

1911.
NEW ZEALAND.

OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.—6A, presented on the 11th October, 1910.]

Presented to both Houses of the General Assembly by command of His Excellency.

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SAN FRANCISCO SERVICE.

NEW ZEALAND - RAROTONGA - TAHITI - SAN FRANCISCO ROUTE.

[Read here Nos. 1, 2, 4, 22, and 23, F.-6A, 1910.]

No. 1.

The GENERAL MANAGER, Union Steam Ship Company (at Wellington), to the Right Hon. the PRIME MINISTER.

Union Steam Ship Company of New Zealand (Limited),
Wellington, 5th August, 1910.

SIR,—

With reference to my memo. of 3rd instant [No. 4, F.-6A, 1910] with regard to the proposed San Francisco service, it may be well to emphasize one point I referred to—viz., the drawback involved in making the terminus in New Zealand, and endeavouring to maintain the service by two ships.

The extra cost of making Wellington a terminal port will be apparent when I mention that the two ships are estimated to take about 34,000 tons of coal per annum in Wellington, the price of which in bunkers at 18s. 6d. will be more than £16,000 above what it would cost to bunker the ships in Sydney. The question of docking and other charges will also be on the expensive side, as they will have to proceed to Lyttelton for the purpose, involving two to three days out of eight that the ship will have at this end.

As a matter of fact, the financial prospects of the proposal are by no means bright, but we believe there is a trade to be worked up, and are anxious that a New Zealand company should initiate the service, and that it should not be left to tramps or other steamers owned elsewhere to occupy the ground.

The subsidy we ask is under all the circumstances a modest one, and for thirteen trips is a small one indeed as compared with the subsidy now given for ten trips a year to Papeete.

As I have already pointed out, there is no chance of getting assistance from America, but if our proposals are accepted we shall probably ask you to arrange with the American Postal Department so that we may have full advantage of Postal Union rates on mail-matter from America, which we count on bringing in several thousands per annum.

The Right Hon. Sir Joseph Ward, K.C.M.G., Wellington.

I have, &c.,

C. HOLDSWORTH.

[Wn.-S.F. 10/18.]

[Read here Nos. 3, 5, 6, 7, 8, 9, 10, and 11, F.-6A, 1910.]

No. 2.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
(Telegram.) Wellington, 29th August, 1910.

FOUR-WEEKLY through service Auckland - Rarotonga - Papeete - San Francisco, returning same ports to Wellington. Steamers "Aorangi," "Maitai." Commences departure Auckland twenty-second October, first departure San Francisco sixteenth November. Superseding present Wellington-Papeete service. Time New Zealand - San Francisco twenty-one days.

[Wn.-S.F. 10/40.]

[Read here Nos. 14 and 15, F.-6A, 1910.]

No. 3.

The PRESIDENT, Chamber of Commerce, Auckland, to the Right Hon. the PRIME MINISTER.
(Telegram.) Auckland, 29th August, 1910.

Re mail proposals: My Chamber to-day unanimously carried the following resolutions. Generally proposals are considered anything but satisfactory, therefore trust you will see way clear to adopt, for reasons given, the suggestions of Auckland Chamber:—

(1.) That this Chamber strongly disapproves of the proposed mail contract from New Zealand via Rarotonga and Papeete to San Francisco, which in its opinion is unsuitable, and for the

following reasons would urge upon the Government the wisdom of giving to the question further consideration, with a view of providing an adequate and an up-to-date service.

(2.) That the service now proposed, which is of an inferior character, is premature until the negotiations for a first-rate service *via* Vancouver are concluded, and more particularly as there is now a reasonable probability of the Ship Subsidy Bill being passed next year by the United States Congress, enabling the establishment of a first-rate San Francisco service.

(3.) That a service between New Zealand and San Francisco should not occupy more than seventeen days, and no service that required a longer time would be satisfactory to the Dominion.

(4.) That the vessels with which it is proposed to inaugurate the service are out of date and unsuitable for the anticipated traffic and mail-carriage.

(5.) That Auckland being the natural commercial and geographical port of arrival and departure, no change in this respect is justifiable.

[Wn.—S.F. 10/43.]

No. 4.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Chamber of Commerce, Auckland.

(Telegram.)

Wellington, 30th August, 1910.

I NOTE the resolutions passed by the Auckland Chamber of Commerce, and, in reply, desire to say that in passing them your Chamber has apparently overlooked the following facts: (1.) That the total amount paid for the late San Francisco service ran into between sixty-five thousand and seventy-five thousand pounds a year. (2.) On inquiry of the Union Company some time ago in connection with a proposal to establish a San Francisco service from Auckland to San Francisco and back to Auckland and on to Sydney with fast steamers, the lowest amount it could be entertained at was between eighty thousand and one hundred thousand pounds per annum, varying between those two amounts in accordance with the class of steamers provided. That was a service from Auckland to Fiji, and thence on to San Francisco by way of Honolulu. The price asked therefore placed such a service beyond what this country is prepared to pay for at present. (3.) The present service is not suggested as being a first-class one, but I do not agree with your views regarding the two steamers that are to be employed. From what I know their passenger-accommodation is superior to that of any of the steamers running formerly, and they provide refrigerated cargo-space, which is very important. The speed is not so great as I should like to see, for the reason that we are not prepared to pay the cost that such a fast service would entail. (4.) In considering the service the important question of the importation of fruit from the Islands to Wellington, so as to enable it to be distributed to the southern portions of the North Island as well as to the northern portion of the South Island, had to be provided for. Under these circumstances, as we obtain both services for a reasonable sum, I am of opinion that for the present it is the best that can be done, though I look forward to seeing a Vancouver service established within a reasonable period. If we cannot secure the latter service, the question of a fast and up-to-date service *via* San Francisco will have to be considered. You will recognize that in any case we cannot pay for two fast Pacific services, as the amount required for both would be too great.

[Wn.—S.F. 10/47.]

[Read here Nos. 13, 16, 17, 18, and 19, F.—6A, 1910.]

No. 5.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 30th August, 1910.

LEAVING Auckland Saturday, 2 p.m., and arriving San Francisco Friday, 7 a.m., 492 hours 49 minutes. I will ask Sir Joseph to now announce that actual time of voyage will be 20½ days. As regards 17 days mentioned by Chamber of Commerce, Auckland, Spreckels's contract time was 396 hours. Reckoning from last voyage backwards, times were exceeded on every voyage as follows, in hours: 74, 131, 112, 41, 117, 93, 26, 54, 68, 25, 39, 66, 25, 43, 42, 25, 31, 30.

[Wn.—S.F. 10/52.]

No. 6.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 31st August, 1910.

THIRD line our letter 26th [No. 11, F.—6A, 1910] was intended refer twenty-eight day departure, not to time of passage. Latter was set forth in time-table attached our letter 3rd instant. If you would like this point dealt with more explicitly, kindly advise.

[Wn.—S.F. 10/53.]

No. 7.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 1st September, 1910.

GLAD if you will send copy Spreckels's late contract soon as possible. New and altered clauses could follow later. Can you indicate space required mail and sorting rooms respectively? Important should not be larger than required, as is essential we should purchase as little coal San Francisco as possible. Advised Postmaster-General Spreckels will act as agent meantime.

[Wn.—S.F. 10/61.]

No. 8.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 2nd September, 1910.

AM sending draft of proposed contract by to-day's mail. As regards sorting-rooms: I am instructing Mr. Isbister to call upon you. He might discuss question of space with Mr. McLennan. About space for mail-room: Have you any record of number of bags usually carried from Vancouver to Sydney? We have no particulars Australian mails.

[Wn.—S.F. 10/62.]

No. 9.

The SECRETARY, General Post Office, Wellington, to the ACTING ASSISTANT INSPECTOR OF POST-OFFICES, Dunedin.

(Telegram.)

Wellington, 2nd September, 1910.

PLEASE call upon managing director, Union Company, at once, and give some indication of space required for sorting-rooms on "Aorangi" and "Maitai." I do not propose to have nearly so many sorting-divisions as under old arrangement. I would like you to be very moderate in demands for sorting-space. As regards mail-stowage space, this might be estimated as equal to total number of bags usually carried by Vancouver steamer, plus 300 [later, 500] bags from London.

[Wn.—S.F. 10/59.]

No. 10.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 3rd September, 1910.

Re sorting-room: I am endeavouring to arrange with America to have the mails sorted before despatch, and am now hopeful that we shall not require sorting-room or to send Mail Agents. When Mr. Isbister calls you might hear what he has to say, for use in event of my being unsuccessful.

[Wn.—S.F. 10/62.]

No. 11.

The ACTING ASSISTANT INSPECTOR OF POST-OFFICES, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 5th September, 1910.

HAVE arranged stowage accommodation for one thousand bags in vermin-proof mail-room. Australian mails will be stored separate in same room.

No. 12.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 5th September, 1910.

Now practically decided not to send Mail Agents San Francisco steamers. Only question to consider at present is sufficient vermin-proof stowage-room for mails.

No. 13.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

(Telegram.)

Wellington, 5th September, 1910.

OBLIGED if New York would make same subdivision New Zealand mails as at present done by San Francisco and Seattle.

[Wn.—S.F. 10/68.]

No. 14.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,—

General Post Office, Wellington, 5th September, 1910.

I have the honour to inform you that a contract is to be entered into between the Postmaster-General of this Dominion and the Union Steam Ship Company of New Zealand (Limited) for a mail-service from New Zealand to San Francisco. The port of departure will be Auckland, and the port of arrival on the return voyage Wellington; and the service in both directions will be by way of Rarotonga and Papeete. The service will consist of thirteen round voyages per annum, and will commence with a departure from Auckland on the 22nd October next. The first departure from San Francisco will be on the 16th November. The time between New Zealand and San Francisco will be twenty-one days. The service supersedes the present Wellington-Papeete service. The High Commissioner for New Zealand was requested by cable on the 30th ultimo to give you this information.

A contract is being prepared, and copies of it will be sent you later.

As soon as the service is inaugurated telegrams in the following form will be sent hence to the High Commissioner for New Zealand, London, for transmission to your office: "Auckland San Francisco 22nd." This is to be understood to mean that the mail-steamer had left Auckland for San Francisco in performance of the service on the date mentioned.

I shall be obliged if you will telegraph the time of arrival of these mails in London, using the same form and observing the same procedure as in the case of mails despatched by the present service *via* Papeete and San Francisco.

I have, &c.,

D. ROBERTSON.

For the Postmaster-General.

The Secretary, General Post Office, London.

[Wn.-S.F. 10/70.]

[Read here Nos. 25, 27, and 28, F.-6A, 1910.]

No. 15.

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

SIR,— Resident Agency for New Zealand, San Francisco, 7th September, 1910.

I have the honour to acknowledge the receipt of your cable of the 16th August, reading as follows—"Wellington-Tahiti renewed on [one] voyage beginning 16th September present subsidy"—from which I understand that the present service has been renewed on the basis now obtaining, leaving every six weeks by the "Mariposa," connecting with the Union Steam Ship Company at Tahiti.

Since then I have received your cable of the 30th August [No. 17, F.-6A, 1910], from which it would look as if the service mentioned in the first cable had since been cancelled and the later service substituted therefor.

It is with much gratification that I learn that there is again to be a direct mail-service every four weeks between this country and the Dominion; and the commercial bodies of this city are much pleased at the resumption of the through direct service. I am of the opinion that the new service will be a success from the commencement, as it has been much needed both as a mail-route and as an assistance to the trade relations between the two countries, disrupted through the withdrawal of the Oceanic Steamship Company's line. I wish it every success.

I have, &c.,

H. STEPHENSON SMITH.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 10/110.]

[Read here Nos. 26 and 29, F.-6A, 1910.]

No. 16.

The SECRETARY, General Post Office, Wellington, to the MINISTER FOR PUBLIC WORKS, POSTS, AND TELEGRAPHS, Paris.

SIR,—

General Post Office, Wellington, 8th September, 1910.

I have the honour to inform you that a contract is to be entered into between the Postmaster-General of this Dominion and the Union Steam Ship Company of New Zealand (Limited) for a mail-service from New Zealand to San Francisco. The port of departure will be Auckland, and the port of arrival on the return voyage Wellington; and the service in both directions will be by way of Rarotonga and Papeete. The service will consist of thirteen round voyages per annum, and will commence with a departure from Auckland on the 22nd October next. The time between New Zealand and San Francisco will be twenty-one days. The service supersedes the present Wellington-Papeete service.

The High Commissioner for New Zealand in London was requested by cable on the 30th ultimo to notify you of the establishing of the service.

A contract is being prepared, and copies of it will be sent you later.

I have, &c.

D. ROBERTSON, Secretary.

The Minister for Public Works, Posts, and Telegraphs, Paris.

[Wn.-S.F. 10/79.]

No. 17.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,—

General Post Office, Wellington, 9th September, 1910.

I have the honour to confirm the request already made by the High Commissioner that your office will divide mails for New Zealand for despatch *via* San Francisco in the same way as you divide the mails for despatch *via* Suez. I have the reply of the High Commissioner, dated the 7th instant, announcing that you would have the desired division made. [See No. 26, F.-6A, 1910.]

I have, &c.,

D. ROBERTSON,
For the Postmaster-General.

The Secretary, General Post Office, London.

[Wn.-S.F. 10/69D.]

No. 18.

The SECRETARY, Dunedin Chamber of Commerce, Dunedin, to the Right Hon. the PRIME MINISTER.
SIR,—

Dunedin Chamber of Commerce, Dunedin, 12th September, 1910.

I have the honour to inform you that at the last meeting of my committee the following resolution was unanimously adopted, and that I was instructed to forward it for your information, viz.:—

“That the executive of the Chamber expresses its approval of the Government's action in arranging for a direct service between New Zealand and San Francisco, and especially that Wellington has been made the port of call inwards, it being the central port of the Dominion.”

I have, &c.,

PETER BARR, Secretary.

The Right Hon. the Prime Minister, Wellington.

[Wn.-S.F. 10/128].

No. 19.

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

SIR,—

General Post Office, Wellington, 12th September, 1910.

* * * * *

In reference to my letter of the 6th instant [No. 27, F.-6A, 1910], confirming the cable advice of the re-establishing of the San Francisco mail-service, I have to inform you that it is not proposed to send Mail Agents by the mail-steamers at present.

I have, &c.,

D. ROBERTSON, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,
244 California Street, San Francisco, Cal.

[W.S. Inc. 10/36].

[Read here No. 30, F.-6A, 1910.]

No. 20.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Department of Agriculture, Commerce, and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 22nd September, 1910.

I BEG to inform you that a contract is to be entered into with the Union Steam Ship Company of New Zealand (Limited) for a mail-service from New Zealand to San Francisco. The port of departure will be Auckland, and the port of arrival on the return voyage Wellington; and the service in both directions will be by way of Rafoetonga and Papeete. The service will consist of thirteen round voyages per annum, and will commence with a departure from Auckland on the 22nd October next. The first departure from San Francisco will be on the 16th November. The time between New Zealand and San Francisco will be twenty-one days. The steamers proposed to be used for the present are the “Aorangi” and the “Maitai.” The subsidy is £1,666 13s. 4d. for each round voyage. The service is for one year only in the meantime.

Cabinet has directed that half of the subsidy is to be paid by the Division of Commerce and Tourists of your Department, as in the case of the Wellington-Tahiti service, which is superseded by the new service. I attach a copy of the Cabinet direction [not printed]. I shall be glad if you will take on your supplementary estimates the sum of £3,666: this amount is half of £10,833, less half of £3,500. This is to correspond with the amount to be taken by this Department.

D. ROBERTSON, Secretary.

The Secretary, Department of Agriculture, Commerce, and Tourists, Wellington.

[Wn.-S.F. 10/107.]

No. 21.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 22nd September, 1910.

DRAFT of proposed contract for conveyance mails between New Zealand San Francisco approved. Returning draft and posting particulars freights and passages to-morrow.

[Wn.—S.F. 10/90.]

[Read here Nos. 20 and 21, F.—6A, 1910.]

No. 22.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR, Division of Commerce and Tourists, Department of Agriculture, Commerce, and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 28th September, 1910.

WILL you kindly examine the enclosed draft contract, so far as it affects your Department, and let me know as early as possible whether the passenger-rates and freights are satisfactory. The company explains that the passenger-rates are the maximum rates, being the same as charged to Vancouver. Slightly lower rates will for the present be charged, but the company desires the option of increasing them to the Vancouver standard—viz., those shown in print—if and when better steamers are employed.

D. ROBERTSON, Secretary.

The Director, Division of Commerce and Tourists,

Department of Agriculture, Commerce, and Tourists, Wellington.

[Wn.—S.F. 10/104.]

[Read here No. 24, F.—6A, 1910.]

No. 23.

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

SIR,—

General Post Office, Wellington, 8th October, 1910.

I have the honour to acknowledge the receipt of your letter of the 7th ultimo.

I am sorry that my telegram of the 16th August was mutilated in transmission, the words "on voyage" being substituted for "one voyage." My subsequent letters will have explained the position fully as regards the mail-service. The enclosed parliamentary paper [F.—6A, 1910], containing all the correspondence on the subject of the new service, will apprise you of the details of the negotiations which preceded the acceptance of the Union Company's offer. It is to be hoped that the service is only the precursor of something better, and that when the first year has elapsed it will be to the interests of the Union Company to put faster steamers on the route. In the meantime the "Aorangi" and "Maitai," which have both excellent passenger-accommodation and large refrigerating-space, should be regarded as making a good commencement in a service entirely controlled by this Dominion. I have no doubt that you will keep yourself in touch with the different steamers, and, when necessary, endeavour to induce the railroad companies to specially facilitate the transport of the mails across America.

While the service is nominally a 21-days one, the Union Company has not the least doubt that the steamers will invariably arrive at San Francisco at 7 a.m. on the due date, making the voyage 20½ days. This arrival should enable connections to be made with the fast steamer leaving New York on the Tuesday following, thus giving a 31-days' service between New Zealand and London.

I have, &c.,

D. ROBERTSON, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,
244 California Street, San Francisco, Cal.

[Wn.—S.F. 10/127.]

No. 24.

The Right Hon. the PRIME MINISTER to the SECRETARY, Dunedin Chamber of Commerce, Dunedin.

SIR,—

Prime Minister's Office, Wellington, 10th October, 1910.

I am in receipt of your letter of the 12th September, forwarding copy of a resolution passed by your executive expressing approval of the proposed new San Francisco mail-service, which is noted, and for which I thank you.

I have, &c.,

J. G. WARD.

Peter Barr, Esq., Secretary, Dunedin Chamber of Commerce, Dunedin.

Wn.—S.F. 10/128.]

No. 25.

The SECRETARY, Department of Agriculture, Commerce, and Tourists, Wellington, to the SECRETARY, General Post Office.

(Memorandum.) Department of Agriculture, Commerce, and Tourists,
Wellington, 14th October, 1910.

IN reply to your memorandum of 28th September to the Director of the Commerce and Tourists Division of this Department, kindly note that the Hon. Minister of Industries and Commerce is agreeable to the fares and freights proposed under the draft contract forwarded by you, but wishes provision to be made for the following maximum freights from Auckland or Wellington to San Francisco: Wool, greasy, $\frac{1}{2}$ d. per pound; wool, scoured, $\frac{3}{4}$ d. per pound; phormium-fibre, 60s. per ton of 2,240 lb.

The Secretary, Post and Telegraph Department.
[Wn.-S.F. 10/129.]

F. S. POPE, Secretary.

No. 26.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.) Wellington, 14th October, 1910.

MINISTER of Industries and Commerce agreeable fares and freights proposed under draft San Francisco contract, but wishes provision made for following maximum freights Auckland or Wellington to San Francisco: Wool, greasy, halfpenny per pound; wool, scoured, five-eighths penny per pound; phormium-fibre, sixty shillings per ton of 2,240 pounds. Please wire if you are agreeable to these rates being inserted.

[Wn.-S.F. 10/131.]

No. 27.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.) Dunedin, 14th October, 1910.

AGREEABLE rates named by Minister, but it is understood that these are maximum net rates to steamer. At present we are charging flax 50s., greasy wool 60s., scoured 80s., per 2,000 lb., dumping at shipper's expense.

No. 28.

The SECRETARY, General Post Office, Wellington, to the Secretary, Auckland Harbour Board, Auckland.

(Telegram.) Wellington, 20th October, 1910.

BEG to inform you that under new San Francisco mail contract steamers engaged therein are exempt from harbour dues. This is provided by terms of contract.

[Wn.-S.F. 10/161.]

[Letter dated 31st October, in similar terms, to the Secretary, Wellington Harbour Board, Wellington.]

No. 29.

The SECRETARY, General Post Office, Wellington, to the ACTING-MANAGER, Union Steam Ship Company, Wellington.

SIR,--- General Post Office, Wellington, 20th October, 1910.

Referring to your letter of even date [not printed], I beg to inform you that I have advised the Auckland Harbour Board, by telegraph, that the steamers carrying out the San Francisco mail contract are exempt from harbour dues.

I have, &c.,

D. ROBERTSON, Secretary.

The Acting-Manager, Union Steam Ship Company of New Zealand (Limited), Wellington.
[Wn.-S.F. 10/162.]

No. 30.

The SECRETARY, General Post Office, Wellington, to the CHIEF POSTMASTER, Auckland.

(Telegram.) Wellington, 21st October, 1910.

SAN FRANCISCO mail-service: Request local manager, Union Company, to obtain from company's San Francisco agents, or from H. Stephenson Smith, Resident Agent for New Zealand in San Francisco, detailed information about transportation of New Zealand mails San Francisco to England, and United Kingdom mails for New Zealand to San Francisco, for inclusion in report to be furnished on voyage of each steamer. Mail Agents formerly supplied.

[Wn.-S.F. 10/173.]

No. 31.

The CHIEF POSTMASTER, Auckland, to the RESIDENT AGENT FOR NEW ZEALAND, San Francisco.
SIR,—

Chief Post Office, Auckland, 22nd October, 1910.
The s.s. "Aorangi" is leaving Auckland for San Francisco to-day, inaugurating the new San Francisco mail-service, and I have to forward you herewith copy of a telegram which I have just received from the Secretary, General Post Office, Wellington. The message is self-explanatory, and I think it better to communicate with you direct, rather than through the local manager of the Union Steam Ship Company. You will no doubt be familiar with all the transportation arrangements for mails through the United States of America and across the Atlantic, and will have no difficulty in supplying the information required by Mr. Robertson.

I have, &c.,

F. D. HOLDSWORTH,
Chief Postmaster.

H. Stephenson Smith, Esq., Resident Agent for New Zealand, San Francisco.
[Wn.-S.F. 10/180.]

No. 32.

The ACTING-MANAGER, Union Steam Ship Company, Wellington, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Wellington, 27th October, 1910.

SIR,—
I am in receipt of a telegram from our Auckland manager stating that the Customhouse authorities demand payment of light dues on the "Aorangi." I shall be much obliged if you will see that the Collector is advised the "Aorangi" is free of all dues; also that the same instruction is given to the Collector and to the Harbour Board here.

I have, &c.,

T. W. WHITSON, Acting-Manager.

The Secretary, General Post Office, Wellington.
[Wn.-S.F. 10/195.]

No. 33.

The SECRETARY, General Post Office, Wellington, to the ACTING-MANAGER, Union Steam Ship Company, Wellington.

SIR,—
General Post Office, Wellington, 28th October, 1910.

I beg to acknowledge the receipt of your letter of the 27th instant, in reference to light dues on the steamers performing the San Francisco mail-service, and to say that the steamers are not exempt from the dues. Mr. Holdsworth was aware of this.

I have, &c.,

D. ROBERTSON, Secretary.

The Acting-Manager, Union Steam Ship Company of New Zealand (Limited), Wellington.
[Wn.-S.F. 10/199.]

No. 34.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—
General Post Office, Wellington, 31st October, 1910.

Herewith I have the honour to forward two copies of the contract for the conveyance of mails between New Zealand and San Francisco. I should be obliged if you would at your convenience have both copies sealed and signed and returned to this office. The Postmaster-General will then sign the two copies, one of which will be returned to you for record.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Wn.-S.F. 10/198.]

No. 35.

The ASSISTANT GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 3rd November, 1910.

SIR,—
I have the honour to acknowledge receipt of your favour of 31st ultimo forwarding two copies of the contract for the conveyance of mails between New Zealand and San Francisco. These have both been signed and sealed by the directors at their board meeting to-day, and I return them to you herewith.

I would point out, however, that our schedule of freight rates stipulates that the rates on skins, wool, and phormium-fibre should be for this class of cargo when *dumped*. There is no mention of this, however, in the contract. I should be obliged if you would have this corrected.

I have, &c.,

VAL. JOHNSON,

Assistant General Manager.

The Secretary, General Post Office, Wellington.
Wn.-S.F. 10/211.]

No. 36.

The SECRETARY, Department of Agriculture, Commerce, and Tourists, Wellington, to the
SECRETARY, General Post Office, Wellington.

Department of Agriculture, Commerce, and Tourists,
Wellington, 5th November, 1910.

(Memorandum.)

WITH reference to your minute of to-day [not printed] on the attached letter from the Union Steam Ship Company in regard to the contract for the new San Francisco—New Zealand steamer service, there is no objection to the contracts providing that the maximum freight rates on wool and phormium-fibre should apply to these goods *only when dumped*. With regard to skins, however, the position is that skins are sometimes dumped before shipment and sometimes not, and I understand that the dumping process decreases the value of the skins. That being so, it would be well for the maximum freight to be stipulated for undumped skins, if the company wishes to insist on confining the present rate to dumped skins alone.

I take it that if the rate already embodied in the contract applied to dumped skins only, shippers of undumped skins would have to make their own arrangements in regard to freight rates with the company.

The Secretary, General Post Office.

F. S. POPE, Secretary.

Wn.—S.F. 10/212.]

No. 37.

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

SIR,— Resident Agency for New Zealand, San Francisco, 15th November, 1910.

I have the honour to acknowledge the receipt of your communication of the 8th ultimo in reference to the inauguration of the Union Steam Ship Company's direct mail line from Wellington, and enclosing parliamentary papers in connection therewith; also requesting my co-operation in making the connections by rail and steamer through to Europe.

I shall do everything in my power to facilitate the rapid transmission of the mails across the continent and also across the Atlantic.

Although the "Aorangi" reached this port soon after 7 a.m. on the 11th instant, I regret to report that owing to the serious delays in quarantine the mails failed to connect with the Overland Limited leaving at 10.40 a.m., and left at 6.40 p.m. instead. This failure to connect has, I fear, caused the loss of the connection at New York with the fast steamer "Lusitania," of the Cunard line, the mails being due at New York to-morrow at 7.55 a.m. and the "Lusitania" being scheduled to leave at about 7.40 a.m. I have placed myself in communication with the Cunard Company and the Postmaster at New York in the hope that I may be enabled to hold the "Lusitania" about one hour for the connection, but as Mr. Vernon Brown, the late general manager of the Cunard Company, has now retired, I do not know how much influence I can bring to bear upon the steamship company to effect the detention. If possible I shall let you know in the morning if advices reach me prior to the departure of the "Aorangi." I am advised that the mails west-bound passed Ogden last night, and should reach here by 10 a.m. to-morrow, so the "Aorangi" should get off on time.

It is much to be regretted that the local delay should have occurred upon this first trip, but I shall, in conjunction with Messrs. Spreckels and Company, endeavour to make such representations to the quarantine authorities that similar delays can be avoided in future. I sincerely trust that the Union Steam Ship Company will continue to make as early arrivals at this port as possible, since the 10.40 a.m. express from this city is none too early to assure connection with the fast Cunard steamers from New York on Wednesday.

I am arranging for notice of mails passing Chicago to be sent me by wire as soon as forwarded to New York, as heretofore, so that I shall be in a position to use all possible exertion to hold the Atlantic steamer in case of close calls such as this; and in the winter we must anticipate transcontinental delays that may seriously interfere with the connections.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

Wn.—S.F. 10/254-5.]

No. 38.

The SECRETARY, General Post Office, Wellington, to the ASSISTANT GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,— General Post Office, Wellington, 16th November, 1910.

Referring to your letter of the 3rd instant, I beg to enclose the San Francisco mail-service agreement which has been signed in duplicate by the Postmaster-General. An additional clause has been added on page 2 agreeing that the rates of freight on skins, wool, and phormium-fibre refer to this class of cargo when dumped. Will you kindly have the new clause signed by your directors; and also fill up in each copy the blank referring to the affixing of the common seal of your company. This, I presume, will be your own name. When the documents are completed, will you kindly retain one and return the other to this office.

I have, &c.,

D. ROBERTSON, Secretary.

The Assistant General Manager, Union Steam Ship Company of New Zealand (Limited),
Dunedin.

[Wn.—S.F. 10/224.]

No. 39.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 21st November, 1910.

I have the honour to request that you will instruct the commanders of the "Maitai" and "Aorangi" to furnish me with a report on each voyage of their respective steamers. Forms showing what particulars are required have been printed, and copies have been sent to the commanders through the Chief Postmaster, Auckland, in order to save time.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Wn.—S.F. 10/240.]

No. 40.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 23rd November, 1910.

SIR,—

I am in receipt of your favour of 16th instant enclosing San Francisco mail-service agreement signed in duplicate by the Postmaster-General. We have to thank you for inserting the clause agreeing that the rates of freight on skins, wool, and phormium-fibre refer to this class of cargo when dumped. This clause has been initialled by the directors who signed the agreement, and the blank referring to the affixing of the seal has been filled in. I now return one copy of the agreement herewith. The second copy we are retaining as instructed.

It would be a great convenience to us if you could oblige us with a few spare copies of the agreement for record purposes.* Thanking you in anticipation,

I have, &c.,

T. W. WHITSON,

For General Manager.

The Secretary, General Post Office, Wellington.
[Wn.—S.F. 10/242.]

No. 41.

CONTRACT FOR CONVEYANCE OF OCEAN MAILS.

Agreement between the Union Steam Ship Company of New Zealand (Limited) and the Postmaster-General of New Zealand.

MEMORANDUM of agreement made and entered into this eleventh day of November, one thousand nine hundred and ten, between the Right Honourable Sir Joseph George Ward, the Postmaster-General of the Dominion of New Zealand, acting for and on behalf of His Majesty the King, of the one part, and the Union Steam Ship Company of New Zealand (Limited), (hereinafter designated "the Company"), of the other part: Witnesseth that the Company doth, for itself, its successors and assigns (so far as the conditions, stipulations, and agreements hereinafter contained are to be observed and performed by the Company), hereby agree with the Postmaster-General of the Dominion of New Zealand and his successors in office, acting on behalf of His Majesty as aforesaid; and the said Postmaster-General doth, for and on behalf of himself as such Postmaster-General and his successors in office respectively, and His Majesty the King (so far as the conditions, stipulations, and agreements hereinafter contained are to be observed and performed by him or them), hereby agree with the Company and its successors in manner following, that is to say,—

1. In the construction of these presents the following words and expressions shall mean and include (unless such meaning shall be inconsistent with the context), as follows:—

"Postmaster-General" means the Postmaster-General for the time being of New Zealand:

"Company" includes the successors and assigns of the Company:

"Mails" includes all boxes, bags, or packets of letters, newspapers, books, or printed papers, patterns, parcels, and all other articles transmissible by post; also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service:

"Mail" means the aggregate of mails to be transmitted at any one time by any of the vessels for the time being employed in the mail-service under this contract: and

"Hours" means hours calculated according to Greenwich time.

2. The Company shall from time to time, and at all times hereafter, during a period of one year computed from the nineteenth day of October, one thousand nine hundred and ten (unless this contract is previously terminated in pursuance of any provision in that behalf hereinafter contained), convey all His Majesty's mails which, and all other mails of whatever country or place which, the Postmaster-General shall at any time and from time to time require the Company to convey from Wellington to the ports of Auckland, Rarotonga, Papeete, and San Francisco respectively, within the respective times and in manner hereinafter provided for; and, so long as the services hereby agreed to be performed ought to be performed in pursuance of this contract, shall and will provide and keep seaworthy and in complete repair and readiness for such

purpose two good substantial and efficient screw steam-vessels, to be approved by the Postmaster-General: Provided that so long as the Company's screw steam-vessels "Aorangi" and "Maitai" are efficient these vessels shall be provided and kept for the purpose aforesaid. Provided further that if and as often as any of the two screw steam-vessels aforesaid become disabled through tempestuous weather, or by reason of accident beyond the control of the Company, or are withdrawn for necessary overhaul, then it shall be lawful for the Company to provide and equip a screw steam vessel or vessels, such as the "Mokoia," as a temporary substitute or substitutes, capable of performing the voyage in the manner and within the time specified.

3. The steam-vessels to be employed under this contract shall be always furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps and other proper means for extinguishing fire, charts, chronometers, nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the performance of the voyages within the times hereinafter specified, and for the service hereby agreed to be performed, and also manned and provided with competent and legally qualified officers, the master or commander having ample experience in command of screw steam-vessels, and with a sufficient number of efficient engineers, and a sufficient crew of able seamen and other men, and with a competent surgeon; to be in all respects, as to vessels, engines, equipments, and capacity, subject to the approval of the Postmaster-General or of such other person or persons as he shall at any time or times or from time to time authorize to inspect and examine the same. Full facilities for such inspection and examination shall at all times be given by the Company, and no vessel shall be employed or used for the purposes of this contract until approved as aforesaid.

Every vessel, other than a temporary substitute vessel as may be approved by the Postmaster-General, used under this contract shall be fitted with cool-storage chambers of a not less capacity than 10,000 cubic feet, in which dead meat or other natural products may be carried or conveyed, and such cool-storage chambers shall be fitted with all necessary appliances and machinery for working and keeping the same effective.

4. All of such vessels so employed shall each, according to its capacity, carry all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, not exceeding the rates hereinafter set forth—that is to say,—

PASSENGER RATES.

From Wellington—

To Rarotonga.—Saloon—single £13, return £20 15s; second class—single £10 10s., return £16 10s.; third class—single £8, return £12 10s.

To Papeete.—Saloon—single £17, return £26 15s.; second class—single £13 10s., return £21 5s.; third class—single £9 15s., return £16.

To Wellington—

From Rarotonga.—Saloon—single £11, return £20 15s.; second class—single £8 15s., return £16 10s.; third class—single £6 10s., return £12 10s.

From Papeete.—Saloon—single £14 10s., return £26 15s.; second class—single £11 5s., return £21 5s.; third class—single £8, return £16.

From Auckland—

To Rarotonga.—The same rates as from Rarotonga to Wellington direct, quoted above, will apply.

To Papeete.—The same rates as from Papeete to Wellington, quoted above, will apply.

To Auckland—

From Rarotonga.—The same rates as from Wellington to Rarotonga, quoted above, will apply.

From Papeete.—The same rates as from Wellington to Papeete, quoted above, will apply.

Wellington and Auckland—

To and from San Francisco.—Not exceeding: Saloon—single £40, return £60; second class—single £25, return £40; third class—single £16, return £30.

From and to southern ports of New Zealand.—Ordinary coastal fares from or to Wellington (or Auckland) in addition to the above.

FREIGHTS.

From Auckland and Wellington—

To Rarotonga and Papeete.—The same rates as charged by the Union Steam Ship Company's local steamers will apply by the mail-steamers.

To San Francisco, not to exceed—General cargo, 50s. to 60s. per ton of 40 cub. ft.; skins, 50s. per ton of 2,000 lb.; butter, in refrigerator, 1d. per pound gross; meats, in refrigerator, $\frac{3}{4}$ d. per pound gross.

Maximum freights Auckland or Wellington to San Francisco—

Wool, greasy, $\frac{1}{2}$ d. per pound; wool, scoured, $\frac{3}{4}$ d. per pound; phormium-fibre, 60s. per ton of 2,240 lb.

It is agreed that the rates of freight on skins, wool, and phormium-fibre refer to this class of cargo when dumped.

From Rarotonga to Wellington and Auckland.—General cargo, 40s. per 40 cub. ft.; fruit, in cases, 25s. per 40 cub. ft.

From San Francisco to Wellington and Auckland.—General cargo, \$8 to \$16 per 40 cub. ft.; canned goods, \$8 to \$10 per 40 cub. ft.; salmon, \$8 to \$9 per 40 cub. ft.; wheat and flour, \$6 to \$8 per 2,000 lb.

An additional rate of not exceeding 12s. per ton to and from other main ports of New Zealand shall be chargeable, which includes transhipment expenses at Wellington or Auckland.

The rates of passages provided herein are understood to be applicable to the vessels' ordinary accommodations only; and the rates of freight, except where specifically mentioned, do not provide for cool-storage or other special stowage. In the event of any disturbance of normal conditions which in the opinion of the Postmaster-General is sufficient to materially increase the expense of running the vessels used for services under this contract, the Postmaster-General may authorize a percentage increase of the foregoing fares and freights:

Provided that no discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any New Zealand port, or against the New Zealand Government railways, or against any New Zealand merchant or shipper.

5. The Company shall at all times maintain all vessels used for services under this contract, with their machinery, tackle, and equipment, in first-class condition, as required by Lloyd's Registry.

6. The mails shall be conveyed thirteen times in the year (once every four weeks) from Wellington to San Francisco by way of Auckland, Rarotonga, and Papeete, and from San Francisco to Wellington by way of Papeete and Rarotonga, and the service shall be deemed to have commenced with the despatch of the "Aorangi" from Wellington on the nineteenth day of October, one thousand nine hundred and ten, which shall be deemed to be the first appointed day. The vessels respectively employed to convey the mails shall leave the said Port of Wellington on the appointed days (computed as aforesaid), and at such hours on the appointed days, as may from time to time be agreed to between the Postmaster-General and the Company, or as, in the absence of agreement, may be directed by the Postmaster-General.

7. If upon the expiry of the period of one year, the term provided for the duration of this agreement, the Company, whether by reason of delay or otherwise, shall not in that time have completed thirteen round voyages in accordance with the last foregoing clause, and a further voyage or further voyages shall have been or ought to be commenced in accordance therewith, such voyage or voyages shall be continued or completed, and the mails embarked and delivered during and at the completion of the same, without any further payment to the Company than is hereinafter provided for; and this agreement shall be deemed to subsist and be enforceable in all respects until the said thirteen round voyages have been completed, notwithstanding that before the completion of such voyages the period of one year shall have elapsed.

8. The Company, at its own expense, shall deliver and take the mails to and from the steamers and the shore, at convenient places to be from time to time appointed by the Postmaster-General, in the respective ports from and to which the mails are to be conveyed, and also shall convey the same and the officers having charge of them to and from the steamers and the shore as may be necessary, in suitable boats furnished with suitable coverings for the mails, and properly equipped and manned; and shall from time to time convey the officers or agents of the Postmaster-General to and from the steamers and the shore at any of the said ports as often as may be necessary in the execution of their duties respectively.

9. If the Postmaster-General or his officers or agents shall in event of emergency deem it requisite for the public service that any vessel should be delayed at Auckland beyond the appointed hour of departure, it shall be lawful for the Postmaster-General or such officers or agents to order such delay for the period specified in the order, not exceeding twenty-four hours, by letter addressed to the commander of the vessel and delivered to him or to any person appearing to be in charge, or left for him at the office of the Company in the port or on board the vessel, three hours at least before the hour appointed for departure; and every such order shall be obeyed by the Company, its officers, and servants. In every case where a vessel is delayed at Auckland pursuant to such order as aforesaid, demurrage at the rate of five pounds an hour shall be paid to the Company for each hour's delay after the first six hours.

10. In order to insure, as far as practicable, the due carrying of the mails from San Francisco to New Zealand under this contract, the Company shall delay the departure of any of its vessels from San Francisco for such period as the Postmaster-General directs, not exceeding forty-eight hours after the time of departure fixed as aforesaid, in order to await the arrival of the mails from London to Australia and New Zealand.

Such direction shall be by letter from the Postmaster-General's officer or agent at San Francisco, addressed to the Company, and delivered at its office in San Francisco at least three hours before the hour appointed for the departure of the vessel. In every case where a vessel is delayed at San Francisco pursuant to such direction as aforesaid, demurrage at the rate of five pounds per hour shall be paid to the Company by the Postmaster-General for each hour's delay after the first six hours. In the case of each vessel so delayed the demurrage in respect thereof shall be paid at the Treasury in Wellington, or at the Company's office at Dunedin, on receipt by the Postmaster-General of advice of the amount payable.

11. If from any cause whatsoever, at any time or times hereafter, one of the vessels for this service shall not be at the Ports of Wellington or of Auckland, ready to put to sea in due time to perform the services hereby contracted to be performed, the Company shall pay as liquidated damages to the Postmaster-General in respect of every mail that shall be delayed by reason of any such default as aforesaid the sum of two hundred pounds, and the further sum of fifty pounds for every successive twenty-four hours which shall elapse between the time at which the mail shall be appointed to leave the port and the time at which the vessel conveying the same shall leave the port, whether such vessel shall be one of those aforesaid or any other vessel which the Postmaster-General shall think fit to employ or to sanction being employed for the purpose: Provided that the Postmaster-General shall have power to remit or reduce any of the sums payable as in this clause mentioned if he shall be satisfied that any such default as aforesaid was attributable to causes over which the Company had no control: Provided also that the maximum amount to be paid by the Company under this clause in respect of such defaults for any one voyage shall not exceed one thousand pounds.

12. The mails shall be safely conveyed from Auckland to San Francisco within four hundred and ninety-two hours, and from San Francisco to Wellington within five hundred and five hours, this time to be calculated from the time appointed for the departure of the mail. In case of the loss of any mails after delivery to vessel at Wellington or Auckland, the Company shall, with all possible despatch, at its own cost, do all such acts and take all such measures as may be reasonably expected to be done and taken to recover the mails so lost. And the Company shall be liable for all damage or injury to mails, from whatsoever cause that may arise or happen, excepting fire, the act of God, perils of the seas, or enemies of the flag.

13. For each round voyage performed under this contract the Postmaster-General will pay to the Company the sum of one thousand six hundred and sixty-six pounds thirteen shillings and fourpence.

14. Subject to the provisions of the Universal Postal Union Convention of Rome (1906), the Postmaster-General shall apply to the proper authority of any countries whose mails may be carried by steamers employed in the service under this contract for payment of sea-transit rates therefor as fixed by the said Convention, and on payment being received from any such authority the Postmaster-General shall pay over to the Company the amount thereof: Provided always that the Postmaster-General shall not incur any responsibility whatever for the due payment of any such rates or of any rates whatever, and shall not be bound under this clause to take any steps or make any claim other than at his sole and absolute discretion he shall deem advisable.

15. In respect of each voyage the Company shall pay to the Postmaster-General as liquidated damages, and not as a penalty, the sum of four pounds for every hour in excess of the number of hours prescribed in clause twelve as the maximum number to be occupied in conveying the mails unless such excess of time is caused by any event beyond the Company's control; and all such sums may be deducted by the Postmaster-General from any payments due to the Company under this contract: Provided that no sum shall be payable by the Company under this clause in respect of any specified voyage unless the period of actual delivery of the mails at San Francisco or Wellington exceeds the time of delivery provided by this contract by forty-eight hours; and provided also that the Postmaster-General may remit any payment which in his opinion should not be enforced.

16. The sums stipulated to be payable to the Company under this contract shall be in full satisfaction for all services rendered thereunder, and the amount payable in respect of each round voyage shall be payable to the Company at the Treasury in Wellington, or at the Company's office at Dunedin, immediately after the completion of the round voyage.

17. During the continuance of this contract, and so long as the same shall be faithfully carried out by the Company, no charge for harbour dues, dock dues, or other rates shall be made or levied under the Harbours Act, 1908, or any amendment thereof, or under any special Act in that behalf, at the Ports of Wellington or Auckland, for any of the steam-vessels employed in the services under this contract, and all such vessels shall be exempt therefrom accordingly.

18. The Company shall at its own cost provide, to the satisfaction of the Postmaster-General, on board all vessels employed in the services under this contract, proper, safe, and convenient places of deposit for the mails, with locks, keys, and secure fastenings; and every such place of deposit shall be rendered and kept vermin-proof.

19. The Company shall also at its own cost provide, to the satisfaction of the Postmaster-General, all necessary and suitable accommodation, including lights, for the purpose of sorting and making up the mails on board the several vessels employed in the services under this contract, and, on being required to do so by the Postmaster-General, shall at its own cost erect or set apart in each of the said vessels on the main deck a separate and convenient room for such purposes; and all such furniture, lamps, fittings, and other conveniences shall be from time to time cleansed and kept in repair, and the oil for the lamps supplied by the servants of and at the cost of the Company. The master or commander of each of the said vessels shall also, if required, provide assistance for conveying the mails between the mail-room and the sorting-room, and also render such other assistance as may from time to time be needed, without charge.

20. If the Postmaster-General shall think fit to intrust the charge and custody of the mails to the master or commander of any vessel to be employed in the services under this contract, and in all cases where the officer or other person appointed to have charge of the mails shall be absent to the knowledge of the master or commander of such vessel, such master or commander shall, without any charge, take due care of, and the Company shall be responsible for the receipt, safe custody, and delivery of, the said mails at the several appointed places in the respective ports as part of the services hereby contracted to be rendered. The master or commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services in relation to the care and delivery of such mails, as the Postmaster-General or his officers shall from time to time reasonably require.

21. The Company and all commanding and other officers in charge of the vessels employed under this contract shall at all times punctually attend to the orders and directions of the Postmaster-General or his officers or agents as to the mode, time, and place of landing, transshipping, delivering, and receiving the mails, subject to the special provisions herein contained, and so far as such orders and directions are reasonable, and consistent with the safety of the vessels.

22. The Company shall at its own cost provide suitable first-class accommodation, including a cabin or state-room for the exclusive use of a mail officer or agent for the Postmaster-General and for one assistant, or, if need be, two assistants, for such Postmaster-General on board each of the vessels employed under this contract, who shall be at liberty to use such accommodation as may be required for the performance of their duties: and all such officers, agents, and assistants

shall be victualled by the Company as chief-cabin passengers without charge either for their passages or victualling; and whilst the vessel stays at any port, excepting the Ports of Wellington, Auckland, and San Francisco, to or from which the mails are conveyed, every such officer, agent, and assistant shall be allowed to remain on board, and shall be victualled as aforesaid.

23. Every such mail officer, agent, and assistant shall be recognized and treated by the Company, its officers and agents, as the agent of the Postmaster-General, and as having full authority in all cases to require a due and strict performance of this contract: Provided that no such agent, officer, or assistant shall have power to control or interfere with any master, commander, or officer in the performance of his duty; and every such agent, officer, and assistant shall be subject to all general orders issued by the master or commander for the good order, health, and comfort of the passengers and crew, and the safety of the vessel.

24. In case of any great or habitual non-performance or non-observance of this contract, or of any of the agreements, matters, or things herein contained, and on the part of the Company, its officers, agents, or servants, or any of them, to be observed or performed, whether there be or be not any penalty or sum of money payable by the Company for any such non-observance or non-performance, it shall be lawful for the Postmaster-General, if he shall be of opinion that the Company is not *bona fide* carrying out the provisions herein contained, and he shall so think fit (notwithstanding there may or may not have been any former non-observance or non-performance of this contract), by writing under his hand, to determine this contract without any previous notice to the Company or its agents. And the Company shall not be entitled to any compensation in respect of such determination, and such determination shall not deprive the Postmaster-General of any rights or remedies to which he would otherwise be entitled by reason of any non-observance or non-performance of any of the provisions herein contained: Provided that such habitual non-performance or non-observance of this contract has been duly pointed out to the Company, and reasonably prompt and effective steps have not been taken by it to have the provisions of this contract properly carried out.

25. All notices or directions which are hereby authorized to be given to the Company, its officers, servants, or agents, may be delivered to the master or commander of any of the said vessels, or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this contract on board such vessel, or left for the Company on board such vessel, or at the Company's office at Wellington, Auckland, or San Francisco, and any notices or directions so given or left shall be binding on the Company.

26. It shall be lawful for the Postmaster-General by writing under his hand, at any time and from time to time, to delegate all or any of the powers vested in him by virtue of this contract to such person or persons as he may think fit.

27. If the Company shall refuse or wilfully neglect to carry out the services hereby provided for, or any of them, according to the true intent and meaning of these presents, then, irrespective of any other liability it may thereby incur, it shall forfeit and pay to the Postmaster-General as liquidated damages, and not as a penalty, the sum of three thousand pounds.

28. All and every the sums of money hereby stipulated to be paid by the Company shall be considered as liquidated or ascertained damages, whether any damage or loss shall have or shall have not been sustained, and may be set off by the Postmaster-General against any moneys payable to the Company under or by virtue of these presents, or may be enforced by the Postmaster-General as a debt due, with full costs of suit at his discretion: Provided always that the payment by the Company of any sums of money for any neglect or default in the observance or performance of the covenants or agreements herein contained shall not in any manner prejudice the rights of the Postmaster-General to treat such defaults as a non-observance or non-performance of this contract on the part of the Company.

29. If any dispute, question, difference, or controversy shall arise between the Postmaster-General and the Company touching these presents, or any clause or thing herein contained, or the construction thereof, or any matter in any way connected with these presents or the operation hereof, or the rights, duties, or liabilities of the Postmaster-General or of the company in connection with the premises, then and in every or any such case the matter in difference shall be referred to the arbitration of two arbitrators, one to be appointed by each party; and this provision shall be deemed to be a submission to arbitration under and subject to the provisions of the Arbitration Act, 1908.

30. The Arbitration shall take place and be conducted at Wellington.

31. In the event of the Vancouver service being established at any time during the currency of this contract, and Auckland included as a port of call both ways, the Postmaster-General may, if the service to and from San Francisco is considered to be satisfactory, extend this agreement for a term of two years from the nineteenth day of October, one thousand nine hundred and eleven, with Wellington as the inward and outward New Zealand port of call.

32. The Company shall be at liberty to extend the service hereby provided for by continuing the voyage of the vessels employed hereunder and the conveyance of mails from San Francisco to Wellington to the Port of Sydney, and thence back to Wellington or Auckland at the option of the Postmaster-General, provided that no payment for such extended service shall be made to the Company by the Postmaster-General, and provided also that the Company shall in nowise allow such extension of the service and voyage as aforesaid to interfere with the due and regular service to and from Wellington or Auckland to San Francisco at the times and in the manner hereinbefore provided for. And to insure the due and proper observance of the provisions of this contract it shall be obligatory upon the Company, in case it elects to extend the service under this clause, to provide, maintain, and keep for such purpose a third vessel, conforming in all

respects to the requirements of the Postmaster-General, and such extended service shall be maintained by the Company under and subject to all the provisions hereinbefore contained.

In witness whereof the Postmaster-General hath hereunto set his hand and seal, and the Company hath hereunto caused its common seal to be affixed, the day and year first above written.

Signed by the said Joseph George Ward, Postmaster-General of New Zealand, for and on behalf of His Majesty, in the presence of—

J. G. WARD. [L.S.]

J. HISLOR,
Private Secretary,
Wellington.

The common seal of the Union Steam Ship Company of New Zealand (Limited) was hereunto affixed by Valentine Johnson, in the presence of—

[L.S.]

J. M. RITCHIE,
JOHN ROBERTS, } Directors.

No. 42.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 24th November, 1910.

SIR,—

I have the honour to acknowledge receipt of your letter of the 21st instant advising having sent to the commanders of the "Aorangi" and "Maitai" a supply of forms on which you wish them to furnish you a report on each voyage. We have instructed the commanders of both vessels to report direct to you as requested.

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 10/244.]

No. 43.

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

SIR,— Resident Agency for New Zealand, San Francisco, 12th December, 1910.

I have the honour to report that the s.s. "Maitai" arrived at this port on Thursday, the 8th instant, at 11 p.m.—too late to pass quarantine. The Japanese steamer "Chio Maru" arrived at 11.30 p.m. the same evening, and received the services of the quarantine official before the "Maitai," the latter vessel not being visited by the Health officers and Customs officials until 8.30 a.m., and not released until 9.30 a.m. The "Maitai" arrived off the dock at 10.5 a.m., and made fast alongside at 10.15 a.m., the mails being landed at 10.45 a.m. The Overland Limited, however, left at 10.40 p.m., the mails thus missing the fast connection by about half an hour. Every possible endeavour was made by the Post Office officials, the teamster, and Messrs. Spreckels to expedite the matter, but the delay in quarantine was fatal. I used every endeavour to delay the Limited half an hour, but found it impossible. The mails left this city at 6 p.m. on Friday, and are due at New York on Wednesday morning at 7.55 a.m. If they arrive at New York on time every exertion will be made to make the connection with the Cunard Steamship Company's "Coronia," leaving New York at 10 a.m.

I have discussed the question of these delays in quarantine and Customs with the captain of the "Maitai," the U.S. officials, and Messrs. Spreckels Bros., but have not much hope of effecting anything. . . . The only alternative is to expedite the arrival of the steamers so as to make an arrival at this port during the winter season at, say, not later than 3 p.m., so as to get the chance of leaving by the 6 p.m. train on Thursday night. Captain Stevens says it is simply a matter of coal. Is it possible to put forward the departure from Auckland one day—that is, to make a Friday's departure in place of the present Saturday's?

I also wish to direct your attention to the delay that is now caused by the absence of a Mail Agent on these steamers. The vessels arrive in this port with the entire bulk of mail for all destinations in one mass, causing a delay of from fifteen to twenty-five minutes in discharging and separating the mails. If an officer was in charge of the mails the through mails could be kept apart and brought on deck ready for immediate discharge into a waiting conveyance, and sent off to the railway ferry with only a few minutes' delay, and a few minutes may save several days at final destination. As it is, the connection is almost too close to insure any certain connection under the prevailing circumstances.

Everything is being done at this port, except by the Federal officials, to facilitate the despatch of the mails and secure a connection, and it is with much regret that I have to report two failures to connect with the Limited trains.

I have, &c.,

H. STEPHENSON SMITH,
Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

Wn.-S.F. 11/6-7.]

Enclosure in No. 43.

(Memorandum.)

MAILS for Europe arriving at San Francisco per s.s. "Aorangi," 11th November, 1910, at 10.30 a.m., left San Francisco at 6 p.m. Friday the 11th, arrived at New York on Tuesday the 16th at 9.30 a.m., and left New York by s.s. "Prinz Friedrich Wilhelm" on 17th November. This vessel was in collision with s.s. "La Lorraine" in New York Harbour and the mails were returned, and finally left by the steamer "Philadelphia" on 19th November at 10 a.m., arriving at Southampton, England, on 26th November, 1910.

[Wn.—S.F. 11/5.]

No. 44.

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

(Telegram.)

Wellington, 12th December, 1910.

WILL "Maitai's" mail connect Cunard?

[Wn.—S.F. 10/268.]

No. 45.

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

SIR, —

Resident Agency for New Zealand, San Francisco, 14th December, 1910.

As you will have learned by my cable, the "Maitai's" mails failed to connect with the Limited leaving this city at 10.40 a.m. on Friday, notwithstanding that the vessel arrived at 11.30 the previous evening. The quarantine officers will only visit vessels between sunrise and sunset. The sun rises here this time of year about 7 a.m. and sets about 5 p.m. The Japanese liner got the first service, and the quarantine officers did not reach the "Maitai" until 8.30 a.m. The Customs and quarantine officials did not get through until 9.30 a.m. The vessel took three-quarters of an hour to get alongside, giving only twenty-five minutes to discharge, separate, and convey mails to the ferry-boats, and it was impossible to make the connection. The mails arrived here under hatches in one huge pile, all mixed. Had the London mails been on deck and checked for discharge about fifteen minutes might have been saved and the connection probably effected. This is where the absence of the Mail Agent was seriously felt, and it would look to me as if we are running the chance of missing the connections in cases of such close calls unless an officer of this description accompanies the mails. However, that is a matter that probably you have well considered. I would state that the Overland Limited at 10.40 a.m. is the fast express that has been instituted since the old contract was running, and is a train that makes a very close schedule, and the railroad officials state that they cannot under any circumstances delay the departure even for a few minutes. The later trains can be held under special circumstances, but they are comparatively slow trains, and do not make the close connections at Chicago that the Limited does. I am going again to interview the Quarantine, Customs, and Immigration Departments in this city and endeavour again to impress upon them the importance of getting the mails off the steamers without delay. Some time could be gained by transferring the mails to tugs at the quarantine-grounds, but that would, of course, entail some expense, probably £10, and I do not know whether such an expenditure would be authorized by the Government.

I have your cable asking whether the mails will connect with the Cunard steamers this Wednesday. I cannot yet inform you, as the "Caronia" does not leave until 10 a.m. to-day, and our mails should be in New York (if on time) at 8 a.m. It takes from one hour fifteen minutes to one hour thirty minutes to go from the New York Railroad station to the steamship dock, so there should be a connection made. Had our mails caught the Limited there would have been a chance to hold the "Kaiser Wilhelm der Grosse" on Tuesday. That vessel left half an hour after the due hour of arrival at New York, and we have never had any difficulty in holding the German steamers an hour or more in the past. They seem to take great pride in being able to say that they had been selected to carry the mails. However, we must use every effort next time to do better at this port. Captain Stevens says, if instructed, he can get here in time for the Thursday evening 6 p.m. train, which would mean arriving here not later than 3 p.m.; but, of course, it means more coal-consumption. The steamers hereafter will be fitted with "wireless," which will be great assistance in knowing almost the exact hour of arrival.

* * * * *

I have, &c.,

The Secretary, General Post Office, Wellington.

H. STEPHENSON SMITH.

[U.S. Inc. 11/4.]

No. 46.

The ASSISTANT SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR, —

General Post Office, Wellington, 14th December, 1910.

I have the honour to forward herewith extract from a letter, dated the 15th ultimo, from the Resident Agent for New Zealand in San Francisco, reporting the desirability of an early arrival of the mail-steamers at San Francisco on Fridays to enable the mails for the United Kingdom to be despatched on the same day by the 10.40 a.m. train to insure connection with the fast

Cunard steamers leaving New York on Wednesdays. The "Aorangi" reached San Francisco on the 11th ultimo at 7 a.m., but owing to quarantine delays the mails missed the 10.40 a.m. train.

I have, &c.,

W. R. MORRIS,

Assistant Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[For enclosure see No. 37, from "It is much to be regretted" down to "with the fast Cunard steamers from New York on Wednesday."

[Wn.—S.F. 10/267.]

No. 47.

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

(Telegram.)

San Francisco, 16th December, 1910.

MISSED Cunard. Left to-day. "Philadelphia."

[Wn.—S.F. 10/283.]

No. 48.

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

(Telegram.)

Wellington, 19th December, 1910.

WHERE did failure "Maitai's" mail occur?

[Wn.—S.F. 10/284.]

No. 49.

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

(Telegram.)

San Francisco, 19th December, 1910.

RAIL obstruction Chicago to New York.

[Wn.—S.F. 10/285.]

No. 50.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

(Telegram.)

Wellington, 22nd December, 1910.

REPORTED mail for London ex "Maitai" which arrived San Francisco eighth missed Cunard owing failure between Chicago New York. Very unfortunate so serious hitch should occur at commencement service. Much obliged if you would take matter up with railroad companies so that unbroken transit our mails secured San Francisco New York.

[Wn.—S.F. 10/293.]

No. 51.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 22nd December, 1910.

I have to thank you for your favour of 14th instant. The unfortunate delay in connection with the "Aorangi's" mails east was discussed by the writer with the Resident Agent, and with Messrs. Spreckels, who are our agents for the new service, and we trust that the result in future working will prove quite satisfactory.

We shall feel much obliged for information from you in due course as to what despatch the "Maitai's" mails met with and when they arrived in London. We understand that, as was the case with the "Aorangi," the "Maitai" arrived in San Francisco on contract time.

I have, &c.,

R. MCK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 10/295.]

No. 52.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 22nd December, 1910.

The question has been referred to us by the masters of the steamers conducting the San Francisco service as to how long they shall be at liberty to remain at Rarotonga coming south in the event of unfavourable weather conditions rendering it impracticable to get the fruit cargo shipped from there on the time-table date. I therefore have the honour to refer the matter to you for decision, so that we can give the necessary instructions to all concerned.

I may mention that in our experience in working Rarotonga it has been very seldom that the steamers have been unable to work the anchorage, though sometimes the work has proceeded rather slowly on account of the swell rolling in.

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/1.]

No. 53.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 31st December, 1910.

In reference to your letter of the 22nd instant inquiring how long the San Francisco mail-steamers may remain at Rarotonga on the south trip in the event of the weather being unfavourable for cargo working, I have the honour to inform you that this Department does not wish to interfere with the arrangements for shipping cargo at Rarotonga, so long as the contract time between termini is not exceeded. The contract does not provide for the length of stoppage at Rarotonga, but only for the conveyance of the mails from Auckland to San Francisco "within 492 hours" and from San Francisco to Wellington "within 505 hours."

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Wn.—S.F. 11/3.]

No. 54.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 4th January, 1911.

I have the honour to acknowledge the receipt of your letter of the 22nd ultimo, in reference to the transit across America of mails for the United Kingdom despatched *via* San Francisco.

The "Maitai" arrived at San Francisco on the 8th ultimo at midnight, seven hours ahead of the contract time: but the mails missed the overland express train, and, owing to railway obstruction between Chicago and New York, did not connect with the Cunard liner which left New York on the 14th, and consequently did not reach London until the 23rd ultimo, four days late. The United States Post Office has been requested to take up the matter of the hitch between Chicago and New York with the railroad companies, with the view of securing unbroken transit of New Zealand mails from San Francisco to New York.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Wn.—S.F. 10/301.]

No. 55.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

(Telegram.)

Wellington, 5th January, 1911.

OBJECTIONS Customs Immigrations Quarantine Departments San Francisco to visit New Zealand vessels after sunset, resulting in serious delays transferring mails to overland trains. Obligated if you could induce Departments to allow mails to be landed any hour of night, as was done when old service current.

[Wn.—S.F. 11/9.]

No. 56.

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

(Telegram.)

Wellington, 5th January, 1911.

EXPENDITURE transferring mails to tugs quarantine-ground authorized. You report mails *ex* "Aorangi" November eleventh left San Francisco 6 p.m. Friday, arrived New York Tuesday sixteenth 9.30 a.m. Later you say "Maitai's" mails left San Francisco Friday 6 p.m. not due New York until Wednesday morning. Reply stating position.

[Wn.—S.F. 11/8.]

No. 57.

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

(Telegram.)

San Francisco, 5th January, 1911.

TUG arranged. Trains from San Francisco Friday at 10.40 a.m. due New York Tuesday 9.30 a.m., and at 6 p.m. due Wednesday 8 a.m.

[Wn.—S.F. 11/11.]

No. 58.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 6th January, 1911.

Mr. Stephenson Smith informs me, in reply to my cable of yesterday, that he has arranged for a tug to meet the "Aorangi" in the quarantine-ground.

As regards trains: That leaving on Fridays at 10.40 a.m. is due in New York on Tuesday at 9.30 a.m., while that leaving on Friday at 6 p.m. is due in New York on Wednesday at 8 a.m. Apparently there has been some misunderstanding about the mails landed from the "Aorangi" on her first voyage.

I have, &c.,

D. ROBERTSON.

R. McK. McLennan, Esq., Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Wn.-S.F. 11/12.]

No. 59.

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

(Telegram.)

San Francisco, 6th January, 1911.

"AORANGI" arrived 6th. 8 a.m. Mails connected 10 a.m.

[Wn.-S.F. 11/16.]

No. 60.

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

SIR,—

General Post Office, Wellington, 7th January, 1911.

Referring to your telegram of the 5th instant on the subject of trains between San Francisco and New York, I am informed that Sir James Mills gathered the impression that, in addition to the trains mentioned by you, there is a train which carries nothing but mails. Can you inform me whether the information is correct?

I have, &c.,

D. ROBERTSON, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,
244 California Street, San Francisco, Cal.

[Wn.-S.F. 11/13.]

No. 61.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 10th January, 1911.

I have the honour to acknowledge the receipt of cables from you reading as follows [See Nos. 44 and 56], which have received attention.

I could not reply to your cable of the 11th until advised by the New York office, which was not until the departure of the "Philadelphia" on Friday, the 16th. I then replied, "Missed Cunard; left to-day 'Philadelphia.'" To your second cable I replied on the 19th, "Rail obstruction, Chicago to New York." A report of this occurrence has not yet reached me, although I have written officially upon the subject: but as the mails left Chicago on time on the 13th there must have been a serious delay on the Lake Shore Railroad.

In reply to your cable of the 5th January I replied as under [see No. 57].

In regard to the above cable, I very much regret that the error in my report giving the date when the "Aorangi's" mail was due at New York should have misled you. My letter of the 12th December is correct, but changes have been made in the running of the through trains in the last year, and even the railroad mail-service officials are somewhat at sea, but I certainly cannot be excused for this oversight. The running of these trains is as follows: The Overland Limited leaves this city at 10.40 a.m., is due at Chicago at 1 p.m. the third day, and reaches New York on the fourth morning at 9.30 a.m. The Eastern Express leaves at 6.40 p.m., and is due at New York on the morning of the fifth day at 7.55 a.m. In the cases where we can catch the Overland Limited we can only send the *letter* portion of our mails on the Twentieth Century Limited (the train that arrives at New York at 9.30 a.m.), as newspapers or books upon this fast express are refused; but the other portion of the mail can go forward by the train leaving Chicago three hours later, and will arrive at New York about eight hours later, which may sometimes result in the newspapers and books being left behind at New York.

* * * * *

The mails by "Aorangi" this time left Chicago on time, and unless anything unforeseen occurs, should connect to-morrow with the "St. Paul" (not a fast boat), that being the only steamer running this week with a reasonable turn of speed. The Cunard steamers are not running this week, the winter travel being very light. This time we have about twenty-four hours to spare, so the connection should be assured. Without the tug service we should never

have caught the Overland Limited, and the expense was extremely small. I got the tug company to charge only the Spreckels's rate. During the winter we shall probably have to use tugs or lose the morning connection. When the season advances the earlier rising of the sun will permit the quarantine officers to visit the steamers earlier, so that the mails can get to the wharf at a better hour, but probably for the two next vessels we shall have to use the tugs.

Everything is being done that can possibly be thought of to expedite the San Francisco connection, and I sincerely hope that in the future things will go better.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/20—22.]

[Acknowledged 4th February, 1911.]

No. 62.

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

SIR,— Resident Agency for New Zealand, San Francisco, 11th January, 1911.

I am in receipt of your letter of the 12th December [not printed], which came to hand by the "Aorangi." This vessel was a little late in anchoring, but in time for the quarantine, so no harm was done. I have had a deal of correspondence with the quarantine officials here, and they have faithfully promised to do everything in their power to avoid delays. It is, however, rather unfortunate that the time-table of the Japanese liners is so arranged that they get here on the same day as the New Zealand boats, and as the Japanese vessels are very fast they can be depended upon to get here first and take the first call of the quarantine officials. The Health officers only board between sunrise and sunset, so at this season it is after 7 o'clock when the vessels get the first turn. This, however, is getting earlier every day, and next month we will get at least half an hour better time. I got your cabled authority to employ a tug, and it is fortunate that you cabled me, or we would not have made this connection. I was determined to find out where the delay was, so got up at 6 o'clock and went out in the tug, and personally saw to the transfer of the mails. Fortunately I took off the foreman of the dock and a gang of longshoremen, and by smart work on their part just managed, with the able assistance of Mr. Cooper of the Post office, to catch the Overland Limited, which connected with the Twentieth Century Limited out of Chicago. That train, however, would only take the *letter* portion of the mail. It took about two years constant correspondence, together with the assistance of the Washington authorities and a personal visit to Chicago, to get even the concession of carrying the letter mail. . . . The books and newspapers can go on to New York by the Lake Shore Limited train, which leaves about three hours after the Twentieth Century, and reaches New York about eight hours later than that train. But I thought it best, at any rate, to get a concession for the most valuable portion of the mails, so it may occur at any time that the mails go across the Atlantic on two different steamers; and if it does occur, you will understand the reason.

I am very sorry that I made that slip about the arrival at New York of the 6.40 p.m. train from here, as I see that it quite mystified you. When I speak of hours of departure of trains or arrivals by cable, it will, of course, mean the hours only, and not the minutes. Thus. "6 p.m." means "6.40 p.m." and "10 a.m." means "10.40 a.m." Now, there is another train leaving here for the east, which leaves at 9 p.m. This train overtakes the train leaving at 6.40 p.m., so we can get about two hours and twenty minutes margin in case vessels get here on Thursday afternoon, but until the sun sets later—say, at 7 p.m., which it does in summer—the later train is not of much use to us.

I think we may have to use the tug again, perhaps once or twice, before the days lengthen. I would therefore point out to you that I had better be put in further funds. Another £100 will soon be required.

The English portion of the mails arrived here yesterday, so it would look as if the "Aorangi" will get away without delay. The "Maitai's" mails arrived at Southampton on the 23rd December (four days behind schedule). The reason these mails did not get to New York on Wednesday I cannot yet find out. They left Chicago at 8.25 a.m. on Tuesday, 13th, and should have been in New York at 7.55 a.m., Wednesday.

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I have, &c.,

H. STEPHENSON SMITH.

The Secretary, General Post Office, Wellington, New Zealand.

[U.S. Inc. 11/9—10.]

No. 63.

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

Wellington, 12th January, 1911.

(Telegram.)

Did "Aorangi's" mails connect Cunard?

[Wn.—S.F. 11/14.]

No. 64.

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

(Telegram.)
CONNECTION made New York.
[Wn.—S.F. 11/15.]

San Francisco, 12th January, 1911.

No. 65.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.

SIR,— General Post Office, Wellington, 20th January, 1911.

I have the honour to confirm my telegram of the 5th instant as under [see No. 55].
In my letter of the 15th September last I requested your co-operation in order to secure the best despatch for New Zealand mails each way across the American continent. And in view of the recent occurrences resulting in serious delays to mails at San Francisco, although vessels arrive there in apparently ample time to provide for all contingencies, I am impelled to solicit your urgent offices in this matter.

I have, &c.,
J. G. WARD, Postmaster-General.

The Hon. the Postmaster-General, Washington, D.C.
[Wn.—S.F. 11/19.]

No. 66.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— Post Office Department, Second Assistant Postmaster-General, Washington, 27th January, 1911.

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your cablegram of the 22nd ultimo, reading as follows [see No. 50].

A careful investigation of the delay to which you refer shows that the mails arrived at New York two hours and seven minutes late, and missed connection with the Cunard steamer sailing that day on this account. The delay in the arrival of the train from Chicago was partly due to the handling of heavy mails on the route, but the greater part of it resulted from other causes incidental to railway service.

The matter has been taken up with the railway companies, and special attention will be given to securing the connection of your mails with steamers leaving New York, and I do not believe the exceptional delay which occurred in the case you have brought to my attention will recur.

I have, &c.,
JOSEPH STEWART,
Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington, New Zealand.
[Wn.—S.F. 11/49.]

No. 67.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,— Prime Minister's Office, Wellington, 1st February, 1911.

I have the honour to ask that you will kindly obtain from the Imperial Post Office the dates of departure from London of mails from the United Kingdom to New Zealand via San Francisco. The dates recorded in the General Post Office here are only approximate.

I have, &c.,
J. G. WARD, Prime Minister.

The Hon. Sir Wm. Hall-Jones, K.C.M.G., High Commissioner for New Zealand, London.
[Wn.—S.F. 11/59.]

No. 68.

[News extract, 2nd March, 1911.]

San Francisco Mail.

A PRIVATE cablegram received from Sydney reports that an intercepted wireless telegraphic message from the "Aorangi" to the "Maitai" in mid-ocean stated that the "Aorangi" had met with a mishap to her engines, and that the breakdown would make her five days late in arriving at San Francisco. She was originally due at San Francisco to-morrow, but owing to the mishap she cannot reach that port until next Wednesday. The "Aorangi" reported that she was not in need of assistance. She managed to communicate the news to the "Maitai," which will arrive at Wellington at midday to-day from San Francisco. The "Aorangi" was docked at Auckland prior to her departure from that port on 11th February.

[P.O. 11/430.]

No. 69.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 2nd March, 1911.

SAN FRANCISCO reports "Aorangi," 28th February, 1,810 miles distant. Has been repaired. Will arrive 5th [later corrected to 8th, see No. 71] March.

[Wn.-S.F. 11/50.]

No. 70.

Extract from Report on Voyage by the COMMANDER, R.M.S. "Maitai," to the SECRETARY, General Post Office, Wellington.

SIR,— R.M.S. "Maitai," Wellington, 2nd March, 1911.

* * * * *

At the request of the Mail Agent for New Zealand at San Francisco, I advertised the ship for 2 p.m. on sailing-day, and both trips the European mail has arrived in good time and been on board the night before sailing, yet both times I have been kept an hour waiting for local American mail. As every hour means something, I do not see why we should have to wait for mail that we are not subsidized to carry.

* * * * *

I have, &c.,

The Secretary, General Post Office, Wellington.
Wn.-S.F. 11/53.]

W. STEVENS, Commander.

No. 71.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 3rd March, 1911.

REFERRING mine yesterday: Find Spreeckels wire mutilated. Should read "will arrive there eighth March."

[P.O. 11/430.]

No. 72.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 3rd March, 1911.

REFERRING to my telegram to-day re "Aorangi": We shall arrange steamer take sailing 5th April from Wellington. Will advise later name of ship.

[Acknowledged 4th March.]

No. 73.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 6th March, 1911.

CAPTAIN EVANS advises "Aorangi's" repairs will take minimum ten days. Therefore decided let "Manuka" take "Aorangi" sailing from Wellington 5th April. May later on arrange "Aorangi" take "Maitai's" sailing 3rd May, latter remaining New Zealand four weeks. Will advise definitely later on.

[Acknowledged 9th March.]

[Wn.-S.F. 11/57.]

No. 74.

The SECRETARY, General Post Office, Wellington, to the SECOND ASSISTANT POSTMASTER-GENERAL, Washington.

SIR,— General Post Office, Wellington, 8th March, 1911.

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 27th January last, and to thank you for the action taken with a view to securing unbroken transit of New Zealand mails from San Francisco to New York. The Postmaster-General feels assured that the action taken by you will have the desired effect.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Washington, D.C.
[Wn.-S.F. 11/62.]

No. 75.

The SECRETARY, General Post Office, Wellington, to the POSTMASTER, San Francisco.

SIR,—

General Post Office, Wellington, 9th March, 1911.

I have the honour to inform you that the commander of the R.M.S. "Maitai" reports that the departure of his steamer from San Francisco for New Zealand has been delayed on two occasions for an hour in order that the mails from your office might be shipped. I should be obliged if you would look into the matter with a view to preventing the necessity for this delay in future. It is much to be desired that, having shipped the English mails, for the carriage of which a substantial subsidy is paid under this Department's contract with the Union Steam Ship Company, the vessel should not be detained to await the shipping of other mails; and any arrangements you can make for securing this prompt despatch will be highly appreciated.

I have, &c.,

D. ROBERTSON, Secretary.

The Postmaster, San Francisco, Cal.

[Wn.—S.F. 11/55.]

No. 76.

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

(Telegram.)

San Francisco, 9th March, 1911.

MAIL-STEAMER arrived at San Francisco from New Zealand on 8th instant. Mail-steamer broke down, and her mails transferred to "Mariposa" 10th instant, connecting "Talune." Repairs will take about eight days.

[S.F. Advics.]

No. 77.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Post Office Department, Washington, 13th March, 1911.

By direction of the Postmaster-General, I have the honour to acknowledge your letter of the 20th January, 1911, confirming your telegram of 5th January, as follows [No. 55].

It is regretted that there is no record of the above-mentioned telegram having been received at this Department. I will at once, however, take any measures practicable to comply with your request, and shall advise you of the result.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington, New Zealand.

[Wn.—S.F. 11/71.]

No. 78.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 15th March, 1911.

In continuation of my letter of the 4th January last respecting the transit across America of mails for the United Kingdom despatched from New Zealand via San Francisco, I have the honour to inform you that the Post Office of the United States has taken up with the railway companies the matter of the hitch in the conveyance of the "Maitai's" mails between Chicago and New York, and that special attention will be given to securing the connection of New Zealand mails with steamers leaving New York. As a result of the action taken it is not expected that a similar case of delay will occur in future.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Wn.—S.F. 11/63.]

No. 79.

The SECRETARY, General Post Office, Wellington, to the COMMANDER, R.M.S. "Maitai," Wellington.

SIR,—

General Post Office, Wellington, 16th March, 1911.

I have the honour to refer to that portion of your report of the 2nd instant, in which you represented that the departure of your steamer from San Francisco for New Zealand had been delayed on two occasions for an hour in order that the mails from the San Francisco office might be shipped, and to inform you that the Postmaster, San Francisco, has been requested to look into the matter with a view to preventing the necessity for such delay in future.

I have, &c.,

D. ROBERTSON, Secretary.

The Commander, R.M.S. "Maitai," Wellington.

[Wn.—S.F. 11/55.]

No. 80.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 17th March, 1911.

We are arranging send "Aorangi" third May in place "Maitai." Latter to resume thirty-first May, and maintain that sequence after.

[Acknowledged 20th March.]

[W.L.-S.F. 11/67.]

No. 81.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Post Office Department, Washington, 25th March, 1911.

In further reference to your letter of the 20th January, 1911, I have the honour, by direction of the Postmaster-General, to inform you that I at once communicated with the Treasury Department and the Department of Commerce and Labour, and am pleased to inform you that instructions have been issued to Customs, quarantine, and immigration officers at San Francisco to allow the New Zealand mails to be landed after sunset in cases where vessels arrive too late to permit landing before that time.

I have issued such instructions on this side accordingly as should insure every attention being paid to the prompt forwarding of your mails, and hope that hereafter they may be despatched in every case by the earliest connections practicable.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington, New Zealand.

[Acknowledged on 1st May.]

[W.L.-S.F. 11/74.]

No. 82.

The SECRETARY, General Post Office, Wellington, to the CHIEF POSTMASTER, Auckland.

(Memorandum.)

General Post Office, Wellington, 28th March, 1911.

In connection with the delayed mails from London, due in Auckland per s.s. "Talune" on the 6th proximo, it has been decided to despatch a special train from Auckland to bring the mails south, provided this arrangement will result in the mails reaching Wellington by 6 o'clock on the morning of Friday, the 7th April. This action is taken with the object of enabling local correspondents to send their replies by the San Francisco or the Suez mail leaving here the same day. If the desired connection can be guaranteed, kindly make the necessary arrangements with the District Traffic Manager at Auckland. Please reply by telegram, so that due notice of the proposed arrangement may be given to local correspondents.

The Chief Postmaster, Auckland.

D. ROBERTSON, Secretary.

[P.O. 11/470(1).]

No. 83.

The ACTING CHIEF POSTMASTER, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 30th March, 1911.

Re mails to arrive per "Talune" 6th prox.: Usually this boat arrives some time on the day prior to schedule time. On this occasion the Union Steam Ship Company advise me that she will in all probability be from six to twelve hours later than usual. This means she may be looked for any time between 5 a.m. and 9 a.m. on the 6th prox. If the special train leaves here at 11 a.m. the mail can be at Wellington between 4 and 6 a.m. on the 7th. Provided the boat arrives in time to enable the special to be despatched at 11 a.m., or shortly afterwards, the mail will go forward, if not, the arrangements for a special train will be cancelled.

No. 84.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

Dunedin 30th March, 1911.

SIR,—

Referring to your favour of 10th instant [not printed], advising that the mails intended for the "Aorangi" on 8th instant from San Francisco were being despatched by the "Mariposa" to connect with "Talune," I am pleased to say we heard of it in time to instruct the master of the "Talune" before she left Auckland to make the best arrangement for stowing up the seven hundred or eight hundred packages, and to have them all ready for prompt delivery at Auckland on arrival. The "Talune" is due at Auckland on 6th instant in the ordinary

course, but it is just possible that she may not be able to reach there until Friday. We have, however, instructed our manager to do everything possible to get the southern mails away by the Thursday night express should the steamer arrive on Thursday afternoon or evening, with a view to letting the Australian mails connect with the Friday steamer from Wellington.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

No. 85.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 30th March, 1911.

SIR,—

It gave us much pleasure to learn by your favour of 15th instant that the Postal Department of the United States of America have taken special interest in the matter of transit of the New Zealand mails after landing at San Francisco, so we may hope there will be no repeated disappointment in the overland arrangements.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 11/70.]

No. 86.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 5th April, 1911.

I have the honour to acknowledge the receipt of your letter of the 30th ultimo respecting the arrival to-morrow in Auckland of delayed mails from London per s.s. "Talune." As notified in my telegram to you of yesterday, arrangements have been made to convey the mails from Auckland to Wellington by special train provided the mails can reach Wellington by 6 a.m. on the 7th instant. If the special train leaves Auckland by 11 a.m. to-morrow the mails should reach Wellington between 4 and 6 a.m. the following day.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 87.

The ACTING CHIEF POSTMASTER, Auckland, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 6th April, 1911.

SPECIAL train with mails *ex* "Talune" left 11.5 a.m.

[The mails reached Wellington at 5.45 a.m., 7th April.]

WELLINGTON – RAROTONGA – TAHITI SERVICE.

No. 88.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.

Post Office Department, Second Assistant Postmaster-General,
Washington, 20th April, 1910.

SIR,—

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your cablegram of the 15th instant [No. 45, F.-6, 1910] stating that the Wellington-Tahiti service had been extended until further notice, and to inform you that he is gratified to know that the service in question is to be continued.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington, New Zealand.

[P.O. 10/588(2).]

No. 89.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 25th May, 1910.

Referring to my letter of the 10th March last [No. 35, F.-6, 1910], on the subject of payments for the conveyance of United States mails from Papeete to Australia and New Zealand, I have the honour to forward for your information copy of a letter received from the Second Assistant Postmaster-General, Washington, D.C. [No. 47, F.-6, 1910]. I should be glad to know whether you desire this Department to take any further action in the matter. I am somewhat doubtful whether anything can be done before the meeting of the Madrid Postal Congress in 1911 or 1912. No doubt the Postmaster-General would consider a request from you to propose to the Congress that any transit rates decided upon should be obligatory on Administrations, whether the rates were payable direct to steamship companies or to another Administration. From the view taken by the Washington Office there would seem to be some doubt about the matter, although, as I have previously informed you, this Administration has always, in the absence of a direct contract, paid full Postal Union rates without demur for all long sea transits.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[P.O. 10/598(3).]

[Read here Nos. 1 and 2, F.-6A, 1910.]

No. 90.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 6th June, 1910.

SIR,—

Kindly accept our thanks for your favour of 25th ultimo, and the enclosure therewith, regarding payments for the conveyance of United States mails from Papeete to New Zealand and Australia. We expect to have the honour of addressing you again on the subject of transit rates later on.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[P.O. 10/598(3).]

No. 91.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 27th June, 1910.

SIR,—

Referring to Mr. Holdsworth's interview with you last week, we are advertising the "Mokoia" for another trip, leaving Wellington 12th August, Rarotonga 18th August; arriving Papeete 21st August, departing 22nd August; leaving Rarotonga 25th August, arriving Wellington 2nd September. She will thus make connection with the "Mariposa," time-tabled to leave Papeete on 22nd August, due at San Francisco 3rd September.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

D. Robertson, Esq., Secretary, General Post Office, Wellington.

[P.O. 10/598(2).]

No. 92

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

SIR,— Resident Agency for New Zealand, San Francisco, 28th June, 1910.

I have the honour to acknowledge the receipt of your communication of the 26th May [not printed], covering a letter from the General Post Office, London, of the 13th April, both in reference to the despatch of the through mails to the Dominion and their arrival at this port.

In further reference to the matter, I would report that the mails from Europe to connect with the "Mariposa" from this port on the 29th instant arrived here on the 21st, having been conveyed across the Atlantic by the steamer "Mauretania," and also that the mails from England by the steamers "Carmania" and "Adriatic" arrived here on the 26th and the 27th instant respectively, so that all these vessels would have connected with the "Mariposa" this time.

Whether it would be wise to calculate as a general rule that the steamer following the fast Cunard vessels would always make the connection may be problematical, especially if not despatched from London during the middle of summer, as these were; but it would look as if the accumulation of correspondence posted after the despatch of the appointed Cunard steamer would (between the months of May and October) stand a good chance to make the connection at this port. Of course, the delay at this end upon this occasion is rather longer than usual, being eight days.

However, I trust the above information may be of service in guiding your judgment as to whether a later despatch from London for additional mails might not be considered advisable.

I have, &c.,

H. STEPHENSON SMITH,
Resident Agent.

The Secretary, General Post Office, Wellington.

[U.S. Inc. 10/29.]

No. 93.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,— General Post Office, Wellington, 4th July, 1910.

I have the honour to acknowledge the receipt of your letter of the 27th ultimo, notifying that you are advertising the despatch of the "Mokoia" from Wellington on the 12th proximo, connecting with the "Mariposa" leaving Papeete on the 22nd idem, and to inform you that the Postmaster-General has approved the extension for the one voyage beginning on the date named.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[P.O. 10/598(2).]

No. 94.

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

SIR,— General Post Office, Wellington, 4th August, 1910.

I have the honour to acknowledge the receipt of your letter of the 28th June last, on the subject of the despatch of mails from London for connection with the "Mariposa" at San Francisco.

As the present contract with the Union Company expires this month, and as it is possible that any new arrangement may be on a somewhat different footing, it seems useless writing to London again. If we succeed in arranging a four-weekly service, it should be possible to time the departure of the steamer from San Francisco so that the mails from London may connect without delay.

I have, &c.,

D. ROBERTSON, Secretary.

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

244 California Street, San Francisco, Cal.

[U.S. Inc. 19/31.]

No. 95.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 12th August, 1910.

Re Papeete service: As question extension San Francisco not finally dealt with, and if fixed do not propose start until 21st October, think inadvisable have break, and am arranging announce "Mokoia" for 16th September transhipping Papeete. Trusting to present subsidy being continued for extra voyage.

[P.O. 10/598(2).]

No. 96.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

(Telegram.)

Wellington, 15th August, 1910.

WELLINGTON-TAHITI service: Minister has agreed to one more voyage at present subsidy pending settlement of question.

No. 97.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 17th August, 1910.

WELLINGTON-TAHITI renewed one voyage beginning 16th September present subsidy.

[Telegram in similar terms on previous day from the Secretary, General Post Office, to the Resident Agent at San Francisco.]

No. 98.

The SECRETARY, General Post Office, Wellington to the SECRETARY, Department of Agriculture, Commerce, and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 9th September, 1910.

IN reply to the oral request made at this office, I beg to inform you that the Wellington-Papeete subsidized service, connecting at Papeete with Spreckels's service to San Francisco, was for one year from the 3rd January, 1909. On its expiry it was renewed on the same terms until May, 1910; and on the expiry of the renewed period arrangements were made for the service to be further extended until the meeting of Parliament. Thereafter the service was extended from voyage to voyage until this month. It will be replaced by the through subsidized service to be performed by the Union Steam Ship Company, commencing with the departure from Auckland on the 22nd October.

Since the expiry of the original agreement in January, 1910, the steamers have made the following trips: Left Wellington 4th January, 8th February, 16th March, 21st April, 27th May, 8th July, 12th August. The steamer making the final trip is due to leave Wellington on the 16th instant, and to arrive back in Wellington on the 7th proximo.

D. ROBERTSON.

The Secretary, Department of Agriculture, Commerce, and Tourists, Wellington.

[P.O. 10/598(2).]

INCIDENTS OF PACIFIC TRANSIT, ETC.

(BY OCEANIC COMPANY.)

No. 99.

The J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,—

Oceanic Steamship Company, San Francisco, Cal., 19th May, 1910.

If not troubling you too much, we shall esteem it a favour if you will kindly refer to your letter of the 17th December, 1907 [No. 7, F.—6, 1908], addressed to Mr. J. C. Spedding, Auckland. This letter concerned settlements of certain moneys due to the Oceanic Steamship Company for the conveyance of San Francisco and other mails, &c., up to the time of the cessation of the service. Our records show that everything was finally cleared up with the exception, perhaps, of the Australian and New Zealand transit account for 1907, which is referred to under article 5 of your letter, reading as follows: "The parcel-post accounts for 1907 and the Australian—New Zealand transit account for the same year will be made out early in 1908, when the necessary data are available." The parcel-post accounts, amounting to £10 11s., were duly received, but we are somewhat in doubt as to the Australian—New Zealand transit account, which we take it represents the amount due for the conveyance from Sydney to Auckland of mails from the United Kingdom and foreign countries. We shall esteem it a favour if you will kindly enlighten us on this subject at your earliest convenience.

Thanking you in anticipation of an early reply, we remain,

We have, &c.,

J. D. SPRECKELS AND Co.,

General Agents.

The Secretary, General Post Office, Wellington.

[S.F. Payments 10/7.]

No. 100.

The SECRETARY, General Post Office, Wellington to the J. D. SPRECKELS AND BROTHERS COMPANY, San Francisco.

GENTLEMEN,—

General Post Office, Wellington, 30th June, 1910.

I beg to acknowledge the receipt of your letter of the 19th ultimo, in reference to payment by this Department to the Oceanic Steamship Company for mail-conveyance, and to say that no mails from the United Kingdom and foreign countries were conveyed from Australia to New Zealand by the steamers of the company during 1907. I regret that this information was not given you in continuation of my letter to Mr. Spedding of the 17th December, 1907.

I have, &c.,

D. ROBERTSON, Secretary.

Messrs. the J. D. Spreckels and Brothers Company, Oceanic Steamship Company.

90 Clay Street, San Francisco, Cal.

[S.F. Payments 10/9.]

No. 101.

The CHIEF OF THE POST AND TELEGRAPH SERVICE, Noumea, to the SECRETARY, General Post Office, Wellington.

SIR,—

Noumea, 3rd August, 1910.

By a letter dated 16th September, 1908, and by a further reminder dated 2nd July last, the firm of Burns, Philp, and Co., of Sydney, acting as agents for the Oceanic Steamship Company, of San Francisco, claims from us the amount of transit charges due for the conveyance of postal mails from New Caledonia for the United States of America, and advises us that, from the 31st December, 1900, the New Zealand Government has ceased to pay to the company in question the transit charges due for the above-mentioned mails, and that a settlement should be made by the Government of New Caledonia for such carriage included between the 1st January, 1901, and the cessation of the service of the Oceanic Company, which took place in May, 1907.

I have the honour to ask you to be so good as to inform me whether the company's claim is well founded. If so, I should be glad if you would give me, if possible, such information as would enable me to compute the sums earned under this head by the Oceanic Steamship Company.

I have, &c.,

CHIEF OF THE POST AND TELEGRAPH SERVICE.

The Secretary, General Post Office, Wellington.

[S.F. Payments 10/11.]

No. 102.

The SECRETARY, General Post Office, Wellington, to the CHIEF OF THE POST AND TELEGRAPH SERVICE, Noumea.

SIR,—

General Post Office, Wellington, 6th September, 1910.

I have the honour to refer to your letter of the 3rd ultimo, on the subject of the claim of the agents of the Oceanic Steamship Company, of San Francisco, for payment for the conveyance from Australia to San Francisco of New Caledonia mails for the United States of America from the 1st January, 1901, to May, 1907, when the service ceased.

In reply, I beg to inform you that the company is entitled to the payment claimed. Your office settled annual accounts with this Department on the basis fixed by the International Bureau of the Universal Postal Union to the 31st December, 1900; and direct payment by you to the steamship company for the service in question is due, therefore, from the 1st January, 1901. As the mails were placed on board the steamers at Sydney and not handled in New Zealand, this Department has not a record of their contents or weights.

I have, &c.,

D. ROBERTSON, Secretary.

The Chief of the Post and Telegraph Service, Noumea.

[S.F. Payments 10/14.]

No. 103.

MESSRS. HENDERSON AND MACFARLANE, Auckland, to the HON. the POSTMASTER-GENERAL, Wellington.

SIR,—

Auckland, 27th September, 1910.

When the Oceanic Steamship Company ceased running some years ago there was a small amount of mail-money due the company for mails between New Zealand and New Caledonia. Our Sydney friends, Messrs. Burns, Philp, and Co. (Limited), Oceanic representatives in Sydney, have applied to the New Caledonian Government on the subject, and the Director of Posts informs them that he has written to the New Zealand Government to ascertain amount due. Messrs. Burns, Philp, and Co. (Limited) have written to us asking us to take the matter up with your Government, and we shall be pleased to have any information that you can give us on the subject.

We have, &c.,

HENDERSON AND MACFARLANE.

The Hon. the Postmaster-General, Wellington.

[S.F. Payments 10/15.]

No. 104.

The SECRETARY, General Post Office, Wellington, to MESSRS. HENDERSON AND MACFARLANE, Auckland.

GENTLEMEN,—

General Post Office, Wellington, 7th October, 1910.

I have the honour, by direction, to refer to your letter of the 27th ultimo. There is no mail-money due the Oceanic Steamship Company for mails between New Zealand and New Caledonia. Respecting payment still due for the conveyance by steamers of the company from Australia to San Francisco of New Caledonian mails for the United States of America, I am to inform you that a communication on the subject was recently received by this Department from the Chief of the Post and Telegraph Service, Noumea. A reply was sent to the effect that this Administration was not in a position to give the contents or the weights of such mails, as they were placed on board the mail-steamers at Sydney, and were not therefore handled in New Zealand.

I have, &c.,

D. ROBERTSON, Secretary.

Messrs. Henderson and Macfarlane, Auckland.

[S.F. Payments 10/16.]

VANCOUVER SERVICE.

AUCKLAND - SUVA - HONOLULU - VANCOUVER CONTRACT.

No. 105.

The Right Hon. the PRIME MINISTER, Ottawa, to the Right Hon. the PRIME MINISTER, Wellington.

Prime Minister's Office, Canada,

DEAR SIR JOSEPH WARD,—

Ottawa, 6th June, 1910.

I write to confirm my telegram of this date, which is in the following words: "Call for tenders already issued a few days ago, including alternative proposition of call at New Zealand. Copies are being sent by to-day's mail. Time for presentation of tenders expires November 1st. Subject referred to in your telegram might be held in abeyance until tenders have been received."

I also enclose copies of the tenders therein referred to.

Believe me, &c.,

WILFRID LAURIER.

The Right Hon. Sir J. G. Ward, P.C., K.C.M.G.,

Prime Minister of the Dominion of New Zealand, Wellington, New Zealand.

[Vanc. Misc. 10/136.]

Enclosure in No. 105.

TENDERS FOR MAIL-SERVICE BETWEEN CANADA, AUSTRALIA, AND NEW ZEALAND.

TENDERS for an ocean-mail steamship service between Canada, Australia, and New Zealand, or Canada and Australia, are invited, and will be received at the Office of the Minister of Trade and Commerce of Canada, Ottawa, Canada, until noon of the 1st day of November, 1910.

Tenders are to be sent in sealed envelopes, addressed to the Minister of Trade and Commerce, and to be marked "Tenders for Mail-service between Canada, Australia, and New Zealand"; and where submitted through the post should be registered.

The service is to consist of a sailing every four weeks from Vancouver, in the Province of British Columbia, and tenders will be received for proposals for the service on the following alternative routes:—

Route (a).—Sailing from Vancouver, calling at Victoria, Honolulu, Suva, and Brisbane to Sydney, and return to Vancouver, calling at the aforesaid ports.

Route (b).—Sailing from Vancouver, calling at Victoria, Honolulu, Suva, Auckland, and Sydney to Melbourne, and return to Vancouver, calling at the aforesaid ports.

Route (c).—Sailing from Vancouver, calling at Victoria, Honolulu, Suva, Auckland, and Sydney to Brisbane, and return to Vancouver, calling at the aforesaid ports.

Route (d).—Sailing from and returning to Vancouver, and calling each way at such of the ports hereinbefore stated as may be specified by those submitting proposals.

1. The service to be tendered for so that mails shall leave Vancouver four weeks after the appointed time for the departure of the last steamers under the existing extended contract with the Union Steam Ship Company of New Zealand, which expires on the 31st July, 1911.

2. Alternative tenders to be sent in for terms of three or five years as from the 1st August, 1911.

3. Tenders must state the registered tonnage and passenger-accommodation of the steamships to be employed, and the average speed of such steamers, also the annual subsidy required if the contract is for three or five years. Preference will be given, other conditions being equal, to tenderers providing the most satisfactory conditions in these respects, and also as to refrigerator and insulated space. The vessels to be employed are to class A1, and to run under the British flag.

4. The contractor is to land and embark mails at all ports of call at his own cost and expense.

5. The tenders shall be subject to general conditions, which may be obtained on application, and to all other conditions incidental to such contracts, unless they are inconsistent with the special conditions of this contract. A copy of all the conditions of the contract may be obtained upon application to the office of the Minister of Trade and Commerce at Ottawa, Canada; the Postmaster-General, Melbourne, Australia; or at the respective offices of the Dominion of Canada and the Commonwealth of Australia in London.

6. The Minister does not bind himself to accept the lowest or any tender, nor to accept the tender providing for the highest speed.

F. C. T. O'HARA,

Deputy Minister of Trade and Commerce.

Department of Trade and Commerce, Ottawa, 9th May, 1910.

No. 106.

The SECRETARY, Wellington Provincial Industrial Association, Wellington, to the Right Hon. the PRIME MINISTER.

SIR,— Wellington Provincial Industrial Association, Wellington, 15th June, 1910.

I have the honour to inform you that at the monthly meeting of the above-named association, held last evening, I was directed to forward you a copy of a resolution passed, viz.—Vancouver mail-service: "That in the opinion of members of the Wellington Provincial Industrial Association, if the Government intends subsidizing the Vancouver mail-service it would be in the interests of the Dominion that Wellington be made the port of call."

I have, &c.,

H. F. ALLEN, Secretary.

The Right Hon. Sir J. G. Ward, K.C.M.G., P.C., Prime Minister, Wellington.

[Vanc. Misc. 10/117.]

No. 107.

The SECRETARY, New Zealand Shopkeepers' Association, Wellington, to the Right Hon. the PRIME MINISTER.

SIR,— The New Zealand Shopkeepers' Association, Wellington, 15th June, 1910.

I have the honour to inform you that at a meeting of the above-named association a resolution was passed, which I was instructed to forward to you, viz.: "That if the Government intends to subsidize the Vancouver mail-service, members consider that it would be in the best interests of the Dominion as a whole that Wellington be made the port of call."

I have, &c.,

H. F. ALLEN, Secretary.

The Right Hon. Sir J. G. Ward, K.C.M.G., P.C., Prime Minister, Wellington.

[Vanc. Misc. 10/119.]

No. 108.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, New Zealand Shopkeepers' Association, Wellington.

SIR,— General Post Office, Wellington, 29th June, 1910.

I have the honour, by direction of the Hon. the Postmaster-General, to acknowledge the receipt of your letter of the 15th instant addressed to the Right Hon. the Prime Minister, forwarding a resolution of your association in the matter of the Vancouver mail-service, and, in reply thereto, to say that in any further negotiations the opinion of your association that Wellington should be the port of call will be borne in mind.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, New Zealand Shopkeepers' Association, Post-office Box 479, Wellington.

[Letter in similar terms to the Secretary, Wellington Provincial Industrial Association, Wellington: 29th June, 1910.]

[Vanc. Misc. 10/122.]

No. 109.

The SECRETARY, Auckland Agricultural and Pastoral Association, Auckland, to the Right Hon. the PRIME MINISTER.

SIR,— High Street, Auckland, 22nd July, 1910.

At a meeting of the executive of the above association held yesterday I was requested to communicate with you expressing the hope that, as the establishment of direct steamship communication between New Zealand and Vancouver would probably lead to a very profitable trade for New Zealand products, especially frozen meat, butter, and cheese, every effort be made to start a mail-service calling at New Zealand at an early date.

I have, &c.,

EDWIN HALL, Secretary.

The Right Hon. Sir J. G. Ward, Prime Minister, Wellington.

[Vanc. Misc. 10/176.]

No. 110.

The FARMERS' FREEZING COMPANY, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Auckland, 22nd July, 1910.

In view of a possible profitable trade in New Zealand and Canada products, and the facilities that will be given for other commerce if a Vancouver mail-service is established, we trust you will use every endeavour to get a service, making Auckland a port of call.

[Vanc. Misc. 10/141.]

No. 111.

The Hon. the POSTMASTER-GENERAL, Wellington, to the FARMERS' FREEZING COMPANY, Auckland.

(Telegram.)

Wellington, 23rd July, 1910.

In reply to your telegram: I have read your strong representations relative to desirability of New Zealand entering into Vancouver mail-service with Auckland as port of call, and have noted the same.

No. 112.

The PRESIDENT, Farmers' Union, Te Kuiti, to the Right Hon. the PRIME MINISTER.

SIR,—

Te Kuiti, 26th July, 1910.

I have the honour, on behalf of and as representing the Farmers' Union of Auckland Province, to address you on the matter of direct communication between Auckland and Vancouver. In doing so I desire briefly and emphatically to state that the farmers of the Auckland Provincial District are deeply impressed with the immense immediate advantage which would be derived by direct frequent communication between New Zealand and Canada, as providing a very profitable market for frozen meat and dairy-produce for this country, and providing an outlet here for many manufactures established in Canada; and we deem this trade-opening of such importance that we earnestly pray you will not allow any difficulty or reasonable expense by way of subsidy to deter you from establishing direct communication between Auckland and Vancouver at an early date; and we trust you will give this matter your earliest attention and favourable consideration.

I have, &c.,

D. H. LUSK,

President of Farmers' Union, Auckland Province.

The Right Hon. Sir Joseph Ward, Prime Minister, Wellington.

[Vanc. Misc. 10/148.]

No. 113.

The Right Hon. the PRIME MINISTER to the PRESIDENT, Farmers' Union, Te Kuiti.

SIR,—

Prime Minister's Office, Wellington, 6th August, 1910.

I have the honour to acknowledge the receipt of your letter of the 26th July, in which, on behalf of your union, you urge that every effort be made to establish direct ocean mail-service communication between Auckland and Vancouver at an early date. In reply, I have to say that the representations contained in the communication have been noted by me. As you may have gathered from a statement recently delivered by me in the House of Representatives, the subject in question has been receiving the earnest consideration of Government.

I have, &c.,

J. G. WARD.

D. H. Lusk, Esq., President of Farmers' Union, Auckland Province, Te Kuiti.

[Vanc. Misc. 10/149.]

No. 114.

The Right Hon. the PRIME MINISTER to the SECRETARY, Auckland Agricultural and Pastoral Association, Auckland.

SIR,—

Prime Minister's Office, Wellington, 6th August, 1910.

I am in receipt of your letter of the 22nd July, in which, on the request of the executive of your association, you express the hope that direct mail-service communication between New Zealand and Vancouver should be established at an early date. In reply, I have to inform you that the representations you have made on the subject are noted; and, as you will have gathered from a statement recently made by me in the House of Representatives, the subject in question has been receiving the consideration of Government.

I have, &c.,

J. G. WARD.

Edwin Hall, Esq., Secretary, Auckland Agricultural and Pastoral Association, Auckland.

[Vanc. Misc. 10/176.]

No. 115.

The Hon. the PRIME MINISTER, Melbourne, to the Right Hon. the PRIME MINISTER, Wellington.
(Telegram.) Melbourne, 15th August, 1910.

REFERRING Vancouver mail-service, Commonwealth unable support extension whilst New Zealand products specially favoured Canadian tariff.

[Vanc. Misc. 10/180.]

No. 116.

The SECRETARY, Canterbury Chamber of Commerce, Christchurch, to the Right Hon. the PRIME MINISTER.

SIR,—

Canterbury Chamber of Commerce, Christchurch, 2nd September, 1910.

At the annual meeting of members of this Chamber, held on Monday last, the following resolution was carried, which I have the honour to convey to you, and to ask that the latter part of it receive the earnest consideration of the Government: "That this Chamber congratulates the Government on having arranged a reorganization of the service to San Francisco through the Islands, and would also urge the desirability of arranging, where possible, a service *via* Vancouver."

I have, &c.,

H. ANTILL ADLEY, Secretary.

The Right Hon. the Prime Minister, Wellington.

[Vanc. Misc. 10/181.]

No. 117.

The Right Hon. the PRIME MINISTER, Wellington, to the Hon. the PRIME MINISTER, Melbourne.

(Telegram.)

Wellington, 14th September, 1910.

IN reference your cable 15th ultimo, regret you are unable to support extension Vancouver mail-service New Zealand because of preferential treaty between Canada and New Zealand. Can you not get over the difficulty by entering into similar preferential treaty with Canada? I do not think, as far as New Zealand is concerned, that we can allow the question of mail-service to be governed by trade tariff arrangements, as, though anxious to join in the steamer mail-service, I regard the encouragement and development of trade between British dominions as of such importance as to prevent agreeing to the abolishing of the preferential treaty with Canada.

[Vanc. Misc. 10/180(a).]

No. 118.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Canterbury Chamber of Commerce, Christchurch.

SIR,—

General Post Office, Wellington, 17th September, 1910.

I have the honour, by direction, to acknowledge the receipt of your letter of the 2nd instant conveying the following resolution passed at the annual meeting of members of your Chamber [No. 116].

The Postmaster-General desires me to say that the advantages of a mail-service *via* Vancouver will continue to receive his earnest attention.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch.

[Vanc. Misc. 10/181.]

No. 119.

[News extract, 6th October, 1910.]

VANCOUVER SERVICE: AUSTRALIA'S INTENTIONS.

(Telegram.)

Melbourne, 5th October, 1910.

IN the House of Representatives the Postmaster-General (Hon. J. Thomas) stated that the Government had decided not make any alteration at present in the Vancouver mail contract. When the new contract was before the Government consideration would be given to the inclusion of New Zealand in the service.

[H.I., Vol. 4, p. 80.]

No. 120.

The Right Hon. the PRIME MINISTER of Canada to the Right Hon. the PRIME MINISTER, Wellington.

(Telegram.)

Ottawa, 13th January, 1911.

HAVE informed Sir James Mills that Canada will close contract with him for five years, Honolulu, Suva, Auckland, for the present contribution by Canada plus Fiji and New Zealand contribution. Canada will reserve right to require contractor to proceed to Sydney or Melbourne, or both.

[Vanc. Misc. 11/6.]

No. 121.

The Right Hon. the PRIME MINISTER, Wellington, to Sir JAMES MILLS, on board "Ulimaroa."

(Telegram.)

Wellington, 16th January, 1911.

GLAD to hear that Canada agrees New Zealand's proposal for inclusion of Auckland in Canadian mail-service.

[Vanc. Misc. 11/5.]

No. 122.

The Right Hon. the PRIME MINISTER, Wellington, to the Right Hon. the PRIME MINISTER of Canada.

(Telegram.)

Wellington, 17th January, 1911.

MANY thanks. Sorry Commonwealth of Australia stands out. New Zealand exceedingly pleased to co-operate with Dominion of Canada.

[Vanc. Misc. 11/6.]

No. 123.

The Right Hon. the PRIME MINISTER, Wellington, to the Right Hon. the PRIME MINISTER of Canada, Ottawa.

SIR,—

Prime Minister's Office, Wellington, 19th January, 1911.

I have the honour to acknowledge the receipt of your telegram of the 13th instant, advising me that you had informed Sir James Mills that Canada would close the contract with the Union Steam Ship Company for five years between Vancouver, Honolulu, Suva, and Auckland

for the present contribution of Canada plus the Fiji and New Zealand contributions, Canada reserving the right to require the contractors to proceed to Sydney or Melbourne, or both.

I would express my thanks for a result so gratifying to my Government. The close connection with Canada will, I have no doubt, give a great impetus to trade between our countries, while the establishing of the new service will be a step towards the consummation of the all-red mail route.

In replying to your telegram I expressed my regret that the Commonwealth of Australia should have stood out. This will, it is hoped, be no more than temporary.

I have, &c.,

J. G. WARD,

Prime Minister.

The Right Hon. Sir Wilfrid Laurier, P.C., G.C.M.G., Prime Minister of Canada, Ottawa.

[Vanc. Misc. 11/29.]

No. 124.

The SECRETARY, Canterbury Chamber of Commerce Christchurch, to the Right Hon. the PRIME MINISTER.

SIR,— Canterbury Chamber of Commerce, Christchurch, 20th January, 1911.

I am directed by the Council of this Chamber to express its appreciation of the outcome of the negotiations to establish a mail-service *via* Vancouver. The Chamber has hoped for some time past that this might be an accomplished fact, and now that definite arrangements have been made it desires to place on record the satisfaction felt in commercial circles.

I have, &c.,

H. ANTILL ADLEY, Secretary.

The Right Hon. the Prime Minister, Wellington.

[Acknowledged by the Postmaster-General on the 8th February.]

[Vanc. Misc. 11/8.]

No. 125.

The CONSUL FOR FRANCE, Auckland, to the Right Hon. the PRIME MINISTER.

SIR,— Auckland, 26th January, 1911.

The Vancouver mail-service being one of great importance to New Zealand, forming further a matter of international interest as a new link between the Continent of America and Australasia, I request you hereby to kindly let me have the particulars relating thereto, so that I may be able to transmit same to the Government of the French Republic.

I have, &c.,

The Right Hon. Sir Joseph George Ward, P.C., K.C.M.G.,
Prime Minister of New Zealand, Wellington.

P. MARCUS.

[For reply see No. 130.]

[Vanc. Misc. 11/22.]

No. 126.

The MANAGING DIRECTOR, Union Steam Ship Company, Dunedin, to the Hon. the POSTMASTER-GENERAL, Wellington.

Union Steam Ship Company of New Zealand (Limited),

SIR,— Dunedin, 3rd February, 1911.

Re Vancouver service: Referring to the various cables which have passed between us in reference to this matter, it affords me pleasure to advise that arrangements have now been made for the steamers employed in this service to call at Auckland after the expiry of the present contract on 31st July next.

A contract has been made with the Canadian Government for a service between Vancouver and Auckland, *via* Honolulu and Suva (and *vice versa*), for a period of five years, subject to the Governments of New Zealand and Fiji contributing. The subsidy expected to be contributed by the New Zealand Government is £20,000 per annum, in terms of your cables, free of light, harbour, and dock dues, at the port or ports of call at New Zealand.

In the meantime the Government of Australia have not become parties to the contract, but there is a proviso that the contractors may, at their option, continue through from Auckland to Sydney, making the latter, as at present, the terminal port of the line; and, further, that should the Commonwealth become a contributor to the subsidy the contractors will be required to proceed from Auckland to Sydney or Melbourne, or both, retaining any sum so contributed. In view of the probability of the Commonwealth joining in the service, it is our intention to continue to run through to Sydney, making it the terminus of the line.

The final voyages under the present contract are—From Sydney, 31st July; and Vancouver, 8th September. The first sailings under the new contract will therefore be—From Sydney, 28th August; from Auckland, 1st September; and from Vancouver, 6th October. It is a condition

of the contract that the steamers employed are to be able to maintain 15 knots at sea, and the voyage between Vancouver and Auckland, *via* Honolulu and Suva, is to be made within nineteen days. I shall be glad to have your confirmation of this arrangement.

I may add that draft contract has been prepared by the Canadian Government, and is now on its way here. It should come to hand about 1st March, and we shall then submit draft contract for your approval.

The Hon. the Postmaster-General, Wellington.

I have, &c.,

JAMES MILLS.

Vanc. Misc. 11/31.]

No. 127.

The AMERICAN CONSUL-GENERAL, Auckland, to the Right Hon. the PRIME MINISTER.

SIR,—

American Consulate-General, Auckland, 14th February, 1911.

I have the honour to request that I may be furnished, for the information of my Government, with the terms of the contract, particularly in regard to the subsidies to be paid, of the new mail-service to be commenced in August next between Canada and New Zealand.

I have, &c.,

WM. A. PRICKITT,

American Consul-General.

The Right Hon. Sir J. G. Ward, P.C., K.C.M.G.,
Prime Minister of New Zealand, Wellington.

[For reply see No. 130.]

[Vanc. Misc. 11/32.]

No. 128.

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

SIR,—

General Post Office, Wellington, 22nd February, 1911.

I have the honour, by direction, to acknowledge the receipt of Sir James Mills's letter of the 3rd instant, on the subject of the Vancouver service, and to inform you that Government now desires to formally agree to the conditions stated by your company, with the amendments which are included in the conditions below :—

1. The contract to be for five years.
2. Subsidy to be contributed by the New Zealand Government. £20,000 per annum, with exemption from harbour and dock dues. (In your letter you mention free light dues, but Government has no power to grant such exemption.)
3. Permission to be given to the contractors to proceed from Auckland to Sydney or Melbourne, retaining any sum contributed by the Commonwealth.
4. First voyage outwards from Auckland, 1st September; from Vancouver, 6th October. Dates of departure from Auckland to be amended as soon as practicable, to enable a fortnightly alternation to be made with the San Francisco service.
5. The voyage between Vancouver and Auckland, *via* Honolulu and Suva, to be made in nineteen days. The same time to be kept in the reverse direction.
6. New Zealand shippers to have the first refusal of all space for freight so long as no subsidy is being paid by the Commonwealth Government. No discrimination in rates of freight, passenger-accommodation, or passenger rates is to be made against New Zealand, whether a subsidy is paid by the Commonwealth or not.

I have, &c.,

D. ROBERTSON, Secretary.

The Managing Director, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Vanc. Misc. 11/37.]

No. 129.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR, Division of Commerce and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 22nd February, 1911.

I BEG to forward for your information copy of a letter [see No. 128] sent to the Union Steam Ship Company on the subject of the Vancouver service, which covers the conditions agreed to by Cabinet. In addition thereto it has been decided by Cabinet that one-half of the subsidy is to be charged to your Department, as in the case of the San Francisco service. Will you kindly note that seven [altered later to "eight": see No. 141] twenty-fourths of £20,000 will require to be provided by each of our Departments in next year's estimates.

D. ROBERTSON, Secretary.

The Director, Division of Commerce and Tourists, Department of Agriculture,
Commerce, and Tourists, Wellington.

[Vanc. Misc. 11/36.]

No. 130.

The SECRETARY, General Post Office, Wellington, to the ACTING BRITISH TRADE COMMISSIONER FOR NEW ZEALAND, Wellington.

SIR,—

General Post Office, Wellington, 24th February, 1911.

In reply to your request [not printed] for particulars of the proposed Vancouver mail-service, I have the honour to inform you that a contract will be arranged between the New Zealand Government and the Union Steam Ship Company of New Zealand (Limited) on the following conditions:—

1. The contract to be for five years.
2. Subsidy to be contributed by the New Zealand Government, £20,000 per annum, with exemption from harbour and dock dues.
3. Permission to be given to the contractors to proceed from Auckland to Sydney or Melbourne, retaining any sum contributed by the Commonwealth.
4. First voyage outwards from Auckland, 1st September; from Vancouver, 6th October. Dates of departure from Auckland to be amended as soon as practicable, to enable a fortnightly alternation to be made with the San Francisco service.
5. The voyage between Vancouver and Auckland, *via* Honolulu and Suva, to be made in nineteen days. The same time to be kept in the reverse direction.
6. New Zealand shippers to have the first refusal of all space for freight so long as no subsidy is being paid by the Commonwealth Government. No discrimination in rates of freight, passenger-accommodation, or passenger-rates is to be made against New Zealand, whether a subsidy is paid by the Commonwealth or not.

I have, &c.,

D. ROBERTSON, Secretary.

O. S. Watkins, Esq., Acting British Trade Commissioner for New Zealand, Wellington.

[Letters in similar terms to the American Consul-General, Auckland (10th April, 1911), and the Consul for France, Auckland (19th April, 1911).]

[Vanc. Misc. 11/13A.]

No. 131.

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

(Telegram.)

Dunedin, 4th March, 1911.

BEING pressed to make engagements August, September, necessary fix sailing-days. Are you satisfied to continue present days—from Sydney Monday, and Auckland Friday or Saturday?

[Vanc. Misc. 11/25.]

No. 132.

The ACTING PRIME MINISTER, Wellington, to the COLONIAL SECRETARY, Suva.

SIR,—

Prime Minister's Office, Wellington, 8th March, 1911.

I have the honour to refer to the contract made between the Union Steam Ship Company of New Zealand (Limited) and the Government of Canada for the performance by the former of a four-weekly mail-service between Vancouver and Auckland, *via* Honolulu and Suva, and *vice versa*, for a period of five years, subject to contributions from New Zealand and Fiji, and to inform you that the New Zealand Government has decided to join in the service, contributing £20,000 per annum. The contract will contain provisions as follows:—

Contractors to be given permission to proceed from Auckland to Sydney or Melbourne, in which case poundage rates will be paid for the carriage of mails from the New Zealand port to Australia. If the Commonwealth becomes a contributor to the subsidy the contractors will retain such contribution.

First voyage outwards from Auckland to commence on the 1st September, and inwards from Vancouver on the 6th October next. Dates of departure from Auckland to be amended as soon as practicable, to enable a fortnightly alternation to be made with the service to San Francisco.

Voyage between Vancouver and Auckland and *vice versa* to be made in nineteen days.

I have, &c.,

J. CARROLL,

Acting Prime Minister.

The Colonial Secretary, Suva, Fiji.

[Vanc. Misc. 11/38.]

No. 133.

The ACTING PRIME MINISTER to the HIGH COMMISSIONER FOR NEW ZEALAND.

SIR,—

Prime Minister's Office, Wellington, 8th March, 1911.

I have the honour to inform you that a contract is to be made between the Union Steam Ship Company of New Zealand (Limited) and the Canadian Government for the performance by the former of a four-weekly mail-service between Vancouver and Auckland, *via* Honolulu and Suva, and *vice versa*, for a period of five years. The subsidy to be paid by New Zealand will be £20,000 per annum. The contractors will be given permission to proceed from Auckland to

Sydney or Melbourne, in which case poundage rates will be paid for the carriage of mails from the New Zealand port to Australia until a contract transfers the terminus of the service to an Australian port. The first voyage outwards from Auckland will commence on the 1st September, and inwards from Vancouver on the 6th October next. The dates of departure from Auckland will be amended as soon as practicable, to enable a fortnightly alternation to be made with the San Francisco service. The voyage between Vancouver and Auckland and *vice versa* is to be made in nineteen days.

I should be obliged if you would kindly announce to the London Post Office the intention to establish the service.

I have, &c.,

J. CARROLL,

Acting Prime Minister.

The Hon. Sir W. Hall-Jones, K.C.M.G., High Commissioner for New Zealand, London.

[Vanc. Misc. 11/39.]

No. 134.

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

(Telegram.)

Wellington, 9th March, 1911.

TIME-TABLE Vancouver mail-service: I discussed matter with Sir Joseph Ward in Auckland, who is agreeable, in view of coaling difficulties at Vancouver, to allow service to be commenced on present days—that is, an interval of a week between departure of Vancouver steamer from Auckland and San Francisco steamer—provided approximate fortnightly departure from Pacific Coast. This time-table to be subject to revision after present San Francisco service has been running for a year. Postmaster-General's wish is to have fortnightly departure from each end, and no avoidable delay should be allowed to occur in arranging this.

[Vanc. Misc. 11/29.]

No. 135.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 10th March, 1911.

I enclose for your information copy of the text of a letter recently sent to the Postmaster-General on the subject of the rate of freight on flax from Auckland to Vancouver. Would you kindly favour me with your remarks thereon.

Yours obediently,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

The Postmaster-General's correspondent writes as follows:—

"I was not suggesting that flax should be carried at special rates, but that it would not be out of place in the interests of trade of the Dominion if the Government laid down in the new mail contract or any future contracts the condition that freights to the Pacific Coast of America should not be in excess of freights to England or to the Atlantic Coast of America.

"To the latter places there is open competition, which keeps freights down, whereas to the Pacific Coast past experience and recent quotations have shown how difficult it is to work up a trade where there is no effort made to offer reasonable freights.

"It would also not be out of place for the Government to lay down the condition that the main ports of the Dominion—viz., Auckland, Wellington, Christchurch, Dunedin, and the Bluff—should be placed on an equal footing in any of these contracts so far as through freights are concerned. These ports can obtain through freights to and from the United Kingdom at equal rates, and this custom is very serviceable to the whole trade of the Dominion, and gives all ports an equal show. If the Government can bring the custom into vogue so far as the Pacific American trade is concerned it will be appreciated by traders in most parts of the Dominion."

[Vanc. Misc. 11/30.]

No. 136.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 16th March, 1911.

I have your letter of the 10th instant about the time-table of the Vancouver mail-service [not printed]. If the Postmaster-General approves the extension of the agreement under clause 31, and it is decided to despatch the San Francisco steamer from Wellington, it will only be necessary for the present to provide for an interval of a week between the departure and closing of the Vancouver mail at Auckland and the San Francisco mail at Wellington. If the Vancouver steamer leaves Auckland on the Friday, the San Francisco mail in the preceding week should close at Auckland on the Friday. This would make the sailing from Wellington 5 p.m. on the Saturday.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Vanc. Misc. 11/55.]

No. 137.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 16th March, 1911.

SIR,—

I have to acknowledge receipt of your letter of 22nd February, setting out certain conditions on which the Government has formally agreed to the contract for the Vancouver service, as set out in my letter of 3rd ultimo.

Conditions 1, 2, and 3 are in order.

With regard to condition 4, I find that our present contract terminates with the sailing from Sydney on 3rd July, so that the new contract will begin with the sailing from Sydney on 31st July, and from Auckland 4th August, and Vancouver 6th September. You will note that we have advanced the date of our four-weekly sailing from Vancouver by two days, so as to form the closest possible connection with the mails from Liverpool by the C.P.R. "Empress" steamers, and also to alternate at even fortnightly dates with the four-weekly mail from San Francisco. It will not be practicable to make fortnightly sailings from New Zealand. Under our present dates the steamer for Vancouver will leave Auckland each Friday four weeks, six days after the departure of the steamer for San Francisco.

Condition 5 of your letter is in order. So also is 6, but this must be subject to reasonable stipulations as to date of application and conditions of shipment.

I have, &c.,

C. HOLDSWORTH,

For Managing Director.

The Secretary, General Post Office, Wellington.

[Vanc.] Misc. 11/52.]

No. 138.

The DIRECTOR, Division of Commerce and Tourists, Department of Agriculture, Commerce, and Tourists, Wellington, to the SECRETARY, General Post Office, Wellington.

Department of Agriculture, Commerce, and Tourists,
Wellington, 21st March, 1911.

(Memorandum.)

ADVERTING to your memo. of the 22nd ultimo, covering copy of letter of same date forwarded by you to the Director of the Union Steam Ship Company, Dunedin, I shall be glad to know whether you can favour me with any information regarding refrigerator-space available on each vessel, and the maximum rates the company may charge for the conveyance of produce, &c., from New Zealand ports to Vancouver. I shall also be glad to know the cargo rates from Sydney and Melbourne to Vancouver if you are able to supply the particulars.

B. M. WILSON,

Divisional Director.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/85.]

No. 139.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR, Division of Commerce and Tourists, Department of Agriculture, Commerce, and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 22nd March, 1911.

THIS Department is not yet in possession of definite information regarding the refrigerated space available on each vessel, or the rates for the conveyance of produce, &c. The Union Company recently advised me that they intend to increase the space by about 100 per cent. on their two vessels, but fear that no alteration is likely to be made in the "Zealandia" at present. The particulars as to cargo rates from Sydney and Melbourne to Vancouver will be supplied as early as possible. We are awaiting the copy of the Canadian contract before proceeding further.

D. ROBERTSON, Secretary.

The Director, Division of Commerce and Tourists,

Department of Agriculture, Commerce, and Tourists, Wellington.

[Vanc. Misc. 11/86.]

No. 140.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 28th March, 1911.

Referring to your letter of the 16th instant, I note that your company agrees to conditions 1, 2, 3, and 5. I note that the service will commence from Auckland on the 4th August instead of the 28th idem, as previously advised. I have already been in communication with you about the alternating of the Vancouver with the San Francisco mail-service. As regards condition 6, the Minister of Agriculture is now in communication with shippers, and you will be communicated with later. In the meantime I should be glad if you would have prepared as early as possible a schedule of fares and freights between Auckland and Vancouver under the same headings as those included in the San Francisco mail contract.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[P.O. 11/345(1).]

No. 141.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR, Division of Commerce and Tourists, Department of Agriculture, Commerce, and Tourists, Wellington.

(Memorandum.)

General Post Office, Wellington, 4th April, 1911.

I BEG to inform you that the service will commence from Auckland on the 4th August, instead of the 1st September as mentioned in the enclosure to this Department's memorandum of the 22nd February last. Will you kindly note that eight twenty-fourths of £20,000 will require to be provided by each of our Departments in this year's estimates.

D. ROBERTSON, Secretary.

The Director, Division of Commerce and Tourists,
Department of Agriculture, Commerce, and Tourists, Wellington.

No. 142.

The Hon. the ACTING PRIME MINISTER to the HIGH COMMISSIONER FOR NEW ZEALAND.

SIR,—

Prime Minister's Office, Wellington, 10th April, 1911.

I have the honour to refer to my letter of the 8th March last, on the subject of the four-weekly mail-service which is to be established between Vancouver and Auckland, and to inform you that it has now been arranged for the first voyage outwards from Auckland to commence on the 4th August next, instead of the 1st September as previously notified. I should be obliged if you would kindly inform the London Post Office accordingly.

I have, &c.,

J. CARROLL,

Acting Prime Minister.

The Hon. Sir W. Hall-Jones, K.C.M.G., High Commissioner for New Zealand, London.

[Vanc. Misc. 11/72.]

No. 143.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 19th April, 1911.

SIR,—

Re Vancouver service: I have the honour to submit for the approval of the Postmaster-General the time-table [not printed] we propose for the Vancouver service, beginning with the "Marama," from Auckland, 4th August next, and up to the departure from Auckland, 5th July, 1912. We shall be pleased to receive formal approval at the earliest convenient date, so that the time-table may be printed and distributed for public use. We would also be obliged if, to save time, you can secure for us the formal approval of the Canadian Government.

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I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/82.]

No. 144.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.

(Telegram.)

Wellington, 28th April, 1911.

VANCOUVER service: Union Company proposes time-table leaving Auckland August fourth, and four-weekly thereafter; leaving Victoria September sixth, and four-weekly thereafter. This is satisfactory New Zealand meantime. Please reply if approved by Canada.

[Vanc. Misc. 11/87.]

SYDNEY-SUVA-HONOLULU-VANCOUVER CONTRACT.

No. 145.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.

SIR,—

Post Office Department, Canada, Ottawa, 20th April, 1910.

I have the honour to acknowledge the receipt of your letter of the 8th ultimo [No. 78, F.—6, 1910] returning the accounts "N" for the years 1908 and 1909 rendered by this Department for transit charges on New Zealand mails for the United Kingdom.

With reference to the reduction in the charges of 3 francs and 40 centimes to 2-61 francs and 34 centimes on the two classes of mail-matter, which have been made by your office so that the total claim for the territorial transit through North America should not exceed 3 francs for letters and post-cards and 40 centimes for other articles, I have to say that the regulation quoted in your letter on which such action was taken was not, in the opinion of this Department, intended to bear such an interpretation

nor has it been so understood by European countries. The clause in question appears to have been inserted with special reference to the case of the Canadian Transcontinental service, and was intended to give effect, so far as Canada is concerned, to the *first* paragraphs of Article III, and not to the last, which relates only to sea transit.

Under the terms of the Convention of Washington the United States was allowed 6 francs per kilogramme on letters and post-cards, and 2 francs per kilogramme on other matter for the conveyance of foreign mails between New York and San Francisco. The Canadian Post Office, although performing a service from the Atlantic to the Pacific in all respects identical with that across the territory of the United States, received only the ordinary rate of 1 franc and 70 centimes per kilogramme on letters and post-cards and 21½ centimes per kilogramme on other matter. In view of these facts Canada submitted to the Congress at Rome the proposal that its Transcontinental service should be put on the same footing as that of the United States, and the question was finally settled by the adoption of a proposal made by the representative of Great Britain, that land-transit rates should be fixed on the basis of the distance of conveyance.

The record of the discussion which took place on the subject will be found on page 268 of Volume 2 of the "Proceedings of the Postal Congress at Rome," where the following paragraph occurs in reference to the last section of paragraph 5 of Article IV: (Translation). "Mr. H. Babington Smith, the representative of Great Britain, explained that without this addition a service such as that furnished by the Canadian Transcontinental could not be included in the common rule mentioned in paragraph 3 of Article IV. He added that the adoption of the proposed addition would call for the withdrawal of the proposition designed to classify the Canadian Transcontinental among the extraordinary services."

It is obvious from these remarks that the intention was to give Canada the benefit of the rates fixed for services exceeding 3,000 kilometres in distance, and not to fix any minimum land-transit charge, as appears to be understood by your Administration and the United States.

I might add that a mail passing from Great Britain to Norway is charged the minimum land-transit rates of 1 franc and 50 centimes and 20 centimes, applicable to the two classes of matter, by each of the four countries through which it passes—Holland, Germany, Denmark, and Sweden. The total distance traversed by such a mail is less than 1,000 miles, and it does not appear likely that the Postal Congress intended that a kilogramme of letters passing over that route should pay four rates, or 6 francs, while the same weight and class of matter conveyed from Vancouver to New York, a distance of over 3,000 miles, should only be subject to a maximum charge of 3 francs.

I beg therefore to submit for your further consideration the question of accepting the Canadian account as rendered.

I have, &c.,

R. M. COULTER,

Deputy Postmaster-General.

The Secretary, General Post Office, Wellington, New Zealand.

[P.O. 09/311.]

No. 146.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,—

General Post Office, Wellington, 8th July, 1910.

I have the honour to submit herewith copy of a letter from the Deputy Postmaster-General, Canada, relative to the rates payable by this Dominion for the transit of its mails for the United Kingdom across North America, and to request that your office will kindly favour this Department with an expression of opinion as to the correct interpretation of the clauses of the Postal Union Convention of Rome quoted therein.

This Department has hitherto been under the impression that the rates for distances exceeding 3,000 kilometres, provided under Article IV, paragraph 3, subsection 1°, clause 3b, should be divided between the United States of America and Canada, according to the distance traversed through each country, the last sections of paragraphs 3 and 5 in Article IV appearing to bear out this view. It may also be mentioned that rates worked out on this basis have been submitted by the Post Office of the United States of America, and accepted by this Department.

I have, &c.,

D. ROBERTSON,

For the Postmaster-General.

The Secretary, General Post Office, London.

No. 147.

The SECRETARY, General Post Office, London, to the HON. the POSTMASTER-GENERAL, Wellington.
SIR,—

General Post Office, London, 9th September, 1910.

With reference to your letter of the 8th July last, I am directed by the Postmaster-General to acquaint you that in his opinion the Administration of the country of origin is liable, under section 3 of Article IV of the Convention of Rome, to the Administration of each of the countries participating in the land transit of mails for the full charges specified in the subsection 1° of the section referred to.

You will doubtless have observed that the exception made in the last paragraph of section 3 of the article in question applies only to the case of sea conveyance. The last paragraph of section 5 of the same article is expressly intended to enable an Administration performing a land transit of over 3,000 kilometres to profit by the full charges specified in section 3, 1°, b, of the Article, even in cases where the charges might have been less before the Rome Convention came into force.

I have, &c.,

A. B. WALKLEY,

For the Secretary.

The Hon. the Postmaster-General, Wellington, New Zealand.

[P.O. 09/311.]

AUSTRALIA-SUEZ SERVICE.

No. 148.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Postmaster-General's Department, Melbourne.

SIR,—
General Post Office, Wellington, 4th November, 1910.
I have the honour to ask that you will kindly inform me whether Homeward mails despatched from Australia by the P. and O. steamers are transferred at Alexandria for conveyance to Brindisi.
I have, &c.,
D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.
[Suez Conn. 10/149.]

No. 149.

The ACTING-SECRETARY, Postmaster-General's Department, Melbourne, to the SECRETARY, General Post Office, Wellington.

SIR,—
Postmaster-General's Department, Melbourne, 17th November, 1910.
With reference to your letter of the 4th instant, asking whether Homeward-bound mails despatched from Australia by the P. and O. steamers are transferred at Alexandria for conveyance to Brindisi, I have the honour to inform you that steamers of the line mentioned both from and to Australia omit Brindisi as a port of call, the rule being to proceed direct from Port Said to Marseilles, and *vice versa*. The mails from Australia are transferred at Port Said, and conveyed to Brindisi by one of the company's express steamers (the "Isis" or "Osiris") working that section of the mail-service.
I have, &c.,
JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.
[Suez. Conn. 10/160.]

WELLINGTON-SYDNEY CONNECTION, ETC.

No. 150.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Sydney.

SIR,—
General Post Office, Wellington, 22nd April, 1910.
I have the honour to refer to the despatch of English and Australian mails from Australia to Christchurch in this Dominion, and to request you to kindly send the letter portions of the mails by way of Bluff on occasions when the steamer for Auckland leaves Sydney one day late. I am asking the Melbourne Office to do the same.
I have, &c.,
The Deputy Postmaster-General, Sydney.
D. ROBERTSON, Secretary.

[Letter in similar terms to the Deputy Postmaster-General, Melbourne.]
[P.O. 10/1106.]

No. 151.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

SIR,—
Postmaster-General's Department,
General Post Office, Sydney, 6th May, 1910.
Referring to your communication of the 22nd ultimo relative to the despatch of English and Australian mails from Australia to Christchurch, I have the honour to inform you that the matter has been duly noted at this office.

I have, &c.,
E. J. YOUNG,
Deputy Postmaster-General.
The Secretary, General Post Office, Wellington.
[P.O. 10/1106.]

No. 152.

The DEPUTY POSTMASTER-GENERAL, Melbourne, to the SECRETARY, General Post Office, Wellington.

Postmaster-General's Department,
General Post Office, Melbourne, 1st June, 1910.

SIR,—

With reference to your communication of the 22nd April last, I have the honour to inform you that arrangements will be made for the despatch of the letter portion of English and Australian mails from Australia to Christchurch by way of the Bluff on occasions when the steamer for Auckland leaves Sydney one day late, provided the notification of the delay in sailing of the steamer be received in time.

I have, &c.,

CHAS. E. BRIGHT,
Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 153.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 6th July, 1910.

“WARRIMOO” arrived Tuesday night at eleven thirty, too late to connect.

[Acknowledged 8th July. The mails were forwarded *via* Naples by the R.M.S. “Orontes,” which left Adelaide on 15th July. They arrived in London on 15th August, eight days late.]

[P.O. 10/496(13).]

No. 154.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 26th July, 1910.

In reference to my telegram of the 7th instant [not printed], and your reply of the 8th idem [not printed], respecting the failure of the “Warrimoo” to connect with the mail-train at Sydney on the 5th instant, I have the honour to request that you will send me a formal letter in explanation of the steamer's late arrival, in order that the Postmaster-General may be satisfied of the propriety or otherwise of remitting the penalty provided by the contract.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

No. 155.

The ASSISTANT GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 3rd August, 1910.

I have the honour to acknowledge receipt of your letter of 26th July, requesting us to send you a formal letter of explanation of the late arrival in Sydney of the s.s. “Warrimoo” on 5th July.

I beg to enclose herewith report [not printed] from the chief officer of the vessel, which gives full particulars of the heavy weather experienced on the trip in question. I would explain that in ordinary circumstances the report attached would have been made by the master instead of the chief officer, but, owing to some relieving transfers which have been recently made, the master who was in command of the “Warrimoo” on the trip referred to is now in another vessel.

I trust the explanation furnished herewith will satisfy the purpose for which it is required.

I have, &c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Penalty remitted.]

[Suez Conn. 10/100.]

No. 156.

The MANAGER, Huddart, Parker, and Company Proprietary, Wellington, to the SECRETARY, General Post Office, Wellington.

Huddart, Parker, and Company Proprietary (Limited),

SIR,—

Wellington, 24th August, 1910.

Referring to detention of the “Ulimaroa” in Wellington on Friday last, we beg to put before you the following facts:—

In order to get the boat away as near as possible to the agreed hour of 5 p.m. we started to work the ship at 7 in the morning, having to pay overtime to all concerned from 7 to 8. If we had known that the Post Office was going to ask us to detain the ship until 8 p.m., or later, we would not have started work at 7 a.m., and would have escaped the hour's overtime. The extra cost

Of working for that one hour amounted to £5 3s. 6d., divided thus: Customs, 1s.; Harbour Board, £2 17s. 6d.; and our own wharf labour, £2 5s. But for the detention to the ship all the work would have been finished by 6 p.m., showing that it would have been unnecessary for us to start at 7 in the morning if we had known of the delay.

Kindly consider under these circumstances whether we are not fairly entitled to receive the sum of £5 3s. 6d. from your Department.

I have, &c.,

C. W. JONES,

Manager for New Zealand.

The Secretary, General Post Office, Wellington.

[Suez Conn. 10/120.]

No. 157.

The SECRETARY, General Post Office, Wellington, to the MANAGER, Huddart, Parker, and Company Proprietary, Wellington.

SIR,—

General Post Office, Wellington, 30th August, 1910.

In reference to your letter of the 24th instant making a claim for £5 3s. 6d. overtime paid in working the s.s. "Ulimaroa" on the 26th idem between 7 and 8 a.m., on the ground that had you known the vessel was to be detained for the mails the overtime would not have been incurred, I regret to say the Department cannot entertain the claim, as such detentions are regarded as covered by the contract.

I have, &c.,

D. ROBERTSON, Secretary.

The Manager, Huddart, Parker, and Company Proprietary (Limited), Wellington.

[Suez Conn. 10/121.]

No. 158.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 30th August, 1910.

No sign "Moeraki." Cannot connect special.

[Suez Conn. 10/132.]

No. 159.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 31st August, 1910.

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"MOERAKI" arrived four Wednesday morning. Delayed by very heavy south-west gale Saturday and Sunday.

No. 160.

The MANAGER, Union Steam Ship Company, Wellington, to the SECRETARY, General Post Office, Wellington.

Union Steam Ship Company of New Zealand (Limited),
Wellington, 7th September, 1910.

SIR,—

I enclose for your information copy of letter [not printed] dated 7th instant made by Captain Rolls on the circumstances which led to the "Moeraki" missing connection with the mail-train at Sydney on Tuesday, 30th ultimo. [Heavy weather was the cause.]

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

[Suez Conn. 10/133.]

No. 161.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 20th September, 1910.

I have the honour to refer to the late arrival at Sydney of the "Moeraki" on the voyage which commenced at Wellington on the 26th ultimo, and to inform you that in consideration of the weather conditions during the trip, reported through your Wellington office, it has been decided to waive the penalty.

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I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Suez Conn. 10/137.]

No. 162.

The HIGH COMMISSIONER to the Right Hon. the PRIME MINISTER.

Westminster Chambers, 13 Victoria Street, London S.W.,

(Memorandum.)

6th October, 1910.

Post and Telegraph Department—Delay in arrival in London of the New Zealand mails: I have the honour to transmit herewith copy of a letter which I have received from Abbot, Oram, and Co., complaining of the late arrival in London of the mails from New Zealand.

The Right Hon. the Prime Minister, Wellington.

Suez Conn. 10/155.]

C. W. PALLISER,
For the High Commissioner.

Enclosure in No. 162.

Messrs. ABBOT, ORAM, AND Co., London, to the HIGH COMMISSIONER.

DEAR SIR,—

25–27 Jewin Crescent, London E.C., 3rd October, 1910.

We write to draw your attention to the very serious inconvenience caused to ourselves, and New Zealand merchants generally, by the non-arrival of New Zealand mails when due. The mail that was due in London on 6th August did not arrive until a week later, whilst the one due last Saturday will not, we are informed, be in London until next Monday. We understand from the Post Office authorities the reason for delay in both cases is that the mail missed connection at Sydney. We shall be much obliged if you will use your influence with the authorities so that further repetition of this trouble, if possible, may be avoided, as we need scarcely point out the grave consequences likely to occur to business houses through loss of a week owing to above-mentioned cause.

We are, &c.,

The High Commissioner for New Zealand, London.

ABBOT, ORAM, AND Co.

Suez Conn. 10/154.]

No. 163.

The SECRETARY, Auckland Chamber of Commerce, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Auckland Chamber of Commerce, Auckland, 14th November, 1910.

I am directed to respectfully draw your attention to the unsatisfactory working, as far as this city is concerned, of the Sydney–Wellington mail-service. This mail, as you are aware, leaving Sydney on Saturday, is due in Auckland on Thursday morning; but very frequently of late, presumably through the steamer not arriving in Wellington in time to connect with the northern express on Wednesday, the mail has not reached here until Friday morning. When the mail arrives to time on Thursday business people can reply to their correspondence by train the same evening, connecting with steamer at Wellington, but when it is delayed till Friday replies cannot be forwarded till the following Monday. You will recognize that this entails considerable inconvenience on the business community, and I am directed to respectfully ask that you will endeavour to arrange that connection with the express on Wednesdays is assured by the steamer leaving Sydney slightly earlier, or otherwise as may be feasible.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

A. J. DENNISTON, Secretary.

[Suez Conn. 10/156.]

No. 164.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

General Post Office, Wellington, 21st November, 1910.

I have the honour to inform you that the Auckland Chamber of Commerce has brought under the notice of this Department the inconvenience caused to local business men through the mails from the United Kingdom and Australia, despatched from Sydney on Saturdays, failing frequently to connect with the mail-train at Wellington on Wednesdays. It is pointed out that when the mails reach Auckland on Thursday morning, replies can be sent the same evening to connect with the steamer leaving Wellington on Friday; but that, when the mails do not reach Auckland until Friday morning, replies cannot be forwarded until the following Monday. I should be glad to learn whether there is any prospect of the steamer from Sydney arriving in Wellington, as a general rule, on Wednesdays in time to enable the Auckland mails to be despatched by the mail-train the same day.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Suez Conn. 10/161.]

No. 165.

The ASSISTANT GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.

SIR,—

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 29th November, 1910.

I have the honour to acknowledge receipt of your letter of the 21st instant, inquiring whether there is any prospect of the Saturday steamer leaving Sydney arriving at Wellington, as a general rule, on Wednesday in time to enable the Auckland mails to be despatched by the mail-train the same day.

In reply I beg to state that our standing instructions to Sydney office are that intercolonial vessels for Wellington must be despatched, whenever possible, not later than 2 p.m., but I regret to say that in many instances it is not possible to adhere to this regulation as closely as we could wish. The principal causes of delay are as follows: Scarcity of, and difficulties in connection with, labour; detention in Newcastle through scarcity of coal, or difficulty in obtaining berthage; late arrival of Home and coastal steamers with passengers, and cargo of an urgent and perishable nature, for transshipment to New Zealand. We are also at times approached by passengers to detain steamers until evening for the purpose of enabling them to attend cricket and football matches, or events of a like nature, horse-races, &c. In addition to this, there is also the risk of detention on the passage owing to adverse weather conditions.

By this week's mail we are again writing our Sydney manager, emphasizing our desire that intercolonial vessels should be despatched as early as possible, so that every chance will be afforded of making regular connection with the Main Trunk line.

I have, &c.,

The Secretary, General Post Office, Wellington.
[Suez Conn. 10/165.]

D. A. AIKEN,
Assistant General Manager.

No. 166.

The Right Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,—

Prime Minister's Office, Wellington, 1st December, 1910.

In reference to your memorandum of the 6th October, I have the honour to inform you that under ordinary conditions the mails from New Zealand for the United Kingdom despatched *via* Suez make a close connection in Australia. Since July last the mail has missed the connection twice, in each case the failure being due to the rough weather experienced on the Tasman Sea. When the connection is missed in future you will be specially informed by a cable message, reading "Suez despatch [*Date of departure from Wellington*] missed." When you receive such advice I shall be glad if you will communicate it to the London Post Office, and give notice publicly as far as you can.

I have, &c.,

The Hon. Sir W. Hall-Jones, K.C.M.G.,
High Commissioner for New Zealand, London.

J. G. WARD,
Prime Minister.

[Suez Conn. 10/169.]

No. 167.

The SECRETARY, General Post Office, Wellington, to the SECRETARY, Auckland Chamber of Commerce, Auckland.

SIR,—

General Post Office, Wellington, 6th December, 1910.

I have the honour, by direction, to refer to your letter of the 14th ultimo respecting the inconvenience caused to business men at Auckland through the mails from the United Kingdom and Australia, despatched from Sydney on Saturdays, failing frequently to connect with the mail-train at Wellington on Wednesdays.

The matter was brought under the notice of the Union Steam Ship Company, to learn whether there was any prospect of the steamers from Sydney arriving in Wellington, as a general rule, on Wednesday in time to enable the Auckland mails to be despatched by the mail-train the same day. The Department is in receipt of a reply from the general manager of the company to the effect that the company's standing instructions to its Sydney office are that intercolonial vessels for Wellington must be despatched, whenever possible, not later than 2 p.m. It is stated, however, that in many instances it is not possible to adhere to these instructions as closely as the company could desire. The principal causes of delay are given as follows: The scarcity of, and difficulties in connection with, labour; the detention of the vessels in Newcastle through scarcity of coal, or difficulty in obtaining berthage; the late arrival of Home and coastal steamers with passengers, and cargo of an urgent and perishable nature, for transshipment to New Zealand; the requests to hold steamers until the evening to enable the passengers to attend cricket and football matches, horse-races, &c.; the risk of detention on the passage owing to adverse weather conditions.

The general manager adds that he was about to write again to the Sydney office, emphasizing the company's desire that intercolonial vessels be despatched as early as possible so that every chance should be afforded of making regular connections with the Main Trunk express train.

I have, &c.,

The Secretary, Auckland Chamber of Commerce, Auckland.
[Suez Conn. 10/171.]

D. ROBERTSON, Secretary.

No. 168.

The SECRETARY, Auckland Chamber of Commerce, Auckland, to the SECRETARY, General Post Office, Wellington.

SIR,—

Auckland Chamber of Commerce, Auckland, 9th December, 1910.

Your letter of 6th instant relative to the Sydney-Wellington steamer service was submitted to my council at its meeting yesterday, and I am directed to thank you for the attention you have given the matter. My council trusts that your representations to the Union Steam Ship Company may result in an improvement in the service, which of late has been far from satisfactory. During the last three months the steamer from Sydney to Wellington has on five occasions failed to connect with the mail-train on Wednesdays.

I have, &c.,

The Secretary, General Post Office, Wellington.
[Suez Conn. 10/173.]

A. J. DENNISTON, Secretary.

THE PROPOSED ALL-RED ROUTE.

No. 169.

Mr. C. V. ARMSTRONG, Montreal, to the Right Hon. the PRIME MINISTER.

SIR,—

222 St. James Street, Montreal, 8th March, 1910.

I enclose herewith copy [not printed] of the report of Dr. Coulter, Deputy Postmaster-General of Canada, who lately visited New Zealand in connection with the proposed all-red route.

As the Canadian member of the committee which has been advocating this enterprise for some time back, I have lately had an interview with the Postmaster-General of Canada, and I gather from him that the Canadian Government will be prepared to have its representative attend the Conference which is likely to be held in London in May or June next, when it is expected that representatives from New Zealand and Australia will also be present. It is possible that the political situation in England may be such as to postpone the date of the proposed Conference. It is to be hoped, however, that no great delay will be caused.

The company which obtained an Act of Parliament for the construction of the harbour at Blacksod and of the railway to connect with the main line of the Irish railway has obtained a subsidy from the British Government, and will proceed with its work at an early date.

It has been suggested that the steamers to be supplied on the Pacific as well as the Atlantic Oceans should be constructed so as to serve as cruisers in case of need, those on the Atlantic being at the disposal of the Canadian Government, while those on the Pacific should be at the disposal of the New Zealand and Australian Governments. A comparatively small annual payment would secure the call on these steamers, and it would enable the company to put on faster steamers on the Pacific than they would otherwise be justified in doing. I hope that this suggestion may receive consideration from both the Australian and New Zealand Governments.

I am about returning to London, and in case of reply please address it to Winchester House, E.C., London.

I have, &c.,

C. V. ARMSTRONG.

The Right Hon. Sir Joseph Ward, P.C., K.C.M.G., Prime Minister of New Zealand.

[Acknowledged 17th June.]

[Vanc. Misc. 10/76.]

No. 170.

[News extract, 29th March, 1911.]

THE ALL-RED ROUTE.—FASTER STEAMERS ACROSS TWO OCEANS.—CANADIAN BILL.

London, 17th February, 1911.

A REVIVAL of interest in the all-red-route question is promised during the coming year. It will be debated in the Imperial Conference, for Sir Joseph Ward has announced his intention of bringing forward a motion to the effect that it is desirable in the interests of the Empire that Great Britain should be connected with Canada, and through Canada with Australia, by the best mail-service available.

Another reason for anticipating a revival of interest is that a Bill to incorporate a proposed steamship company is now before the Canadian Parliament. A number of well-known names of firms and individuals of standing in this country and in Canada are given as desiring to be incorporated under the name of the Imperial Steamship Company.

As regards the objects of the company, one clause of the Bill provides that the company may purchase, own, charter, lease, and operate steamers and other vessels between Canadian ports and all parts of the British Empire and foreign countries. The company may also lease, purchase, construct, and work docks, piers, wharves, dockyards, warehouses, elevators, hotels, and other buildings and works in connection with its enterprise, and may build branch lines of railway on its properties, and connect same with other lines of railway, provided none of the branch lines exceed six miles in length. Another clause is to the effect that in constructing and operating said branch lines of railway the company will be subject to the conditions of the Railway Act; and, subject to the conditions of said Act, the company may expropriate property required in connection with the construction of its docks, piers, wharves, and other works.

Details of the Scheme.

The proposals of the syndicate, says the *Times*, provide for the establishment of an express service between Halifax (Nova Scotia) and Blacksod Bay (on the west coast of Ireland) of vessels capable of crossing the Atlantic at an average speed of at least 25 knots an hour; the establishment of train-ferries between the east coast of Ireland and the west coast of Scotland and England; the construction of a railway eighty miles in length to connect Blacksod Bay with the existing railways in Ireland (a contract has already been awarded for the construction of this line and the necessary dock-accommodation in Blacksod Bay); the establishment of a service of first-class steamships, having a speed of 18 knots per hour, between Vancouver (British Columbia), Honolulu, Suva, Auckland, and Sydney.

Apart from the Canadian Pacific Railway now running from the Atlantic to the Pacific across Canada, two other transcontinental lines are being constructed—the Grand Trunk Pacific and the Canadian Northern—and both these lines will be completed in time to make part of the through service. Passengers will thus have the choice of three lines for crossing the continent. An important part of the scheme is the provision that there should be through connecting service between London, Canada, Australia, and New Zealand.

Finance.

There are twelve clauses in the Bill now before the Canadian Parliament. One provides that for the purpose of incorporation the capital stock shall be \$1,000,000, but that the capital may be increased from time to time with the approval of the majority of the shareholders of the company. Another provides that the company may issue debenture stock, debenture bonds, or other securities. Obviously such a scheme as has been planned would eventually require a very large amount of capital; but the promoters claim that they have already arranged for the whole amount necessary—i.e., about £5,000,000—provided that an adequate mail subvention is given for a reasonable time by the Governments interested. The amount of the total mail subventions required is estimated at about £700,000, to be contributed by the different Governments in equitable proportions. The capital, it is estimated, would provide for the construction of three fast liners of 20,000 tons for the Atlantic service and five steamers of 10,000 tons for the Pacific route.

[H.I., Vol. 4, p. 130.]

No. 171.

[News extract, 8th April, 1911.]

ALL-RED ROUTE.—IMPERIAL STEAMSHIP COMPANY'S SCHEME.—IRELAND TO AUCKLAND.

London, 24th February, 1911.

THE scheme for an all-red route was advanced another step this week, when the Parliamentary Committee at Ottawa approved the application for incorporation of the Imperial Steamship Company.

This company aims at starting a service of fast steamers between Blacksod Bay, Ireland, and Halifax, Nova Scotia. Existing and additional railways will convey passengers across Canada, and another service of 20-knot steamers from Vancouver, British Columbia, will link up Sydney, Auckland, and other Australasian ports. The company's charter empowers the promoters to run vessels between Canadian ports and all parts of the British Empire. Docks, piers, warehouses, hotels, elevators, and railways are also included in this ambitious construction programme. The nominal capital of the company is said to be £200,000; but this is, of course, a hopelessly inadequate sum, and the capital can be increased by the consent of the shareholders.

Many prominent English firms are interested in the company, including, it is said, Messrs. Swan, Hunter, and Whigan (Limited), of Newcastle-on-Tyne; Messrs. Vickers, Sons, and Maxim (Limited); Messrs. H. Houlder and Partners (Limited); Messrs. Chaplin, Milne, Grenfell, and Co.; and Messrs. William Beardmore and Co. (Limited), of Glasgow.

The company's headquarters are to be in Montreal, and the provisional board of directors contains the names of Sir Thomas Troubridge, and of Messrs. H. Houlder, Andrew Weir, John Kennedy, C. N. Armstrong, W. A. Black, and R. W. Skipwith.

[H.I., Vol. 4, p. 134.]

No. 172.

[News extract, 17th April, 1911.]

ALL-RED ROUTE.—PROGRESS OF THE MOVEMENT.

London, 3rd March, 1911.

AN important link in the chain of events connected with the establishment of an all-red route to New Zealand, through Canada, was reached last week, when it was announced that a new shipping company, to be known as the Imperial Steamship Company, had applied for incorporation to the Dominion Parliament, and that the Parliamentary Committee had signified its approval.

The company, says the *Irish Independent*, proposes to start a direct service of 25-knot steamers from Blacksod Bay, Ireland, to Halifax, whence passengers would be conveyed by the transcontinental railways to Vancouver, and shipped on the company's own 20-knot vessels to Australia and New Zealand ports. The company's nominal capital is £200,000, and the list of backers and subscribers includes many of the most prominent names in the shipping world. Messrs. Vickers, Sons, and Maxim, and Messrs. Swan, Hunter, and Co., of Wallsend-on-Tyne, are said to be largely interested in the concern. Sir Thomas Troubridge, Bart., and Messrs. H. Houlder, Andrew Weir, R. W. Skipwith, C. N. Armstrong, W. A. Black, and John Kennedy have been appointed provisional directors of the company, the headquarters of which will be in Montreal. The incorporated charter gives the company permission to purchase their own, charter, lease, and operate steamers between Canadian ports and all parts of the British Empire and foreign countries.

Rival Irish Schemes.

The *Financial Times* says it must be remembered that there are two important rivals in the field for the honour of inaugurating the all-red route, Lord Cowdray's firm, Messrs. Weetman, Pearson, and Co., being identified with a scheme for tracing the route through Galway rather than Blacksod Bay. The Midland Great Western Railway shareholders voted a contribution of £5,000 at their last general

meeting towards the promotion of this scheme, as their line, of course, connects Dublin with Galway. Both schemes, apparently, are based on a train-ferry service between Dublin and Holyhead, a distance of sixty-four miles; and in favour of this project it has been urged that the train-ferry which has been operating for more than a year now between Germany and Sweden, over a course of exactly the same distance—sixty-four miles—is already proving itself a great success. It is a peculiar thing that both groups—the Galway Bay and Blacksod Bay group—estimate the money required for carrying out their particular scheme at £1,300,000, the Galway scheme requiring a million or more for harbour-construction and comparatively little for railway expenses, while the Mayo scheme would necessitate an outlay of over a million on a new line of railway and relatively nothing on the harbour.

The new Union Contract.

Supporters of the all-red route must feel pleased with the attention that the *London Times* is paying to the project. A few days ago this influential organ wished it all success at the Imperial Conference, and now it devotes a column to discussing the new Union contract and the all-red route. After stating that the attitude of the Commonwealth Government appears to have been governed chiefly by the consideration that to subsidize a Canadian service with a port of call in New Zealand would be to subsidize New Zealand trade with Canada, the *Times* continued:—

“The situation is interesting in its bearing upon the all-red-route scheme, which is to come once again before the Imperial Conference. New Zealand’s proposal is for a service between Vancouver, Fiji, Auckland, and Sydney by steamers of not less than 10,000 tons and an average speed of 16 knots. The Australian objections to participation in the new Canadian–New Zealand contract would apply to Sir Joseph Ward’s proposal, since under it New Zealand would still enjoy the advantages of geography, and also of reciprocity, granting the continuation of present trade relations between the three dominions concerned. The Canadian Finance Minister, however, has announced that the concessions made to the United States under the Washington agreement will also apply, in the event of its enactment, to the importations into Canada from the other countries. The effect would be to stimulate inter-Imperial trade in the Pacific, and possibly to induce the Commonwealth Government to contribute to the service *via* New Zealand proposed by the latter. The official New Zealand proposal, however, is much more [modest] than that of the all-red-route syndicate. The syndicate contemplates the establishment of a service once every twenty-eight days between Vancouver, Auckland, and Sydney, with vessels not of 16, but of at least 18 knots. How far such a service would pay we are not concerned to argue. The syndicate which proposes to run it expects, we understand, a considerable increase of trade between Australasia and Canada, and contemplates considerable economies from the use of oil as fuel, the oil to be obtained from the Californian fields and possibly ultimately from Canadian sources.”

[H.I., Vol. 4, p. 136.]

No. 173.

Motion to be moved by the Right Hon. Sir J. G. WARD at the Imperial Conference, London, 1911. THAT in the interests of the Empire it is desirable that Great Britain should be connected with Canada and, through Canada, with Australia and New Zealand by the best mail-service available.

That, for the purpose of carrying the above desideratum into effect, a mail-service be established on the Pacific between Vancouver, Fiji, Auckland, and Sydney by first-class steamers of not less than 10,000 tons, and capable of performing the voyage at an average speed of 18 knots.

That, in addition to this, a fast service be established between Canada and Great Britain, the necessary financial support required for both purposes to be contributed by Great Britain, Canada, Australia, and New Zealand in equitable proportions.

[Vanc. Misc. 11/49.]

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