

Enclosure 3 in No. 110.

The POSTMASTER, New York, to the RESIDENT AGENT for NEW ZEALAND, San Francisco.
 SIR,—

Post Office, New York, 17th December, 1898.

Replying to your inquiry of the 10th instant [not printed] relative to misconnection of mails for Australia by steamer "Moana" from San Francisco, I have to inform you that the mails in question (last instalment) were duly despatched from this office for the train due to leave the Grand Central Depot at 9 p.m., 26th ultimo, which carried British-Australian mails, but owing to a very heavy snow-storm then prevailing the wagons were unable to reach the depot in time to connect with the train. The mails were consequently delayed, and not forwarded to Chicago until the next despatch, train 3, 8.45 a.m., Sunday, 27th November, being due in Chicago on following morning, where a further delay of several hours was necessary, there being no despatch from that office to San Francisco until 5 p.m., Monday, 28th November.

The mail in question was of very great importance, consisting mostly of all the business documents and other valuable correspondence not mailed until the very last closing, and your kind efforts in delaying departure of steamer are highly appreciated at this office.

Very respectfully,

H. Stephenson Smith, Esq.,
 New Zealand Resident Agent, San Francisco.

C. VAN COTT, Postmaster.

No. 111.

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

SIR,— General Post Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your letter of the 30th ultimo, enclosing a letter from the Postmaster, New York, which gives the explanation of the failure of the captain of the s.s. "Etruria" to deliver the whole of the Australasian mail in time for the 9 p.m. train on the 29th October last, and reporting another case of detention on the date of your letter, through failure of a portion of the eastern American mail to connect.

I shall be glad to hear what action the New York Post Office has taken in suitably noticing the neglect of the captain of the "Etruria" to deliver the whole of the mails, and preventing similar delays in future.

With regard to the question you raise—whether the San Francisco steamer may be detained for a portion of the mail—I have to say that you may use your discretion in detaining the steamer for this purpose, but the authority should be exercised with great caution.

I have, &c.,

H. Stephenson Smith, Esq.,
 Resident Agent for New Zealand, San Francisco.

W. GRAY, Secretary.

No. 112.

The Hon. the PREMIER to the AGENT-GENERAL.

SIR,— Premier's Office, Wellington, 30th December, 1898.

I have the honour to acknowledge the receipt of your cablegram of the 13th instant.

It is considered scarcely practicable that the homeward mails can reach New York three hours earlier than at present, as their transport is governed by the railway-running. I will, however, on receipt of information on the point from Messrs. Cameron and Co., give your suggestion consideration.

I have, &c.,

T. THOMPSON, for the Premier.

The Hon. W. P. Reeves, Agent-General for New Zealand, London.

No. 113.

TEXT OF THE BILL OF THE UNITED STATES SENATE COMMONLY STYLED "THE HANNA-PAYNE SHIPPING BILL, 1899," WITH APPENDED REMARKS.

55th Congress; Third Session.—S. 5024.

In the Senate of the United States, 5th January, 1899.—Referred to the Committee on Commerce, and ordered to be printed.

AMENDMENT intended to be proposed by Mr. Hansbrough to the Bill (S. 5024) to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for Government use when necessary—viz., to insert the following:—

"Sec. 15. That on and after the first day of July, eighteen hundred and ninety-nine, there shall be paid to every exporter of agricultural products, out of any moneys in the Treasury not otherwise appropriated, an export bounty of two dollars per ton on all such products regularly consigned and shipped to any foreign port or other foreign destination. That the Secretary of the Treasury shall cause to be promulgated such rules and regulations as may be necessary to carry this provision into full force and effect."

55th Congress; Third Session.—S. 5024.

In the Senate of the United States, 19th December, 1898.

Mr. Hanna introduced the following Bill, which was read twice and referred to the Committee on Commerce:—