

Sunderland, distance seven knots. The mean of the runs both ways gives the speed 11.9 knots. I therefore consider that to-day the ship has fully come up to her requirements as to speed by the Company ; and it was accomplished without strain to the engines.

MR. FREDERICK D. GIBSON TO MR. JAMES WORLEY.

Newcastle-on-Tyne,

Tuesday, March 3rd, 1863.

DEAR SIR,—

I was out with the "Paulet" both yesterday and to-day, running the measured mile, and I am happy to report more favorable results than heretofore arrived at, the mean of four runs yesterday being five minutes and thirty-four seconds, equal to 11.2 knots, at a draft of eleven feet ten inches aft, and ten feet ten inches forward ; but to obtain this she was undoubtedly propelled to the utmost, and I was under the impression it would prove the greatest speed they could obtain. On this occasion she averaged seventy revolutions, thirty-three pounds of Steam Pressure, twenty-seven and a half vacuum.

To-day's trial exceeded yesterday's, which I attribute to alteration in her trim, her draft being twelve feet nine inches aft, and ten feet forward. The mean of two runs on the measured mile gave five minutes eighteen seconds in time, or equal to 11.5 knots, thirty-three and half pounds steam pressure, twenty-seven and a half vacuum. We then turned her round on a circle, which she completed in six minutes and thirty-five seconds. We then steamed against a moderate head wind from Tynemouth Hard Land Buoy to Sunderland South Buoy, a distance of seven knots, in thirty-five minutes 14 seconds, giving a speed 11.9 knots, turning round on a circle in six minutes. We set the trysail and fore-topsail, and ran back the distance between the above mentioned buoys in thirty-five minutes fifty-two seconds. Not having time to keep her out longer, we then returned to Messrs. Mitchell's building yard. In sending you this favorable report, I still feel, in justice to my former opinion, that you must bear in mind that she is now perfectly clean, and should I again be asked if I considered the "Paulet" capable of maintaining a speed of eleven knots on her station, I confess I do not believe she would. However, I think she will prove of valuable service to Captain Hall, and is sufficiently fast to be remunerative, without any danger of not accomplishing the Contract speed.

There are several small jobs still undone, which I have no doubt when Mr. Mitchell understands that the ship will be accepted, will be at once put in hand ; but the more extensive alterations necessary to bring her accommodations to Captain Hall's requirements, would cost Two hundred pounds extra, and detain the ship at least three weeks.

I am sorry I have not time to write more, but perhaps it may be unnecessary, as Captain Blane will be able to explain more fully, and Mr. Mitchell will attend the Board meeting on Thursday.

I have, &c.,

FREDERICK D. GIBSON.

James Worley, Esq., 41 Moorgate Street, London.

P.S. I beg to acknowledge receipt of your favor respecting seeing the bottom of the ship, and as you are to meet Mr. Mitchell, I suppose you will then make arrangements for her being docked either here or in London, for I am given to understand there is no dock here likely to be vacant for some weeks.

Cargo on board the "Paulet" at the time of trial on Tuesday, the 3rd March, as per Captain Gibson's letter of the 5th inst :—

Coals in Bunkers	.	.	.	200 Tons
Do. in Hold	.	.	.	250 "
Water in Ballast Tanks	.	.	.	100 "
Iron	.	.	.	20 "
Total	.	.	.	570

No. 19.

THE HONORABLE THE POSTMASTER GENERAL TO THE HONORABLE THE COLONIAL SECRETARY,
NEW ZEALAND.

3, Adelaide Place, London Bridge,

19th April, 1863.

SIR,—

I have the honor to inform you that the Admiralty Surveyors having reported that the S.S. "Auckland" belonging to the Inter-Colonial Royal Mail Company fulfils the conditions of the