if necessary at Rarotonga when loading fruit.

The Resident Commissioner, Rarotonga.

W. J. STEVENSON, Collector.

No. 43.

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

SIR,—

General Post Office, Wellington, 19th April, 1915.

Referring to your letter of the 28th October last, in the matter of the stay of the mail-steamer at Rarotonga, I have the honour to inform you that a copy of the letter was communicated to the Cook Islands Administration.

I now enclose copy of the communications received in reply. You will note that the rights of your company as mail contractors are now understood by the Administration. But the incident of the detention of the "Maitai" on the 7th October last appears to be more intimately concerned with the business of the Cook Islands Administration than with the discharge of the contract for the San Francisco mail-service. However, no misunderstanding can arise again, and I have no doubt that your representations will be carefully borne in mind by the Administration's officers at Rarotonga.

I may say that the letter [Enclosure 2 in No. 42] to the Postmaster-General from the Resident Commissioner at Rarotonga under date of the 7th October by some mischance was not received at this office, otherwise probably I should have been able to explain the situation earlier.

I have, &c.,

W. R. MORRIS, Secretary.

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

OCEANIC STEAMSHIP COMPANY.

No. 44.

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

(Telegram.)

Wellington, 6th July, 1914.

Is rumour Oceanic Company subsidized by Commonwealth confirmed?

[P. & T. 36/38.]

3—F. 6.

No. 45.

THE DEPUTY POSTMASTER-GENERAL, Melbourne, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Melbourne, 8th August, 1914.

STATEMENT this Department subsidized Oceanic Company incorrect. Proposal in that direction by company under consideration.

No. 46.

[*Newspaper Extract, 13th April, 1915.*]

Melbourne, 12th April.

THE Federal Cabinet has received Mr. Nielsen's American mail proposals.

The Postmaster-General says that the Suez Canal route is quicker and cheaper, and he is satisfied with the international poundage rates and arrangements of the Pacific service.

[Mr. Nielsen, Commissioner for New South Wales in America, recently placed a proposal for improvement of the San Francisco mail-service before the Government. It was proposed to reduce the journey to Sydney by four days. Mr. Nielsen stated that one company had offered to build two 22-knot vessels for the service.]

VANCOUVER SERVICE.

AUCKLAND-SUVA-HONOLULU-VANCOUVER.

No. 47.

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

SIR,— General Post Office, Wellington, 13th July, 1914.
I have the honour to acknowledge the receipt of your letter of the 16th ultimo [No. 89, F.-6, 1914], in reference to the late despatch of the R.M.S. "Makura" from Auckland in December last, and the delay of the vessel on the voyage to Vancouver. The explanation is satisfactory to the Department.

It is regretted that there has been a delay in replying to your letter.

I have, &c.,

F. V. WATERS, Acting-Secretary.

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

No. 48.

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

SIR,— General Post Office, Wellington, 24th July, 1914.

I have the honour to enclose a schedule showing the due and actual dates of arrival at Vancouver and at London of the mail-steamers which left Auckland between the 17th January and the 5th June of this year. It will be observed that the steamer reached Vancouver three times on the due date, twice one day late, and once two days late.

When the steamer reaches Vancouver late the fast steamer connection on the Atlantic side is missed, and consequently the mails are further delayed in reaching London.

As the Department is not at present able to rely on the Vancouver time-table being adhered to, it is unable to decide whether the Vancouver or the Suez route offers the better despatch for mail-matter for the Continent of Europe. Mails are despatched from New Zealand via Vancouver and via Suez on the same day. If the steamer reaches Vancouver on the due date, the Vancouver route is the better for mails for Europe; but if the steamer is delayed and the mail reaches London at the same time as the mail despatched via Suez, the latter route is, of course, to be preferred for mails for the Continent.

I shall be glad to hear that you have made such arrangements as will, under ordinary circumstances, ensure the arrival of the steamer at Vancouver on the due date.

I have, &c.,

F. V. WATERS, Acting-Secretary.

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

Enclosure in No. 48.

SCHEDULE SHOWING DUE AND ACTUAL DATES OF ARRIVAL AT VANCOUVER AND LONDON OF MAIL-STEAMERS WHICH LEFT AUCKLAND BETWEEN 17TH JANUARY AND 5TH JUNE, 1914.

Left Auckland.		Arrived Vancouver.				Arrived London.	
Actual.		Due.		Actual.		Due Date.	Actual Date.
Date.	Time.	Date.	Time.	Date.	Time.		
17 Jan. . .	6.0 p.m.	3 Feb. . .	6.30 p.m.	3 Feb. . .	7.0 p.m.	16 Feb.	21 Feb.
14 Feb. . .	5.30 „	3 Mar. . .	6.30 p.m.	5 Mar. . .	8.0 p.m.	16 Mar.	19 Mar.
14 Mar. . .	11.0 a.m.	31 Mar. . .	6.30 p.m.	1 April . .	9.0 p.m.	13 April	16 April
11 April . .	10.15 „	28 April . .	6.30 p.m.	28 April . .	2.0 p.m.	11 May	14 May
8 May . .	11.0 p.m.	26 May . .	6.30 p.m.	27 May . .	7.0 p.m.	8 June	10 June
5 June . .	Midnight	23 June . .	6.30 p.m.	23 June . .	3.0 p.m.	6 July	7 July

No. 49.

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

SIR,—

General Post Office, Wellington, 29th July, 1914.

I have the honour to enclose for your information copy of my letter of the 24th instant to the Union Steam Ship Company drawing its attention to the irregular arrival of the mail-steamers at Vancouver and the inconvenience caused thereby.

If the steamer reaches Vancouver on the due date there is time for a mail-connection to be made at New York with the Norddeutscher Lloyd steamer leaving for Plymouth on the following Tuesday, or with the Cunard steamer leaving for Liverpool on the Wednesday. Your Department, however, I understand, now forwards the mails on all occasions via Montreal. The mails that arrived at Vancouver on the 3rd February and 28th April last, the due dates, reached London via Montreal on the 21st February and 14th May, five and three days late respectively. Had they been forwarded to New York, the former would have connected with the Norddeutscher Lloyd steamer on the 10th or the Cunard steamer on the 11th February, and reached London on the 16th, the due date; and the latter would have connected with the Norddeutscher Lloyd steamer on the 5th May, and reached London on the 11th, the due date.

Mails despatched from New Zealand via San Francisco and via Vancouver are due to reach San Francisco and Vancouver on Thursdays and Tuesdays respectively, and London on Mondays. This allows two days for the extra distance from Vancouver. The four last mails despatched via San Francisco have arrived in London on the due dates; while two mails despatched this year via Vancouver reached Vancouver on the due dates, but, owing to being despatched thence via Montreal instead of via New York, reached London five and three days late respectively.

As it is clear that the despatch via New York is to be preferred to that via Montreal when the steamer reaches Vancouver in time for a mail-connection to be made with the overland train on Tuesday, this Department would be glad if you would be so good as to arrange if possible that the former route be adopted in such circumstances. If the connection at Vancouver is missed, no doubt the despatch via Montreal is the better.

I have, &c.,

F. V. WATERS, Acting-Secretary.

The Deputy Postmaster-General, Ottawa.

[Read here No. 1.]

No. 50.

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

SIR,—

General Post Office, Wellington, 24th August, 1914.

I have the honour to refer to previous correspondence [see No. 37, F.—6, 1914] on the subject of the San Francisco mail-service contract, in which you agreed to apply to the Vancouver service the reduction of freight on butter by $\frac{1}{4}$ d. per pound until the 31st March, 1916, and a further reduction of $\frac{1}{4}$ d. per pound from the 1st April, 1916.

I enclose for completion by your company a deed of agreement [see No. 60], in duplicate, providing for the reduction.

I have, &c.,

J. C. WILLIAMSON,

For Acting-Secretary.

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

No. 51.

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

(Telegram.)

Wellington, 25th August, 1914.

UNION Company ask permission perform Vancouver service with "Niagara" and "Makura," maintain four-weekly service, driving 16-knot time-table [see No. 1]. Proposed sailing-dates: From Auckland, 8th September; from Vancouver, 13th idem; thereafter four-weekly. Glad early approval.

[P. & T. 80/16.]

No. 52.

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

(Telegram.)

Ottawa, 26th August, 1914.

RE proposed 16-knot service: how many days does this mean, Auckland to Vancouver?

No. 53.

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

(Telegram.)

Wellington, 27th August, 1914.

ABOUT seventeen and a half days.

No. 54.

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

(Telegram.)

Ottawa, 27th August, 1914.

ON what ground is privilege dropping "Marama" being asked?

No. 55.

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

(Telegram.)

Wellington, 29th August, 1914.

DROPPING "Marama": In consequence "Tahiti" and "Maunganui," two of Union Company's largest steamers, being taken national purposes, accelerated service Vancouver proposed in order maintain regular four-weekly communication at increased cost to company. Note Vancouver dates unaltered.

No. 56.

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

(Telegram.)

Ottawa, 29th August, 1914.

IN view of fact that proposed change in Vancouver service will prohibit eastern Canada from answering letters by same steamer as received, answers must go by San Francisco following week. This could be done by present schedule from San Francisco. Will present schedule be maintained?

No. 57.

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

(Telegram.)

Wellington, 31st August, 1914.

PRESENT schedule from San Francisco and Vancouver to be maintained.

No. 58.

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

(Telegram.)

Ottawa, 1st September, 1914.

CANADA agrees withdrawal "Marama" temporarily.

[Union Company informed 2nd September.]

No. 59.

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

SIR,—

General Post Office, Wellington, 9th September, 1914.

In reference to the excess of eighty-five hours over the contract time of the time occupied by the "Niagara" on the voyage from Vancouver to Auckland, which ended on the 30th ultimo, I have the honour, by direction, to inform you that as the delay was occasioned by the state of war, and not by circumstances over which your company had any control, the penalty for exceeding the contract time will not be levied.

I have, &c.,

F. V. WATERS, Acting-Secretary

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

[Acknowledged, 15th September.]

No. 60.

AGREEMENT BETWEEN THE HON. THE POSTMASTER-GENERAL AND UNION STEAM SHIP COMPANY OF NEW ZEALAND (LIMITED).

DEED of agreement, made this twenty-third day of September, one thousand nine hundred and fourteen, between the Honourable the Postmaster-General of the Dominion of New Zealand, acting for and on behalf of His Majesty the King, of the one part, and the Union Steam Ship Company of New Zealand (Limited), of the other part :

Whereas by agreement dated the ninth day of July, one thousand nine hundred and twelve, the Union Steam Ship Company of New Zealand (Limited) did agree, under clause 6 of the Vancouver contract, to convey butter in refrigerator to Honolulu, Victoria, and Vancouver at one penny per pound gross : And whereas the said company has now agreed that the freight on butter to the above-mentioned places shall be reduced by one-eighth of a penny per pound gross from the twenty-ninth day of June, one thousand nine hundred and fourteen, until the thirty-first day of March, one thousand nine hundred and sixteen, and that a further reduction of one-eighth of a penny per pound gross shall be made from the first day of April, one thousand nine hundred and sixteen :

Now, this deed witnesseth that the parties hereto do mutually agree to the aforesaid reductions.

In witness whereof these presents have been executed the day and year first above written.

R. HEATON RHODES.

Signed by Robert Heaton Rhodes, the said Postmaster-General, in the presence of—W. Crow, Private Secretary, Wellington.

The common seal of the Union Steam Ship Company of New Zealand (Limited) was hereunto affixed by—

[SEAL.]

C. HOLDSWORTH, } Directors,
G. R. RITCHIE, }

in the presence of—C. Hughes, Secretary, Dunedin.

No. 61.

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

SIR,—

General Post Office, Ottawa, 29th September, 1914.

With reference to your communication of the 29th July last, respecting the transmission of mails from New Zealand for the United Kingdom via Vancouver, and remarking that these seemed to be on all occasions sent via Montreal, I beg to say that there would appear to be no disadvantage in this, as our instructions are that these mails are to be sent on from Montreal by the more expeditious route, whether that be via Canadian port or via New York.

As regards the specific cases to which you refer of mails from New Zealand having been delayed in transmission to the United Kingdom, I beg to say that the New Zealand mail which arrived at Vancouver on Tuesday, 3rd February, reached Montreal on Sunday, 8th February, and was sent forward to St. John for despatch by the "Teutonic," scheduled to sail on Wednesday, 11th February. Due to weather-conditions, however, the "Teutonic" did not sail from St. John until Friday, 13th February, and, due solely to this cause, the mails were not delivered in London until Saturday, 21st February.

The New Zealand mails which arrived at Vancouver on Tuesday, 28th April, reached Montreal in due course on Sunday, 3rd May, and were despatched by the "Royal George," sailing from Quebec on Tuesday, 5th May. The "Royal George" was delayed on this trip for about twenty-four hours owing to ice and heavy weather, but the mails were delivered in London at midnight of Wednesday, 13th May, whereas had these mails been diverted at Montreal to go by the "Campania" from New York they would have reached London about 2 p.m. of the same day.

Under the schedule in effect at the time your letter was written the New Zealand mails for the United Kingdom reached Montreal by Sunday in time to be forwarded by Tuesday's boat either by the Canadian or by the New York route, and under the schedule in effect now that the "Marama" has been temporarily dropped from the Auckland-Vancouver service these mails are due to reach Montreal by Thursday in time for despatch on Saturday's boat sailing either from Canadian port or from New York, whichever will afford the more expeditious transmission.

I may say that we have been endeavouring to build up our own Atlantic mail-service, and prior to the outbreak of the war had established a regular service three times a week in summer and twice a week in winter. We trust that as soon as conditions become normal again our regular service will be resumed. We would prefer, in all cases not involving delay, to send your mails by this all-British route, and I beg leave to inquire whether your Administration is agreeable to this.

I have, &c.,

R. M. COULTER,
Deputy Postmaster-General.

The Acting-Secretary, General Post Office, Wellington.

No. 62.

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

SIR,—

General Post Office, Wellington, 5th October, 1914.

I have the honour to refer to the fact that the Vancouver mail-steamer "Marama" exceeded the contract time on the voyage, Auckland to Vancouver, commenced on the 31st July last, and on the voyage, Vancouver to Auckland, ended on the 25th ultimo, and to inform you

that as in each case the delay is understood to have arisen from the state of war and your company not to be responsible for it, the Postmaster-General will not impose the penalty provided for in the contract.

I have, &c.,

F. V. WATERS, Acting-Secretary.

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

[Acknowledged, 9th October.]

No. 63.

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

SIR,—

General Post Office, Wellington, 16th November, 1914.

I have the honour to acknowledge the receipt of your letter of the 29th September last regarding the route beyond Vancouver of New Zealand mails for the United Kingdom.

This Department desires that the mails be forwarded by the more expeditious route, whichever it may be, and I should be obliged if you would arrange accordingly.

I should also be glad if you would supply this Department regularly with time-tables of the various steamship companies by which mails are forwarded from Canadian ports.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. R. MORRIS, Secretary.

No. 64.

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

SIR,—

General Post Office, Wellington, 26th November, 1914.

I have the honour to inform you that, in connection with the renewal this year of the San Francisco mail-service contract, the Union Steam Ship Company of New Zealand (Limited), the contractors for the San Francisco and Vancouver services, agreed to reduce the freight on butter carried by the Vancouver mail-steamers by one-eighth of a penny per pound from the 29th June, 1914, until the 31st March, 1916, and to further reduce it by one-eighth of a penny per pound from the 1st April, 1916; and to enclose for your use three copies of the deed of agreement providing for the reduction.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

F. V. WATERS, Assistant Secretary.

[Copies sent to Union Steam Ship Company, Dunedin; the Secretary, Chamber of Commerce, Auckland; the Secretary, Chamber of Commerce, Wellington; and the Department of Agriculture, Wellington.]

No. 65.

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

SIR,—

Post Office Department, Ottawa, Canada, 24th December, 1914.

I have the honour to acknowledge the receipt of your communication of the 16th ultimo, stating that your Administration desires that New Zealand mails for the United Kingdom be forwarded by this Department by the most expeditious route, whichever it may be, and to say that instructions have been issued to this effect.

I have pleasure in enclosing, in compliance with your request, programme of the direct sailings between Canada and the United Kingdom for the winter season 1914-15 [not printed].

I have, &c.,

R. M. COULTER,

Deputy Postmaster-General.

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

No. 66.

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, 26th February, 1915.

We attach herewith, for your information, copies of correspondence just to hand from our Vancouver representative with regard to the overland carriage of mails from New Zealand. These speak for themselves.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Acknowledged, 3rd March, 1915.]

Enclosure 1 in No. 66.

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

SIR,—

Office of the Superintendent R.M.S., Vancouver, B.C., 9th January, 1915.

In connection with the forwarding of mails from New Zealand for the United Kingdom overland I have authority to route these mails whichever way furnishes the quickest despatch. With these mails arriving at Victoria in time for transfer on date of arrival to Canadian Pacific

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.]

AUSTRALIA-SUEZ SERVICE.

WELLINGTON-SYDNEY CONNECTION, ETC.

No. 70.

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

SIR,— Postmaster-General's Department, Melbourne, 12th August, 1914.

With reference to your communication of the 15th April last [see No. 132, F.—6, 1914] relative to the late arrival in Sydney of the mail-steamers from Wellington, I have the honour to inform you, in view of the fact that under the contract for the Wellington-Sydney mail-service the Union Company is required to land the mails, it is considered that this Administration should be reimbursed for the expenditure incurred in this respect on behalf of the company during the period 18th November to 27th January last.

2. The Deputy Postmaster-General reports that the expenditure in question amounts to £7 7s. 5d., and I shall be glad if you will be good enough to credit this Administration with that amount in the Money-order Account.

3. As this Administration is put to considerable expense and inconvenience upon occasions of the late arrival of the New Zealand boats on English mail days, and the staff have to be called upon to work considerably beyond their ordinary hours, I shall be glad if you will be so good as to take suitable action to ensure as far as practicable the strict observance of the contract with regard to the time of the arrival of the vessels in Sydney.

I have, &c.,

CHARLES E. BRIGHT, Acting-Secretary.

The Acting-Secretary, General Post Office, Wellington.

[P. & T. 36/11.]

No. 71.

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

SIR,— General Post Office, Wellington, 25th August, 1914.

I have the honour to refer to your letter of the 7th April last [not printed] on the subject of the report by the Commonwealth Post Office that inconvenience was on several occasions experienced owing to the late arrival at Sydney of the mail-steamers from Wellington, and that the work of landing the mails was done by the members of the Post Office staff.

This Department conveyed to the Commonwealth Office the purport of your reply to the representations, and added that under the contract the landing of the mail was the duty of the contractors. The Commonwealth Office now claims the sum of £7 7s. 5d., the expenditure incurred in landing the mails on behalf of your company for the period from the 18th November to the 27th January last. I shall be glad to receive the amount for transmission to the Commonwealth.

The Commonwealth Office represents that it is put to considerable expense and inconvenience when the mail-steamer from Wellington arrives on English mail days, and that on those occasions the staff is required to work considerably beyond ordinary hours, and it requests this Department to ensure as far as possible the strict observance of the contract with regard to the time of arrival in Sydney. I shall therefore be glad of your assurance that every effort will be made to land the mails in Sydney on Tuesdays not later than 6.50 p.m., in accordance with the contract.

I have, &c.,

F. V. WATERS, Acting-Secretary.

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

No. 72.

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

SIR,— Union Steam Ship Company, Dunedin, 1st September, 1914.

I have the honour to acknowledge the receipt of your letter of the 25th August regarding the landing of mails at Sydney and the expense incurred by the Commonwealth postal authorities.

4—F. 6.

In order to take the matter up with our Sydney office I will be glad if you could see your way to let me have a copy of the account for £7 7s. 5d., which will no doubt give full particulars as to the dates and what the expense represents. I might add that apparently the items referred to covered a period when shipping business generally was dislocated by the labour troubles.

With regard to the request that every effort be made to land mails not later than 6.50 p.m. on Tuesdays, we can give the Department every assurance that this will be done, as it is only in the case of unforeseen circumstances, such as bad weather, that steamers have arrived after that hour.

I have, &c.,

The Acting-Secretary, General Post Office, Wellington.

C. HUGHES, Secretary.

[Communicated to the Secretary, Postmaster-General's Department, Melbourne, 3rd September.]

No. 73.

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

SIR,— Postmaster-General's Department, Melbourne, 15th September, 1914.

With reference to your communication of the 3rd instant relative to a claim by this Administration to be reimbursed to the extent of £7 7s. 5d. for work done in connection with the landing of New Zealand mails, I have the honour to forward herewith a copy of a report [not printed] by the Superintendent of Mails, Sydney, which contains full particulars of the services rendered by this Department.

2. From the report it will be seen that, in addition to the services for which payment is desired, this Department is put to a considerable amount of inconvenience and unnecessary expense by reason of the late arrival of the New Zealand boats, and I am glad to note that the Union Company has assured your Administration that every effort will be made to land the mails at Sydney on Tuesdays not later than 6.50 p.m., in accordance with the contract.

3. As the mail-train from Sydney is timed for departure at 8 p.m., it will be understood that the time available for the transfer of the mails from the wharf to the train is very small, and any delay in landing necessitates special effort in order to avoid the expense to your Administration of the chartering of a special train.

I have, &c.,

JUSTINIAN OXENHAM, Secretary.

The Acting-Secretary, General Post Office, Wellington.

[Communicated to the Secretary, Union Steam Ship Company, Dunedin, 26th September.]

No. 74.

MESSRS. HUDDART-PARKER (LIMITED), Wellington, to the ACTING-SECRETARY, General Post Office, Wellington.

Huddart, Parker, and Co. Proprietary (Limited),

SIR,— Wellington, 22nd September, 1914.

T.S.S. "Ulimaroa": This boat is due to leave Wellington for Sydney on Friday next, but she has been delayed by bad weather in Sydney, and also by congestion of cargo due to the discharge of New Zealand consignments in Australia from boats that have become troop-ships.

We shall be glad, therefore, if we can postpone the sailing of the "Ulimaroa" until 3 p.m. on Saturday, as we understand that it is an Orient connection in Sydney next week.

An immediate reply will oblige.

We have, &c.,

C. W. JONES,

Manager for New Zealand.

The Acting-Secretary, General Post Office, Wellington.

No. 75.

The ASSISTANT-SECRETARY, General Post Office, Wellington, to MESSRS. HUDDART-PARKER (LIMITED), Wellington.

GENTLEMEN,— General Post Office, Wellington, 22nd September, 1914.

In reference to your letter of to-day applying for permission to despatch the s.s. "Ulimaroa" from Wellington to Sydney at 3 p.m. on Saturday, the 26th instant, instead of on Friday, the 25th instant, I beg to inform you that the desired permission is given conditionally on your guaranteeing that the mail-connection will be made at Sydney with the despatch to the United Kingdom by the Orient steamer.

I have, &c.,

G. B. DALL, Assistant Secretary.

Messrs. Huddart-Parker (Limited), Wellington.

No. 76.

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

Union Steam Ship Company of New Zealand (Limited).
Dunedin, 30th September, 1914.

SIR,—

I have the honour to acknowledge receipt of your letter of the 26th instant supplying particulars of the claims made by the Commonwealth Post Office for expenditure incurred in landing mails at Sydney between November and January last.

From these particulars it would appear that the expenditure was incurred at a time when business generally was dislocated owing to the maritime and waterside workers' strike, and, in fact, it was only with the assistance of our officers and engineers and staffs that we were able to maintain communication between the Dominion and Commonwealth. The conditions existing were quite out of the ordinary, and the company was under heavy expense in maintaining any service at all.

We feel sure that the disabilities under which we laboured can hardly be known to the Department making the claim, and we think if your Department will be good enough to put these before the Commonwealth Post Office they will be realized and the claim will not be pressed.

I have, &c.,

The Acting-Secretary, General Post Office, Wellington.

C. HUGHES, Secretary.

[Communicated to the Secretary, Postmaster-General's Department, Melbourne, 7th October.]

No. 77.

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

Postmaster-General's Department, General Post Office,

SIR,—

Melbourne, 8th October, 1914.

I beg to inform you that on the 1st instant 233 bags of mail-matter (ex the s.s. "Marama") reached Melbourne by express from Sydney. No advice, however, to the effect that mails were on board the "Marama" was received at this office until after the arrival of the vessel at Sydney, consequently a staff of sorters was not sent to Sydney to sort the mails *en route* to Melbourne. As a result the mails were not delivered as expeditiously as they might have been, and I shall therefore be glad if you will kindly state whether advice could be furnished to this office, by cable, when vessels having mails for Victoria on board depart from New Zealand.

I have, &c.,

CHAS. E. BRIGHT,

Deputy Postmaster-General.

The Acting-Secretary, General Post Office, Wellington.

[P. & T. 37/152.]

No. 78.

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

SIR,—

Postmaster-General's Department, Melbourne, 22nd October, 1914.

With reference to your communication of the 7th instant, relative to a claim by this Administration to be reimbursed to the extent of £7 7s. 5d. for work done in connection with the landing of New Zealand mails, I have the honour to inform you that, as the obligation of landing the mails was on the contractors, it does not appear that this Administration should be called upon to bear the cost of the services rendered by officers of this Department in that connection.

2. The Union Steam Ship Company being under contract to the New Zealand Government, it is thought that the expenditure which was incurred can reasonably be claimed from your Administration, leaving it to you to settle with the company.

3. I shall be glad, therefore, if you will be so good as to credit this Administration with the amount involved—viz., £7 7s. 5d.—in the Money-order Account.

I have, &c.,

The Secretary, General Post Office, Wellington.

JUSTINIAN OXENHAM, Secretary.

[Informed Melbourne, 6th November, amount would be credited.]

[P. & T. 36/11.]

No. 79.

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

SIR,—

General Post Office, Wellington, 5th November, 1914.

In reference to your letter of the 30th September last respecting the claim by the Commonwealth Post Office for £7 7s. 5d., the expenditure incurred in landing mails at Sydney on behalf of your company during the period 18th November, 1913, to the 27th January last, I

have the honour to inform you that your representations were transmitted to the Commonwealth Administration, which replies that it should not be called upon to bear the cost of the services rendered, as the obligation of landing the mails was on your company as contractors. I shall be glad, therefore, if you will forward me the amount to enable it to be credited to the Commonwealth Post Office.

I have, &c.,

F. V. WATERS, Assistant Secretary

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

No. 80.

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

SIR,— General Post Office, Wellington, 6th November, 1914.

In reference to your letter of the 8th ultimo requesting that you be advised by cable when vessels having on board mails for Victoria depart from New Zealand, I have the honour to inform you that this will be done in future. It is presumed that the advice will be required only in respect of mails received via San Francisco and Vancouver.

I have, &c.,

G. B. DALL, Assistant Secretary.

The Deputy Postmaster-General, Melbourne.

[P. & T. 37/152.]

No. 81.

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

SIR,— Dunedin, 11th November, 1914.

I beg to acknowledge receipt of your letter of the 5th November, and note that the Commonwealth Administration insist on our paying the charges referred to in your letter of the 26th September.

I therefore beg to enclose cheque for the amount, £7 7s. 5d., for which kindly sign and return at your convenience the attached receipt.

I have, &c.,

C. HUGHES, Secretary.

The Secretary, General Post Office, Wellington.

[Acknowledged, 21st November, 1914.]

[P. & T. 36/11.]

No. 82.

The ACTING DEPUTY POSTMASTER-GENERAL, Melbourne, to the ASSISTANT SECRETARY, General Post Office, Wellington.

Postmaster-General's Department, General Post Office,
Melbourne, 30th November, 1914

SIR,—

With reference to your communication of the 6th instant, in connection with my request that advice be furnished by cable when vessels having mails for Victoria on board depart from New Zealand, I beg to inform you that, in order to determine how many sorters should be sent to Sydney to deal with such mails *en route* to Melbourne, it is desired that the number of bags, &c., for Victoria on board vessels from San Francisco and Vancouver, including mails from England sent via those places, be advised to this office.

I shall esteem it a favour if you will kindly cause arrangements to be made accordingly.

I have, &c.,

W. B. CROSBIE,

Acting Deputy Postmaster-General.

The Assistant Secretary, General Post Office, Wellington.

[P. & T. 37/152.]

No. 83.

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

SIR,— General Post Office, Wellington, 18th February, 1915.

Adverting to your letter of the 13th June, 1910 [No. 67. F.—6, 1910], agreeing to continue the Wellington—Sydney mail-service from month to month, I have now the honour to give your company notice that payment of the subsidy will be discontinued at the end of one month from date. The usual gratuities will then be paid for mails despatched by vessels engaged in the performance of the service.

At the present time the service is used for the conveyance of mails for the United Kingdom only once in four weeks, and even this will not be necessary when your company is able to arrange to return to the regular fortnightly alternate sailings via Vancouver and San Francisco.

I shall be glad of your acknowledgment of the receipt of this notification.

I have, &c.,

W. R. MORRIS, Secretary.

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

[P. & T. 36/11.]

No. 84.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 23rd February, 1915.

SIR,—

I beg to acknowledge receipt of your letter of the 18th instant, and regret to learn that it has been decided to discontinue payment of the subsidy for the Wellington-Sydney mail-service as from the 18th March, and note that the usual gratuity will then be paid for mail-matter despatched by the Wellington-Sydney steamers.

The Secretary, General Post Office, Wellington.

I have, &c.,

D. A. AIKEN, General Manager.

No. 85.

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

SIR,—

General Post Office, Wellington, 4th March, 1915.

I have the honour to inform you that for the present the route via Suez will not be used for New Zealand mails other than those containing specially addressed correspondence and insured letters for the United Kingdom and the Continent of Europe. The mails will be sent only via Vancouver and via San Francisco.

I have, &c.,

W. R. MORRIS,

The Secretary, General Post Office, London.

For the Postmaster-General.

[Letter in similar terms also sent to the Secretary, Postmaster-General's Department, Melbourne.]

No. 86.

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

(Telegram.)

Sydney, 10th March, 1915.

"MANUKA" arrived early this (Wednesday) morning. Shall we hold your United Kingdom mails for "Orsova" [Suez route] or send them by "Sonoma" [San Francisco]?

No. 87.

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

(Telegram.)

Wellington, 10th March, 1915.

SEND "Manuka's" mails by "Sonoma."

No. 88.

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

SIR,—

General Post Office, Wellington, 11th March, 1915.

In reference to your company's claim for £288 9s. 3d., the subsidy for the contract trip of the s.s. "Manuka" commenced at Wellington on the 5th instant, I have the honour to inform you that, as the "Manuka" did not reach Sydney until yesterday morning, the connection with the mail-service via Suez was missed; and to ask for any reasons why the penalty provided by the contract for late arrival should not be imposed.

I have, &c.,

F. V. WATERS, Assistant Secretary.

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

No. 89.

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

(Telegram.)

Sydney, 24th March, 1915.

Owing breakdown unloading-gear "Mokoia" eighty-three bags Egypt missed Melbourne express. Remainder mail forwarded in time catch "Mongolia," Adelaide. Next boat, "Marama," due London 1st May next. Suez mail "Malwa" leaving Adelaide 6th April, due Suez 4th May. Propose sending Egypt mail thereby; cable confirmation.

No. 90.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.
(Telegram.)
Wellington, 25th March, 1915.

FORWARD Egypt mail "Malwa."

No. 91.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.
Postmaster-General's Department, General Post Office,
Sydney, 30th March, 1915.

SIR,—

Adverting to my cablegram of the 24th instant intimating that eighty-three bags of mail for Egypt from New Zealand had missed the Melbourne express, I have the honour to intimate that considerable difficulty was experienced in unloading the New Zealand mails ex "Mokoia," which arrived here at 6.20 p.m. on that date, owing to a breakdown in the unloading-gear on that vessel, and the delay thus caused was responsible for the number of bags mentioned missing the Melbourne express, and in consequence the "Mongolia," which was timed to leave Adelaide at 1 p.m. on the 26th idem. The steamer "Mongolia" was delayed for one day owing to machinery troubles, otherwise she would have sailed from Adelaide on the 25th instant, and the portion of the mails which were forwarded by that steamer have thus missed the connection.

I have, &c.,

E. J. YOUNG,

The Secretary, General Post Office, Wellington.

Deputy Postmaster-General

No. 92.

[*News extract, 16th March, 1915.*]

In future the Sydney boat will leave Wellington on Thursday of each week instead of Friday, as at present. The new arrangement will come into force with the "Manuka" next week, and has been decided upon by the Union Company in order to give the boats more time at Hobart. Arrival from Sydney direct will be made on Tuesday, the boat going to Lyttelton the same night. She will return on the Thursday, sailing at 5 p.m. the same day for Sydney.

No. 93.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 26th March, 1915.

SIR,—

In reply to your letter of the 11th instant, to which we delayed replying until we could obtain a report from the captain, I beg to state that the "Manuka" was delayed at the start owing to five of the engine-room hands failing to be on board at sailing-time, and some time was lost in obtaining substitutes. Apart from this the steamer was delayed by strong winds and gales from south-westerly and northerly directions, as the following extracts [not printed] from the official log will show.

From the foregoing it will be gathered that the ship had a particularly bad trip across owing to weather-conditions, and under the circumstances it is hoped that the Department will not impose any penalty for late arrival.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HUGHES, Secretary.

No. 94.

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

SIR,—

General Post Office, Wellington, 6th April, 1915.

I have the honour to acknowledge the receipt of your letter of the 26th ultimo in reference to the late arrival at Sydney of the s.s. "Manuka" on the trip commenced at Wellington on the 5th idem.

As the failure to make the mail-connection at Sydney was due to a cause beyond the control of your company the Postmaster-General has directed that the penalty for late arrival is not to be imposed.

I have, &c.,

J. C. WILLIAMSON,

Acting Assistant Secretary.

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

BLUFF-MELBOURNE SERVICE.

No. 95.

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

SIR,— General Post Office, Wellington, 24th December, 1914.

I have the honour to request that you will inform me, if possible, when the regular running of the Bluff-Melbourne weekly steamer-service is likely to be resumed.

Owing to the suspension of the service this Department has now to pay for the transit from Sydney to Melbourne or Adelaide of certain parcel-mails formerly sent from Bluff to Melbourne, but now required to be sent from Auckland or Wellington to Sydney.

I have, &c.,

F. V. WATERS, Assistant Secretary.

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

No. 96.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 30th December, 1914.

SIR,—

I have the honour to acknowledge the receipt of your letter of the 24th December in regard to the Bluff-Melbourne steamer-service.

In reply, I beg to state that the present service was decided upon after discussion with the deputation from the Dunedin and Invercargill Chambers of Commerce, and is understood to be giving complete satisfaction to shippers and consignees. Apart from the falling-off in trade due to depression caused by the war the passenger and cargo business between the southern ports of New Zealand and Australia has for some years past been a diminishing quantity, and, excepting for a month or two in the height of the passenger season, the weekly service has been carried out at a considerable loss. We are keeping the position closely under review, and in the event of circumstances warranting a more frequent running than at present obtaining the matter will have our prompt attention, but it is unlikely that conditions will justify a return to the previous weekly service.

I have, &c.,

D. A. AIKEN, General Manager.

The Assistant Secretary, General Post Office, Wellington.

PANAMA CANAL ROUTE.

No. 97.

[*News extract, 15th August, 1914.*]

THE Panama Canal has been informally opened.

The United States War Department's ship "Ancon" made a trip through the canal from the Atlantic to the Pacific, taking eleven hours for the passage.

M. Goethals, the builder of the canal, stood on the bridge as the vessel left, and President Porras, of Panama, was beside him.

Vessels drawing 30 ft. or less may now pass through the canal.

[P. & T. 36/6.]

No. 98.

The UNDER-SECRETARY, Department of Internal Affairs, Wellington, to the SECRETARY, General Post Office, Wellington.

Department of Internal Affairs,
Wellington, 16th November, 1914.

(Memorandum.)

I ENCLOSE herewith, for your information, copy of note which has been received by His Majesty's Secretary of State for the Colonies from the United States Ambassador, London, on the subject of the date of opening of the Panama Canal.

The Secretary, General Post Office, Wellington.

J. HISLOP, Under-Secretary.

Enclosure in No. 98.

The UNITED STATES AMBASSADOR, London, to the Right Hon. the SECRETARY OF STATE FOR FOREIGN AFFAIRS, London.

SIR,— United States Embassy, London, 18th August, 1914.

Under instructions from my Government, dated the 31st July last, I have the honour to acquaint you that the Panama Canal was to be opened for commerce on the 15th instant to vessels not drawing more than 30 ft. of water, and that an appropriate announcement will be made when a depth of water greater than 30 ft. shall have been secured in the canal.

I am to add that the official opening of the canal, as heretofore announced, will take place in the month of March, 1915.

The Right Hon. Sir Edward Grey.

I have, &c.,

WALTER HINES PAGE.

No. 99.

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

(Telegram.)

27th February, 1915.

ARE arrangements possible announcing here passage New-Zealand-bound vessels Panama?

No. 100.

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

(Telegram.)

1st March, 1915.

HAVE arranged with the agents, Grace Company, Panama. They will commence beginning of next month.

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