

No. 44.

The Hon. J. SEE, Sydney, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Sydney, 28th October, 1885.

Re Frisco service: Is Pearce in the contract?

Hon. Postmaster-General, Wellington.

JOHN SEE,

Postmaster-General.

No. 45.

The Hon. Sir J. VOGEL to the Hon. J. SEE, Sydney.

(Telegram.)

Christchurch, 28th October, 1885.

THE Union is to work Pearce's boats under sub-arrangements of which I am not cognizant. Believe they have settled terms between them on basis Union acting as Pearce's agents. We have primarily to look to Union Company.

Hon. John See, Sydney.

JULIUS VOGEL.

No. 46.

The Hon. the POSTMASTER-GENERAL to the AGENT-GENERAL.

(Telegram.)

Christchurch, 29th October, 1885.

FRISCO service: Advise Post Office be continued under new contract.

Agent-General, London.

No. 47.

Mr. GRAY to the SECRETARY, General Post Office, Sydney.

SIR,—

General Post Office, Wellington, 26th October, 1885.

As the steamers "Alameda" and "Mariposa" are comparatively unknown in the colonies, I have been directed to forward you the following particulars, gathered from the "List of Merchant Vessels of the United States" for 1884, published by the United States Treasury, and also from the reports furnished by one of our mail-agents:—

Both of the steamers were built in 1883. They are stated to be of 3,158 tons gross, 1,959 net; and the engines, of 3,000 horse-power nominal. The steamers are fitted with the electric light. Each is capable of accommodating one hundred saloon-passengers, and the accommodation is said to be very superior. The cabins are large and elegantly appointed, the berths being fitted with spring-mattresses and other modern improvements. Each steamer has a social hall on the upper deck, and it is stated that the saloon-accommodation arrangements are similar to those on the "Wairarapa" and "Manapouri." The saloon-cabins are on the upper and lower decks, as in the case of the "Australia" and "Zealandia." The nominal speed of the steamers is between fifteen and sixteen knots. The steamers run between Honolulu and San Francisco regularly in seven days. This is at a speed of 12·5 knots an hour, and they accomplish the distance with ease. The steamers were specially built for the trade they are now engaged in—that is, between San Francisco and Honolulu—and they are every way suitable to carry out that part of the mail service in which it is intended they shall be employed. By the return of the "Zealandia" further particulars, and also drawings of the "Alameda" and "Mariposa," will be received, and copies will be sent you at the earliest opportunity.

I have, &c.,

W. GRAY,
Secretary.

The Secretary, General Post Office, Sydney.

No. 48.

Mr. GRAY to the Hon. Sir J. VOGEL, Dunedin.

(Telegram.)

Wellington, 3rd November, 1885.

REUTER'S Sydney telegrams say that it is understood arrangements have been made for "Australia" and "Zealandia" to run from Sydney to Frisco direct, calling at Honolulu, pending decision New South Wales Parliament respecting continuance Frisco service. Union Company's agent here has just had instructions to substitute "Mararoa" and "Alameda" for "Australia" and "Zealandia" in Frisco service advertisement. Newspapers very anxious to know whether Postmaster-General could inform them of the cause of the change of steamers, and whether there is any truth in the rumoured arrangement between Sydney and the "Australia" and "Zealandia."

The Hon. Sir Julius Vogel, Dunedin.

W. GRAY.

No. 49.

The Hon. Sir J. VOGEL to Mr. GRAY, Wellington.

(Telegram.)

Dunedin, 6th November, 1885.

"ALAMEDA" comes through from Frisco with November mails. Send following to Postmaster-General, Washington. "'Alameda' starts new postal contract. Send all mails by her. Sign Postmaster-General, New Zealand."

W. Gray, Esq., Wellington.

JULIUS VOGEL.