

C O R R E S P O N D E N C E

RELATIVE TO THE

INTER-COLONIAL & INTER-PROVINCIAL MAIL SERVICE

OF

NEW ZEALAND.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND
OF HIS EXCELLENCY.

AUCKLAND.

1863.

CORRESPONDENCE

RELATIVE TO

THE INTER-COLONIAL AND INTER-PROVINCIAL MAIL SERVICE.

CORRESPONDENCE RESPECTING THE TEMPORARY
EMPLOYMENT OF THE I.C.R.M. CO.'S STEAMER "CLAUD
HAMILTON."

No. 1.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL.

Inter-colonial Royal Mail Company,
Sydney and New Zealand,
Sydney, October 15th, 1862.

SIR,—

Being now in a position to resume the Service, as carried out before the loss of the "Lord Worsley," I have directed the "Claud Hamilton," now about to leave with the Mails, to proceed according to the Time Tables published for the three months ending December 31st, the ships coming up to Sydney alternately.

I trust that there will be no further interruptions to this Service, and that the performance of it will meet your approbation.

I have, &c.,

JOHN VINE HALL.

The Honorable the Postmaster-General, New Zealand.

No. 2

THE HONORABLE THE POSTMASTER-GENERAL TO CAPTAIN R. JOHNSON.

General Post Office, Auckland,
23rd October, 1862.

SIR,—

Information having reached me that a new steam vessel, the "Claud Hamilton," belonging to the Inter-colonial Royal Mail Company is performing the service from Sydney to Cook's Straits this month, I have to request that you will proceed to Wellington to inspect her on behalf of the Government. As to her general qualifications you will be satisfied if the "Claud Hamilton" carries a Certificate under the Steam Navigation Act of New South Wales, otherwise you will cause to be examined her boilers and machinery, as well as her hull, rigging, and stores, as required by contract. I have particularly to request that under any circumstances you will take measures to ascertain her average rate of speed during an ordinary voyage, so far as it may be in your power to do so, and that you report distinctly whether, in your opinion, from her rate of speed falling below an average of eight knots per hour, or from any other cause, she is unfitted to perform the Mail service of the Colony under the Admiralty Contract. Should your report be unfavourable, you will furnish a copy of it to the master of the vessel, but you will not interfere with the prosecution of the present voyage. You will forward a copy of your report also to me, directed to the General Post Office, Sydney; when, if needful, steps will be taken to test the rate of speed and other qualifications of the vessel.

I have, &c.,

CRCSBIE WARD.

Captain R. Johnson, Inspector of Mail Steamers.

PAPERS RELATING TO THE

No. 3.

MR. ELLIOTT TO GENERAL MANAGER I.C.R.M. CO.

General Post Office, Auckland,
6th November, 1862.

SIR,—

I am directed to acknowledge the receipt of your letter of the 15th ultimo, respecting the resumption of the Steam Postal Service according to existing Time Tables, and to inform you that Mr. Ward will communicate personally with you respecting the S.S. "Claud Hamilton" when he is in Sydney.

I have, &c.,
G. ELLIOTT ELLIOTT,
Secretary.

The General Manager I.C.R.M. Co., Sydney.

No. 4.

CAPTAIN JOHNSON TO THE HONORABLE THE POSTMASTER-GENERAL.

Otago, 3rd November, 1862.

Sir,—

On my arrival at Wellington on the 28th ultimo, I ascertained that the Steam Ship "Claud Hamilton," then lying in that Port, carried a Certificate under the Steam Navigation Act of New South Wales; I therefore confined my inspection to speed only.

The time occupied in running from Wellington to Port Cooper, twenty-three hours, gave the average rate of speed seven and three-quarter knots, half of this distance was run with fair wind and aid of sails, and the remainder with steam only, the wind being light and baffling.

From Port Cooper to Port Chalmers the average rate of speed attained was eight and a quarter knots. This increased speed I consider is owing to the wind being more favourable than during the previous passage, sail being set from Bank's Peninsular to Otago Heads. The weather continued fine the whole of the distance from Wellington to Otago, the water smooth, the ship in good order, and excellent trim. I am, therefore of opinion that during an ordinary voyage the average rate of speed would not be over seven knots, and that the "Claud Hamilton" is an unfit vessel to perform the Mail Service of the Colony, under the Admiralty Mail contract, 1858.

I have, &c.,

R. JOHNSON,
Inspector of Mail Steamers.

The Honorable the Postmaster-General, Auckland.

No. 5.

THE HONORABLE THE POSTMASTER-GENERAL TO CAPTAIN J. V. HALL.

Sydney, 11th November, 1862.

SIR,—

I have to call your attention to the fact that the S.S. "Claud Hamilton" has been despatched by you from Sydney to Nelson and Wellington, and is appointed to proceed thence on the Inter-Provincial Mail Service under the existing Contract with the Admiralty, not only without having received the approval of the Admiralty as required by the Provisions of the Contract, but even after having been surveyed and rejected.

I have to express my great unwillingness to interfere with the operations of your Company upon any question of mere form; and therefore if the essential requirements of the Public Service were supplied, I should not deem it my duty to refuse the services of a vessel employed by you. But it appears that in the present case the ascertained speed of the "Claud Hamilton" is less than that stipulated for, and such as to render her of doubtful utility to the Colony as a Mail boat.

I have therefore to request that the "Claud Hamilton" may be as speedily as possible withdrawn from the New Zealand Mail Service, and not again employed under the Contract, unless her rate of speed shall have been previously certified as equal to that required by its provisions.

Should it seem to you desirable to test the vessel's rate again, I have to request that you will obtain a Certificate of her Speed from some person to be appointed by the government of New Zealand, or by an officer of the Navy in command of one of Her Majesty's ships. If this Certificate be satis-

factory, the Government of New Zealand will report the matter to the Admiralty, and until their decision be learned, will permit the "Claud Hamilton" to run under the Contract.

I have, &c.,

CROSBIE WARD.

Captain J. Vine Hall, Sydney.

No. 6.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL.

Sydney, November 14th, 1862.

SIR,—

I have the honor to acknowledge receipt of your letter of 11th instant, relative to the steamer "Claud Hamilton" and trial of her speed. I will take care that your wishes are carried out on her return to Sydney, and furnish the New Zealand Government with an official report of the same.

I am likewise favoured with the time table and postal arrangements for 1863, which I shall endeavour to have faithfully performed.

I have, &c.,

JOHN VINE HALL,

General Manager, Inter-colonial Royal Mail Company.

The Honorable the Postmaster-General.

No. 7.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL.

Inter-colonial Royal Mail Company,
Sydney and New Zealand ;

Sydney, November 17th, 1862.

SIR,—

As I am not aware of your address in Melbourne, I have written another note on the same subject as this to have a better chance of reaching you.

It appears from the press of engagements that the probability of getting the use of the slip promptly on "Claud Hamilton's" return is doubtful, and as I want to give both "Ashley" and "Airedale" a renovation it would materially aid my plans and benefit the service by sending as I proposed "Claud Hamilton" to Auckland the next trip.

The loss of "Worsley," on which I had successfully spent so much money, has of course limited our resources, but having a new and superior ship coming out, I beg that there will be no objection made to "Claud Hamilton" relieving "Ashley" for a voyage, when she shall be officially tried and be our spare ship.

As you are leaving the colony, to prevent discussion on this matter I have to request a line from you giving me this conditional permission, and I hope you are aware that, in making any proposition, I have always in view the advantage of the service and its efficient performance.

I have, &c.,

JOHN VINE HALL.

The Honorable the Postmaster-General.

No. 8.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL.

Inter-colonial Royal Mail Company
Sydney and New Zealand ;

Sydney, Tuesday, November 18th, 1862.

SIR,—

I find that it is extremely doubtful if I shall succeed in getting the slip in sufficient time, on "Claud Hamilton's" return, to clean her bottom for trial and despatch her. I have, therefore, to request that you will not object to my using her to relieve the "Ashley" on the next trip to Auckland, after which you may depend on my having her speed duly and officially tested.

I find that though I could send the "Airedale" to Auckland, and "Ashley" for a time South, there would be a great difficulty in relief, and the service would not be benefited thereby ; whereas it will be

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advantaged by "Claud Hamilton" taking the turn to Auckland, and thus enable me to carry out my plans for touching up "Ashley" and "Airedale."

I am certain also the good folks of Auckland will be gratified by "Claud Hamilton" going there, and am quite sure she will make regular passages, whether her trial speed be a fraction under ten knots, or the contrary. I should like her, and indeed intended her eventually for that station.

Having another superior boat in progress, I do not think it by any means asking too much that "Claud Hamilton" be used (in any case) as the spare or occasional vessel, until we have the new vessel, particularly as when "Claud Hamilton" was despatched from England, we had then four ships, and we could not foresee the loss of "Worsley."

As you are leaving this part of the world, which I confess I regret much, I should be obliged if you would favour me with the conditional permission requested above—namely, that whether "Claud Hamilton" does or does not realise ten knots fully on trial, that she may go the next trip to Auckland, and be used as an occasional relief boat till our new one makes her appearance.

I have, &c.,

JOHN VINE HALL.

The Honorable the Postmaster-General.

No. 9.

THE HONORABLE READER WOOD TO CAPTAIN J. V. HALL.

General Post Office,
Auckland, 28th November, 1862.

SIR,—

In reference to the correspondence that has taken place between Mr. Ward and yourself in Sydney, upon the subject of the speed of the "Claud Hamilton," I have now to forward for your information a copy of Mr. Johnson's report upon the sailing qualities of that vessel, and to inform you that, though the payment of her subsidy for this month will not be withheld, yet His Excellency's Government is anxious that no delay on your part should take place in forwarding for their information the official report from Sydney, to which you refer in your letter to Mr. Ward of the 14th instant.

I have, &c.,

READER WOOD,
For the Postmaster-General.

Captain J. Vine Hall, &c., Sydney.

No. 10.

CAPTAIN J. V. HALL TO THE HONORABLE READER WOOD.

Inter-colonial Royal Mail Company,
Sydney, December 15th, 1862.

SIR,—

I have the honor to acknowledge your communication of 28th November, relative to the speed of the "Claud Hamilton." I regret very much, as I have already explained to Mr. Ward, that this vessel appears to be deficient in this respect, though in all others unexceptionable. I have a report of a trial at a measured mile in England (extract enclosed), which appears tolerably satisfactory, but I shall take the earliest opportunity of running her on the measured mile at this port, and reporting to you accordingly. I may observe that during the "Claud Hamilton's" recent service on the Coast, she kept her dates punctually and gave universal satisfaction to the public.

When the "Claud Hamilton" returns from her present voyage to Nelson, I trust you will allow her to make two or three trips to Auckland, during some repairs I wish to do to the "Ashley," and by which time I expect our new ship from England.

I have, &c.,

JOHN VINE HALL,
General Manager, I.C.R. Mail Company.

The Honorable Reader Wood, Auckland.

No. 11.

MR. ELIOTT TO THE GENERAL MANAGER OF INTER-COLONIAL ROYAL MAIL COMPANY,
NEW ZEALAND.

General Post Office,
Auckland, 26th December, 1862.

SIR,—

In reply to your letter of the 15th instant, respecting the s.s. "Claud Hamilton," I am directed to state that the Government cannot give an official permission to you to employ that

vessel in the New Zealand Postal Service, until her speed has been tested. But, as the loss of the "Lord Worsley" deprives the Inter-colonial Royal Mail Company of their spare boat, and as the "Airedale" and "Lord Ashley" require overhauling, the Government will pay a subsidy to the "Claud Hamilton," if she performs her work on the line between Sydney and Auckland as a substitute vessel merely until the Company's new ship shall arrive, provided the Inter-colonial Royal Mail Company will guarantee the Colony against a surcharge by the Imperial Government for so doing.

I have, &c.,

G. ELLIOTT ELLIOTT,

Secretary.

The General Manager Inter-colonial Royal Mail Company, Sydney.

No. 12.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL.

Inter-colonial Royal Mail Company,
Sydney and New Zealand,
Sydney, December 3rd, 1862.

SIR,—

I have the honor to acknowledge the receipt of your letter, of November 6th, and, in reference to the latter part, beg to say that I have seen Mr. Ward respecting the "Claud Hamilton," and enclose copy of my letter to that gentleman, relative to the employment of the said ship.

I now respectfully request that, in accordance with my letter, and with Mr. Ward's recommendation, the "Claud Hamilton" may be permitted to perform the service between Sydney and Auckland during the period that must elapse till I have a vessel from England to replace the "Worsley," unfortunately lost in September.

I may take this opportunity to remark that I shewed Mr. Ward my advices and particulars of a first-class steamer, eight hundred tons, one hundred and fifty horse power, purchased by the Inter-colonial Royal Mail Company, to be launched about this time, and to leave England in January. She will be in every respect a very superior ship, and I doubt not, will give perfect satisfaction to the Government and the public.

I also expect another new vessel of six hundred tons to be despatched in February from England. Meanwhile, I am maintaining the present vessels in the most efficient state; and, therefore, seeing the promptitude and exertions the Company are manifesting, I trust the Government will raise no objection to the temporary and occasional employment of the "Claud Hamilton," whilst her performance is satisfactory. No effort on my part, as the Colonial Manager of the Inter-colonial Royal Mail Company, will be wanting to render the future New Zealand Mail Service entirely satisfactory.

I have, &c.,

JOHN VINE HALL,

General Manager.

The Honorable the Postmaster-General, Auckland.

No. 13.

CAPTAIN J. V. HALL TO THE HONORABLE THE POSTMASTER-GENERAL, AUCKLAND.

Inter-colonial Royal Mail Company,
Sydney and New Zealand,
Melbourne, November 26th, 1862.

SIR,—

I shall be prepared, on the part of the Inter-Colonial Royal Mail Company, to commence the East Coast Service of New Zealand, on March 17th, 1863, from Otago, for the sum of £7,000 per annum, by placing the "Ashley" upon that line, if you will recommend the Government of New Zealand to permit the "Claud Hamilton," on my application (voyage per voyage), to perform the Auckland Service, until I have an opportunity of testing her speed at the measured mile, or until the Company's new ship (expected to leave England in January, 1863,) shall arrive.

I have, &c.,

JOHN VINE HALL,

General Manager, I.C.R. Mail Company.

The Honorable the Postmaster-General, Auckland.

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No. 14.

MR. G. ELIOTT ELIOTT TO CAPTAIN J. V. HALL.

General Post Office,
Auckland, 20th December, 1862.

SIR,—

I am directed to acknowledge the receipt of your letter of the 3rd instant, respecting the S.S. "Claud Hamilton," and to inform you in reply that the arrangements you have made for the employment of that vessel have been approved.

I have, &c.,
G. ELIOTT ELIOTT,
Secretary.

Captain J. Vine Hall, Sydney.

No. 15.

CAPTAIN J. V. HALL, TO THE HONORABLE THE POSTMASTER-GENERAL.

Inter-colonial Royal Mail Company,
Sydney and New Zealand,
Sydney, January 14th, 1863.

SIR,—

I have the honor to acknowledge the receipt of your favour of December 20th, 1862, approving of the temporary employment of the "Claud Hamilton," and I take this opportunity of informing you that this vessel now brings the English Mail, the "Lord Ashley" being under refit, preparatory to taking up the East Coast service in March as arranged with Mr. Crosbie Ward.

I have, &c.,
JOHN VINE HALL.

The Honorable the Postmaster-General, Auckland, New Zealand.

CORRESPONDENCE RESPECTING THE I.C.R.M.C. STEAMER
"AUCKLAND."

No. 1.

COPY OF DESPATCH FROM HIS GRACE THE DUKE OF NEWCASTLE, K.G., TO GOVERNOR SIR GEORGE GREY, K.C.B.

Downing Street,
26th February, 1863.

SIR,—

I transmit to you, for your information, a copy of a letter from the Postmaster-General, respecting the employment of the steam ship "Paulet" in the New Zealand Mail Service, under the Royal Mail Steam Packet Company's Contract.

I have, &c.,
NEWCASTLE.

Governor Sir George Grey, K.C.B.

No. 2.

MR. HILL TO SIR F. ROGERS.

General Post Office, Auckland,
24th February, 1863.

SIR,—

I am directed by the Postmaster-General to transmit to you, to be laid before the Duke of Newcastle, the enclosed copy of some correspondence which has taken place respecting the proposed

employment of the steam ship "Paulet" in the New Zealand Mail Service under the Inter-colonial Royal Mail Steam Packet Company's contract.

His Lordship would suggest that these Papers should be sent to the Governor of New Zealand, for his information, if possible by the mail of the 26th instant.

I have, &c.,

F. HILL.

Sir Frederick Rogers, Bart.,
Colonial Office.

No. 3.

THE SECRETARY OF THE INTER-COLONIAL ROYAL MAIL STEAM PACKET COMPANY TO THE SECRETARY OF THE
GENERAL POST OFFICE.

41 Moorgate Street, February 3rd, 1863.

SIR,—

I have the honor to state for the information of the Postmaster-General that it is the desire of the Board of Directors that Officers of the Admiralty should be appointed to survey the Company's new Steamer "Paulet," and to be present at the Trial which is to take place on the River Tyne on Friday the 13th instant.

The "Paulet" is eight hundred and twenty tons, Builders' Measurement, and is fitted with Engines of one hundred and fifty horse power nominal. She will be despatched to Sydney about the end of this month, and it is proposed to employ her in the New Zealand Mail Service.

In making this application the Directors are aware that the Postmaster-General's powers under the Contract with the Lords Commissioners of the Admiralty having been delegated to the Governor of New Zealand, the acceptance of the "Paulet" will rest with the Colonial Authorities.

I have, &c.,

JAMES WORLEY.

The Secretary of the General Post Office.

No. 4.

THE SECRETARY OF THE GENERAL POST OFFICE TO THE INTER-COLONIAL ROYAL MAIL STEAM PACKET COMPANY.

3rd February, 1863.

SIR,—

I have to acknowledge the receipt of your letter of this day's date, and to inform you that, as on a former similar occasion, the Postmaster-General has requested the Lords Commissioners of the Admiralty to cause the Steam Ship "Paulet" to be surveyed as to her fitness to be employed in the Mail Service, under the Inter-colonial Royal Mail Steam Packet Company's Contract, for the purpose of enabling the Company to remedy any defects which may be pointed out, previous to the departure of the "Paulet" from this Country for New Zealand.

I have, &c.,

F. HILL.

The I.C.R.M.P. Company.

No. 5.

"PAULET" MAIL STEAMER.—REPORT OF SURVEY ON HULL.

Admiralty,

19th February, 1863.

SIR,—

In compliance with your directions in the letter from the General Post Office, dated 3rd instant, I have surveyed the new Iron Screw Steamer "Paulet" afloat on the Tyne, as to her fitness for the Mail Service under the Inter-colonial Royal Mail Steam Packet Company's Contract, dated 28th May, 1858, and I beg to report that on a trial of speed at a measured mile near Tynemouth, on the 12th instant, she attained a mean speed of nine and seven-tenths knots per hour, with coals on board and dead weight said to be equivalent to a fair average general cargo, the wind blowing a strong breeze at the time.

On the following day the Surveying Officers received a letter from two of the Directors of the Company who were on board the vessel, a copy of which is enclosed, requesting another trial, which accordingly took place on the 14th instant, the vessel being about three inches deeper in the water than on the previous trial, and the wind blowing a moderate breeze.

The mean speed on this trial was ascertained to be at the rate of ten knots and one-tenth per hour. The contract requiring a speed of ten knots on trial at a measured mile.

In reference to these trials, it is right to observe that the builder of the vessel and the maker of the engines stated on the last day of trial that they had ascertained that there was an inaccuracy in placing the mile marks, which, in their opinion, as well that of Mr. Bowman, the Company's General Inspector, would make a difference of about half a knot in ten in favour of this vessel; but the Surveying Officers felt themselves bound to abide by the marks as laid down for their guidance.

In reference to the build and equipment of the hull, I consider that, when the requirements specified in the accompanying list are complied with, the "Paulet" will then be fit for the Mail Service under the contract before referred to, so far as could be ascertained on a Survey afloat, with coals in bunker and forehold, water ballast tanks in after-hold, and the cabin bulkheads and lining in place.

A copy of the accompanying list of requirements should be officially sent to the Company.

J. TUKE,
Inspecting Officer.

Admiral R. S. Robinson, Comptroller of the Navy.

LIST OF REQUIREMENTS TO FIT THE "PAULET," SCREW STEAMER, FOR THE MAIL SERVICE.

It is suggested to the Company that the windlass should be removed from the topgallant fore-castle to the main deck, and the chain lockers further aft, to give more room for working the cables.

1. If this is not done, the windlass should be refitted and secured in a more efficient manner to the topgallant fore-castle than it is at present; the fastening bolts should be at least one-sixteenth inches larger, and the nuts, on the points of bolts, set upon an iron plate three-quarters of an inch thick, and of the same length and breadth as the cap carlings under beams.

2. Brown and Horfield's bow stoppers, or shouldered eye and shackle stopper bolts, not less than one and a-half inches diameter to be fitted between the windlass and hawse pipes.

3. Steering gear to be refitted and made more efficient than on trial. Tiller blocks to be larger and stronger and better secured to vessels' side. Spare tiller, bolts for relieving tackles and rudder chain pendants to be supplied and properly fitted.

4. Iron carlings required in engine and boiler. Hatchways to support the ends of half beams.

5. The maindeck stringer plate, where cut for donkey boiler funnel, to be strengthened, and the wood work in the vicinity of this funnel to be kept at least twelve inches clear of funnel, and wood properly lined with felt and lead.

6. The davits for life boats to have chain spans fitted to them across from side to side of vessel.

7. The mail boat to be stowed in such a position as not to intercept the view of side signal lights, and her davits to be sufficiently strong.

8. Mail room to be completed, and secured by a Chubb's or other equally good patent lock.

9. Lightning conductors on the plan of Sir Snow Harris to be fitted.

10. Downton's pump to be completed, and sea cock so fitted as to be accessible at all times. 200 feet of leather fire hose, with copper or brass discharge jets, also fire buckets to be supplied. The common pumps to have a spare set of gear, and bilge suction to have strainers fitted to them.

11. The life boats and mail boats to be supplied with suitable anchors and painters. The mail boat with a tarpaulin cover, compass, and other requisites.

The fittings and equipments of hull for sea service to be completed.

19th February, 1863.

J. TUKE.

No. 6.

DIRECTORS OF INTER-COLONIAL ROYAL MAIL COMPANY TO SURVEYORS.

Central Station Hotel,
Newcastle-on-Tyne, 13th February, 1863.

GENTLEMEN,—

As the results of the trial of the Inter-colonial Royal Mail Company's ship "Paulet," yesterday, were not so satisfactory as could have been wished, and as the ship is of the greatest importance to the above Company—

We have to request that you will consent to another trial taking place to-morrow, 14th instant, if your engagements will permit of your remaining at Newcastle.

GEORGE BLANE, R.N., }
ROBERT WILSON, } Directors.

J. Dinnen, Esq., }
— Tuke, Esq., } Admiralty Surveyors, Newcastle.

No. 7.

SURVEYOR TO THE ADMIRALTY TO COMPTROLLER OF THE NAVY.

Liverpool, 16th February, 1863.

SIR,—

In obedience to your commands to proceed to the Tyne for survey of the "Paulet," with the view to the employment of her on the Inter-colonial Mail Service, between New Zealand and Australia, I have the honor to report—

That a first trial was made at a measured mile along shore, outside the river, on the 14th instant. The engines performed in a satisfactory manner; the speed attained was rather in excess of the speed required, and the vessel is, so far as such inspections can determine, in accordance with the terms of the contract with the Company, dated 28th May, 1858, in respect of power and speed.

I have, &c.,

J. DINNEN.

Admiral R. S. Robinson, Comptroller of the Navy.

No. 8.

SURVEYOR TO THE ADMIRALTY TO COMPTROLLER OF THE NAVY.

Admiralty, 19th February, 1863.

SIR,—

The enclosed note from two of the Directors of the Inter-colonial Royal Mail Company having been forwarded to me at Liverpool, I have this day transmitted to them an account of the trials of each day as herein set forth; and as the contract speed of ten knots on the second day's trial was exceeded, I see no reason why my report on the "Paulet" should not now be sent forward.

I have, &c.,

J. DINNEN.

Admiral Robert Spencer Robinson, Comptroller of the Navy.

No. 9.

DIRECTORS OF THE INTER-COLONIAL ROYAL MAIL COMPANY TO ADMIRALTY SURVEYOR.

I.C.R.M.S.P. Company's Office, Moorgate street,
London, 16th February, 1863.

DEAR SIR,—

The Report which we have made to our Court of Directors in regard to the performance of the "Paulet" on her two trials last week not being considered by them to be satisfactory, we shall feel greatly obliged if you will do us the favor of submitting to the Admiralty the circumstances and details of both those trials, viz., the number of runs made by the vessel each day, the speed attained during each run, and the mean speed of the six runs on the first day's trial, and of the eight runs on the second.

The Company having had one of their vessels, the "Claud Hamilton," rejected in the Colonies on account of deficiency of speed, the Directors are accordingly anxious to prevent the recurrence of a second similar misfortune.

We have, &c.,

GEORGE BLANE.

J. Dinnen, Esq., Surveyor to the Admiralty.

Enclosure 1 to No. 9.

First day's trial, 12th February, 1863.

Very strong wind off the shore.

Knots.		
9·302	} 9·542	} 9·716
9·783	} 9·891	
10·000	} 9·568	} 9·729
9·173	} 9·801	
10·465	} 9·684	} 9·722
8·531	} 9·498	
		} 9·649

Mean of means for four runs as taken by us for
the trial, as four runs are customary in Royal Mail
Ships.

Mean of means, 9·694, for six runs, as requested in note from the Directors.

The two last runs, made by request, were rejected on account of the Machinery.

Second Day's Trial, February 14th, 1863.

Weather moderate.

Knots.		
10·111	} 9·341	} 9·370 Rejected on account of the machinery.
8·571	} 9·602	
8·978	} 10·027	} 9·500 Rejected in favour of last two runs.
10·077	} 9·994	} 9·814 Taking 4 as the rule.
8·911	} 10·170	} 10·010
11·429	} 10·170	
8·911	} 10·170	
		} 10·082 } Extra runs, requested by the Directors.
		} 10·126 Mean of means of the last four runs taken by us for the trial.

Mean of means of eight runs, as requested in Note from the Directors..... 9·824 knots.

Mean of means of the last six runs10·019 knots.

So that whether we take the last four or the last six runs, the contract speed has been exceeded.

J. DINNEN.

No. 10.

THE SECRETARY OF THE GENERAL POST OFFICE TO THE I.C.R.M.S.P. COMPANY.

24th February, 1863.

SIR,—

With reference to previous correspondence, I am directed by the Postmaster-General to inform you that the Steamship "Paulet," having been surveyed by Officers of the Admiralty as to her fitness to be employed in the Mail Service under the Inter-colonial Royal Mail Steam Packet Company's Contract, His Lordship has received a Report, stating that when the alterations and additions specified in the enclosed List have been carried out, there will not be any objection, in the opinion of the Surveying Officers, to the employment of the "Paulet" in the service above referred to.

I have, &c.,

F. HILL.

J. Worley, Esq., I.C.R.M. Company.

(For the List referred to see Enclosure to Mr. Tuke's letter to the Comptroller of the Navy, dated 19th February, 1863. No. 5 in this series)

No. 11.

COPY OF DESPATCH FROM HIS GRACE THE DUKE OF NEWCASTLE, E.G., TO GOVERNOR SIR GEORGE GREY, K.C.B.

Downing Street, 23rd April, 1863.

SIR,—

With reference to my Despatch, No. 15, of the 26th of February, respecting the employment in the New Zealand Mail Service of the Steamship "Paulet," I transmit for your information copy of a

further letter from the Postmaster-General, stating that the name of the vessel has been changed to "Auckland," and that she is fit, when certain alterations have been effected, for the Service in which it is proposed that she should be employed.

I have, &c.,

NEWCASTLE.

Governor Sir George Grey, K.C.B.

P.S. A Copy of a further Letter from the Post Office on this subject is likewise annexed.

No. 12.

MR. F. HILL TO SIR F. ROGERS.

General Post Office, 11th April, 1863.

SIR,—

With reference to my Letter of the 24th February, I am directed by the Postmaster-General to request that you will have the goodness to state to the Duke of Newcastle that the Inter-colonial Royal Mail Packet Company, having changed the name of the Steamship "Paulet" to "Auckland," have submitted her for a final survey; and that, subject to the alterations specified in the Surveying Officer's Report, copy of which is enclosed, being properly carried out, the "Auckland" appears to be in all respects fit for the Service in which the Company propose to employ her.

His Lordship would suggest that, as on former similar occasions, a Copy of this Correspondence should be sent to the Governor of New Zealand, for his Excellency's information.

I have, &c.,

F. HILL.

Sir F. Rogers, Bart.

No. 13.

MR. TUKE TO ADMIRAL R. S. ROBINSON.

Admiralty, 7th April, 1863.

SIR,—

I beg leave to state that the requirements specified in the list accompanying my report of the Survey on the screw steamer "Paulet," now named "Auckland," dated 17th February last, have been complied with, except—

1st. That the spare tiller cannot at present be shipped: requires to be properly fitted on the rudder head.

2nd. The iron davits to lifeboats require supporting by chain spans across from side to side of vessel.

3rd. The fire-hose to Downton's Pump to be supplied with two copper or brass discharge jets, and also with spare brass joints to connect the hose to pump.

The chief officer states that these requirements will be complied with, before the vessel leaves the Victoria Docks, and I consider she will then be fit for the Mail Service under the contract with the Inter-colonial Royal Mail Steam Packet Company, dated 28th May, 1858.

I have, &c.,

J. TUKE,

Inspecting Officer.

Admiral R. S. Robinson, Comptroller of the Navy.

No. 14.

MR. HILL TO SIR F. ROGERS.

General Post Office, 22nd April, 1863.

SIR,—

With reference to my letter of the 11th instant, I am directed by the Postmaster-General to transmit to you, to be laid before the Duke of Newcastle, the enclosed copy of a further letter, which His Lordship has received from the Inter-colonial Royal Mail Steam Packet Company, respecting certain alterations on board the steamship "Auckland."

His Grace will, probably, think it proper to send this further correspondence to the Governor of New Zealand for his information.

I have, &c.,

F. HILL.

Sir F. Rogers, Bart.

PAPERS RELATING TO THE

No. 15.

MR. WORLEY TO MR. HILL.

Inter-colonial Royal Mail Steam Packet Company,
41, Moorgate-street, London, 20th April, 1863.

SIR,—

Referring to your letter of the 11th instant, respecting the further Survey of the steamer "Auckland," I beg to forward copies of letters from Captain Gibson, the commander of that vessel, and Mr. R. Bowman, the Company's Consulting Engineer, certifying that the requirements specified in your letter have been carried out.

I have also to state that the "Auckland" sailed from Gravesend, for Sydney, on the 15th instant.

I have, &c.,

JAMES WORLEY.

F. Hill, Esq., Assistant Secretary, General Post Office.

No. 16.

FRED. D. GIBSON, COMMANDER S.S. "AUCKLAND," TO JAMES WORLEY, ESQ.

Intercolonial Royal Mail Steam Packet Company (Limited),
41, Moorgate-street, London,
13th April, 1863.

DEAR SIR,—

I beg to inform you that the requirements of the Post Office authorities specified in the letter from the General Post Office, dated 11th instant, have been carried out.

I have, &c.,

FRED. D. GIBSON,
Commander S. S. "Auckland."

James Worley, Esq.

No. 17.

ROBERT BOWMAN, CONSULTING ENGINEER, TO JAMES WORLEY, ESQ.

Intercolonial R. M. S. Company,
41, Moorgate-street, London,
13th April, 1863.

DEAR SIR,—

I beg to inform you that the requirements of the Admiralty Surveyors, relative to the S.S. "Auckland," specified in the letter from the General Post Office, dated 11th instant, have been carried out.

I have, &c.,

ROBERT BOWMAN,
Consulting Engineer.

James Worley, Esq.

No. 18.

EXTRACT OF A LETTER FROM CAPTAIN BLANE TO MR. WORLEY.

Newcastle-on-Tyne,
4 p.m., Tuesday.

DEAR SIR,—

We have just returned from another trial of the "Paulet," a most lovely day, smooth water, and a moderate breeze of wind. We had two runs at the measured mile (and which has proved to be correct as to distance), the first run giving 13.235, and the second 9.809, the mean being 11 522 knots. We then steamed from a buoy off the entrance of Teignmouth to a buoy off

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

contract of May 1858, I have notified to the Company that that vessel will be accepted by the Government of New Zealand as a contract Mail Packet so long as she maintains a state of efficiency in all the particulars required by the said Contract. The "Auckland" left the Port of London under steam on the 15th instant and was, at the time of her departure in such a condition as satisfied me that she is well suited to the passenger and traffic requirements of the Colony.

I have, &c.,

CROSBIE WARD.

The Honorable the Colonial Secretary, Auckland.

No. 20.

MR. ELLIOTT TO CAPTAIN JOHNSON

General Post Office,
Auckland, 2nd July, 1863.

SIR,—

I am directed to forward to you the enclosed copies of correspondence relative to the S.S. "Auckland" and to request that on the arrival of that vessel you will be good enough to ascertain whether the alterations and improvements set forth in the accompanying report have been carried out.

I have, &c.,
G. ELLIOTT ELLIOTT,
Secretary.

Captain R. Johnson, Inspector of Mail Steamers.

No. 21.

CAPTAIN JOHNSON TO THE HONORABLE THE POSTMASTER-GENERAL.

Nelson,
5th August, 1863.

SIR,—

I have the honor to report that the requirements specified in the letter of J. Tuke, Esq, Inspecting Officer to the Admiralty, dated 7th April, 1863, respecting the S.S. "Auckland" have been carried out.

I have, &c.,
R. JOHNSON,
Inspector of Mail Steamers.

The Honorable the Postmaster-General, Auckland.

CORRESPONDENCE RESPECTING EMPLOYMENT OF I. C. R. M.
COMPANY'S STEAMER "PHŒBE."

No. 1.

MR. WORLEY TO THE HONORABLE THE POSTMASTER-GENERAL.

I.C.R.M. Company's Office,
February 23rd, 1863.

SIR,—

The Company having purchased the "Phœbe," a screw steamer of 700 tons, Builders' measurement, 120 horse-power nominal, as a substitute for the "Lord Worsley," wrecked in September last, and the former vessel being now on her way to Sydney from Bermuda, I am desired by the Board of Directors to submit the request that you will be pleased to give directions for the acceptance of the "Phœbe," as a fit and proper vessel for employment in the New Zealand Mail Service, on her arrival at Sydney, in the event of her attaining, on the official trial at the measured mile, the speed of ten knots per hour, and the Company's General Manager in the Colonies obtaining for her a certificate from the Local Steam Navigation Board.

The "Phœbe" being at Bermuda when purchased by the Company, it was decided, with a

view, to save time, to despatch her direct to Sydney from that Island (although at a great additional expense), instead of having her first brought home to London. The Directors were, therefore, unable to submit the vessel for trial and inspection by the Admiralty Surveyors.

Awaiting the favour of an early reply,

I have, &c.,

JAMES WORLEY,
Secretary.

The Honorable Crosbie Ward, Esq., Postmaster-General
of New Zealand.

No. 2.

THE HONORABLE THE POSTMASTER-GENERAL TO MR. WORLEY.

3, Adelaide Place, London Bridge,
24th February, 1863.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 23rd instant, respecting the survey and acceptance of the "Phœbe," steamer, and will communicate with the Government of New Zealand as you request.

I have, &c.,

CROSBIE WARD.

James Worley, Esq., I.C.R.M. Company.

No. 3.

THE HONORABLE THE POSTMASTER-GENERAL TO THE HONORABLE THE COLONIAL SECRETARY.

Office of the New Zealand Government Agency,
3, Adelaide Place, King William-street,
London, 26th February, 1863.

SIR,—

I have the honor to inform you that the Inter-colonial Royal Mail Company have reported to me the intended departure of the steamer "Phœbe," from Bermuda to New Zealand, for the purpose of being employed there for the carriage of Mails under their contract. They inform me that, to save time, she will not be sent to London for survey. They therefore request that the "Phœbe" may be submitted for survey on arrival in the Colony.

As the Post Office authorities of the United Kingdom decline to exercise any control over the contractors, the power under the contract having been delegated to the Governor of New Zealand, it seems to be the proper course to submit any new vessel for survey in the Colony. I have, therefore, recommended that on her passing inspection by the Steam Navigation Board of Sydney, Melbourne, or New Zealand, and also survey as to speed and equipment, by order of the Naval Officer commanding on the station, the "Phœbe" may be passed as a vessel under the contract in question.

I have, &c.,

CROSBIE WARD.

The Honorable Colonial Secretary, Auckland.

No. 4.

MR. ELIOTT TO CAPTAIN JOHNSON.

General Post Office, Auckland,
24th July, 1863.

SIR,—

I am directed to request that on the arrival of the S.S. "Phœbe," belonging to the Inter-colonial Royal Mail Company, you will be good enough to inspect and report on the fitness of that vessel as a mail steamer, under the Admiralty Contract, 1858.

I have, &c.,

G. ELIOTT ELIOTT,
Secretary.

Captain R. Johnson, &c., Auckland.

CAPTAIN JOHNSON TO THE HONORABLE THE POSTMASTER-GENERAL.

Nelson, 14th August, 1863.

SIR,—

I beg to acknowledge the receipt of your letter dated 24th July, requesting me to inspect and report upon the fitness of the "Phœbe" as mail steamer under contract, May, 1858, and to report that every preparation has been made for so doing, distance posts having been laid on the Boulder Bank by an officer of the Survey Department.

I have, &c.,

R. JOHNSON,
Inspector of Mail Steamers.

The Honorable the Postmaster-General, Auckland.

C O R R E S P O N D E N C E

RESPECTING

CHARTER OF ONE OF NEW ZEALAND STEAM NAVIGATION COMPANY'S STEAMERS,

TO RUN BETWEEN

WELLINGTON, WHANGANUI, NEW PLYMOUTH, RAGLAN, AND MANUKAU.

No. 1.

THE HONORABLE THE COLONIAL SECRETARY TO THE HONORABLE W. B. D. MANTELL.

Colonial Secretary's Office,
Auckland, 6th July, 1863.

SIR,—

I have the honor to request you to be good enough, on behalf of the Government, to make arrangements, as soon as practicable, for the charter of a small Steamer to run constantly between the Ports of Wellington, Whanganui, Taranaki, and Manukau, calling at each Port for a Mail, and remaining twelve hours, if required, at each Port. The contract to last for three months certain, and to be afterwards terminable at a month's notice on either side.

If such a Steamer cannot be chartered at Wellington, you are requested immediately to communicate with the Honorable Reader Wood, at Dunedin, in order that one may be at once obtained there.

The Government are of opinion that it would be advisable to substitute, if possible, Porirua as the starting point and terminus, instead of Wellington, thus obviating the passage through the Straits. Of course, in this event, mounted couriers are to complete the line of communication between Wellington and Porirua.

I have, &c.,

ALFRED DOMETT.

The Honorable W. B. D. Mantell, Wellington.

No. 2.

THE HONORABLE THE COLONIAL SECRETARY TO THE HONORABLE W. B. D. MANTELL.

Colonial Secretary's Office,
Auckland, 7th July, 1863.

SIR,—

With reference to my letter, No. 374, of yesterday's date, on the subject of the proposed charter of a small Steamer to keep up constant communication between Wellington, Whanganui,

Taranaki, and Manukau, the Government are anxious that this charter should include a provision for the Steamer to call also at Raglan each trip, waiting there six hours; and I should feel obliged if you would cause such provision to be inserted accordingly.

I have, &c.,

ALFRED DOMETT.

The Honorable W. B. D. Mantell, Wellington.

No. 3.

THE HONORABLE W. B. D. MANTELL TO THE HONORABLE THE COLONIAL SECRETARY.

Wellington,

14th July, 1863.

SIR,—

I have the honor to enclose copies of the arrangement entered into by me on behalf of the Government, with the New Zealand Steam Navigation Company, for a vessel to run constantly between this Port, Whanganui, Taranaki, Raglan, and Manukau, in accordance with the wish expressed in your letters of the 6th and 7th July, instant, Nos. 374 and 376.

The Superintendent of Wellington begs me to recommend that the Master or some one on board the Steamer in this Service should be authorised and instructed to bring to, board and search for, and seize ammunition on board of any coasters of suspicious appearance. I think the suggestion good and concur in it. But His Honor informed me that, as might be expected, the Company think that such service should be undertaken by some officer of Government, whose passage would be ground for an additional charge, as well as any detention caused by his discharge of this duty. I trust that Government will give their serious consideration to this or some other plan of checking the abominable traffic in question.

I have only to add that the terms arranged between the Company and the Government in this Charter are considered liberal (on the part of the former), by those qualified to judge, with whom I have spoken on the matter.

I have, &c.,

WALTER MANTELL.

The Honorable Alfred Domett, Auckland.

No. 4.

MR. CARKEEK TO THE HONORABLE W. B. D. MANTELL.

Custom House,

Wellington, 14th July, 1863.

SIR,—

Enclosed herewith, I do myself the honor to forward for your information, all the documents relating to the charter of a steamer from the New Zealand Steam Navigation Company, having this day arranged all the details in compliance with the instructions contained in your minute of the 11th instant, on the Tender of the Company.

I have, &c.,

S. CARKEEK,

Collector.

The Honorable W. B. D. Mantell, Wellington.

No. 5.

MESSES. DUNCAN AND VENNELL TO THE HONORABLE W. B. D. MANTELL.

New Zealand Steam Navigation Company,

Wellington, 11th July, 1863.

SIR,—

At a meeting of Directors held this day for the purpose of considering your proposal for the service of one of our Steamers on the West Coast, we were authorized to tender the services of one of the Company's Steamers to run from Wellington to Manukau, calling at Whanganui, Taranaki, and Raglan, returning by the same route, for the sum of Two hundred pounds per trip. This service would be performed at least twice a month, or more frequently if practicable.

We have, &c.,

DUNCAN AND VENNELL,

Managers.

The Honorable W. B. D. Mantell, Wellington.

MESSRS. DUNCAN AND VENNELL TO MR. CARKEEK.

New Zealand Steam Navigation Company,
Wellington, 13th July, 1863.

SIR,—

Referring to our Tender of the 11th instant to the Honorable W. B. D. Mantell for the service of one of our Steamers between this Port and Manukau, calling at Whanganui, Taranaki, and Raglan going and returning, and his acceptance of the same (Copy of Honorable W. B. D. Mantell's letter herewith), we now beg to hand you the proposed Time Table for three trips. We have framed this so as not to interfere with the time of leaving of other boats on the West Coast Service, and to make it as nearly as possible a Weekly Communication between this Port and Manukau.

Should any alterations be made in the Time Table for this service as will meet the views of the Government, our interests being mutual with that of the Government, that the time of sailing for this service should not clash with other boats leaving either Wellington or Manukau.

In the event of the vessel on service being ordered away by the Officer representing the Government at any of the Ports earlier than stated or advertised dates, which would prevent the vessel earning a Freight that she otherwise would have, then it is to be understood that the Company have a fair claim on the Government for some compensation on that account.

And in case of the Government detaining the vessel beyond the advertised date of leaving, the demurrage to be charged by the Company to be Twenty Pounds sterling per diem.

We have, &c.,

DUNCAN AND VENNELL,
Managers.

S. Carkeek, Esq., Collector of Customs, Wellington.

Enclosure to No. 6.

PROPOSED Time Table for a Service to be performed by the New Zealand Steam Navigation Company between Wellington and Manukau, calling at Whanganui, Taranaki, and Raglan, going and returning:—

	1ST TRIP.	2ND TRIP.	3RD TRIP.
To Leave Wellington	July 18	August 3	August 19
Arrive Whanganui...	" 19	" 4	" 20
Leave Whanganui ...	" 21	" 6	" 22
Arrive Taranaki	" 22	" 7	" 23
Leave Taranaki	" 22	" 7	" 23
Arrive Raglan	" 23	" 8	" 24
Leave Raglan	" 23	" 8	" 24
Arrive Manukau	" 24	" 9	" 25
Leave Manukau	" 26	" 11	" 27
Arrive Raglan	" 27	" 12	" 28
Leave Raglan	" 27	" 12	" 28
Arrive Taranaki	" 28	" 13	" 29
Leave Taranaki	" 28	" 13	" 29
Arrive Whanganui ...	" 29	" 14	" 30
Leave Whanganui ...	" 30	" 15	" 31
Arrive Wellington ...	" 31	" 16	September 1

DUNCAN & VENNELL,
Managers.

Wellington, 14th July, 1863.

No. 7.

MR. CARKEEK TO THE MANAGERS OF THE NEW ZEALAND STEAM NAVIGATION COMPANY.

Custom House,
Wellington, 14th July, 1863.

GENTLEMEN,—

I have the honor to acknowledge the receipt of your letter of yesterday's date, together

with the Time Table enclosed, and I hereby consent to the terms, on the part of His Excellency's Government, being duly authorised by the Honorable Walter B. D. Mantell to do so.

I have, &c.,

S. CARKEEK,
Collector.

To the Managers of the New Zealand Steam Navigation Company,
Wellington.

No. 8.

THE HONORABLE THE COLONIAL SECRETARY TO THE HONORABLE W. B. D. MANTELL.

Colonial Secretary's Office,
Auckland, 24th July, 1863.

SIR,—

I have to acknowledge the receipt of your letter of the 14th instant, enclosing copies of the arrangement entered into with the New Zealand Steam Navigation Company for a vessel to run constantly between Wellington, Whanganui, Taranaki, Raglan, and Manukau, in accordance with the wishes expressed in my letters of the 6th and 7th instant.

The Government are much indebted to you for this very satisfactory arrangement which you have so promptly made, and which they trust will, by the improved means of communication which it affords to the various Settlements concerned, tend greatly to the security of their inhabitants.

* * * * *

I have, &c.,

ALFRED DOMETT.

The Honorable W. B. D. Mantell, Wellington.
