

We naturally expected that the New Zealand mail would be delivered this morning, June the 26th, along with the Australian mail, instead of which we are quite without any letters, advices, or documents, with the result that we are in very great perplexity as to our position in regard to the number of steamers arriving this week carrying large quantities of frozen meat, documents for a good portion of which are not yet to hand. The matter of non-receipt of documents is not only serious in regard to ordinary produce, but is more so in regard to frozen meat, as the meat cannot possibly be delivered until it is known what store the goods are to be placed in, and in the event of the goods having been sold c.i.f. or *ex ship*, considerable loss may occur through the non-receipt of documents.

We may say that this is not by any means the first time that steamers have arrived before their documents, but frequently this year the same circumstance has occurred. Knowing as we well do your very great interest in the right despatch of mails, we have thought it better to write you privately, as those who are seriously affected through the non-receipt of documents are very loud in their complaints.

We therefore trust, and will take it as a favour if you can kindly assure us, that some arrangement will be made so that the connection with the Australian weekly mail-service will be assured, as regularity in the receipt of all the shipping documents prior to the arrival of the vessels is of vital importance.

We have, &c.,

GILBERT ANDERSON AND CO.

The Right Hon. Sir Joseph Ward, Bart., P.C., Premier of New Zealand,
Postmaster-General, Hotel Cecil, W.C.

[P.O. 11/3475(1).]

No. 218.

Messrs. W. WEDDEL AND CO. (LIMITED), London, to the Right Hon. Sir JOSEPH WARD (in London).
SIR,— 16 St. Helen's Place, London E.C., 29th June, 1911.

We venture to draw your attention to the irregular and unsatisfactory manner in which the mails from New Zealand now reach this side.

To demonstrate clearly this irregularity we give you under-noted the dates of the letters posted in New Zealand, and the dates of receipt of the mails in London for the past three months, viz. :—

Left Christchurch.								Arrived London.
February 23	..	..	..	..	..	..	..	April 1
March 2	..	..	..	..	..	..	..	10
9	..	..	..	..	..	..	..	12
16	..	..	..	..	..	..	..	24
23	..	..	..	..	..	..	..	29
30	..	..	..	..	..	..	..	May 8
April 6	..	..	..	..	..	..	..	8
10	..	..	..	..	..	..	..	16
12	..	..	..	..	..	..	..	22
19 and 20	..	..	..	..	..	..	..	27
27	..	..	..	..	..	..	..	June 6
May 3	..	..	..	..	..	..	..	6
10 and 11	..	..	..	..	..	..	..	19
18	..	..	..	..	..	..	..	29

We think you will agree with us that this irregularity is a very great inconvenience both to the people in the Dominion and to their clients on this side, and in connection with business matters we know from our own experience (and we have no doubt that other traders would bear us out) that considerable loss is entailed through late receipt of documents, particularly in connection with goods sold on c.i.f. terms.

Doubtless this matter has already had your attention, and we trust you may be able during your visit on this side to fix up an arrangement to ensure more prompt and regular deliveries of the mails from and to New Zealand.

We have, &c.,

For W. WEDDEL AND CO. (Limited),

Sir Joseph Ward, Bart., P.C., Hotel Cecil, Strand, W.C.

GEO. GOODSIR, Director.

No. 219.

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, 29th June, 1911.

SIR,—

I have the honour to acknowledge receipt of your letter of the 21st instant, and in reply thereto beg to advise that the delay in the arrival of the "Aorangi" at Sydney on the trip commenced from Wellington on the 19th ultimo was due to the vessel encountering a moderate gale and high sea during the earlier stages of the voyage. Unfortunately, the coal supplied, though understood to be of the highest quality, was of such an inferior nature that the vessel was unable to make up any time, and the master and chief engineer report that it was not possible at any stage of the voyage to maintain a full head of steam, though every effort was made by the engineering staff and stokehold crew.