

No. 25.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Wellington, 11th January, 1899.

FRISCO service and your telegram of the seventh: Is railway-running shortened one day either way, or arrival New York accelerated, or Wednesday steamer delayed? Were Frisco steamer despatched Auckland Monday, arriving Frisco for Friday's train, could connection New York Wednesday steamer be assured?

No. 26.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 11th January, 1899.

SAN FRANCISCO mail-service: Cannot give an answer yet. Information necessary to enable you to act insufficient. Will communicate with Cameron.

No. 27.

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

(Telegram.)

Wellington, 18th January, 1899.

MAIL Agent "Alameda" reports arrived San Francisco 14th December, at 9.15 a.m., mail going east same day. Arrived New York 19th; mails delayed there until 21st. Inward mail did not arrive San Francisco until 10 a.m. 29th owing to delay on Atlantic. Last of mails on board 2.15; steamer delayed until 3.30 owing to two bags being missing in railway mail-service. Commencing 1st January, fast mail-train leaving New York 9 p.m. arrives San Francisco at 8.45 on evening of fourth day, instead of 9.40 following morning. This means overland transit from east to west in four days, and should enable steamers to get away on time in summer months. Mails going east, formerly arriving in New York at 10.35 a.m., will now reach that city 5.35 a.m., or five hours earlier.

No. 28.

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

(Telegram.)

Wellington, 18th January, 1899.

SAN FRANCISCO time-table: Postmaster-General has been in communication with Agent-General re accelerating delivery Frisco mails. Mr. Reeves the other day advised by cable that the time between San Francisco and New York had been shortened by twenty-four hours; but on being appealed to he could not say how this was secured, and is now making further inquiries. By steamer to-day, however, I am advised [see No. 31] that, commencing on 1st January, the mail-train leaving New York at 9 p.m. reaches San Francisco at 8.45 on the evening of the fourth day, instead of 9.40 the following morning. The steamers, as a rule, should now be able to get away on Wednesday. The mail-train going east reaches New York at 5.35 a.m., instead of 10.35, so that there should now be no doubt about catching the German fast boat on Tuesday. But, as the fast steamers of the American line have resumed running on Wednesday, it should be possible to leave Auckland on Monday, with the certainty of catching the Wednesday boat from New York. The advantages of the change need not be discussed, but it would enable Christchurch and Dunedin, as well as Wellington, to reply by return mail. Will you give the matter your immediate consideration and favour me with your opinion? The late departure from this end would also be of advantage to Sydney whenever the Vancouver steamers were a day or two late. I do not think that the Washington Post Office should object to the shortening of the interval for replies, seeing what the gain is in the through time.

No. 29.

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

(Telegram.)

Dunedin, 19th January, 1899.

STEAMERS from New York leave with the tide, understand, as early as 6 a.m. If this is so, would your proposed connection not be too fine?

No. 30.

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

(Telegram.)

Wellington, 19th January, 1899.

THE steamers of the American line do not leave New York before 10 a.m., which is now the fixed sailing-hour. The White Star Wednesday boats sail at noon. With the American liners sailing at 10 a.m., there should be no doubt about making the connection.