

SESSION II.
1912.
NEW ZEALAND.

OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6, presented on the 6th September, 1911.]

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.

No. 1.

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

SIR,—

Westminster Chambers, 13 Victoria Street, London, 12th April, 1911.

I have the honour to acknowledge the receipt of your letter of the 1st February last [No. 67, F.—6, 1911], desiring me to obtain from the Imperial Post Office the dates of the departure from London of the mails for New Zealand *via* San Francisco. In reply, I enclose herein copy of a letter from the General Post Office giving the desired information.

I have, &c.,

WM. HALL-JONES.

The Hon. the Acting Prime Minister, Wellington.

[Wn.—S.F. 11/129.]

[Acknowledged, 31st May, 1911.]

Enclosure in No. 1.

The SECRETARY, General Post Office, London, to the SECRETARY to the HIGH COMMISSIONER, London.

SIR,—

General Post Office, London, 30th March, 1911.

In reply to your letter of the 27th instant [not printed], I am directed by the Postmaster-General to acquaint you, for the information of the High Commissioner for New Zealand, that when the Cunard packet sailing from Liverpool on the second Saturday before the date of departure from San Francisco is the “Lusitania” or the “Mauretania” the mails for the Dominion intended for transmission *via* San Francisco are forwarded from the United Kingdom to New York on that day—*i.e.*, on the 11th day before the departure from San Francisco. When the Cunard packet sailing on that day is the “Campania” or any other slower steamer the mails are forwarded from this country to New York by White Star packet three days earlier—*i.e.*, on the second Wednesday before the date of departure from San Francisco.

In ordinary course the mails are forwarded by Cunard packet on two out of every three occasions.

The proposed dates of despatch of mails from London for conveyance by way of San Francisco are, so far as is at present known, 22nd April, 20th May, 14th June, 12th July, 12th August, and 9th September. These dates are, of course, subject to any alterations that may be made in the sailings of the steamers mentioned.

I have, &c.,

E. W. FARNALL.

The Secretary to the High Commissioner for New Zealand, London.

[Wn.—S.F. 11/128.]

No. 2.

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

SIR,—

Post Office, Office of the Postmaster, San Francisco, 12th April, 1911.

Referring to your communication of 9th March, 1911 [No. 75, F.—6, 1911], I wish to inform you that the delay in departure of the “Maitai” on 14th December, 1910, was due to the following circumstances:—

The sailing-hour was originally set for 3 p.m., and this office accordingly advertised the mail closing as 12.30 p.m. Subsequently the agents of the steamer advanced the sailing of the steamer to 2 p.m. The matter was then taken up with the agents by telephone, and upon the representation that patrons of this office would be misled it was agreed to hold the steamer to permit of the mail being closed promptly at 12.30 p.m. The last load of mail for despatch by the “Maitai” on 14th December, 1910, was sent from this office at 1.45 p.m., every endeavour having been made by this office to expedite it as soon as possible after 12.30 p.m.

I am unable to state the cause of delay in the sailing of the steamer on the 8th February, as the records do not show the reason. The last load left the office at 1.55 p.m. On that day, however, the “Nippon Maru,” with mails for Hawaii, Philippines, and the Orient, sailed at 1 p.m., and the “Wilhelmina,” with mails from Hawaii, also Australasian mails taken on at Honolulu, arrived at 10.15 a.m. It is probable the delay was due to the large amount of mail received, which taxed the efforts of all available help. However, every effort will be made to prevent future delays in sailing of the steamers.

I have, &c.,

ARTHUR G. FISK, Postmaster.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/113-4.]

No. 3.

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

SIR,— Post Office Department, Washington, 18th April, 1911.

With reference to previous correspondence [Nos. 50, 66, 74, &c., F.—6, 1911] concerning the expediting of mails from New Zealand landed by the Union Steam Ship Company's steamers at San Francisco, I have the honour, by direction of the Postmaster-General, to inform you that since the inauguration of the service, clerks have been detailed to the dock from the San Francisco office to check and to transfer mails for Europe and eastern destinations direct to overland trains, and the delays which have hitherto occurred appear to be due to the fact that a considerable time has elapsed between the docking of the steamer and the time the first mails are put on shore.

Under the new arrangement by which the steamers will be able to land their mails after sunset, I trust that no connections will be missed. It will perhaps, however, be of assistance to your office to understand that the connections with the fast Cunard steamers sailing from New York on Wednesdays are made by the mail train leaving San Francisco at 10.40 a.m. the preceding Friday. I am informed by the Postmaster at San Francisco that the schedule time of arrival of the Union Steam Ship Company's steamers is Friday. When the later transcontinental trains out of San Francisco at 6.40 p.m. or 9 p.m. Friday reach New York punctually it is sometimes possible to make a very close connection with the outgoing Cunard steamers. In the majority of cases, however, the connecting train is that which I have mentioned, leaving San Francisco Friday at 10.40 a.m. It would also much facilitate the handling of the mails at San Francisco if you could arrange that those destined for points in the eastern part of the United States and for Great Britain could be separated on the steamer and transferred to the postal clerks on the dock accordingly. You can understand that where very close connection is to be made with outgoing trains from San Francisco the arrangement I have suggested might often be of prime importance.

Under the circumstances I have described, every effort will be made to co-operate with your Administration in securing the best connections from New York for your mails destined for Great Britain, and I trust that hereafter, from the information I have supplied, you will be able to operate the service of the Union Steam Ship Company's steamers to the greatest advantage.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

[Wn.—S.F. 11/117.]

No. 4.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 10th May, 1911.

SIR,—

It has been pointed out from San Francisco that a Saturday departure from New Zealand during the winter months in the Northern Hemisphere would imperil prompt transfer of mails to the American railways that connect with the fast Atlantic steamers.

Unfortunately, it is impossible to leave Auckland on Friday, as there is barely sufficient time at present for the necessary overhaul of machinery in Wellington. In view of the Vancouver service being initiated from Auckland on the 4th August next, I would ask permission that Wellington should be made the port of departure for the "Aorangi" ["Maitai"] time-tabled to leave Auckland on the 26th August, and "Maitai" ["Aorangi"] 23rd September, thus anticipating the provision of the contract by two voyages.

Trusting this application will receive favourable consideration at the hands of the Minister.

I have, &c.,

C. HOLDSWORTH, General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/99.]

No. 5.

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

SIR,—

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

I have the honour to refer to your claim for a subsidy of £1,666 13s. 4d. for the voyage performed by the R.M.S. "Aorangi," which ended on the 11th ultimo, and to ask you to submit reasons why the penalty provided for in section 15 of the contract for the late arrival at San Francisco and also in New Zealand should not be enforced.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/82.]

No. 6.

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

SIR,—

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

I have the honour to inform you that when the R.M.S. "Maitai" reached Wellington from San Francisco on the 27th ultimo a delay occurred in landing the mails, owing to their not being separated according to their destinations. The day before the "Maitai" reached Wellington a wireless message was sent to and received by the commander, asking that the bags for Auckland, Taranaki R.P.O., and Wellington be kept separate from other bags, in order to admit of prompt delivery. The request was not, however, complied with, the explanation being that the bad weather prevailing at the time prevented the handling of the bags.

In order to avoid a similar delay in future, I should be obliged if you would kindly give instructions to the commanders of the mail steamers to sort the bags according to the directions in which they are despatched, viz.: (1) Auckland; (2) Taranaki R.P.O.; (3) Wellington; (4) Dunedin, Christchurch, and Invercargill. The bags for the three last-named places will be separated by this Department's officers when they are being transferred to the steamer for Lyttelton.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.-S.F. 11/101.]

No. 7.

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

SIR,—

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

I have the honour to inform you that the Union Steam Ship Company of New Zealand (Limited) has been requested by this Department to have the mail-bags sorted on board the inward steamers as under, in order to admit of their prompt despatch from Wellington: (1) Auckland; (2) Taranaki R.P.O.; (3) Wellington; (4) Dunedin, Christchurch, and Invercargill.

If your Department could help by shipping the bags in such a way as to facilitate the sorting on board I should be obliged if you would kindly give the necessary instructions.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Washington, D.C.

[Wn.-S.F. 11/102.]

No. 8.

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

SIR,—

General Post Office, Wellington, 25th May, 1911.

Under the contract for the performance by the Union Steam Ship Company of New Zealand (Limited) of a mail-service between New Zealand and San Francisco, this Department is required to claim on behalf of the company for the payment of sea-transit rates from countries whose mails may be carried by steamers employed in the service. To enable the necessary claim to be made, I have the honour to request that you will kindly supply this Administration with the net weights of mails from the United States of America and other countries conveyed from San Francisco by steamers of the Union Steam Ship Company from the 16th November, 1910; the weights of mails from each country to be shown separately, so that the various rates can be apportioned.

It is presumed that payment will be made on the basis of the Convention of Rome. In this case the rates for correspondence from the United States of America and the United Kingdom are as under:—

Mails from the United States of America for New Zealand and Australia—8 francs per kilo. for letters and post-cards and 1 franc per kilo. for other articles.

Mails from the United Kingdom for New Zealand—5·23 francs per kilo. for letters and post-cards and 65 centimes per kilo. for other articles.

Mails from the United Kingdom for Australia—5·55 francs per kilo. for letters and post-cards and 69 centimes per kilo. for other articles.

The rates on correspondence from the United Kingdom for New Zealand are based on the following mileages:—

Liverpool to New York	...	...	...	...	3,163 miles.
San Francisco to Papeete	...	...	...	...	3,640 "
Papeete to Wellington	...	...	...	...	2,340 "
Wellington to Sydney	...	...	...	...	1,200 "
Total	...	...	...	...	10,343 miles.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Washington, D.C.

[Wn.-S.F. 11/112.]

No. 9.

The SECRETARY, General Post Office, Wellington, to the UNDER-SECRETARY OF STATE FOR POSTS AND TELEGRAPHS, Paris.

SIR,—

General Post Office, Wellington, 25th May, 1911.

I have the honour to inform you that, under the contract for the performance by the Union Steam Ship Company of New Zealand (Limited) of a mail-service between New Zealand and San Francisco, this Department is required to claim on behalf of the company payment of sea-transit rates from countries whose mails may be carried by steamers employed in the service. To enable the necessary claim to be made, I should be glad if you would kindly supply this Administration with the net weights of mail-matter despatched by steamers performing the service from Tahiti to San Francisco and from Tahiti to New Zealand. If you agree, a return for one despatch would suffice. In this case, the correspondence conveyed for a year would be estimated on the basis of the one despatch.

This request is also being made to the Post Office of Tahiti.

I have, &c.,

D. ROBERTSON, Secretary.

The Under-Secretary of State for Posts and Telegraphs, Paris.

[Wn.—S.F. 11/109.]

[Letter of same date in similar terms to the Director of Posts, Papeete.]

No. 10.

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

SIR,—

General Post Office, Wellington, 26th May, 1911.

I have the honour to acknowledge the receipt of your letter of the 18th ultimo, on the subject of the despatch of New Zealand mails eastward from San Francisco.

I beg to thank you for the action you have taken with a view to securing the prompt despatch of the mails. The Union Steam Ship Company has been requested to have mails for places in the eastern part of the United States and for the United Kingdom separated on board the steamers to facilitate their speedy transfer to the postal clerks on the dock at San Francisco.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Washington, D.C.

[Wn.—S.F. 11/118.]

No. 11.

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

SIR,—

General Post Office, Wellington, 27th May, 1911.

I have the honour to enclose, for your information, copy of a letter, dated the 18th ultimo [see No. 3], from the Washington Post Office, on the subject of the despatch across the United States of mails from New Zealand.

I should be obliged if you would kindly arrange, in accordance with the request made by the Washington Office, for mails for places in the eastern part of the United States and for the United Kingdom to be separated on the steamer. The Chief Postmasters at Wellington and Auckland have been instructed to deliver the mails on board in such order as will facilitate separation of the bags at the proper time.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/121.]

No. 12.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 31st May, 1911.

SIR,—

Referring to your letter of the 15th instant, regarding the stowage of inward mails, I have much pleasure in replying that we have sent instructions to the captains of "Aorangi" and "Matai" to carry out the arrangement desired, and trust that it will be found to give entire satisfaction.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

Wn.—S.F. 11/127.]

No. 13.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 31st May, 1911.

SIR,—

Referring to your letter of the 27th instant, with regard to the delivery of mails at San Francisco, I have much pleasure in stating that we have sent the necessary instructions to the captains of the "Aorangi" and "Maitai," with copy to our San Francisco agents, to the end that the mails shall be so stowed that they will be available for delivery in the manner required by the United States Post Office.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 11/127.]

No. 14.

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, 1911.

SIR,—

With regard to the delay in arrival of "Aorangi," 11th April, as referred to in your favour of 10th ultimo, I have to submit for your consideration the special circumstances. On the voyage to San Francisco, and after leaving Papeete, one of the crank-shafts was found to be working loose on the screw-shaft, which necessitated delay at sea effecting such repairs as could be executed by the ship's staff, and thereafter the steamer could only proceed at reduced speed. On arrival at San Francisco every effort was made to have a new shaft fitted in quick time, but, although the engineers worked continuously, they were unable to complete the repairs to enable the steamer to sail before the 20th March, instead of her due date—viz., 8th March. We trust that these reasons for the delay will be considered satisfactory, so that the penalty be not enforced.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 11/163.]

No. 15.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 7th June, 1911.

SIR,—

Referring to your favour of 20th ultimo [not printed], regarding the sea-postage from United States, we have since received a further remittance through our San Francisco agents as per copy of the Second Assistant Postmaster-General's letter of 20th March from Washington attached [not printed]. I also attach a copy of the Second Assistant Postmaster-General's letter of 9th February [not printed], in case you may not have one to refer to.

As the weights paid for from San Francisco to Oceania differ considerably from the weights paid for from Papeete to New Zealand, we can only conclude that the later payment is for mail-matter destined to Papeete only; but, again, the "Navua," 4th November, came from Papeete only, the "Aorangi," 16th November, being our first sailing through from San Francisco. We are, therefore, puzzled to understand the remittances, but send you the copies referred to, as they may be of assistance in your communication with Washington.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 11/133.]

No. 16.

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

SIR,—

General Post Office, Wellington, 13th June, 1911.

Referring to your letter of the 10th ultimo, I have the honour to inform you that, in view of the Vancouver service being initiated from Auckland on the 4th August next, Government is agreeable to the despatch of the "Maitai," at present time-tabled to leave Auckland on the 26th August, and the "Aorangi" on the 23rd September, from Wellington instead of Auckland. All provisions of the contract are otherwise to remain unaffected.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.-S.F. 11/147.]

No. 17.

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

(Telegram.)

Dunedin, 15th June, 1911.

In view arranging time-table, would also like have your approval Frisco steamers leaving Wellington Friday.

No. 18.

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

(Telegram.)

Dunedin, 16th June, 1911.

SINCE wiring you yesterday have received your letter 13th. Presume may advertise "Maitai," "Aorangi," 25th August, 22nd September, five p.m., from Wellington.

[Wn.—S.F. 11/141.]

No. 19.

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

(Telegram.)

Wellington, 16th June, 1911.

YES; please advertise "Maitai," "Aorangi," twenty-fifth August, twenty-second September, 5 p.m., from Wellington, as you suggest. Desirable, of course, that this advertisement should be preceded by that of first departure Vancouver steamer from Auckland.

[Acknowledged, 16th June.]

No. 20.

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

SIR,—

General Post Office, Wellington, 17th June, 1911.

I have the honour to acknowledge the receipt of your letter of the 6th instant, asking that no penalty be imposed in respect of the late arrival in San Francisco and New Zealand of the R.M.S. "Aorangi" on the voyage begun at Auckland on the 11th February last.

In reply, I am to inform you that your company is liable for a payment of £516 for the outward voyage and of £656 for the inward voyage, representing in each case, the whole period of the delay, but, under the circumstances, the Acting Postmaster-General remits the penalty without agreeing that similar circumstances would be a fair ground for similar remission.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/164.]

[Acknowledged, 26th June, 1911.]

No. 21.

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

SIR,—

General Post Office, Wellington, 20th June, 1911.

I have the honour to acknowledge the receipt of your letter of the 7th instant, in reference to the conveyance of foreign closed mails on the inward voyages by steamers engaged in the performance of the San Francisco mail-service.

As the "Navua" conveyed the mails only from Papeete to New Zealand, it is presumed that the Washington Post Office has credited your company with the conveyance from San Francisco to Papeete in error. This conveyance relates to the old contract, under which the duty of collecting the amounts due for the conveyance of inward correspondence does not devolve on this Department.

The contract for the present service, as you know, requires this Department to claim on behalf of your company payment of sea-transit rates from countries whose mails are carried by steamers employed in the service; and the payments made direct by the Washington Office on account of the conveyance by the "Aorangi" and the "Maitai" have, therefore, been made in error. The Washington Office has already been requested to furnish the net weights of mails from the United States of America and other countries conveyed from San Francisco by steamers of your company from the 16th November, 1910, so that the various rates can be apportioned; but in view of the remittances to your company now brought under notice, the matter will be further represented.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/178-9.]

No. 22.

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

SIR,—

Prime Minister's Office, Wellington, 26th June, 1911.

In reference to the Prime Minister's letter of the 8th September last [No. 29, F.—6A, 1910] announcing the establishing of the New Zealand to San Francisco mail-service, I have the honour to inform you that, in view of the initiation of a service between New Zealand and Vancouver from Auckland on the 4th August next, arrangements have been made for the port of departure for the San Francisco mail steamers in August and September next to be Wellington instead of Auckland. The date of the despatch in August will be the 25th, and in September the 22nd.

I have, &c.,

J. A. MILLAR, for Acting Prime Minister.

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

[Wn.—S.F. 11/148-154.]

[Acknowledged, 16th August, 1911.]

[Letters in similar terms sent to the Secretary, General Post Office, London; the Postmaster-General, Washington, D.C.; the Under-Secretary of State for Posts and Telegraphs, Paris; the Deputy Postmaster-General, Ottawa; the Secretary, Postmaster-General's Department, Melbourne; the Resident Agent for New Zealand, San Francisco.]

No. 23.

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

SIR,—

General Post Office, Wellington, 26th June, 1911.

Referring to the late arrival of the "Maitai" on the 22nd instant, which resulted in failure to send on the Auckland mails by the Main Trunk express, I learn that the departure of the "Maitai" from Rarotonga was late, owing to the large cargo of fruit shipped there. I should be obliged if you would look into the matter with a view of ascertaining whether it is not possible to make arrangements which will prevent a similar late departure in future.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/161.]

No. 24.

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

SIR,—

General Post Office, Wellington, 3rd July, 1911.

I have the honour to refer to my letter of the 25th May last, asking to be furnished with the net weights of mails from the United States of America and other countries conveyed from San Francisco by steamers of the Union Steam Ship Company from the 16th November, 1910, in order that a claim might be made on your Administration, on behalf of the company, for the payment of sea-transit rates for all mails shipped at San Francisco in steamers employed in the New Zealand—San Francisco mail-service.

The Union Steam Ship Company has submitted copies of your letters to its San Francisco agents of the 9th February and 20th March last [not printed], notifying that payments for conveyance of foreign closed mails as under have been arranged:—

From Papeete.

	Letters.	Prints.	Parcels.
	Grams.	Grams.	Grams.
16th November, 1910: "Aorangi" ...	1,298,365	10,956,645	
14th December, 1910: "Maitai" ...	572,402	4,351,216	...

From San Francisco.

16th November, 1910: "Aorangi" ...	478,790	10,611,845	1,171,105
14th December, 1910: "Maitai" ...	601,355	8,862,225	1,923,735

As the mails in question were conveyed during the currency of the present contract, it is desired, if possible, that payment should be arranged through this office.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Washington, D.C.

[Wn.—S.F. 11/180 and 181.]

No. 25.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 3rd July, 1911.

SIR,—

I have the honour to submit, for the approval of the Postmaster-General, the time-table [not printed] we propose for the San Francisco service running direct from Wellington to Rarotonga, thence to Papeete and San Francisco, returning *via* the same ports to Wellington. We shall be pleased to receive formal approval on the earliest convenient date so that the time-table may be published.

The hours of arrival and departure indicated on enclosure are approximate only, and it is not intended to publish them.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/188.]

No. 26.

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

(Telegram.)

Dunedin, 3rd July, 1911.

Re your letter 26th June, "Maitai" arrived Rarotonga eleven Wednesday forenoon. Should have sailed early Thursday afternoon. Detained for fruit till six, Friday morning. Principal difficulty is shortage labour. We are instructing that mail-steamers must not be detained beyond about six, Thursday evening, and are calling on shippers to assist manager in procuring labour.

[Wn.—S.F. 11/182.]

[Acknowledged, 6th July.]

No. 27.

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

SIR,—

General Post Office, Wellington, 13th July, 1911.

I have the honour to acknowledge the receipt of your letter of the 3rd instant, submitting the time-table proposed for the New Zealand—San Francisco mail-service for a year from the 25th August next.

The time-table is approved.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/194.]

No. 28.

The DIRECTOR OF POSTS, Papeete, to the SECRETARY, General Post Office, Wellington.

SIR,—

Papeete, 13th July, 1911.

In order to enable your Administration to calculate the transit rates to be paid to the Union Steam Ship Company for the conveyance of mails between New Zealand, Tahiti, and San Francisco, I have the honour to forward you herewith, in accordance with your letter of the 25th May last, a statement of the weight of the postal matter forwarded from Papeete by the last mails both to San Francisco and to New Zealand :—

Per "Maitai" for San Francisco, 9th July, 1911—				
Letters, post-cards	...	...	...	43·500 kilos.
Newspapers, samples, &c.	...	...	...	28·350 „
Per "Aorangi" for Wellington, 10th July, 1911—				
Letters, post-cards	...	...	...	4·460 kilos.
Printed matter, samples	...	...	...	7·300 „

I trust that this information will be sufficient to give you an idea of the approximate quantity of correspondence forwarded annually from Papeete by the steamers of the Union Steam Ship Company both to San Francisco and to New Zealand.

I have, &c.,

The Secretary, General Post Office, Wellington.

J. CADUSTEAU.

[Wn.—S.F. 11/265.]

No. 29.

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

SIR,—

Post Office Department, Washington, 18th July, 1911.

Referring to this Department's reply under date of the 3rd instant [not printed], and to your letter of the 25th May, 1911, respecting the compensation due for the sea-conveyance of United States and foreign closed mails despatched by steamers of the Union Steam Ship Company sailing from San Francisco for New Zealand, I have the honour, by direction of the Postmaster-

General, to inform you that, in accordance with the arrangement referred to in the correspondence closing with this Department's reply under date of the 16th of April, 1910 [No. 47, F.-6, 1910], to your letter of the 8th of March, 1910 [No. 34, F.-6, 1910], this Department settles quarterly with the J. D. Spreckels and Bros. Company, of San Francisco, California, for the conveyance of the mails in question, settlements having already been made up to and including the quarter ended the 31st March, 1911.

The rates of compensation—4 francs per kilogram for letters and post-cards and 50 centimes per kilogram for other articles—allowed by this Department for the conveyance of the mails in question are the maximum rates allowable by this Department for the sea-conveyance of mails despatched from the United States to foreign countries, and are the same rates as those allowed for similar service by the longest routes across the Pacific from San Francisco to Japan, China, or Australia.

In this connection reference is had to this Department's letters of the 4th December, 1908 [No. 42, F.-6, 1909], of the 10th June, 1909 [No. 61, F.-6, 1909], of the 13th August, 1909 [No. 13, F.-6, 1910], and of the 16th April, 1910 [No. 47, F.-6, 1910].

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

[Wn.-S.F. 11/268.]

No. 30.

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

SIR,—

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

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your letter of the 15th May last, relative to sorting the mail-bags for New Zealand on board the steamers sailing from San Francisco, in order to facilitate their prompt despatch from Wellington.

In reply, I am to inform you that the office of San Francisco reports in regard to the matter as follows:—

“As far as possible, mail-bags for New Zealand are sorted in accordance with the suggestion of the Department, but it is not possible to do this until the mail has been brought to the steamer. The separation is then made by the ship's company.

“Whenever it is possible, this mail is turned over to the steamship company in a manner calculated to assist in this distribution, as far as possible. As the despatch of mail to the steamer frequently commences between twenty-four and forty-eight hours before she sails, it is not possible to do any more than keep the bags for one place as much together as possible in each despatch from the main office to the steamer dock. This is being done, and at all times in despatching these mails the matter of the separation suggested in your letter will be kept in view.”

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

[Wn.-S.F. 11/235.]

No. 31.

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

SIR,—

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

I have the honour to inform you that under the contract for the performance by the Union Steam Ship Company of New Zealand (Limited) of the mail-service between New Zealand and San Francisco, this Department is required to claim on behalf of the company payment for the conveyance by steamers employed in the service of mails from other countries. It is understood that the mail-matter from Australia conveyed by this service has increased greatly since the statistics were taken in May, 1909. On this account it is proposed that your Department pay for the conveyance during the present year on the basis of the mail-matter which will be forwarded from the Australian States for despatch by the steamer for San Francisco leaving Wellington on the 22nd proximo. I should be glad if you would agree to this, and furnish this office with a statement showing the net weight of the mail-matter in question.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Wn.-S.F. 11/204.]

No. 32.

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

SIR,—

General Post Office, Wellington, 12th August, 1911.

I have the honour to request that you will arrange for the steamers for San Francisco to leave Wellington on Fridays at 6 instead of 5 p.m. As the steamer for Sydney on Fridays sails also at 5 p.m. there is a pressure of work in the Wellington office after 4 p.m., and there is not time for mails for foreign offices received by the Main Trunk train at 4.7 p.m. to be made

up here for despatch at 5 p.m. If the steamer's departure could be fixed for 6 p.m. it would not be necessary to adopt the unsatisfactory expedient of having mails for foreign places made up in the Auckland-Wellington Railway travelling post-office. It would frequently be practically impossible to make the required division of foreign mails in the travelling post-office, and it would always be difficult to arrive at the correct weights.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Wn.-S.F. 11/210.]

[Acknowledged, 17th August. Oral intimation received that the steamer could not be delayed after 5 p.m.]

No. 33.

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

General Post Office, London, 19th August, 1911.

With reference to your letter of the 26th June last, stating that in view of the establishment of the new mail-service between Auckland and Vancouver, Wellington instead of Auckland will be the port of departure of the steamers performing the mail-service to San Francisco in this month and next, I am directed by the Postmaster-General to inquire whether the altered arrangement will be permanent, and whether it will result in any acceleration of the service from New Zealand to San Francisco.

I have, &c.,

A. B. WALKLEY.

The Hon. the Postmaster-General, Wellington.
[Wn.-S.F. 11/246.]

No. 34.

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

SIR,—

General Post Office, Wellington, 25th August, 1911.

I have the honour to inform you that mails for London, London Forward, and England will be made up on the Auckland-Wellington Railway travelling post-office for despatch *via* San Francisco commencing with the despatch of to-day. The train reaches Wellington at 4.7 p.m.; and it is found to be impossible to make up the mails in the Wellington office in time for despatch by the steamer at 5 p.m. The steamer cannot be detained after 5 p.m.

I have, &c.,

D. ROBERTSON, for the Acting Postmaster-General.

The Secretary, General Post Office, London.
[Wn.-S.F. 11/228.]

[Letter in similar terms sent to Second Assistant Postmaster-General, Washington, in respect of mails for San Francisco.]

No. 35.

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

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

26th August, 1911.

SIR,—

In continuation of my letter of the 16th instant [not printed], I have the honour to enclose herein copy of a letter from the General Post Office, received in reply to mine intimating the change in port of departure of the steamers performing the San Francisco mail-service during August and September. I also annex copy of my reply to the inquiry contained in the Post Office's letter.

* * * * *

I have, &c.,

WM. HALL-JONES.

The Right Hon. the Prime Minister, Wellington.
[Wn.-S.F. 11/261.]

Enclosure 1 in No. 35.

The SECRETARY, General Post Office, London, to the SECRETARY to the High Commissioner.
SIR,—

General Post Office, London, 19th August, 1911.

I am directed to acknowledge the receipt of your letter of the 14th instant [not printed] stating that, according to a despatch received by the High Commissioner from the New Zealand Government, Wellington instead of Auckland will be the port of departure of the steamers performing the mail-service to San Francisco in this month and next. Similar information has been received from the New Zealand Post Office, and an inquiry has been addressed to that office whether the altered arrangement will be permanent, and whether it will result in any acceleration of the service to San Francisco.

If the High Commissioner is in possession of information on these points, perhaps you will be good enough to let me know.

I have, &c.,

A. B. WALKLEY.

The Secretary to the High Commissioner for New Zealand, London.
[Wn.-S.F. 11/260.]

Enclosure 2 in No. 35.

The SECRETARY to the High Commissioner to the SECRETARY, General Post Office, London.

SIR,—

London, 23rd August, 1911.

I am directed by the High Commissioner to acknowledge the receipt of your letter of the 19th instant, with regard to Wellington instead of Auckland being the port of departure of the steamers performing the mail-service to San Francisco in this month and next.

In answer to the last paragraph of your letter, I am directed to state that the High Commissioner has not received any information as to whether the altered arrangement is to be permanent, or whether it will result in the acceleration of the service to San Francisco.

Doubtless you observed from the contract for this service, of which a copy was sent you with my letter of the 4th February last, that in clause 31 provision is made as follows: "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."

I have, &c.,

The Secretary, General Post Office, London, E.C.

C. WRAY PALLISER.

[Wn.—S.F. 11/259.]

No. 36.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 1st September, 1911.

SIR,—

Referring to your favour of the 20th June, regarding payment for mails from San Francisco, in order to keep you apprised of whatever remittances come to us through our San Francisco agents, I now enclose copies of advices dated Washington, 12th May and 6th June, from the Second Assistant Postmaster-General to our San Francisco agents, covering remittances for mails per "Aorangi," 11th January, "Maitai," 8th February, "Aorangi," 20th March, and "Talune," 24th March.

It occurs to us that the May advice refers to American mails only, and that the later advice, 6th June, applies to European, &c., mails coming through the United States Post Office. If our conjecture is correct, we take it that there is a further payment due to us, for the American mails, of 4 francs per kilo. for letters and 50 centimes per kilo. for prints; and similarly for the mails referred to in our letter of the 7th June.

Meantime we await with much interest the result of your correspondence with Washington.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/273.]

Enclosure 1 in No. 36.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 12th May, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to Oceania during the quarter ended 31st March, 1911, and that the service so performed has been recognized by this Department and referred to the Auditor for payment.

Date.	Vessel.	Letters.	Prints.	Parcel Post.
1911.		Grams.	Grams.	Grams.
January 11	Aorangi	698,990	13,007,185	2,058,180
February 8	Maitai	497,595	8,396,165	2,314,210
March 20	Aorangi	85,990	2,320,385	513,610
March 24	Talune	528,115	7,949,330	1,815,225
		1,810,690	31,673,065	6,701,225
		..	6,701,225	..
		1,810,690	38,374,290	..

1,810,690 grams of letters, at 4 f. per kilo. 7,242-76
 38,374,290 grams of prints, at 50 cm. per kilo. 19,187-14-10

Total sea-postage 26,429-90-10 f.,
 or \$5,100-90

I have, &c.,

JOSEPH STEWART,
 Second Assistant Postmaster-General.

Union Steam Ship Company, J. D. Spreckels and Bros. Company, San Francisco.

[Wn.—S.F. 11/272.]

Enclosure 2 in No. 36.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 6th June, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company have conveyed the following foreign closed mails from San Francisco and Papeete to and *via* New Zealand during the quarter ended 31st March, 1911, and that the service so performed has been recognized by this Department and referred to the Auditor for payment.

Date.	Vessel.					Letters.	Prints.
1911.						Grams.	Grams.
January	11	Aorangi	..	..	..	281,733	2,761,869
February	8	Maitai	..	..	..	1,167,106	8,818,027
March	20	Aorangi	..	..	..	1,850	152,355
March	24	Talune	..	..	..	424,002	2,944,749
						1,874,691	14,677,000

						Francs.
1,874,691	grams of letters,	at 4 f. per kilo.	..	..	..	7,498.76
14,677,000	grams of prints,	at 50 cm. per kilo.	..	..	..	7,338.50

Total sea-postage	..	..	..	..	..	14,837.26 f.,
						or \$2,863.59

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, J. D. Spreckels and Bros. Company, San Francisco.

No. 37.

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

SIR,—

Postmaster-General's Department, Melbourne, 12th September, 1911.

With reference to your letter of the 10th ultimo, relative to the mail-service between New Zealand and San Francisco, proposing that this Department should pay for the conveyance of its mails during the present year on the basis of the mail-matter which will be forwarded for despatch by the steamer for San Francisco, leaving Wellington on the 22nd instant, I have the honour to inform you that, while the Universal Postal Union Convention of Rome (1906), clause 3 of Detailed Regulation XXXIII, provides for a new statistical account when an important modification takes place in the flow of correspondence, the Convention does not appear to provide for such being done as the result merely of an increase in the volume of postal business; if the latter were the case, it is thought that new statistical accounts between our respective countries in regard to all services would be warranted.

2. I should be glad of further information in the matter; in the meantime, however, the necessary instructions have been issued for record to be taken of the weight of the mails as proposed.

I have, &c.,

The Secretary, General Post Office, Wellington.

JUSTINIAN OXENHAM, Secretary.

[Wn.—S.F. 11/282.]

No. 38.

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

SIR,—

General Post Office, Wellington, 13th September, 1911.

In reference to your letter of the 1st instant, respecting payment by the United States Post Office to your company for the inward conveyance of mails from the United States and other countries by the New Zealand—San Francisco service, I have the honour to inform you that this Department is not in a position to check the statements of weights for the March quarter of this year, of which you submitted copies. With the exception of the mails for Australia, the weights of the correspondence are not advised on the letter-bills, and letter-bills for Papeete mails are not received at this office. The Washington Post Office was asked to supply this Department with the net weights, and to make payments through this office instead of through the J. D. Spreckels and Brothers Company. A reply has been received that by arrangement accounts are settled through the company. The matter has been again represented, but no further reply has yet been received

* * * * *

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/275.]

No. 39.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 29th September, 1911.

SIR,—

I have to thank you for your letter of 13th instant . . . We have not, in the meantime, written to our San Francisco agents on the subject, so they will continue to receive whatever remittances Washington may make to them on our account, although our contract with New Zealand provides for payment to you. We, of course, advise you as soon as any remittances come to hand of the particulars we receive. Would you prefer that our agents should ask Washington to send the payments to you direct?

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/277.]

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, 29th September, 1911.

SIR,—

Re the extension of the San Francisco service as provided for in paragraph 31 of the contract, the extension was probably sufficiently confirmed by your letter of 13th July approving of the time-table for the year from 25th August. Is it necessary to have a formal supplement to the contract extending it for two years from 19th October, 1911? The question occurs to us from an inquiry made by the Government of Tahiti as to whether our agents there would guarantee the continuance of the service until October or November, 1913.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/248.]

No. 41.

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

SIR,—

General Post Office, Wellington, 3rd October, 1911.

I have the honour to acknowledge the receipt of your letter of the 12th ultimo, in reply to mine of the 10th August last, proposing that your Department pay for the conveyance of Australian mails by the New Zealand—San Francisco contract steamers on the basis of the matter forwarded for despatch by the steamer which left Wellington on the 22nd ultimo.

It is the case that under the provisions of the Postal Union Convention no Administration is bound to pay on fresh statistics taken at intermediate periods between the regular statistics on account of increased correspondence. It is thought, however, that you might be disposed to treat the service as a special one, for the reason that when the original statistics were taken in May, 1909, the service controlled by New Zealand ran as far as Tahiti only, the balance of the conveyance being by steamers subsidized by the United States of America. Moreover, the service running in 1909 was a five-weekly one only, while the existing service is a four-weekly one. It is considered that the increased frequency and the general convenience of the through service might fairly be regarded as an important modification in the flow of correspondence, and I should be glad to hear that you are prepared to regard the question in this light. I may explain that, under arrangements with the contractors, payments by the Commonwealth Government will be handed over to them in addition to the subsidy of £21,666 paid for the conveyance of New Zealand mail-matter.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Wn.—S.F. 11/284.]

No. 42.

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

SIR,—

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

In reply to your letter of the 19th August last, I have the honour to inform you that the arrangements made for the port of departure for the San Francisco mail-steamer to be Wellington instead of Auckland are permanent. The time between Wellington and San Francisco is twenty days and a half (492 hours), and reversely twenty-one days (505 hours); but in practice the time is twenty days. The steamer is now due to arrive at San Francisco on Thursday night, instead of Friday morning as under the old time-table.

I have, &c.,

D. ROBERTSON, for the Postmaster-General.

The Secretary, General Post Office, London.

[Wn.—S.F. 11/258.]

No. 43.

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

SIR,—

General Post Office, Wellington, 11th October, 1911.

In reference to your letter of the 29th ultimo, respecting payment for the inward conveyance of mails from the United States and other countries by the New Zealand—San Francisco contract steamers, I have the honour to inform you that the Department is awaiting a reply from the Washington Post Office, and, pending the receipt of a reply, would prefer that the matter be not represented by your San Francisco agents.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 11/279.]

No. 44.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 28th October, 1911.

SIR,—

With reference to your favour of 11th instant, regarding payment for mails from United States, &c., I now enclose for your information copies of the statements accompanying payments made by the Washington Post Office Department, through our San Francisco agents, for the quarter ended 30th June, 1911.

In accordance with your desire, expressed in your letter referred to above, we are not addressing our San Francisco agents on the subject of these payments, and will just allow them to continue receiving the remittances as forwarded by the Washington Post Office, pending further communication from you.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 11/288.]

Enclosure 1 in No. 44.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 10th August, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company have conveyed foreign closed mails from San Francisco to and *via* New Zealand during the quarter ended 30th June, 1911, as follows:—

Date.	Vessel.					Letters.	Prints.
1911.						Grams.	Grams.
April 5	Maitai	..	..	..	..	624,675	7,516,600
May 3	Manuka	..	..	..	..	1,072,681	7,448,512
May 31	Maitai	..	..	..	..	1,088,221	9,882,774
June 28	Aorangi	..	..	..	..	315,177	4,602,196
						3,100,754	29,450,082

				Francs.
3,100,754 grams of letters at 4 f. per kilo.	..	..	..	12,403-01-12
29,450,082 grams of prints at 50 cm. per kilo.	..	..	..	14,725-04-20

Total compensation allowable ..	..	..	..	27,128-05-14 f.,
				or \$5,235-72

I have, &c.,

JOHN W. HOLLYDAY,

Second Assistant Postmaster-General.

The Union Steam Ship Company, J. D. Spreckels Bros. and Co., San Francisco.

[Wn.—S.F. 11/286.]

Enclosure 2 in No. 44.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,— Post Office Department, Washington, August, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to Tahiti, New Zealand, and Australia during the quarter ended 30th June, 1911, and that the service so performed has been recognized by this Department and referred to the Auditor for payment.

Date.	Vessel.	Letters.	Prints.	Parcel Post.
1911.		Grams.	Grams.	Grams.
April 5	Maitai	540,330	8,892,625	796,710
May 5	Manuka	346,320	5,494,610	554,880
May 31	Maitai	490,900	7,827,004	2,144,410
June 28	Aorangi	461,450	6,501,243	2,377,135
		1,839,000	28,715,482	5,873,135
		..	5,873,135	..
		1,839,000	34,588,617	..

1,839,000 grams letters, at 4 f. per kilo.	..	..	..	Francs.	7,356-00
34,588,617 grams prints, at 50 cm. per kilo.	..	..	..		17,294-30-17

Total sea-postage	..	..	..	..	24,650-30-17 f.,
					or \$4,757-51

I have, &c.,

JOHN W. HOLLYDAY,
Second Assistant Postmaster-General.

The Union Steam Ship Company, J. D. Spreckels Bros. and Co., San Francisco.

[Wn.-S.F. 11/287.]

No. 45.

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

SIR,— General Post Office, Wellington, 2nd November, 1911.

In reply to your letter of the 29th September, I have the honour to inform you that the Hon. the Postmaster-General agrees to the extension of the service for the carriage of mails between New Zealand and San Francisco for a period of two years from the 20th October. The details of the extended service may, if necessary, be arranged later.

I have, &c.,

W. R. MORRIS, for Secretary.

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

[Wn.-S.F. 11/295.]

No. 46.

The RESIDENT AGENT for New Zealand, San Francisco, to the SECRETARY, General Post Office, Wellington.

SIR,— Resident Agency for New Zealand, San Francisco, 6th November, 1911.

I have the honour to acknowledge the receipt of your communication of the 7th January, 1911 [No. 60, F.-6, 1911], asking for information in connection with an alleged purely mail train to or from this city and the Atlantic seaboard.

In reply, I would say that there is not any train as described. The mails east and west bound are despatched from and arrive at Chicago by special fast mail train to and from Omaha, but merge with the ordinary train at that point bound west, and switch at that point for Chicago when bound east. There are no special mail trains west of Nebraska.

I have, &c.,

H. STEPHENSON SMITH,
Resident Agent for the Dominion.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 12/16.]

[Information given to Union Steam Ship Company on 20th December, 1911.]

No. 47.

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

SIR,—

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

I have the honour to refer to the trip of the R.M.S. "Maitai," ended on the 8th instant. The trip from San Francisco occupied 524 hours, nineteen hours over the contract time. The vessel arrived at Rarotonga on the 29th ultimo at 3.40 p.m., and did not get away from there until 1.25 a.m. on Friday, the 1st instant; and no doubt this detention contributed to the late arrival of the mail at Wellington. In your telegram of the 3rd July last you informed me that the steamers would not be detained at Rarotonga beyond about 6 p.m. on Thursdays. I shall be glad of your remarks.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Wn.—S.F. 11/317.]

No. 48.

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, 3rd January, 1912.

In reply to your letter of the 16th ultimo, regarding the late arrival of the "Maitai" on the 8th idem, I have to submit, for your consideration, the special circumstances, which were as follows: The "Maitai" arrived at Rarotonga at 3.24 p.m., Wednesday, 29th November (Western time), she not being due there until Thursday morning. Handling of cargo in the open roadstead is, however, very slow work, and on Thursday afternoon, when the ship was due to sail, there still remained a quantity of fruit to be shipped. Our standing instructions are that the steamer must not be delayed beyond about 6 p.m., but with a proviso that if there is perishable cargo to be shipped, and the master considers the weather indications favourable for a good run to Wellington, he may, at his own discretion, remain an hour or two longer. On this occasion the captain of the "Maitai" anticipated being able easily to make up his lost time, but, unfortunately, the steamer ran into a succession of westerly gales, with very heavy head sea, shortly after leaving Rarotonga, and until arrival at Wellington. Nearing Wellington it became apparent that nothing would be gained by pressing against the adverse weather to arrive after dark on Thursday, so a daylight arrival on Friday was aimed at.

As the prime cause of the delay was the desire to prevent the loss of perishable cargo at Rarotonga, we trust that the foregoing explanation will be considered satisfactory.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.
[Wn.—S.F. 12/4.]

No. 49.

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, 3rd January, 1912.

Referring to our letter of this date in explanation of the late arrival of "Maitai" from San Francisco on the 8th ultimo, the question again arises as to whether, when all the fruit offering at Rarotonga cannot be placed aboard in time to let the steamer away to Wellington by, say, 6 p.m. on their Thursday, the steamer should not wait a few hours longer. If it can be shown that the steamer reached Rarotonga up to time, and that all due diligence was exercised in prosecution of the voyage from there to Wellington, will you be satisfied to let her remain at Rarotonga until, say, midnight rather than leave perishable cargo behind?

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.
[Wn.—S.F. 12/6.]

No. 50.

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, 5th January, 1912.

As it appears unnecessary now to despatch the San Francisco steamers from New Zealand so close upon the sailing dates of the Vancouver service, we beg to suggest that while we continue to employ three steamers to maintain the running between San Francisco and New Zealand and Australia, they might be despatched a week earlier from this end, maintaining the dates as at present time-tabled from San Francisco. If you are agreeable to the change we contemplate accelerating the sailing on the 30th March to the 23rd March from Sydney and the 29th March from Wellington, with succeeding despatches every twenty-eight days, provided that we shall be at liberty to revert to the current order of sailings at any time on giving, say, two months' notice of change.

While on this subject I have to mention that we are considering the substitution of the "Manuka" for the "Maitai" from Sydney in March, and for a few trips after, if not permanently. The "Manuka" has at present no cold storage for cargo, but as the season for such shipments will practically close with the preceding sailing, this may not cause inconvenience. Should we find later that cold storage is required to an extent sufficient to warrant a change of steamers we could send the "Moana" in place of the "Manuka."

We shall feel very much obliged for a reply by telegraph whether you are agreeable to these proposals, so that, if decided upon, we can announce the changes.

I have, &c.,

C. HOLDSWORTH, General Manager.

The Secretary, General Post Office, Wellington.

[Wn.-S.F. 12/1.]

No. 51.

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, 1912.

I have the honour to inform you that, on account of an accident and delay to a mail-car containing a large portion of the through mails from Europe to the Dominion ex steamer "Lusitania," it has been necessary to delay the departure of the steamer "Tahiti" from this port until the arrival of the overland express due here at 7.10 p.m. Due notice, as per copy of letter enclosed, has been served upon Messrs. Hind, Rolph, and Co., agents for the Union Steam Ship Company of New Zealand. It is quite probable that the "Tahiti" may be compelled to remain here until late to-night.

I have not yet received any statement of the cause of this accident, but expect to report fully by the next mail.

I would state for your information that the mails homeward bound which arrived here by the R.M.S. "Tahiti" left New York to-day by the steamer "Lusitania," and I trust will make an early arrival at destination in Europe.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

Wn.-S.F. 12/29.]

[Acknowledged 7th February, 1912.]

Enclosure in No. 51.

The RESIDENT AGENT for New Zealand, San Francisco, to Messrs. HIND, ROLPH, AND Co., San Francisco, Agents for the Union Steam Ship Company.

GENTLEMEN,— Resident Agency for New Zealand, San Francisco, 10th January, 1912.

I have the honour to inform you that, on account of accident and delay to the mail-car bound to this city containing a large portion of the through mails from Europe for the Dominion of New Zealand, it will be necessary to delay the departure from this city of the R.M.S. "Tahiti," scheduled to leave this day at 11 a.m.

I am informed by the Railway Mail Service Department that the delayed mails are due in this city at 7.10 to-night, but on account of the inclemency of the weather it is extremely probable that some further delay will occur. Therefore I request you to hold the steamer "Tahiti" until such hour as is requisite to effect the connection between the mail train and the steamer.

This notification is in accordance with the terms and conditions of the contract for the conveyance of mails between this city and the Dominion now existing with your company.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

Messrs. Hind, Rolph, and Co., Agents for the Union Steam Ship Company of New Zealand (Limited), San Francisco.

[Wn.-S.F. 12/28.]

No. 52.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR OF POSTS, Tahiti.

SIR,— General Post Office, Wellington, 11th January, 1912.

I have the honour to refer to your letter of the 13th July last, supplying this Administration with the net weights of mail matter despatched by steamers of the Union Steam Ship Company of New Zealand (Limited) from Tahiti to San Francisco on the 9th and from Tahiti to Wellington on the 10th idem.

I now enclose, in duplicate, a statement [not printed] showing the amount of fr. 6,666.3 to be due by your office for the conveyance of the mail matter in question during the period 19th October, 1910–31st December, 1911.

I have, &c.,

D. ROBERTSON,

Secretary.

The Director of Posts, Tahiti.

Wn.-S.F. 11/323.]

No. 53.

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

SIR,—

General Post Office, Wellington, 11th January, 1912.

I have the honour to acknowledge the receipt of your letter of the 3rd instant, asking that when the inward steamer reaches Rarotonga up to time and due diligence is exercised in prosecution of the voyage thence to Wellington, permission be given for the vessel to wait at Rarotonga on Thursdays until midnight, if necessary, in respect of the shipment of perishable cargo.

The Department accedes to the request. The steamer should, however, arrive in Wellington in time for the mails to connect with the Main Trunk express train for Auckland.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 12/7.]

No. 54.

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

(Telegram.)

Wellington, 12th January, 1912.

YOUR letter 5th instant. Proposal therein to despatch San Francisco steamer from Wellington on 29th March, and every twenty-eight days thereafter, to revert to present time-table on giving two months' notice, and to substitute "Manuka" or "Moana" for "Maitai" commencing with March trip approved.

[Wn.—S.F. 12/11.]

No. 55.

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

(Telegram.)

Dunedin, 15th January, 1912.

Re your wire 12th, purpose announcing in to-morrow's press "Manuka" relieves "Maitai" Frisco service; also intimating alteration dates commencing "Manuka" from Wellington March twenty-ninth.

[Wn.—S.F. 12/25.]

No. 56.

The DIRECTOR OF POSTS, Tahiti, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Papeete, 27th January, 1912.

In continuation of my letter of the 13th July, 1911, I have the honour to inform you that the transit account which you have just prepared in favour of your Administration and of the Union Steam Ship Company cannot be accepted by the local Administration of Tahiti, as the conveyance of mails for this place has to be effected free of cost by the Union Steam Ship Company in accordance with the contract which has been made, a copy of which will be found attached.

[Not printed.]

I have, &c.,

The Hon. the Postmaster-General, Wellington.

J. CADOSTEAU.

Wn.—S.F. 12/42.]

No. 57.

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

SIR,—

General Post Office, Wellington, 31st January, 1912.

In reference to my letter of the 2nd November last, notifying that the Hon. the Postmaster-General agreed to the extension of the New Zealand—San Francisco mail-service for a period of two years from the 20th October, 1911, I have now the honour to enclose, in duplicate, a memorandum of agreement for the extension for execution by your company.

I have, &c.,

W. R. MORRIS, for Secretary.

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

[Wn.—S.F. 12/30.]

[For memorandum of agreement for the extension, see enclosure to letter of 20th March, 1912.]

No. 58.

The RESIDENT AGENT for New Zealand, San Francisco, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

San Francisco, 2nd February, 1912.

"MAITAI" arrived at San Francisco on 2nd instant at 8 a.m. Connection failed.

[U.S.—Inc. 12/25.]

No. 59.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 5th February, 1912.

SIR,—

We regret to have to advise you that, owing to dense fog, the R.M.S. "Maitai" was unable to reach San Francisco until Friday, p.m., and, in consequence, missed the usual connection for her mails.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/33.]

No. 60.

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 February, 1912.

SIR,—

I beg to mention that we have advice from our San Francisco agents to the effect that they detained the "Tahiti" there until the morning of the 11th ultimo, in response to the request of Mr. Stephenson Smith, to enable the overland mails to connect. The steamer therefore left San Francisco twenty-one hours late, but arrived at Wellington a little before her due time.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/32.]

No. 61.

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 February, 1912.

SIR,—

I have pleasure in acknowledging receipt of and thanking you for your letter of the 11th ultimo, intimating that the Department accedes to our request for permission for the south-bound mail-steamer to wait at Rarotonga on Thursdays until midnight if the necessity should arise, owing to quantity of perishable cargo for shipment. I note that the steamers should arrive in Wellington in time for the mails to connect with the Main Trunk express for Auckland, and under ordinary weather conditions I do not anticipate any difficulty in their doing this.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/31.]

No. 62.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 15th February, 1912.

SIR,—

Referring to your letter of the 31st ultimo, I now have the honour to enclose memorandum of agreement [see enclosure to No. 69] for extension executed at to-day's meeting of the Board.

I have, &c.,

C. HUGHES, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/36.]

No. 63.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 20th February, 1912.

SIR,—

Passage Rates between New Zealand and the Islands by Mail-steamer.

Referring to clause 4 in the San Francisco service contract and clause 6 in that prepared for the Vancouver service, I beg to submit that, in consequence of advances in cost of maintenance and general working, including in particular the recent advances in wages to all departments aboard the steamers and to the waterside workers (with claims to further advances still pending), the conditions

of the services have so materially altered that an increase of 5 per cent. in passage rates has become necessary. We do not, however, wish at the present time to alter the through rates to the American Continent or Europe, and desire to limit the increase to the sections between New Zealand and the Islands, in order to conform with increases forced upon ourselves and other shipping companies. The latter vary from 5 per cent. to 10 per cent., and have been applied to the coastal, intercolonial, and interstate trades in New Zealand and Australia generally, also to the local Island services, though in the meantime freight rates to or from the Islands have not been changed.

Trusting to receive at your earliest convenience the necessary authority to increase the rates as desired herein.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/32.]

No. 64.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 28th February, 1912.

SIR,—

I have to thank you for your favour of the 21st instant [not printed] advising that the mails by last trip of "Maitai" reached London on the 17th instant, or five days late. The "Maitai" was, we were advised by our San Francisco agents, delayed by fog off San Francisco, and arrived there on Friday morning 2nd instant, but the mails did not connect with the Friday morning overland train. They would, however, proceed by the Friday evening train, and in the ordinary course should have reached New York on Wednesday, though not in time for the Cunard steamer sailing on Wednesday morning. Probably there was no Southampton steamer on Thursday, which would account for the unusual delay in delivery at London; but no doubt we shall get particulars in due course.

I have, &c.,

R. MCK. McLENNAN, for General Manager

The Secretary, General Post Office, Wellington.

[U.S. Inc. 12/22.]

No. 65.

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

SIR,—

Postmaster-General's Department, Melbourne, 29th February, 1912.

With reference to your communication of the 3rd October last, relative to the proposal that this Department pay for the conveyance of Australian mails by the New Zealand-San Francisco contract steamers on the basis of the mail-matter forwarded for despatch by the steamer which left Wellington on the 22nd September last, I have the honour to inform you it is not considered that the increased frequency and the general convenience of the present through service can be regarded as an important modification in the flow of correspondence, and this office is therefore unable to agree to payment on the basis of fresh statistics as proposed.

I have, &c.,

The Secretary, General Post Office, Wellington.

JUSTINIAN OXENHAM, Secretary.

[Wn.-S.F. 12/45.]

No. 66.

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

SIR,—

General Post Office, Wellington, 7th March, 1912.

I have the honour to refer to clause 14 of the contract for the New Zealand-San Francisco mail-service, under which this Department is required to claim on behalf of your company payment of sea-transit rates from countries whose mails may be carried by steamers employed in the service. A claim was accordingly made on the Post Office at Tahiti for the sum of 6,666-3 fr. for the conveyance of mail-matter from Papeete to San Francisco, and from Papeete to New Zealand, during the period 19th October, 1910, to 31st December, 1911; but the claim has not been accepted, the Director of Posts, Papeete, stating that by contract your company is required to effect the conveyance in question free of charge. If this is so, I shall be glad if you will inform this Department of the nature of the engagement, and will forward me a copy of the contract.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.-S.F. 12/47.]

No. 67.

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

SIR,—

General Post Office, Wellington, 8th March, 1912.

San Francisco and Vancouver Mail-services : Passage Rates.

I have the honour to refer to your letter of the 20th ultimo, applying for permission, under clause 4 of the San Francisco mail-service contract and clause 6 of the Vancouver contract, to raise the passenger rates under the former contract between New Zealand and Rarotonga and Tahiti, and under the latter between New Zealand and Suva, by 5 per cent., on the ground of the increase of the cost of maintenance and general working of the steamers used in the services, and to inform you that the Postmaster-General, being of opinion that the disturbance of normal conditions caused particularly by the recent advances in wages paid in all departments of the steamers and to the waterside workers is sufficient to materially increase the expense of running the vessels, grants permission for the passage rates to be raised as proposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/36.]

[Acknowledged, 18th March, 1912.]

No. 68.

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, 9th March, 1912.

We beg to acknowledge receipt of and thank you for your letter of the 4th instant [not printed] advising the arrival at San Francisco of R.M.S. "Aorangi" at 7 a.m. on Saturday, the 2nd instant.

We regret very much the late arrival, and, pending reports from the master on the ship's return [see No. 73], the only information we have at present is that, consequent on the late departure from Wellington, she was unable to clear Rarotonga on the Wednesday, and was thus one day late leaving Papeete. We understand that she was also delayed by weather after leaving Papeete.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[U.S. Inc. 12/24.]

No. 69.

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

SIR,—

General Post Office, Wellington, 20th March, 1912.

In reference to your letter of the 27th ultimo [not printed], forwarding the second copy of the agreement for the extension of the New Zealand—San Francisco mail-service, I have now the honour to enclose your company's copy of the agreement, signed by the Postmaster-General.

I have, &c.,

W. R. MORRIS, for Secretary.

The Acting-Secretary, Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Wn.-S.F. 12/57.]

Enclosure in No. 69.

AGREEMENT BETWEEN THE HON. THE POSTMASTER-GENERAL AND THE UNION STEAM SHIP COMPANY.

MEMORANDUM of agreement made the fifteenth day of February, one thousand nine hundred and twelve, between the Postmaster-General of the Dominion of New Zealand of the one part and the Union Steam Ship Company of New Zealand (Limited) of the other part: Whereas the parties hereto have by memorandum of agreement, dated the eleventh day of November, one thousand nine hundred and ten, entered into a contract for the carriage of ocean mails between New Zealand and San Francisco for the term of one year, computed from the nineteenth day of October, one thousand nine hundred and ten: And whereas it was provided in the said agreement that the Postmaster-General should be at liberty to extend the term of the said agreement for a further period of two years from the nineteenth day of October, one thousand nine hundred and eleven, and the Postmaster-General has elected so to extend the same, and has requested the said Union Steam Ship Company of New Zealand (Limited) to enter into these presents:

Now this agreement witnesseth that the parties hereto do mutually agree to extend the term of the hereinbefore recited agreement of the eleventh day of November, one thousand nine hundred and ten, for a period of two years, computed from the nineteenth day of October, one thousand nine hundred and eleven.

In witness whereof these presents have been executed the day and year first before written.

Signed by the Postmaster-General in the presence of—

F. G. MATTHEWS, Private Secretary.

J. G. WARD.

The common seal of the Union Steam Ship Company (Limited) was hereunto affixed by G. R. Ritchie and John Roberts, Directors, in the presence of—
C. HUGHES, Secretary.

[L.S.]

[Wn.—S.F. 12/56.]

No. 70.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 20th March, 1912.

SIR,—

American Mail-money.

Referring to previous correspondence regarding the payments we receive from the United States Post Office, I now beg to enclose copies of the accounts showing remittances lately received through our San Francisco agents for the quarter ended the 30th September last for United States mails and for foreign closed mails from United States also for United States mails, during quarter ended the 31st December last. The account for foreign closed mails from United States for the December quarter will probably reach us by next mail.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/52.]

[Acknowledged, 28th March, 1912.]

Enclosure 1 in No. 70.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 23rd November, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to Tahiti, New Zealand, and Australia during the quarter ended the 30th September, 1911, and that the service so performed has been recognized by this Department and referred to the Auditor for payment:—

Date.	Vessel.	Letters.	Prints.	Parcel Post.
1911.		Grams.	Grams.	Grams.
July 14	Talune	29,765	567,780	52,215
July 26	Maitai	434,020	7,919,240	2,188,885
Aug. 23	Aorangi	440,000	7,818,720	2,734,815
Sept. 20	Maitai	425,025	8,341,185	1,923,000
			24,646,925 6,898,915	6,898,915
		1,328,810	31,545,840	

			Fr.
1,328,810 grams of letters at 4 fr. per kilo.	..	..	5,315.24
31,545,840 grams of prints, &c., at 50 cm. per kilo.	..	..	15,772.92

Total sea postage	..	..	..	21,088.16
				(or \$4,070.01)

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of J. D. Spreckels and Bros. Company, San Francisco.

[Wn.—S.F. 12/51.]

Enclosure 2 in No. 70.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 29th November, 1911.

I have the honour to report that the steamers of the Union Steam Ship Company have conveyed foreign closed mails from the United States to and *via* New Zealand during the quarter ended 30th September, 1911, as follows :—

Date.	Vessel.	Letters.	Prints.
1911.		Grams.	Grams.
July 26	Maitai	492,842	4,478,265
Aug. 23	Aorangi	920,198	9,152,109
Sept. 20	Maitai	451,960	3,912,559
		1,865,000	17,542,933

			Fr.
1,865,000 grams of letters at 4 fr. per kilo.	..	..	7,460-00
17,542,933 grams of prints at 50 cm. per kilo.	..	..	8,771-46-13

Total compensation allowable ..	..	..	16,231-46-13 (or \$3-132-67)
---------------------------------	----	----	---------------------------------

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of J. D. Spreckels and Bros. Company, San Francisco.

Enclosure 3 in No. 70.

The SECOND ASSISTANT POSTMASTER-GENERAL, Washington, to the AGENTS, Union Steam Ship Company, San Francisco.

SIRS,—

Post Office Department, Washington, 10th January, 1912.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to and *via* Tahiti, New Zealand, and Australia during the quarter ended the 31st December, 1911, and that the service so performed has been recognized by this Department, and referred to the Auditor for payment :—

Date.	Vessel.	Letters.	Prints.	Parcel Post.
1911.		Grams.	Grams.	Grams.
Oct. 18	Aorangi	484,435	12,345,385	2,130,805
Nov. 15	Maitai	483,525	9,909,260	1,571,215
Dec. 13	Aorangi	680,765	10,226,340	3,307,970
			32,480,985 7,009,990	7,009,990
		1,648,725	39,490,975	

			Fr.
1,648,725 grams of letters at 4 fr. per kilo.	..	..	6,594-90
39,490,975 grams prints at 50 cm. per kilo.	..	..	19,745-48-15

Total sea postage ..	..	..	26,340-38-15 (or \$5,083-69)
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I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of J. D. Spreckels and Bros. Company, San Francisco

No. 71.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 2nd April, 1912.

SIR,—

Sea-transit Rates from Papeete to San Francisco and New Zealand.

In reply to your letter of the 7th ultimo, I have to express regret that it did not occur to us to send you a copy of the agreement we had arranged with the Government of French Oceania.

The agreement was really an extension of a previous agreement, which, while not affording us a subsidy, freed our steamers from certain dues or charges specified in the agreement, in return for which we agreed to carry their mails free of charge. The agreement is really similar to those that have been in effect for many years in connection with the service between Auckland and the Eastern Pacific.

I beg now to enclose copy of the agreement [not printed] that expired on the 14th September last, which was signed on the 26th October, 1910, and also copy of a modification [not printed] signed on the 28th March, 1911. We then (in September last) made a temporary agreement on the same lines until the withdrawal of the "Mariposa," when a fresh agreement was arranged, commencing with the sailing of the "Maitai" from San Francisco on the 7th February last. The latter agreement is still under correspondence, but we expect to have it definitely compiled and printed within the next few weeks, and shall send you a copy. Meantime I beg to enclose a press copy of the translation of the agreement [not printed] in the form it reached us from Papeete last month.

We have desired alteration of the wording of a number of the clauses, and we expect an amending document to reach us by next mail.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/76.]

No. 72.

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

SIR,—

General Post Office, Wellington, 15th April, 1912.

I have the honour to refer to the arrival of the R.M.S. "Aorangi" at San Francisco on the 2nd ultimo at 5.25 a.m., and at Wellington on the 30th idem at 1.40 a.m., twenty-five and forty hours late respectively; and to ask for an explanation of the late arrivals.

I have, &c.,

W. R. MORRIS, for Secretary.

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

[Wn.—S.F. 12/79.]

No. 73.

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, 1912.

SIR,—

I have to acknowledge receipt to-day of your favour of the 15th instant, requiring an explanation of the late arrival of the "Aorangi" last voyage at San Francisco and at Wellington.

In reply, I beg to inform you that we have been experiencing very great difficulty in obtaining suitable coal at San Francisco, and although we changed the coal recently for a description costing \$1 a ton more than that previously used, the result has been very disappointing.

It therefore appeared advisable to carry more coal from this end so as to ensure better results on the back trip. This was tried on the "Aorangi" last voyage, but it was discovered that in practice this did not suit the draft and trim of the ship, and caused her to reach San Francisco late. The supplementary supply required there proved particularly disappointing in quality, and the steamer could not make satisfactory progress with it.

We cabled to our San Francisco agents when "Aorangi" arrived, so that no more coal of that description will be taken. The experience gained on the last trip of the "Aorangi" will, however, we think, serve as a good guide, and we feel confident that there will be no more difficulty from the same causes. I may mention that fresh instructions have been given with regard to the coaling, also that the "Aorangi" is to be dry-docked each round trip as a further step to provide against delay.

Trusting that this explanation will be accepted as satisfactory,

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12-80.]

INCIDENTS OF PACIFIC TRANSIT, ETC.

(BY OCEANIC COMPANY.)

No. 74.

MESSRS. HENDERSON and MACFARLANE, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.
Auckland, 22nd September, 1911.

SIR,— We had the honour to write you on the 27th September, 1910 [No. 103, F.-6, 1911], on the subject of a small amount due to Oceanic Steam Ship Company of San Francisco for the carriage of mails to and from New Caledonia and New Zealand.

These amounts, as stated in a letter dated the 21st July, 1911, from the Chief Postmaster at Noumea to the representative of the Oceanic Steam Ship Company, are as follows:—

	Fr.
26-65 fr. each year for 1901 and 1902	53-30
23-57 fr. „ 1903-7	117-85

171-15

We are requested to apply to you for settlement of the above small matter, which is, we believe, the last outstanding in connection with the Oceanic Company's business with this country.

We enclose copy of the letter from Chief Postmaster at Noumea referred to in foregoing.

We have, &c.,

HENDERSON and MACFARLANE.

The Hon. the Postmaster-General, Wellington.

[S.F. Payments 11/1.]

Enclosure in No. 74.

THE CHIEF OF POST AND TELEGRAPH SERVICE, Noumea, to Mr. JOHNSTON, Agent for Oceanic Company, Noumea.

SIR,—

Noumea, 21st July, 1911.

I HAVE the honour to confirm our conversation of to-day *re* payment for sea-transit of mails claimed by the representatives of the Oceanic Steam Ship Company.

It appears from a despatch from the Colonial Office of 12th May last [not printed] that the Under-Secretary of State for Posts and Telegraphs paid the sea territorial transit charges to the United States postal administration for the period 1st January, 1901, to December, 1907.

These sums are, moreover, insignificant, amounting to 26-65 fr. for each of years 1901 and 1902, and 23-57 fr. for each of following years.

We could not think of preparing the special account of the steamship company in question, since the rule amongst postal administrations is that transit charges on mails handed to steamers are paid to the company affected by the administration which effects delivery, obtaining a refund if necessary from the other administrations for which the first serves as intermediary.

This is what must have happened in this case: Our mails for San Francisco are always included in the mail which we make up for Auckland, and it is extremely probable that the postal administration of New Zealand must have included them in the payments to the company.

I have, &c.,

CHIEF OF THE POST AND TELEGRAPH SERVICE.

Mr. Johnston, Agent for Oceanic Steam Ship Company, Noumea.

[S.F. Payments 11/2.]

No. 75.

THE SECRETARY, General Post Office, Wellington, to MESSRS. HENDERSON and MACFARLANE, Auckland.

GENTLEMEN,—

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

In reply to your letter of the 22nd ultimo, claiming 171-15 fr. for the conveyance of mails by the Oceanic Steam Ship Company to and from New Caledonia and New Zealand, I have the honour, by direction, to refer you to my letter of the 7th October last [No. 104, F.-6, 1911], in which I informed you to the effect that no mail-money was due by this Department to the Oceanic Steam Ship Company in respect of mails from New Caledonia to the United States, as such mails were placed on board the steamers at Sydney, and were therefore not handled by this administration.

Prior to 1901 this administration collected the amounts due for the conveyance of Noumean correspondence for the United States; but the Director of Posts, Noumea, was informed on the 29th August, 1902 [not printed], that payment for the conveyance by steamers of the Oceanic Company between Australia and the United States of closed mails originating in New Caledonia should be made direct to the company from 1901, and, consequently, this Department ceased to claim from Noumea on behalf of the company.

As regards the last paragraph of the letter of the 21st July last, from the Chief of the Post and Telegraph Service, Noumea, to the representative of the Oceanic Company, a small quantity of correspondence was forwarded *a découvert* on Auckland, and the amount due for this would be included in the payments made for New Zealand correspondence.

I have, &c.,

D. ROBERTSON, Secretary.

Messrs. Henderson and Macfarlane, Auckland.

[S.F. Payments 11/4.]

VANCOUVER SERVICE.

AUCKLAND-SUVA-HONOLULU-VANCOUVER CONTRACT.

No. 76.

His Excellency the GOVERNOR-GENERAL, Canada, to His Excellency the GOVERNOR, New Zealand.
My LORD,— Government House, Ottawa, 28th January, 1911.

I have the honour to transmit herewith, for Your Excellency's information, a copy of an approved minute of His Majesty's Privy Council for Canada with reference to a contract into which it is proposed to enter with the Union Steam Ship Company of New Zealand for a service to New Zealand *via* Honolulu and Fiji.

His Excellency Lord Islington, K.C.M.G., Governor of New Zealand.
[Vanc. Misc. 11/98.]

I have, &c.,
GREY.

Enclosure in No. 76.

CERTIFIED COPY OF A REPORT OF THE COMMITTEE OF THE PRIVY COUNCIL (CANADA), APPROVED BY HIS EXCELLENCY THE GOVERNOR-GENERAL ON THE 24TH JANUARY, 1911.

THE Committee of the Privy Council have had under consideration a report, dated 17th January, 1911, from the Minister of Trade and Commerce, submitting that tenders were invited for a renewal of the Canada Australian service or an alternative service including a call at New Zealand, and that the Union Steam Ship Company of New Zealand, now performing the service between Canada and Australia, the contract for which expires on the 1st of August next, was the only company that tendered.

The Minister observes that the Canadian Government accepted the tender for a service to Australia *via* New Zealand, it being understood that Canada, Australia, and Fiji were to pay practically the same subsidy as at present. This tender the Australian Government declined to accept, as it included a call at New Zealand.

It therefore appears expedient to enter into a contract for a service to New Zealand *via* Honolulu and Fiji, leaving the question of the extension of the service from New Zealand to Australia for further negotiation.

The Minister accordingly recommends that he be authorized to enter into a contract with the Union Steam Ship Company of New Zealand (Limited), with a view to establishing a direct steamship service between Canada and New Zealand for a period of five years from the 1st of August, 1911, and to pay a subsidy therefor at the rate of £37,090 18s. 2d.

The Committee, concurring in the report of the Minister of Trade and Commerce, advise that Your Excellency may be pleased to forward a copy of this minute to the Right Hon. the Secretary of State for the Colonies and to the Governments of Australia and New Zealand.

All which is respectfully submitted for approval.

F. K. BENNETTS,
Assistant Clerk of the Privy Council.

[Vanc. Misc. 11/96-7.]

No. 77.

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,—

With reference to your letter of the 10th instant [No. 135, F.-6, 1911], regarding freight on flax from Auckland to Vancouver, we beg to remark that the comparison made by the correspondent between the carrying of bulky freight by the mail-steamers to the Pacific coast with the carriage of the same goods in the steamers trading to the United Kingdom is not a fair one. The steamers in the United Kingdom trade are, for obvious reasons, much less expensively operated in proportion to their tonnage and the earning-powers the trade affords. Their large cargoes consist principally of meats, butter, cheese, wool, gum, and other valuable commodities, yielding good rates, and thus they can quote low for bulky cargo such as flax to fill up with.

Freights to the Pacific coast do not, as yet, offer remunerative employment for large carriers running to a regular time-table, but to promote an expansion of trade we are pleased to quote for all classes of produce at the lowest rates practicable. For flax, for instance (which the correspondent specially mentions), we quote at present to San Francisco £1 15s. 9d. per 2,000 lb. (dumped), equal to only about 15s. per 40 cubic feet; but, of course, such figures have to be varied according to space available when better-paying business offers. The effect of the rates we have from time to time been able to arrange from New Zealand *via* Vancouver to inland American points can be seen by comparing the rates now quoted *via* England to America with those ruling over that route a few years ago.

With regard to the correspondent's suggestion that the rates should be made equal from all main ports to the Pacific coast, that is plainly impracticable, unless by raising the rates from the ports of call of the mail-steamers to those ruling from the other ports.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/62-3.]

No. 78.

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

SIR,—

General Post Office, London, 24th April, 1911.

The Postmaster-General is informed that arrangements have been made for a new mail-service between the dominions of Canada and New Zealand, to come into operation in August next.

He will be much obliged if you will favour him at your early convenience with time-tables, and any further information regarding the service likely to be of use or interest to this Department.

I am, &c.,

A. B. WALKLEY, for the Secretary.

The Hon. the Postmaster-General, Wellington.

[Vanc. Misc. 11/135.]

[Particulars supplied to General Post Office, London, by the High Commissioner. See No. 142, F.-6, 1911.]

No. 79.

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, 24th April, 1911.

I beg to submit, as follows, the passenger and freight rates we propose to insert in the mail contract:—

Passenger Rates—from Auckland.

			Saloon.			Second.			Third.					
			£	s.	d.	£	s.	d.	£	s.	d.			
To Suva	..	..	Single	10	0	0	Single	8	0	0	Single	4	10	0
			Return	15	0	0	Return	12	0	0	Return	7	10	0
To Honolulu.. ..	..	..	Single	30	0	0	Single	20	0	0	Single	12	10	0
			Return	45	0	0	Return	30	0	0	Return	22	10	0
To Victoria and Vancouver	..	..	Single	40	0	0	Single	25	0	0	Single	16	0	0
			Return	60	0	0	Return	40	0	0	Return	30	0	0

Freights—from Auckland.

To Honolulu, Victoria, and Vancouver, not to exceed,—

General cargo	50s. to 60s. per ton of 40 cub. ft.
Skins	50s. per 2,000 lb.
Butter in refrigerator	1d. per lb. gross.
Meats in refrigerator	$\frac{3}{4}$ d. „
Wool, greasy	$\frac{1}{2}$ d. „
Wool, scoured	$\frac{3}{4}$ d. „
Phormium fibre	60s. per ton of 2,240 lb.

It is agreed that the rates for skins, wool, and phormium fibre apply to this class of cargo when dumped.

From Vancouver to Auckland.

General cargo	\$8 to \$16 per 40 cub. ft.
Canned goods	\$8 „ \$10 „
Canned salmon	\$8 „ \$9 „
Wheat and flour	\$6 „ \$8 per 2,000 lb.

An additional rate of not exceeding 12s. 6d. per ton to and from the ports of Wellington, Lyttelton, and Dunedin shall be chargeable, which includes transshipment expenses at Auckland.

The rates of passages provided herein are understood to be applicable to the vessel's 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.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/81-2.]

No. 80.

The Hon. the MINISTER OF AGRICULTURE AND OF INDUSTRIES AND COMMERCE to the Hon. the ACTING POSTMASTER-GENERAL.

Department of Agriculture, Commerce, and Tourists,
Wellington, 25th April, 1911.

(Memorandum.)

I AM endeavouring to arrange for the space for refrigerated and other cargo by the New Zealand to Vancouver steamers to be occupied as far as possible by New Zealand produce, but I am considerably hampered by lack of information as to rates of freight, and as to whether the contract will provide for through booking from New Zealand ports other than Auckland to Vancouver. Will you therefore kindly let me have information on these points immediately it is available?

THOS. MACKENZIE,

Minister of Agriculture, and of Industries and Commerce.

The Hon. the Acting Postmaster-General.

[Vanc. Misc. 11/90.]

No. 81.

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

(Memorandum.)

General Post Office, Wellington, 26th April, 1911.

Vancouver Mail-service.

HEREWITH please find copy of a letter [No. 79], from the Union Steam Ship Company, submitting passenger and freight rates which it is proposed to insert in the mail contract. Would you kindly advise me as early as possible whether these rates, which are maximum rates, meet with the approval of the Minister?

A question was recently raised about the freight for phormium fibre, the suggestion being that it should be carried at the same rates as phormium is carried from New Zealand to London by the direct liners; but the nature of the two services is so different that there is probably no warrant for carrying out such a proposal.

D. ROBERTSON, Secretary.

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

No. 82.

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

SIR,—

Westminster Chambers, 13 Victoria Street, London S.W., 1st May, 1911.

I have the honour to acknowledge receipt of your letter of the 8th March [No. 133, F.—6, 1911] giving particulars of the contract to be made between the Union Steam Ship Company of New Zealand and the Canadian Government for a four-weekly service of mails between Vancouver and Auckland via Honolulu and Suva, and *vice versa*, for a period of five years.

As you requested, the General Post Office, London, has been furnished with the information contained in your letter, and that Department has expressed the thanks of the Postmaster-General for it.

I also communicated the information you supplied with regard to this service to the Colonial Office.

I have, &c.,

The Hon. the Acting Prime Minister, Wellington, New Zealand.

WM. HALL-JONES.

[Vanc. Misc. 11/140.]

No. 83.

The Hon. the MINISTER OF AGRICULTURE AND OF INDUSTRIES AND COMMERCE to the Hon. the ACTING POSTMASTER-GENERAL.

Department of Agriculture, Commerce, and Tourists,
Wellington, 5th May, 1911.

(Memorandum.)

It has been represented to me by Messrs. J. B. MacEwan and Co. that if a reasonable rate of freight is fixed on butter from New Zealand ports to Vancouver there is every prospect of a lucrative trade in this product being established with Canada. It is understood, however, that under the new contract the freight will be 1d. per pound on the gross weight. This is considered by the firm to be too high, and my officers support Messrs. MacEwan and Co. in their request that an endeavour be made to secure a ½d.-per-pound freight on the net weight, which it is considered will provide an adequate return for the shipping company. I understand that you are conducting all the negotiations with the Union Steam Ship Company, and I therefore ask that you endeavour to obtain this concession in the rate of freight accordingly. I need hardly point out the benefits that will accrue to New Zealand shippers if an outlet for our butter can be secured in Canada.

THOS. MACKENZIE,

Minister of Agriculture and of Industries and Commerce.

The Hon. the Acting Postmaster-General.

[Vanc. Misc. 11/93.]

No. 84.

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

SIR,—

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

I have the honour to inquire whether the contract for the Vancouver mail-service provides for through booking to Vancouver from New Zealand ports other than Auckland.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/91.]

No. 85.

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

SIR,—

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

Referring to the rates of freight in connection with the Vancouver mail-service contract, the Minister of Agriculture and of Industries and Commerce has written to the Acting Postmaster-General in reference to the representations made by Messrs. J. B. MacEwan and Co., that if a reasonable rate of freight is fixed on butter from New Zealand ports to Vancouver there is every prospect of a lucrative trade in this product being established with Canada. The firm understands that under the new contract the freight will be 1d. per pound on the gross weight. This is considered by them to be too high, and the officers of the Commerce Department support Messrs. MacEwan and Co. in their request that an endeavour should be made to secure a $\frac{3}{4}$ d.-per-pound freight on the net weight, which it is considered would provide an adequate return for your company. The Minister will be glad if you will consider this, and let me know as early as possible whether you are willing to grant the concession in the rate of freight as desired. The Hon. Mr. Mackenzie remarks that he need hardly point out the benefits which would accrue to New Zealand shippers if an outlet for our butter could be secured in Canada.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/94.]

No. 86.

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

(Telegram.)

Wellington, 10th May, 1911.

ARE you or McLennan likely to be in Wellington soon? If so, desirable to have Conference between yourself and Commerce and this Department about freights Vancouver service. Particular point at issue is reserving of refrigerated space for New Zealand shippers, and it will be necessary to come to some definite understanding. Meantime matter not advancing.

[Vanc. Misc. 11/102.]

No. 87.

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

(Telegram.)

Dunedin, 11th May, 1911.

THANKS for suggestion. I see no immediate chance of getting away from Dunedin, but will arrange McLennan leave here next Tuesday, and go into the question of Vancouver freights and allotment insulated space.

No. 88.

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

Department of Agriculture, Commerce, and Tourists.

(Memorandum.)

Wellington, 11th May, 1911.

REFERRING to your memorandum of the 26th April to this Department's Director of Commerce and Tourists, in regard to the New Zealand - Vancouver steamer service, the Hon. the Minister of Agriculture and of Industries and Commerce, who is also Acting Postmaster-General, has directed that the proposed maximum charges, and the question of keeping open space for New Zealand shippers until a time reasonably close to the dates of sailing, should be discussed between the Union Steam Ship Company, yourself, and myself. I shall be obliged if you will arrange accordingly.

The Secretary, Post and Telegraph Department, Wellington.

F. S. POPE, Secretary.

[Vanc. Misc. 11/95.]

[Mr. McLennan, Mr. Pope, and Mr. Robertson conferred, 17th May.]

No. 89.

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

(Telegram.)

Ottawa, 15th May, 1911.

To make sure of mails and passengers from Britain catching boat at Vancouver would be necessary to sail from Vancouver Thursday. Wednesday all right generally, but no certainty same as Thursday. Department is of opinion, therefore, sailing-day should be Thursday, with understanding in case of necessity they might wait until Friday. Unlikely Friday sailing ever necessary.

[Vanc. Misc. 11/105.]

No. 90.

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

SIR,—

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

The High Commissioner for this Dominion has forwarded copy of a letter [not printed] from the London Manager and Secretary of the Pacific Cable Board covering a memorandum on the subject of the steamship service to Fanning Island, and requesting the High Commissioner to approach the Government of this Dominion with a view to securing the continuance of the present arrangement by which the mail-steamers call at Fanning Island six times a year. I forward for your information copy of the letter and memorandum referred to [not printed], and shall be glad if you will inform me as early as possible whether the views of the Pacific Cable Board can be met.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/119.]

No. 91.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 17th May, 1911.

The following will serve as a record of the main points discussed with yourself and Mr. Pope this morning regarding cold-storage shipments by the Vancouver service.

1. Period in which applications for space are receivable for season 1911-12: Intending shippers have informed the Department of Agriculture that the closing date at present advertised, 1st July, is too early. We therefore propose to extend the period for applications until the 1st September, subject to confirmation within next few days. As I mentioned in conversation, we think it advisable to carry the Australian shippers with us, otherwise they might resort to the use of outside steamers, which would interfere with the regular rotation of deliveries, and disturb the market. If they make their space contracts by our line the New Zealand shipments will be on an equal footing as regards dates of delivery at Vancouver. We do not anticipate difficulty over the deferring of the date of proceeding to allotment of space, but would like a day or two in which to make inquiries.

2. Reservation of portion of space: We are agreeable to protect 2,000 cubic feet of cold-storage space to be available, trip by trip, for New Zealand shipments up to twenty-eight days prior to sailing-date from Sydney.

3. Freight on butter in cold-storage: The rate we proposed to be scheduled in the contract was "not to exceed 1d. per pound gross weight." We are agreeable that this shall, in practice, be 1d. per pound net weight, provided that the tare shall not exceed the usual proportion, which we understand is 10 lb. to every 56 lb. of butter.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/120.]

No. 92.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 18th May, 1911.

Referring to the proposal from Canada to make Thursday departures from Vancouver with right to detain steamers till Friday without demurrage, the information we had from our Vancouver agent was that the English mail *via* New York usually arrives on Tuesday evening, and that it is very seldom later. We therefore suggest that Wednesday sailing be adhered to in the time-table, with provision for detention up to forty-eight hours if required for the overland mails. We hope this will be agreed to, so that there shall be no delay to the European mails at Vancouver.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

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

[Vanc. Misc. 11/107.]

No. 93.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
(Telegram.) Wellington, 18th May, 1911.

DISCUSSED departure steamers with Union Company. As mails rarely reach Vancouver later than Tuesday night, would prefer retain Wednesday as time-table date. Steamers to be detained up to forty-eight hours for mails without demurrage if necessary. If you approve, company will agree.

[Vanc. Misc. 11/108.]

No. 94.

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

(Memorandum.)

General Post Office, Wellington, 19th May, 1911.

HEREWITH I forward copy of a letter [see No. 91] from the Union Steam Ship Company on the subject of the discussion which took place between yourself, Mr. McLennan, and myself on the 17th instant.

In addition to the matter contained in the letter, Mr. McLennan, who called at this office yesterday, suggests that any announcement to shippers might be deferred until after the closing of the Imperial Conference. As, no doubt, questions will arise at the Conference which may guide the Government of this Dominion in their future action, it would probably be desirable to defer the announcement of the extension of the closing-date for applications for space, as desired. You will, doubtless, advise me in due course of the Minister's decision, so that the formal agreement may be proceeded with.

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/123.]

No. 95.

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

(Telegram.)

Ottawa, 22nd May, 1911.

THIS Department would not object to Wednesday sailings under conditions of last telegram—namely, forty-eight hours' delay if necessary. May say last winter's mails rarely reached Vancouver before Thursday, owing to snow blockades in mountains.

[Vanc. Misc. 11/124.]

No. 96.

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

(Telegram.)

Wellington, 26th May, 1911.

HOLDSWORTH points out that if mails received *via* New York and American lines, time-table day is Tuesday. Is your calculation based on Canadian route?

[Vanc. Misc. 11/128.]

No. 97.

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

(Telegram.)

Ottawa, 30th May, 1911.

No mails from Britain or Europe for Australia or New Zealand received Vancouver *via* New York except mails despatched for Samoa and Fiji. All others come Canadian line. Calculation based entirely on Canadian route.

[Vanc. Misc. 11/129.]

No. 98.

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

(Telegram.)

Wellington, 30th May, 1911.

VANCOUVER service inward commencing 6th September from Vancouver. Canada advises mails for Australia and New Zealand from London traverse Canada. This apparently occupies day longer than traverse United States. If Sir Joseph Ward sees no objection, ascertain from Imperial Post Office if quickest route across America could be adopted for service.

[Vanc. Misc. 11/130.]

No. 99.

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

Union Steam Ship Company of New Zealand (Limited), Dunedin, 31st May, 1911.

SIR,—

Fanning Island.

With reference to your letter of the 16th instant, and enclosures therewith, regarding steamship service to Fanning Island, I have to say that we have received a communication on the same subject from Mr. O'Hara, Deputy Minister, Department Trade and Commerce, Ottawa.

We are at present in communication with Sir James Mills regarding this matter, and we shall probably hear from him by cable from Ottawa within the next few days, and we may then be able to communicate with you further.

I have, &c.,

R. McK. McLennan, for General Manager.

The Secretary, General Post Office, Wellington.
[Vanc. Misc. 11/127.]

No. 100.

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, 1911.

SIR,—

With reference to the first paragraph in our letter dated Wellington, 17th ultimo, regarding the proposed extension of the period in which applications for space are receivable, we cabled to our Sydney manager to ascertain how an extension would be likely to affect business from Australia. We are informed in reply that an outside steamer is offering there for a series of trips, and that it is considered advisable that we should not delay in allotting space to Australian shippers.

The position, therefore, appears to us rather a difficult one. As referred to in our letter of the 17th ultimo, there is the need to take care of the Australian shippers' requirements; but, on the other hand, we recognize that New Zealand shippers of dairy-products cannot very well forecast their space requirements before the spring.

Under these circumstances, it occurs to us that the situation may be met by protecting a portion of the space—say, 10,000 cubic feet each—in “Marama” and “Makura,” and 5,000 cubic feet in “Zealandia” (being about half the cold-storage in the last-named ship) until 1st September next for New Zealand applications received after 1st July for shipments to be made up till 31st July, 1912. Any surplus space then remaining unapplied for for New Zealand products to be available to Australian shippers whose applications have not been fully satisfied. The balance of the cold-storage beyond the 10,000 cubic feet in “Marama” and “Makura,” and 5,000 cubic feet in “Zealandia” to be allotted on 1st July, or as soon after as practicable, to New Zealand and Australian shippers for other than dairy-produce.

The reservation of 2,000 cubic feet, referred to in paragraph 2 of our letter of 17th May, to be protected from 1st September onwards, till 31st July, 1912.

If our proposal meets with the Minister's approval, we trust we shall thus be able to make an all-round satisfactory allotment of the cold-storage space.

I have, &c.,

R. McK. McLennan, for General Manager.

The Secretary, General Post Office, Wellington.
[Vanc. Misc. 11/132-3.]

No. 101.

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

(Telegram.)

Wellington, 7th June, 1911.

As Sir Joseph Ward might have something to say about the route for mails in connection with his all-red proposals, I thought it advisable to cable him asking if he saw any objection to London Post Office being instructed to send mails by quickest route. So far am without reply.

[Vanc. Misc. 11/134.]

No. 102.

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

(Telegram.)

Dunedin, 8th June, 1911.

SIR JAMES MILLS cables from Montreal that he has instructed our agent, Vancouver, to fix Wednesday for new contract. For our information, he says, probably necessary mails leave London Friday *via* Quebec, as he understands Saturday *via* New York not reliable, owing varying speeds steamers. He will make further inquiries on arrival London.

[Vanc. Misc. 11/136.]

[Acknowledged, 10th June, 1911.]

No. 103.

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

(Memorandum.)

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

HEREWITH please find copy of a letter [No. 100] from the General Manager of the Union Steam Ship Company, making proposals about protection of the cold-storage space until the 1st September next. If the proposals are satisfactory, I should be obliged if you would obtain the Minister's approval as early as possible.

D. ROBERTSON, Secretary.

The Secretary, Department of Agriculture, Commerce, and Tourists, Wellington.
[Vanc. Misc. 11/137.]

No. 104.

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

(Telegram.)

London, 15th June, 1911.

PACIFIC Cable Board : With reference to my letter of 7th April [not printed], please telegraph at once decision regarding continuance of mail-steamers calling at Fanning Island.

[Vanc. Misc. 11/156.]

No. 105.

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

(Telegram.)

Dunedin, 15th June, 1911.

REFERRING our letter 6th June : Obligated if you will let us have early reply, so that we may fix closing-date for applications without delay.

* * * * *

[Vanc. Misc. 11/139.]

No. 106.

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

(Telegram.)

Wellington, 16th June, 1911.

PACIFIC Cable Board pressing by cable for decision about mail-steamers calling Fanning Island. Could you yet enable me to reply ?

[Vanc. Misc. 11/157.]

No. 107.

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

(Telegram.)

Dunedin, 16th June, 1911.

It is arranged Sir James Mills will discuss Fanning Island call with Lord Strathcona and Sir Joseph Ward when he reaches London, early next week.

[Vanc. Misc. 11/158.]

[Message communicated by Acting Prime Minister to High Commissioner on same date.]

No. 108.

The Right Hon. Sir JOSEPH WARD (in London) to the HIGH COMMISSIONER.

(Memorandum.)

Hotel Cecil, Strand, London, 17th June, 1911.

I HAVE seen both the Postmaster-General and Sir Wilfrid Laurier on the subject of the journey across America, and now attach a memorandum I have received from Sir Matthew Nathan on the matter. Sir Wilfrid is also cabling the Canadian Pacific Railway Company to ascertain whether the train journey across cannot be reduced.

In the meantime the suggestion contained in Sir Matthew Nathan's communication should be agreed to.

J. G. WARD.

The High Commissioner for New Zealand, London.

[Vanc. Misc. 11/323.]

Enclosure in No. 108.

The SECRETARY, General Post Office, London, to the Right Hon. Sir JOSEPH WARD (in London).

(Memorandum.)

General Post Office, London, 16th June, 1911.

APPARENTLY a Wednesday sailing from Vancouver is contemplated. Posting by Cunard *via* New York on Saturday week previous means eleven days to Vancouver and twenty days to New Zealand—*i.e.*, a thirty-one days' service against thirty-three days and a half by Suez route.

If a Thursday sailing from Vancouver were arranged for, the mail could go by Canadian packet and Halifax, leaving the Friday week previous, and the time taken would be $13+20=33$ days—about the same as the mail *via* Suez.

I am inclined to advise that arrangements should be left to take their usual course—*i.e.*, that we should be allowed to arrange for the latest possible posting, having in view the connection at Vancouver.

M. NATHAN.

The Right Hon. Sir Joseph Ward, London.

[Vanc. Misc. 11/322.]

No. 109.

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

Department of Agriculture, Commerce, and Tourists,
Wellington, 23rd June, 1911.

(Memorandum.)

WITH reference to your memorandum of 10th instant, forwarding a copy of the letter of 6th June from the General Manager of the Union Steam Ship Company in regard to the conditions of the contract respecting the New Zealand – Vancouver steamer service, the Hon. Minister of Industries and Commerce has, after full consideration of the matter, decided that the company should be informed that the proposed reservation of space until the 1st September is not of much value to New Zealand shippers, and should be asked to reserve at least a third of the refrigerated space in each boat until three weeks before the date of sailing from Sydney. It is considered that the reduction of the period from four weeks to three weeks would be of considerable benefit to New Zealand exporters, and would not unduly hamper the allotment in Australia of any space remaining unbooked in New Zealand.

The Minister also wishes the company to be urged to quote, if possible, a lower rate than 12s. 6d. per ton for coastal freight in New Zealand on shipments going to Auckland for transshipment to the Vancouver boats.

The Minister also desires that it should be made clear to the company that the arrangements now being made in regard to refrigerated space apply only to the period ending 31st July, 1912, and that arrangements for the balance of the term of the contract must be negotiated when the results of the first season's working are available.

I presume you will communicate with the company accordingly.

F. S. POPE, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

[Vanc. Misc. 11/148.]

No. 110.

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

(Telegram.)

Wellington, 23rd June, 1911.

VANCOUVER service: Department of Commerce advises that Minister has, after full consideration of the matter, decided that your company should be informed that the proposed reservation of space until the 1st September is not of much value to New Zealand shippers, and should be asked to reserve at least a third of the refrigerated space in each boat until three weeks before date of sailing from Sydney. It is considered that reduction of period from four weeks to three weeks would be of considerable benefit to New Zealand exporters, and would not unduly hamper allotment in Australia of any space remaining unbooked in New Zealand. Minister also wishes that your company be urged to quote, if possible, lower rate than 12s. 6d. ton for coastal freight in New Zealand on shipments going to Auckland for transshipment to Vancouver boats. Minister also desires that it should be made clear to your company that arrangements now being made in regard to refrigerated space apply only to period ending the 31st July, 1912, and that arrangements for balance of term of contract must be negotiated when results of first season's working are available.

[Vanc. Misc. 11/153.]

No. 111.

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

SIR,—

General Post Office, Wellington, 23rd June, 1911.

I now beg to confirm my telegram of this day's date on the subject of the reservation of refrigerated space in the Vancouver steamers for New Zealand shippers, and to forward the full text of the reply received from the Department of Commerce to my memorandum of the 10th instant.

I have, &c.,

D. ROBERTSON, Secretary.

C. Holdsworth, Esq., Union Steam Ship Company of New Zealand (Limited), Dunedin.

[Vanc. Misc. 11/149.]

No. 112.

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

(Telegram.)

Dunedin, 23rd June, 1911.

REGRET your proposals regarding insulated space are not satisfactory. I would suggest position is not clearly understood. Under our proposal, whole of space is at option of New Zealand up to 1st July, while as regards dairy-produce, time could be extended to 1st September, thereafter 2,000 cubic feet space to be reserved to within four weeks of steamers leaving Sydney. Having in view custom to engage space for long periods and of importers to purchase ahead, also shippers paying

dead freight if space not occupied, the proposal to keep one-third of space until within three weeks of steamer's sailing-date from Sydney can hardly be regarded as reasonable, as advantage could not be taken of it by Australian shippers who make contracts for season. If Minister will consider paying dead freight for space not finally taken up, we would reconsider his proposal, although it would seriously cripple prospect of holding Australian shippers, who are now being pressed to make large contracts with outside steamer, which, if given effect to, would probably exclude New Zealand from Canadian meat-market for long time. With regard to coastal freight, it has been probably overlooked that Harbour Board charges involve about one-fifth of the freight, apart from cost of extra handling. It is quite understood that present conditions only refer to first year of contract.

[Vanc. Misc. 11/150.]

No. 113.

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

(Memorandum.)

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

THE contractors have been communicated with in the terms of your memorandum of the 23rd instant, to which they have sent the following reply by telegraph [see No. 112].

I hope to see the Minister before his departure on Monday morning, and should be glad if you would kindly arrange to bring the matter before him, so that, if possible, a decision can be arrived at. The time is now getting short before the commencement of the contract.

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/151.]

No. 114.

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

Department of Agriculture, Commerce, and Tourists, Wellington,
26th June, 1911.

(Memorandum.)

IN reply to your memorandum of the 24th instant, and with reference to our conversation this morning, when you informed me that the Hon. the Acting Postmaster-General, who is also Minister of Industries and Commerce, had verbally directed you to telegraph to the Right Hon. the Prime Minister (now in London) in regard to the reservation of refrigerated space for New Zealand shippers in the Vancouver boats, I think that a telegram on the following lines would meet the position as far as this Department is concerned [see No. 115].

F. S. POPE, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

[Vanc. Misc. 11/152.]

No. 115.

The Hon. the ACTING POSTMASTER-GENERAL to the Right Hon. Sir JOSEPH WARD (in London).

(Telegram.)

Wellington, 27th June, 1911.

REGARDING refrigerated space in Vancouver boats for New Zealand shippers, contractors propose to reserve whole space till 1st July, 10,000 cubic feet in two boats and 5,000 in other till 1st September, also 2,000 in each boat up to 31st July, 1912, till four weeks before sailing from Sydney. Commerce Department considers reservation till September almost useless, as our shippers cannot then state requirements for whole dairy and meat season, and asks that one-third refrigerated space in each boat be protected till three weeks before sailing from Sydney. Company replies Commerce Department's proposals would seriously cripple prospect of holding Australian shippers, who are being pressed to patronize outside steamers, but agrees to consider matter if Government will pay dead freight on any space not taken. Suggest you discuss matter with Sir James Mills, and telegraph your views.

[Vanc. Misc. 11/165.]

No. 116.

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

(Telegram.)

London, 27th June, 1911.

VANCOUVER service: With reference to your telegram of 30th May, Sir Joseph Ward has seen Imperial Postmaster-General and Sir Wilfrid Laurier. Post Office suggests that arrangements should take usual course—that is, Post Office should be left to arrange for latest possible posting, keeping in view Vancouver connection. Laurier cabling Canadian Pacific Railway to ascertain whether train journey could be reduced. Ward states that meanwhile Post Office suggestion should be agreed to.

[Vanc. Misc. 11/170.]

No. 117.

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

(Telegram.)

Wellington, 28th June, 1911.

VANCOUVER service: Sir Joseph Ward has seen Imperial Postmaster-General and Sir Wilfrid Laurier. Post Office suggests that arrangements should take usual course—that is, Post Office should be left to arrange for latest possible posting, keeping in view Vancouver connection. Sir Wilfrid cabled Canadian Pacific Railway to ascertain whether train journey could be reduced. In meantime Sir Joseph agrees to Post Office suggestion. As sailing-day fixed for Wednesday, arrangements appear to be satisfactory. Apparently there is desire to use Canadian route throughout if possible.

[Vanc. Misc. 11/171.]

No. 118.

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

(Telegram.)

Wellington, 29th June, 1911.

VANCOUVER service: Agreed leave Vancouver Wednesday, 6th September, and every four weeks thereafter. Demurrage forty-eight hours if required Vancouver.

[Vanc. Misc. 11/172.]

No. 119.

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

(Telegram.)

Wellington, 30th June, 1911.

VANCOUVER service: Advertising departure Vancouver Wednesday, 6th September, then four-weekly. Demurrage Vancouver if required forty-eight hours without charge. London will arrange latest possible posting, keeping in view Vancouver connection. Sir Wilfrid Laurier has cabled Canadian Pacific inquiring whether reduction train journey possible.

[Vanc. Misc. 11/173.]

No. 120.

The Right Hon. Sir JOSEPH WARD (in London) to the Hon. the ACTING PRIME MINISTER.

(Telegram.)

London, 4th July, 1911.

WITH reference to your telegram of 27th, refrigerated space Vancouver: First, Government cannot under any circumstances entertain proposal paying dead freight; secondly, if you think company justified supposing shipment from New Zealand for first year will not be large, am inclined to agree to their proposal retain one-third space for New Zealand till 1st September, also 2,000 carcasses sheep afterwards. Think unfair expect company lose certainty Sydney shipments in view comparatively small subsidy New Zealand is paying.

[Vanc. Misc. 11/179.]

No. 121.

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

(Memorandum.)

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

THE following cable has been received from London, dated 4th July [see No. 120].

Will you kindly bring it under the notice of your Minister as early as possible, and inform me what reply is to be sent to the Union Steam Ship Company?

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/183.]

No. 122.

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

(Telegram.)

Wellington, 6th July, 1911.

VIA Vancouver request Imperial Post Office despatch same mails as now despatched *via* San Francisco, excepting Rarotonga, which omit. Provincial offices despatching single mail to address Auckland *via* Vancouver.

[Vanc. Misc. 11/178.]

No. 123.

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

(Telegram.)

Wellington, 6th July, 1911.

ARE you yet in position reply about call at Fanning Island?

[Vanc. Misc. 11/184.]

No. 124.

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

(Telegram.)

Dunedin, 6th July, 1911.

SIR JAMES MILLS cabled yesterday that there was not time to discuss Fanning Island with Sir Joseph Ward. He had been asked to take up question with the Cable Board. Expect we shall hear something from him later.

No. 125.

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

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 6th July, 1911.

I have the honour to refer to your cablegram of the 30th May, reading as follows [see No. 98].

As desired, I duly communicated with Sir Joseph Ward, and on the 19th ultimo received from him a letter, dated 17th, of which a copy is enclosed [No. 108], covering copy of memorandum from Sir Matthew Nathan [No. 108], the Secretary of the General Post Office, on the subject. I accordingly sent to you on the 27th ultimo the following cabled message in reply to yours [No. 116].

By direction of the Right Hon. the Prime Minister, I have informed Sir Matthew Nathan that the suggestion contained in the last paragraph of his memorandum of the 16th June is, in the meantime, agreed to. A copy of my letter, so informing him, is enclosed.

I have, &c.,

WM. HALL-JONES.

The Hon. the Acting Prime Minister, Wellington.

[Vanc. Misc. 11/297-8.]

Enclosure in No. 125.

The HIGH COMMISSIONER to the SECRETARY, General Post Office, London.

SIR,— 13 Victoria Street, London S.W., 1st July, 1911.

Referring to your letter to Sir Joseph Ward of the 16th ultimo, with regard to the speedy transmission of mails across America in connection with the Vancouver service, Sir Joseph Ward desires me to inform you that inquiries are being made to ascertain whether the train service across America cannot be reduced, and that in the meantime the suggestion contained in the last paragraph of your letter—namely, that your Department should be allowed to arrange the latest possible posting, having in view the connection at Vancouver—is agreed to.

I have, &c.

WM. HALL-JONES.

Lieutenant-Colonel Sir Matthew Nathan, G.C.M.G., Secretary, General Post Office, E.C.

[Vanc. Misc. 11/294.]

No. 126.

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

SIR,— General Post Office, Wellington, 10th July, 1911.

I have the honour to refer to your letter of the 19th April last [No. 143, F.-6, 1911] submitting a time-table for the Vancouver mail-service, and, in reply, to inform you that the time-table is approved by the Postmaster-General. I enclose a copy [not printed] as printed by this Department.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/200.]

No. 127.

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

Department of Agriculture, Commerce, and Tourists, Wellington,

(Memorandum.)

12th July, 1911.

In reply to your memorandum of the 6th July, kindly note that the Hon. Minister of Industries and Commerce has approved of the following arrangements in regard to the reservation of refrigerated space for New Zealand shippers by the Vancouver service:—

(1.) That 10,000 cubic feet of refrigerated space in each of the steamers "Marama" and "Makura" and 5,000 cubic feet in the "Zealandia" be reserved until the 1st September next for New Zealand shipments to be made till the 31st July, 1912. The balance of the cold-storage beyond the 10,000 cubic feet in the "Marama" and "Makura" and 5,000 cubic feet in the "Zealandia" be allotted by the company as soon as practicable to New Zealand shippers who have already applied, and, after these are satisfied, to Australian shippers. Any part of the 10,000 cubic feet in the "Marama" and "Makura," and 5,000 cubic feet in the "Zealandia" remaining unapplied for by New Zealand shippers on the 1st September to be available for Australian shippers, provided that 2,000 cubic feet in each ship shall be reserved for New Zealand shippers until twenty-eight days before the vessel is appointed to leave Sydney.

(2.) That the Union Company be informed that these arrangements are agreed to on the understanding that in no case shall undue preference be given to a few shippers to the exclusion of others.

This, you will observe, amounts to acceptance of the proposals contained in the company's letter of the 6th June to yourself, with the addition in reference to the understanding that undue preference shall not be given to a few shippers.

F. S. POPE, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

[Vanc. Misc. 11/201-2.]

[Telegram sent to Union Steam Ship Company on same date in accordance with above recommendation.]

No. 128.

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

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 13th July, 1911.

Referring to your cablegram of the 6th instant [see No 122.] . . . I have now the honour to enclose herein copy of my letter to the Imperial Post Office conveying your cabled request, and also copy of that Department's reply, stating that your wishes shall be carried out.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

WM. HALL-JONES.

[Vanc. Misc. 11/215.]

Enclosure 1 in No. 128.

The SECRETARY to the High Commissioner to the SECRETARY, General Post Office, London.

SIR,— 13 Victoria Street, London S.W., 6th July, 1911.

Referring to my letter of the 1st instant [not printed], and to previous correspondence with regard to the mail-service to New Zealand *via* Vancouver, I am directed by the High Commissioner to state that he has received the following cablegram from the New Zealand Government for communication to your Department [see No. 122].

The High Commissioner trusts that this message is quite clear to you, and that you may be able to inform him that the wishes of his Government therein contained can be carried out.

I have, &c.,

The Secretary, General Post Office, London E.C.

C. WRAY PALLISER,
Secretary to the Department.

[Vanc. Misc. 11/214.]

Enclosure 2 in No. 128.

The SECRETARY, General Post Office, London, to the SECRETARY to the High Commissioner.

SIR,— General Post Office, London, 12th July, 1911.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 6th instant, transmitting a message from the New Zealand Government concerning the arrangements for the despatch of correspondence for New Zealand from this country by the accelerated service *via* Vancouver, and to acquaint you, for the information of the High Commissioner, that the wishes of the New Zealand Government shall be carried out.

I have, &c.,

The Secretary to the High Commissioner for New Zealand.

E. W. FARNALL.

[Vanc. Misc. 11/213.]

No. 129.

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

SIR,— General Post Office, Wellington, 17th July, 1911.

I have the honour, in confirmation of my telegram of the 12th instant, to forward herewith copy of a memorandum of that date from the Department of Agriculture, Commerce, and Tourists conveying the arrangements approved of by the Hon. the Minister of Industries and Commerce in respect of the reservation of refrigerated space for New Zealand shippers in the steamers performing the Vancouver mail-service.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/206.]

No. 130.

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

(Telegram.)

Dunedin, 17th July, 1911.

WHEN we were negotiating Vancouver service with Canada we stipulated that if Australia did not join in the contract the payment for mails between Vancouver and Sydney in both directions should come to us, and the Minister agreed. Have just received form of contract embodying this as supplementary agreement, and it provides that contractors shall be entitled to collect from Government

Commonwealth and retain all payments carriage mails to and from Australia. Am afraid this will not help us on the inward run, seeing the Government at port of origin of mails makes payments. Will be glad of your advice on point.

[Vanc. Misc. 11/204.]

No. 131.

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

(Telegram.)

Wellington, 17th July, 1911.

VANCOUVER service: Obligated if you would send me copy of contract and supplementary agreement referred to. No difficulty about northward collection. As steamer becomes non-contract one between Auckland and Sydney on southward trip, our usual plan is to pay the company direct, and claim from country of transit or of origin of mails as case may be. This is repeatedly done in case of mails by Weir line, which are transferred to your steamers. Only question is whether Canada might object; but without seeing the contract and supplementary agreement difficult to give decided opinion. If any doubt about matter, I could cable Coulter.

[Vanc. Misc. 11/213.]

No. 132.

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

SIR,—

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

The immediate establishment of a direct mail-service between New Zealand and Canada has again brought up the question of the rate of postage on parcels. As you are aware, the present rate is 1s. per pound up to a maximum of 11 lb., which is double the rate charged for parcels to the United States of America. It is suggested that the following rate would be equitable: For parcels not exceeding 3 lb., 1s.; 7 lb., 2s.; 11 lb., 3s.: and the allocation of the postage would be as follows:—

				3 lb.	7 lb.	11 lb.
				s. d.	s. d.	s. d.
New Zealand inland rate	..	..	..	0 4	0 8	1 0
Canadian inland rate	..	..	..	0 8	1 4	2 0
				1 0	2 0	3 0

This proposed rate is the same as is in force between New Zealand and the United Kingdom, and between the United Kingdom and Canada.

Under the new service, the contract provides for the carriage of parcels without additional subsidy, in which case no sea rate is payable. In the allocation it will be observed that the Canadian inland rate is shown as double the New Zealand rate, which it is hoped will be regarded as a sufficient payment. A point that will no doubt receive your special attention is that at the present time it is cheaper to send a parcel from New Zealand to Canada by way of London than to send it direct. For example:—

				3 lb.	7 lb.	11 lb.
				s. d.	s. d.	s. d.
Via London	..	..	..	1 8	3 4	5 0
Direct	..	..	..	3 0	7 0	11 0

Should you concur in these proposals, I should be obliged if you would advise me by cable of the date on which it would be convenient for the new rate to be brought into force.

I have, &c.,

D. ROBERTSON, Secretary.

The Deputy Postmaster-General, Ottawa.

[P.O. 11/2840.]

No. 133.

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

(Telegram.)

Dunedin, 25th July, 1911.

CONCLUDE you do not intend employing Mail Agents Vancouver steamers. Kindly confirm.

[Vanc. Misc. 11/248.]

No. 134.

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

(Telegram.)

Wellington, 25th July, 1911.

No present intention of sending Mail Agents Vancouver steamers. This may, however, require reconsideration later on.

No. 135.

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

SIR,— Union Steam Ship Company of New Zealand (Limited), Dunedin, 26th July, 1911.

I have to thank you for your favour of 17th instant, conveying confirmation of your telegram of 12th instant, and covering a copy of a memorandum from the Department of Agriculture, Commerce, and Tourists, recording the arrangement arrived at with regard to the allotment of refrigerated space for New Zealand shippers.

This will serve to confirm our concurrence in the arrangement.

On 14th instant we issued a circular of instructions to our offices at Auckland, Wellington, New Plymouth, Gisborne, Christchurch, Napier, Dunedin, and Invercargill to advertise locally for applications for space until 1st September.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/340.]

No. 136.

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

SIR,—

Auckland, 28th July, 1911.

I shall be pleased if you will forward, for the information of this Board, a copy of the contract between the Postmaster-General and the Union Steam Ship Company (Limited) in regard to the Vancouver mail-service.

I have, &c.,

H. B. BURNETT, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

[Vanc. Misc. 11/217.]

No. 137.

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

Department of Agriculture, Commerce, and Tourists,
Wellington, 29th July, 1911.

(Memorandum.)

THIS confirms my verbal communication of this morning to the effect that the Hon. Minister of Industries and Commerce has approved of the coastal freight of 12s. 6d. per ton which the Union Steam Ship Company proposes to charge upon goods from other New Zealand ports to Auckland for transhipment to the Vancouver boats.

I forward herewith three copies of a circular [not printed] I am issuing to New Zealand exporters, showing the result of the negotiations with the company in regard to the commercial provisions to be included in the contract for this service.

F. S. POPE, Secretary.

The Secretary, Post and Telegraph Department, Wellington.

[Vanc. Misc. 11/259.]

No. 138.

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

SIR,—

General Post Office, Wellington, 3rd August, 1911.

In reference to your letter of the 28th ultimo, asking for a copy of the New Zealand-Vancouver mail-service contract, I have the honour to inform you that the formal contract is not yet ready. The principal conditions are,—

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 outward voyage from Auckland, 4th August; from Vancouver, 6th September. 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 enclose a copy of the time-table for the service.

I have, &c.,

The Secretary, Auckland Harbour Board, Auckland.

D. ROBERTSON, Secretary.

Vanc. Misc. 11/245.]

No. 139.

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, 18th August, 1911.

SIR,—

We have to acknowledge receipt of your letter of the 14th instant [asks for reply to letter of 5th May, about through booking].

We are unable to trace your letter of the 5th May. It has evidently been mislaid here. The passage rates quoted in our letter to you of the 24th April last apply from Auckland only. Passengers from other New Zealand ports are, of course, booked through to Vancouver, and a special connecting-rate—lower than ordinary coastal rate—is added to the Auckland-Vancouver fare.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/313.]

[Acknowledged, 28th August.]

No. 140.

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

SIR,—

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

I beg to forward, for your perusal, draft memorandum of agreement [not printed] for the conveyance of mails between New Zealand and Canada. Will you kindly favour me with your remarks thereon at your convenience.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/314.]

[For signed copy of agreement see No. 194.]

No. 141.

[News Extract, 9th September, 1911.]

(Telegram.)

Melbourne, 8th September, 1911.

MR. A. FISHER, Commonwealth Premier, in reply to questions in the Federal House of Representatives, stated that negotiations regarding shipping and mail-services between Australia, Vancouver, and San Francisco were still proceeding. He denied saying in London that the Federal Government would not contribute to the Vancouver service, as the producers objected because New Zealand sent to America the same class of goods as Australia sent. He might have said that to continue the old arrangements would simply be subsidizing New Zealand against New South Wales products.

[H.I., vol. 4, p. 177.]

No. 142.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 9th September, 1911.

SIR,—

Referring to the memorandum of agreement for the Vancouver service, our understanding was that the period to be covered by the New Zealand contract would be sixty-eight round voyages from the 1st August this year (see your letter of the 31st March to Sir James Mills) [not printed]. How do you propose to record this in the agreement?

I would also like to make a slight alteration in the maximum passage-rates from Auckland to Suva. We are agreeable to make second-class single £7, and return £10 10s.; third-class single £4 10s., and no return third class—that is to say, it would just be the cost of two single tickets. The alteration means a considerable reduction of the second class and a cutting-out of the third return rate of £7 10s. We found this alteration necessary in making up our complete tables of rates.

If you will kindly consider the foregoing, and let us have your reply, we shall reply officially regarding the memorandum of agreement as a whole without delay.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/338.]

No. 143.

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

(Memorandum.)

General Post Office, Wellington, 12th September, 1911.

THE Union Steam Ship Company would like to make an alteration in the maximum passage-rates from Auckland to Suva. It proposes to make the second-class single fare £7 and return £10 10s., and the third-class single fare £4 10s. and return £9, equal to two single fares. Kindly inform me whether your Department agrees to the proposed alteration.

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/339.]

No. 144.

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

SIR,—

Postmaster-General's Department, Melbourne, 14th September, 1911.

I have the honour to inform you that an account has been received from the Union Steam Ship Company of New Zealand (Limited), claiming payment at the Commonwealth regulation rates of 2s. per pound for letters and post-cards and 4s. per hundredweight for other articles, for the conveyance of Australian mails to New Zealand and American ports, and Fiji, per R.M.S. "Marama," which left Sydney on the 31st July last.

2. It is assumed that the vessel in question is under contract to your administration, and I shall be glad, therefore, of advice in the matter.

I have, &c.,

The Secretary, General Post Office, Wellington.

JUSTINIAN OXENHAM, Secretary.

[Vanc. Misc. 11/378.]

No. 145.

[Extract from the Journals of the House of Representatives, Wednesday, the 21st day of September, 1911.]

Resolved,—

THAT this House empowers the Government, in conjunction with the Government of the Dominion of Canada, to establish a four-weekly mail-service between the Port of Auckland and the Port of Vancouver, subject to the following conditions:—

(a.) That the contract shall be for a term of five years.

(b.) That the payment to be made by New Zealand shall not exceed £20,000 per annum.

(c.) That the service shall be performed by vessels of not less than 6,000 tons, having first-class passenger accommodation, and fitted with all modern improvements, and also refrigerating-chambers, and chilled chambers for fruit and dairy-produce.

(d.) That the time shall not exceed nineteen days between Auckland and Vancouver, and *vice versa*.—(On motion of the Right Hon. Sir J. G. WARD.)

No. 146.

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 September, 1911.

SIR,—

We have just received a letter from our Mr. Irons, Vancouver, reading as follows: "Will you please advise us whose duty it will be to inform us when New Zealand mail leaves London, and when we may expect it at Vancouver. Up to yesterday we had no advice as to when and how the mail for the 'Marama' had been forwarded, and had to cable London for the information. The Canadian Post Office authorities do not appear to know anything about the movements of the English mail. Will you please take this up with the New Zealand postal authorities, and endeavour to make some arrangements whereby we will know by what route the mail is being forwarded."

I suppose the mail usually comes most of the way through United States territory, and this may account for the Canadian Post Office authorities not being acquainted with its movements. No doubt, however, your agent at San Francisco can do what is required to keep our Vancouver man posted, or could it be arranged that latter should get advices from the American Post Office authorities direct? Kindly let me know, at your convenience, what you will arrange, so that I can tell Mr. Irons, and he will know what to do.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

P.S.—Mr. Irons advises us that the English mails for "Marama" arrived at Vancouver at 8 a.m., Tuesday, 5th September.—R. McK. McL.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/361.]

No. 147.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa
(Telegram.) Wellington, 2nd October, 1911.
CONTRACTORS inconvenienced no advice probable arrival Vancouver mails from London for New
Zealand. Kindly arrange New York advise Vancouver cost this Department.
[Vanc. Misc. 11/362.]

No. 148.

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

SIR,— General Post Office, Wellington, 2nd October, 1911.
I am in receipt of your letter of the 30th ultimo. I have taken up the matter by cable with
Ottawa, and requested Dr. Coulter to arrange with the New York Post Office to advise Vancouver
as the mails pass through. This, I think, will be better than sending the information through our
agent at San Francisco.

I note that the mails for the "Marama" arrived at Vancouver at 8 a.m. on Tuesday the 5th
September. Apparently the London office is allowing an ample margin.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Vanc. Misc. 11/363.]

No. 149.

The BRANCH MANAGER, Union Steam Ship Company, Auckland, to the CHIEF POSTMASTER, Auckland.

Union Steam Ship Company of New Zealand (Limited),

SIR,— Auckland, 4th October, 1911.

I beg to inform you that I am in receipt of a telegram from our Wellington office stating there
is no objection to our despatching the Vancouver steamers at noon provided you have no serious
objection.

I hardly see how there can be any. The Canadian Commissioner is quite agreeable to noon being
the time fixed for sailing.

The noon departure permits of the steamer getting better despatch from Suva.

I have, &c.,

A. B. J. IRVINE, Branch Manager.

The Chief Postmaster, Auckland.
[Vanc. Misc. 11/366.]

No. 150.

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, 6th October, 1911.

Our Mr. Irons, cabling advice of the sailing of "Makura" at 11 a.m. their Wednesday, men-
tions that her mail which left London on the 23rd September *via* New York reached Vancouver on
Wednesday only one hour after the mail which left London 22nd September by "Empress of Britain"
via Quebec. I thought this would interest you, and you may not have received the information from
elsewhere.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.
[Vanc. Misc. 11/376.]

[Acknowledged, 16th October.]

No. 151.

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

(Telegram.)

Ottawa, 7th October, 1911.

NEW YORK will telegraph Vancouver. Writing.

[Vanc. Misc. 11/365.]

[Acknowledged, 13th October.]

No. 152.

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

SIR,— Post Office Department, Ottawa, 7th October, 1911.

With reference to your cable message of the 2nd instant, stating that the contractors have
been inconvenienced through having no advice of the probable arrival at Vancouver of the mails from
London for New Zealand, and asking that arrangement should be made for New York to advise Van-
couver in this matter at the expense of your Department, I beg to say that the Post Office Department
of the United States was immediately requested to have information as to the despatch from New

York of the British mails for New Zealand telegraphed to the Postmaster of Vancouver regularly in future, and to make arrangements for rendering accounts to your Department for the cost of the necessary telegrams.

This Department is now in receipt of the following reply from the United States Department :
“Arrangement respecting telegraphic advice New York—Vancouver acceptable,” and I have accordingly advised you by cable that “New York will telegraph Vancouver.”

The Postmaster of Vancouver, on receiving the telegram from the Postmaster of New York advising the despatch of New Zealand mails, will immediately communicate with the agents of the Union Steam Ship Company.

I have, &c.,

R. M. COULTER, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/404.]

No. 153.

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

(Telegram.)

Wellington, 9th October, 1911.

YOUR minute of 5th instant [not printed]. Time departure of Vancouver steamers. Despatch of steamer at noon and earlier closing of mails as proposed approved if you are satisfied that this will suit business people.

[Vanc. Misc. 11/369.]

No. 154.

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

Department of Agriculture, Commerce, and Tourists, Wellington,
9th October, 1911.

(Memorandum.)

YOUR memo. of the 12th ultimo : Confirming my verbal intimation of the 7th instant, this Department has no objections to the proposed alterations of the fares from Auckland to Suva by the Union Steam Ship Company in connection with the New Zealand—Vancouver service.

The Secretary, General Post Office, Wellington.

F. S. POPE, Secretary.

[Vanc. Misc. 11/370.]

No. 155.

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

SIR,—

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

In reference to your letter of the 9th ultimo, I have the honour to inform you that the contract will be recorded as ending on the 15th October, 1916. This will have allowed the 68th round voyage to begin, the voyage to be ended in terms of the contract.

The Department agrees to the maximum second- and third-class fares between Auckland and Suva being fixed as follows :—

							£	s.	d.
Second-class single	..	..	..	..	..	..	7	0	0
Second-class return	..	..	..	..	..	..	10	10	0
Third-class single	..	..	..	..	..	..	4	10	0
Third-class return	..	..	..	..	..	..	*9	0	0

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/368.]

No. 156.

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

SIR,—

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

Referring to my letter of the 2nd instant to Mr. McLennan, in which I stated that I had requested the Deputy Postmaster-General, Ottawa, to arrange with the New York Post Office to advise Vancouver as the mails passed through, I have the honour to inform you that a reply has been received that New York will telegraph Vancouver as desired.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/372.]

* Double the single fare.

No. 157.

The BRANCH MANAGER, Canadian-Australian Royal Mail Line, Auckland, to the CHIEF POSTMASTER, Auckland.

SIR,— Canadian-Australian Royal Mail Line, Auckland, 11th October, 1911.

I have to acknowledge receipt of your letter of the 10th instant [not printed], with reference to time of departure of the Vancouver mail-steamers, and to thank you for obtaining permission for these steamers to leave Auckland at noon instead of 2 p.m. It has, however, been decided that the "Marama" (27th instant) will not be despatched from here before 2 p.m., and also the "Makura" (24th proximo); but as regards the departure of the "Zealandia" on the 22nd December, we shall take advantage of the permit which your Department has given the company to despatch the steamers at noon when it is expedient for us to do so.

I have, &c.,

The Chief Postmaster, Auckland.

A. B. J. IRVINE, Branch Manager.

[Vanc. Misc. 11/374.]

[Chief Postmaster, Auckland, formally instructed, 19th October.]

No. 158.

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

SIR,— General Post Office, Wellington, 12th October, 1911.

I have the honour to acknowledge the receipt of your letter of the 14th ultimo, respecting a claim by the Union Steam Ship Company of New Zealand (Limited) for payment at the Commonwealth regulation rates for the conveyance of Australian mails to New Zealand, Fiji, and America by the R.M.S. "Marama," which left Sydney on the 31st July last.

The voyage of the "Marama" from Auckland to Vancouver, commenced on the 4th August last, was the first trip of the new contract mail-service arranged between this Dominion and Canada. As the Australian mails for Fiji and America are placed on board the Vancouver steamers at Sydney, and are not handled by this Department, it would be convenient if payment for the sea conveyance thereof be arranged between your administration and the Union Steam Ship Company, and it is suggested that this course be followed.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Postmaster-General's Department, Melbourne.

[Vanc. Misc. 11/381.]

[Acknowledged, 19th October.]

No. 159.

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

SIR,— Post Office Department, Ottawa, 20th October, 1911.

With reference to my letter of the 7th instant, on the subject of your request that notice of the despatch from New York of the British mails for New Zealand which are forwarded by way of New York and Vancouver shall be telegraphed from New York to Vancouver at the expense of your administration, I beg to say that the Post Office Department of the United States is instructing the Postmaster at New York to send the telegrams to the Postmaster at Vancouver "collect," and that payment for them will therefore be made through this Department, and claimed in the quarterly accounts between our two administrations.

I have, &c.,

R. M. COULTER, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/419.]

[Acknowledged, 24th November; General Manager of Union Steam Ship Company informed, 14th November.]

No. 160.

The SECRETARY, Australasian Federated Seamen's Industrial Association, Dunedin, to the Right Hon. the PRIME MINISTER.

Executive Council,

New Zealand Branch, Australasian Federated Seamen's Industrial Association,

SIR,— 1 Crawford Street, Dunedin, 16th October, 1911.

By direction of the above council, I have the honour to bring under your notice the following resolution passed by the council in conference assembled, viz:—

"Whereas the New Zealand Government has subsidized a mail-service between New Zealand and Vancouver which is not subsidized or supported by the Commonwealth: and

"Whereas the vessels so subsidized make the Port of Sydney their headquarters, obtain all their supplies and crews at that port, and have all repairs effected there: and

"Whereas this council is of opinion that the Port of Auckland is being prejudiced by this action
Be it therefore resolved,—

"That the Right Hon. the Prime Minister be requested in the interests of New Zealand generally to request the people operating the subsidized vessels to transfer their favours to the country which pays the money."

The council is advised that there is no necessity for the Vancouver boat going to Sydney, and the "lay days" between trips might be allocated to Auckland instead of Sydney.

Trusting this subject will have your attention during the present session of Parliament,

I have, &c.,

WILLIAM BELCHER, Secretary.

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

[Vanc. Misc. 11/394-5.]

No. 161.

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

SIR,—

General Post Office, Wellington, 31st October, 1911.

I have the honour to forward herewith copy of a letter from the secretary of the Australasian Federated Seamen's Industrial Association on the subject of the headquarters of the Vancouver mail-steamers, together with a copy of the Postmaster-General's reply. I should be much obliged if you would look into the matter, and favour me with any remarks you desire to make.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/396.]

No. 162.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, Australasian Federated Seamen's Industrial Association, Dunedin.

SIR,—

General Post Office, Wellington, 31st October, 1911.

I have the honour to acknowledge the receipt of your letter of the 16th instant, on the subject of the headquarters of the Vancouver steamers.

As at present arranged, the contractors have the option of proceeding to Sydney, and I fear that, without a largely increased subsidy, it would not be possible to have Auckland made the headquarters of the line instead of Sydney. I am, however, sending a copy of your letter to the contractors, with a request that they will consider whether it is possible to meet the wishes of your association. I shall communicate to you in due course the nature of their reply.

I have, &c.,

J. G. WARD, Postmaster-General.

Wm. Belcher, Esq., Secretary, Australasian Federated Seamen's Industrial Association, 1 Crawford Street, Dunedin.

[Vanc. Misc. 11/393.]

No. 163.

The CHAIRMAN, Pacific Cable Board, London, to the Right Hon. the PRIME MINISTER.

(Telegram.)

London, 5th November, 1911.

THE Pacific Cable Board finds difficulty in making reasonable arrangements for steamers to call at Fanning Island four times each year. Union Company ask minimum five hundred pounds per trip, possibly more. Cost might be reduced if New Zealand and Canada agree to allow an extension of contract time when steamer calling at Fanning Island either on outward or homeward trip. Will you kindly cable your approval or otherwise of suggested extension.

[Vanc. Misc. 11/396.]

No. 164.

The CHAIRMAN, Pacific Cable Board, London, to the Hon. the POSTMASTER-GENERAL.

(Telegram.)

London, 26th November, 1911.

CALLS at Fanning Island: Canadian Government willing, if New Zealand concurs, to make allowance in contract time for mails not exceeding twenty-four hours four times a year. Could your Government reconsider its decision if calls were made on northern voyages? Unless some such arrangement can be made the Pacific Cable Board will be placed in position of great embarrassment.

[Vanc. Misc. 11/440.]

No. 165.

The Hon. the POSTMASTER-GENERAL to the CHAIRMAN, Pacific Cable Board, London.

(Telegram.)

Wellington, 28th November, 1911.

CALL Fanning: Regret still unable agree twenty-four hours' extension four times yearly northward voyage Vancouver steamer. Regularity of mail-services paramount. Through time at present not rapid. Policy aims accelerating.

[Vanc. Misc. 11/442.]

No. 166.

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

SIR,—

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

I have the honour to forward herewith a draft agreement [not printed] for the Vancouver mail-service, and shall be glad to learn whether your company agrees to it. Kindly return the draft with your reply.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 11/439.]

[For signed copy of agreement see No. 194.]

No. 167.

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

SIR,—

General Post Office, London, 8th December, 1911.

As you are doubtless aware, no arrangements have been made for the steamers performing the new mail-service between Vancouver and New Zealand to call at Fanning Island, and the mail-service from this country to the island *via* Vancouver is therefore interrupted.

The Postmaster-General observes from the "Post and Telegraph Monthly Bulletin," issued by your office, that mails for Fanning Island are despatched at irregular intervals by the Pacific cable steamer "Iris" from Auckland, but he understands that the sailings of this steamer are very infrequent.

In these circumstances, I am to inquire whether there are any other means of communicating with the island, and to request that, if so, full particulars of them may be communicated to this office. Parcels from this country for Fanning Island have been forwarded since 1903 to New Zealand for onward transmission to destination, and perhaps you will be good enough to state how they have been sent forward by your office.

I have, &c.,

E. W. FARNALL.

The Hon. the Postmaster-General, Wellington.

[O.R. 12/1852(1).]

No. 168.

The SECRETARY, Canterbury Chamber of Commerce, Christchurch, to the Hon. the POSTMASTER-GENERAL.

SIR,—

Christchurch, 19th December, 1911.

The present times of departure of the mails for Vancouver and San Francisco were under discussion at the last meeting of this Council, and I am directed to ask that arrangements be made whereby the steamers should leave Auckland and Wellington every Friday fortnight, thus leaving an interval of a fortnight between each instead of at present one week and three weeks respectively.

The usefulness of the mails is largely discounted by the present method of despatch, and it is hoped that the suggestion will meet with your favourable consideration.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. ANTILL ADLEY, Secretary.

[Vanc. Misc. 11/444.]

No. 169.

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

SIR,—

General Post Office, Wellington, 23rd December, 1911.

I have the honour, by direction, to refer to your letter of the 19th instant, requesting that arrangements be made for a fortnightly interval between the departure from this Dominion of the mail-steamers to Vancouver and San Francisco, and to inform you that the Department is endeavouring to arrange as proposed.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Canterbury Chamber of Commerce, Christchurch.

[Vanc. Misc. 11/446.]

No. 170.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 3rd January, 1912.

SIR,—

Referring to our letter of the 12th ultimo [not printed], covering yours of the 6th idem, we would like to submit the following remarks regarding the draft of memorandum of agreement:—

Coastal Freight.—To avoid possibility of misunderstanding, we would like clause 5 to read “Not exceeding 12s. 6d. per ton, weight or measurement at contractor’s option, may be charged for such carriage.”

Passages of New Zealand Government Officers.—Referring to clause 21, the Canadian contract provides for transportation of the Government Trades Commissioners with their wives, families, and effects, and we would be very pleased to make the same condition apply to Trades Commissioners that may be appointed by the New Zealand Government to or from Canada or the United States of America. We surmise that this is really what was intended in drafting the clause, but as it now stands it carries too wide a reading.

Duration of Contract: Clause 26.—Our understanding was that the contract with New Zealand would cover sixty-eight round voyages, beginning with the departure from Auckland on the 4th August last (see your letter of the 9th October), and we would suggest that this clause be amended accordingly.

With the foregoing exceptions, the proposed conditions appear to us to be in accordance with the understanding arrived at in correspondence. As requested, we return the draft herewith [not printed].

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 11/464.]

No. 171.

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

SIR,—

General Post Office, Wellington, 18th January, 1912.

I have the honour to acknowledge the receipt of your letter of the 3rd instant.

Coastal Freight.—As desired, in clause 6 “weight or measurement at contractor’s option” has been inserted after “12s. 6d. per ton.”

Passages of New Zealand Government Officers.—Clause 21 has been deleted.

Duration of Contract.—Clauses 1 and 25 (clause 26 of the draft agreement) have been altered to show that the contract covers sixty-eight round voyages.

I now enclose, in duplicate, the form of agreement [not printed] for execution, and shall be glad to receive back both copies as soon as possible.

I have, &c.,

W. R. MORRIS, for Secretary.

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

[Vanc. Misc. 12/6.]

[For signed copy of agreement see No. 194.]

No. 172.

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

SIR,—

General Post Office, Wellington, 20th January, 1912.

I beg to thank you for your telegram of the 16th instant [not printed], giving the information that the “Makura” called at Fanning Island on the 6th instant. May I anticipate that the Vancouver steamer will call on the next downward voyage as well? I observe that the “Makura” has called regularly at the island on the downward voyage lately. The London Post Office is inquiring about the delivery of mails at Fanning Island, and in order to give that office as much advantage as possible, I should be obliged if you would reply to this letter by collect telegram.

I have, &c.,

W. R. MORRIS, Assistant Secretary.

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

No. 173.

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

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

22nd January, 1912.

SIR,—

Pacific Cable Board: Correspondence for Fanning Island.

I enclose, for your information, copy of correspondence with the General Post Office, London, and with the Pacific Cable Board, with regard to mail-matter which the Post Office here has now on hand for Fanning Island.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

WM. HALL-JONES,

[O.R. 12/1852(1).]

Enclosure 1 in No. 173.

The SECRETARY, General Post Office, London, to the HIGH COMMISSIONER.

SIR,—

General Post Office, London, 11th January, 1912.

With reference to your letter of the 13th November last [not printed], concerning the question of the call at Fanning Island of the steamers of the Union Steam Ship Company of New Zealand performing the mail-service between Vancouver and New Zealand, I am directed to inform you that a quantity of correspondence for Fanning Island is on hand at this office, and, in view of the interruption of the service to the island by way of Vancouver, the Postmaster-General would be obliged if you would let him know whether it would be expedient, in your opinion, to forward the correspondence to New Zealand for onward transmission or to retain it at this office for the present.

I have, &c.,

E. W. FARNALL.

The High Commissioner for New Zealand.

Enclosure 2 in No. 173.

The SECRETARY, High Commissioner's Department, to the LONDON MANAGER AND SECRETARY, Pacific Cable Board.

SIR,—

13 Victoria Street, London S.W., 15th January, 1912.

I am directed by the High Commissioner to ask if you will kindly inform me of the arrangements that have been made for steamer calls at Fanning Island and the dates of call, as well as the dates of departure of mails from this country that will fit in with the calls.

I have, &c.,

C. WRAY PALLISER.

A. S. Baxendale, Esq., London Manager and Secretary, Pacific Cable Board, Queen Anne's Chambers, S.W.

Enclosure 3 in No. 173.

The ACCOUNTANT, Pacific Cable Board, London, to the HIGH COMMISSIONER.

The Pacific Cable Board, Queen Anne's Chambers, S.W.,

19th January, 1912.

SIR,—

I am directed to advise you, in reply to your letter of the 15th instant, that no permanent measure has yet been arranged for regular steamship communications with Fanning Island.

The next call will be made by the "Iris," which will leave Auckland on or about the 1st April.

I have, &c.,

The High Commissioner for New Zealand.

FRED. J. ADYE, Accountant.

No. 174.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 24th January, 1912.

SIR,—

Fanning Island call: In reply to your letter of the 20th instant, we beg to state that it has been decided for the present that the Vancouver steamers will discontinue calling at Fanning Island. We understand that the Pacific Cable Board have made other arrangements for a steamer to call with stores, &c.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HUGHES, Acting-Secretary.

No. 175.

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

(Telegram.)

Wellington, 25th January, 1912.

FOR Post Office from Post Office. Your letter 8th December: Vancouver steamer ceased calling Fanning for present. Only opportunity meantime "Iris." Next despatch from Auckland about 1st April. Hitherto parcels by Vancouver steamer or "Iris."

No. 176.

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

SIR,—

General Post Office, London, 26th January, 1912.

With reference to the letter from this office of the 8th ultimo, relative to the mail-service with Fanning Island, I am directed to inform you that, according to a letter received from the High Commissioner for the Dominion of New Zealand, the cable steamer "Iris" will leave Auckland for Fanning Island on or about the 1st April next.

The Postmaster-General proposes to take advantage of this opportunity for the despatch of correspondence for Fanning Island; and all such correspondence received in time will be forwarded by each opportunity in the mails for Auckland for onward transmission by the "Iris." The last of the correspondence to connect with that steamer will be forwarded in the mail to be despatched from this office on the 23rd February, which is due at Auckland on the 31st March.

The Postmaster-General will be glad if you will make the necessary arrangements for the onward transmission of the correspondence; and he will be much obliged if you will be so good as to inform him when similar opportunities occur in future.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

No. 177.

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

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

26th January, 1912.

SIR,—

General Post Office: Communication with Fanning Island.

I have the honour to acknowledge the receipt, yesterday, of your cablegram reading as follows [see No. 175].

I have, of course, communicated the message to the General Post Office, London.

You will observe that it fully confirms the information I had obtained from the Pacific Cable Board, and furnished to the Imperial Post Office in my communication of the 22nd instant [not printed], of which I sent you a copy with my letter of the same date.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

WM. HALL-JONES.

No. 178.

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

(Telegram.)

Ottawa, 27th January, 1912.

ACCEPT proposals regarding parcel-post [No. 132]. Would 1st March be suitable? Rate from Canada will be twelve cents per pound.

[P.O. 11/2840.]

No. 179.

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

SIR,—

General Post Office, Wellington, 31st January, 1912.

I have the honour to acknowledge the receipt of your letter of the 8th ultimo, in reference to postal communication with Fanning Island.

I have to confirm my message of the 25th instant, communicated through the High Commissioner, informing you that the Vancouver steamer has ceased calling at Fanning Island for the present, and that in the meantime the only opportunity of communication with the island is that given by the calls of the cable steamer "Iris." The next despatch from Auckland will be about the 1st April; and it was in view of the earliness of that date that I thought it well to telegraph. Hitherto parcels have been despatched to Fanning Island by the Vancouver steamer or the "Iris."

The Manager in the Pacific of the Pacific Cable Board has continued correspondence with this Department with the view of securing the regular call of a contract mail-steamer at the island; but the Postmaster-General does not see his way to incur the additional expense which such a call would involve. As the Board fully understands the position, I have no doubt it will manage to set in operation at an early date some plan of communication more or less regular—by the use of the cable steamer, or by subsidizing a connecting service, steam or sail, from Honolulu, or other means. No doubt you will receive information on these points from the London office of the Board itself.

I have, &c.,

W. R. MORRIS, for the Postmaster-General.

The Secretary, General Post Office, London.

[O.R. 12/1852(1).]

No. 180.

The SECRETARY, General Post Office, Wellington, to the POSTMASTER, Honolulu.

(Telegram.)

Wellington, 1st February, 1912.

PACIFIC cable steamer "Iris" leaves Suva early in April for Fanning Island, carrying mails.

[Telegram in similar terms sent to Postmaster, Vancouver.]

No. 181.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
 SIR,— General Post Office, Wellington, 8th February, 1912.

I have the honour to acknowledge the receipt of your telegram of the 27th ultimo accepting the proposal of this Department for an alteration in the rate of postage on parcels between New Zealand and Canada.

It is noted that the rate from Canada will be 12 cents per pound. I should be glad if you would inform me how this postage will be allocated.

Arrangements will be made for the reduced rates to come into force in this Dominion on the 1st March next.

I have, &c.,

W. R. MORRIS,
 for Secretary.

The Deputy Postmaster-General, Ottawa.
 [P.O. 11/2840.]

[Read here No. 63, New Zealand – San Francisco route.]

No. 182.

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

(Memorandum.)

General Post Office, Wellington, 22nd February, 1912.

THE Department agrees to the Vancouver steamers being despatched from Auckland during the next few months at 3 p.m. Please inform the Branch Manager of the Union Steam Ship Company, and arrange for the mails to be closed an hour later than at present.

The Chief Postmaster, Auckland.

D. ROBERTSON, Secretary.

[Vanc. Misc. 12/28.]

No. 183.

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, 2nd March, 1912.

Vancouver Mail-service Contract.

Referring to your letter of the 18th January last, permit me to direct attention to clause 23, which would subject the steamers to a penalty of £200 if they happened to be delayed, with an additional £50 for every twenty-four hours so delayed. We do not, of course, anticipate serious delays, the explanation of which may not be considered satisfactory by the Minister, but we would point out that our agreement with Canada provides against delays by a penalty of £30 per twenty-four hours, and we trust that it will be agreeable to the Minister to make an alteration to correspond.

We note that the allotment of cold-storage space is left open, by clause 28; but we assume that the intention is to follow on the same lines as last year.

I have, &c.,

R. MCK. MCLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/31.]

No. 184.

The SECRETARY, General Post Office, Wellington, to the MANAGER IN THE PACIFIC, Pacific Cable Board, Sydney.

(Telegram.)

Wellington, 4th March, 1912.

WHEN is "Iris" likely to be going to Fanning Island? I find London is holding quantity of mail-matter. If any other arrangement to be made, suggest you might ask your Board to advise London Post Office.

[O.R. 12/1852(1).]

No. 185.

The MANAGER IN THE PACIFIC, Pacific Cable Board (at Auckland), to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Auckland, 4th March, 1912.

"IRIS" leaves Auckland 1st April for Fanning. London Manager has advised G.P.O. there date of sailing, and arrangements been made for English mail-matter reach New Zealand in time.

[Acknowledged, 5th March, 1912.]

[Read here No. 67, New Zealand – San Francisco route.]

No. 186.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,— General Post Office, Wellington, 12th March, 1912.

I have the honour to acknowledge the receipt of your letter of the 26th January last, in reference to the mail-service to Fanning Island.

The necessary arrangements have been made for the onward transmission of correspondence forwarded from the United Kingdom for despatch from Auckland by the cable steamer "Iris" on or about the 1st April next; and your office will be informed of opportunities occurring in future for the despatch of correspondence for Fanning Island.

I have, &c.,

W. R. MORRIS, for the Postmaster-General.

The Secretary, General Post Office, London.

[O.R. 12/1852(1).]

No. 187.

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

SIR,—

General Post Office, Wellington, 25th March, 1912.

I have the honour to refer to clauses 3 and 4 of the draft agreement for the Vancouver mail-service, under which the time of departure of the steamer from Auckland is to be that fixed by the Postmaster-General; and to bring under your notice that the "Zealandia" left at 5.10 a.m. on the 16th instant instead of at 3 p.m. on the 15th. I hope the delayed departure will not mean further delay after arrival at Vancouver; and I shall be glad of an assurance that the 3 p.m. Friday departure will be observed in future.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/42.]

No. 188.

The HIGH COMMISSIONER FOR THE WESTERN PACIFIC, Suva, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Suva, 27th March, 1912.

HIGH Commissioner, Western Pacific, will be obliged if you will agree to deviation of steamship "Makura" to Washington Island on present trip to pick up thirty castaways, for whom provisions are reported likely to be wanting. Union Company, Government of Fiji agree. Government of Canada is being consulted with. Matter most urgent, as "Makura" leaves Honolulu to-morrow evening.

[Vanc. Misc. 12/45.]

No. 189.

The Hon. the POSTMASTER-GENERAL, Wellington, to the HIGH COMMISSIONER FOR THE WESTERN PACIFIC, Suva.

(Telegram.)

Wellington, 27th March, 1912.

POSTMASTER-GENERAL, New Zealand, agrees to deviation of "Makura" to Washington Island.

[Vanc. Misc. 12/46.]

No. 190.

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

(Memorandum.)

General Post Office, Wellington, 30th March, 1912.

Vancouver Mail-service Agreement: Cold-storage Space.

In a recent letter [see No. 183] respecting the draft agreement for the Vancouver mail-service the Union Steam Ship Company says, "We note that the allotment of cold-storage space is left open

by clause 28, but we assume that the intention is to follow on the same lines as last year." I attach a copy of clause 28 of the draft agreement, and shall be glad if you will inform me what reply should be sent to the company.

F. V. WATERS, for Secretary.

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

[Vanc. Misc. 12/43.]

No. 191.

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, 1912.

SIR,—

In reply to your letter of the 25th instant, I beg to explain that the weather at Auckland on the 15th instant was such that the large quantity of frozen produce awaiting shipment by the "Zealandia" could not be handled during the day, and the sailing was postponed until the following morning, in the expectation that the heavy rain would ease off during the night. Our expectation was realized, and the steamer sailed at 5 a.m. with all cargo offered. We, of course, had in view that the "Zealandia" would be able to make up most of the time on the run to Suva, and I am pleased to say that she cleared that port at 5 p.m. on Tuesday, and we quite anticipate that she will reach Vancouver on time-table date.

We hope that there will be no recurrence of the experience of such unfavourable weather at Auckland on the mail-steamer days; but, if there is, do you wish us to refer the question of postponement to you, or may we, at our discretion, detain the steamer until the Saturday morning?

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/44.]

No. 192.

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

SIR,—

General Post Office, Wellington, 10th April, 1912.

I have the honour to acknowledge the receipt of your letter of the 30th ultimo, in reference to the despatch of the R.M.S. "Zealandia" at 5.10 a.m. on the 16th idem instead of at the schedule time—viz., 3 p.m. on the 15th.

It is not necessary for your company to refer to this office in a case where there is no reason to apprehend that the vessel will deliver the mail late in Vancouver. This office should know without fail any case in which a consequent derangement of the time-table is to be feared.

I have the telegram from you [not printed] that the "Zealandia" arrived at Vancouver one day seventeen hours late, evidently having lost further time on the passage.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/44.]

No. 193.

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

SIR,—

General Post Office, Wellington, 17th April, 1912.

Vancouver Mail-service Contract.

I have the honour to refer to your letter of the 2nd ultimo, relating to the Vancouver mail-service contract, and to say that clause 23 has been altered to correspond with the Canadian contract. A reply will be sent later about clause 28.

I enclose in duplicate the form of agreement for execution by your company, and shall be glad to receive back both copies for completion by the Postmaster-General.

I have, &c.,

W. R. MORRIS, for Secretary.

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

[Vanc. Misc. 12/57.]

No. 194.

CONTRACT FOR CONVEYANCE OF OCEAN MAILS.

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

MEMORANDM of agreement made this ninth day of July, in the year of our Lord one thousand nine hundred and twelve, between the Honourable the Postmaster-General of the Dominion of New Zealand (hereinafter referred to as "the Minister," which expression shall include the Postmaster-General of the said Dominion for the time being), acting for and on behalf of His Majesty, of the one part, and the Union Steam Ship Company of New Zealand (Limited), an incorporated company carrying on business in the Dominion of New Zealand and in the Commonwealth of Australia and elsewhere (hereinafter referred to as "the Contractor"), of the other part, witnesseth that for and in consideration of the covenants, agreements, stipulations, and reservations hereinafter contained on the part of His Majesty, the Contractor, for itself and its successors or assigns, doth covenant and agree to and with His Majesty, his heirs and successors, in manner and form and to the effect following, that is to say:—

Route.

1. The Contractor will provide, establish, maintain, continue, and carry on during a period required for the completion of sixty-eight round voyages calculated as begun on the fourth day of August, one thousand nine hundred and eleven, in the manner hereinafter set forth, a regular steamship service between the City of Auckland, in the Dominion of New Zealand, and the City of Vancouver, in the Province of British Columbia, calling at Suva, in the Fiji Islands, and Honolulu, in the Sandwich Islands, and at the outer wharf in the City of Victoria, in the said Province of British Columbia, on both outward and homeward voyages from Auckland to Vancouver and from Vancouver to Auckland: Provided, however, that if so required by the Minister each voyage from Canada to New Zealand shall be extended to a port or ports in Australia; but the Minister shall not be entitled to make such requisition unless a binding contract shall have been entered into between the Contractor and the Commonwealth of Australia with regard to the extension of any such voyage to such port or ports: Provided further that in the event of the Commonwealth of Australia not entering into such a contract nothing herein contained shall be deemed to prevent the Contractor, if it shall consider it expedient to do so, from itself extending any voyage to a port or ports in Australia, and in any such case the Contractor shall be entitled to collect from the Government of the Commonwealth of Australia and retain all payments for the carriage of mails from Australia to Vancouver, and the Minister shall pay the Contractor at gratuity rates for the carriage of mails originating in New Zealand from New Zealand to Australia by the vessel employed in any such extended voyage.

Steamships.

2. The steamships "Makura," "Marama," "Zealandia," or such other steamships of not less than an equal number of tons gross tonnage to be approved by the Minister for the purpose, shall be regularly and continuously employed in the said service. Each of the said steamships is warranted to have the most approved triple-expansion machinery refrigerators for the ship's use, duplicate electric-light engines, special ventilation for tropical voyages, ample saloon and cabin accommodation for at least one hundred and thirty passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is further warranted to be of the highest class at Lloyd's or British Corporation, and to comply in every respect with the requirements of the shipping laws and regulations of New Zealand; and each of the said steamships shall during the continuance of the agreement be at all times tight, sound, staunch, and strong, and well and sufficiently manned, victualled, and equipped, and in every respect seaworthy, and shall further at all times during the continuance of this agreement retain the qualification and class which it is hereinbefore warranted to possess; and the vessels aforesaid and every other vessel used under this contract shall be fitted with cool-storage chambers in which fish-ova, dead meat, or other natural products may be conveyed, and such cool-storage chambers shall be fitted with all necessary appliances and machinery for working and keeping the same effective.

Voyages.

3. The round trip for each of the said steamships shall begin and end at Auckland, in New Zealand, calling as aforesaid at Suva, Honolulu, and the outer wharf in the City of Victoria on each and every voyage as aforesaid. The first voyage in performance of this agreement shall commence and be made from Auckland on the fourth day of August, one thousand nine hundred and eleven, and subsequent voyages after the first shall commence and be made from Auckland aforesaid on dates and at times to be from time to time appointed for that purpose by the Minister. The duration of each voyage from Auckland to Vancouver and from Vancouver to Auckland shall not exceed nineteen days, including one days' detention at Honolulu on each voyage both outward and homeward.

Service to be Four-weekly.

4. The said service shall be four-weekly, and the said steamships shall leave the said ports of Auckland and Vancouver on the days and at the times to be from time to time appointed for that purpose by the Minister after consultation with the Minister of Trade and Commerce of the Dominion of Canada. Each voyage shall be deemed to commence as soon after the completion of the embarkation of the mails intended to be thereby conveyed as, having regard to practical considerations, the anchor of such vessels can be weighed or the vessel can be loosed from its moorings, and each such voyage shall be deemed to be completed when the vessel has arrived and been anchored or moored at some position in the port of destination from which the mails can be conveniently disembarked; and the times of the commencement and completion of every voyage shall be ascertained and recorded by the officers of the Minister in pursuance of arrangements to be made from time to time by him for such purpose, and the decision of the Minister as to all questions relating to any such times or periods shall be final and conclusive.

Foreign Ports.

5. The said steamships shall not during the continuance of this contract call at any port in or of the United States of America (Honolulu only excepted).

Freight and Passenger Rates.

6. The said steamships shall each according to its capacity carry both outward and homeward all the freights and passengers which may be reasonably offered and obtained, and at tariff rate both as to passengers and freights, not exceeding the rates hereinafter set forth, that is to say :—

PASSENGER RATES FROM AUCKLAND.

To Suva.—Saloon—single £10, return £15; second class—single £7, return £10 10s.; third class—single £4 10s., return £9.
 To Honolulu.—Saloon—single £30, return £45; second class—single £20, return £30; third class—single £12 10s., return £22 10s.
 To Victoria and Vancouver.—Saloon—single £40, return £60; second class—single £25, return £40; third class—single £16, return £30.

FREIGHT FROM AUCKLAND.

To Honolulu, Victoria, and Vancouver, not to exceed—For general cargo, 50s. to 60s. per ton of 40 cubic feet; skins, dumped, 50s. per 3,000 lb.; butter in refrigerator, 1d. per pound gross; meats in refrigerator, $\frac{3}{4}$ d. per pound gross; wool, greasy, $\frac{1}{2}$ d. per pound dumped; wool, scoured, $\frac{5}{8}$ d. per pound dumped; phormium-fibre, 60s. per ton of 2,240 lb. dumped.

If the Contractor is required by shippers to carry cargo from or to any other main port in New Zealand than Auckland, an additional rate to include expenses of transhipment at Auckland and not exceeding 12s. 6d. per ton weight or measurement at Contractor's option may be charged for such carriage. The rates of passages above mentioned are applicable to the vessel's ordinary accommodations only, and the rates of freights, except where specifically mentioned, do not provide for cool or other special storage, and the Minister, if of opinion that any disturbance of normal conditions has increased the expense of running vessels used for services under this contract, may authorize a percentage increase of the foregoing fares and freights.

No Discrimination.

7. No discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any New Zealand ports, or against any New Zealand railways, or against New Zealand merchants or shippers, but New Zealand merchants and shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the New Zealand connection, save as herein otherwise provided.

Mails.

8. During the continuance of this agreement the said steamships shall, at the cost and expense of the said Contractor, receive and carry on each and every voyage all such mails as shall or may be tendered for conveyance to the said steamships, or to the masters or any officers on board of the same, at the port of Auckland aforesaid by or on behalf or under the direction of the Minister for the time being, his officers, agents, or servants, and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships as herein indicated, and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Minister for the time being; and the Contractor shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships from

loss, damage, or injury in any way, and shall be responsible for any loss or damage thereto caused by the negligence or want of proper care or accommodation on the part of the Contractor or its agents or servants, or on the part of the officers or employees or crew on board of the said steamships.

Accommodation for sorting Mails.

9. The Contractor shall provide to the satisfaction of the Minister all the necessary and suitable accommodation, including lights, for the purpose of sorting and making up the mails on board the several vessels employed under this agreement, and on being required to do so by the Minister shall at its own cost erect or set apart in each of the said vessels on the spar deck a separate and convenient room for such purposes, and all the furniture, lamps, fittings, and other conveniences in and about such room shall be from time to time cleaned and kept in repair, and the oil for the lamps supplied, by the servants and at the cost of the Contractor. 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.

Custody of Mails.

10. If the Minister shall think fit to intrust the charge and custody of the mails to the master or commander of any vessel to be employed under this agreement, 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 Contractor shall be responsible for the receipt, safe custody, and delivery of, the said mails at the several appointed places on shore 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 as the Minister or his officers shall from time to time reasonably require.

Landing of Mails.

11. The Contractor and all commanding and other officers in charge of the vessels employed under this agreement shall at all times punctually attend to the orders and directions of the Minister 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.

Government Official.

12. The Contractor shall provide suitable first-class accommodation, including a cabin or state-room, for the exclusive use of an officer or agent of the Minister, and for one or, if necessary, two assistants to the aforesaid officer or agent, on board each of the vessels employed under this agreement, who shall be at liberty to use such accommodation as may be required; and such officer or agent and assistant shall be victualled by the Contractor as chief-cabin passengers without charge either for their passage or victualling, and whilst the vessel stays at any port, excepting the ports of Vancouver and Auckland, to and from which the mails are conveyed such officer, agent, and assistant shall be allowed to remain on board and shall be victualled as aforesaid.

Recognition of Government Official as Minister's Agent.

13. Every such officer or agent and assistant shall be recognized and treated by the Contractor, its officers and agents, as the agents of the Minister and as having full authority in all cases to require a due and strict performance of this agreement: Provided that no such officer, agent, or assistant shall have power to control or interfere with any master, commander, or officer in the performance of his duty, and every such officer, agent, 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 safety of the said vessels.

Expense of conveying Mails.

14. The Contractor at its own expense shall deliver and take the mails to and from the steamers and the post-office or other convenient place as the Minister appoints at the terminal or other ports from and to which the mails are to be conveyed, and the officer having charge of them, 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 Minister 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.

Minister may delay Sailings.

15. The Minister, by letter addressed to the commander of the vessel delivered to him or to any person appearing to be in charge of the vessel, or left for him at the office of the Contractor in the port or on board the vessel three hours at least before the time appointed for departure, shall in case of need, and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours: Provided always that in the case of any vessel being delayed at the port of Auckland in pursuance of this clause the Minister shall pay demurrage to the contractor at the rate of five pounds (£5) per hour for every hour during which the vessel is delayed after the first six hours.

Definition of "Mails."

16. The expression "mails" for the purpose of this agreement shall be deemed to mean and include all boxes, bags, or packets of letters, post-cards, newspapers, parcels, books, or printed matter, and all other articles which under the Post and Telegraph Act and Postal Regulations of New Zealand for the time being in force are transmissible by post in New Zealand, without regard to place either of origin or destination, and also all empty bags, empty boxes, and other receptacles, stores, and articles used or to be used in carrying on the Post Office service or which shall ordinarily be sent by or to or from the Post Office.

Conveyance of Letters other than H.M. Mails.

17. The Contractor shall not, nor shall the master or officers of any of the said steamships, receive or permit to be received on board of any of such steamships at any New Zealand port any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by the law, nor the mails of any other country except such as may be specified by the Minister for the time being; and the said Contractor shall in all respects be subject to all the postal laws of New Zealand and all the regulations lawfully made thereunder.

Explosives.

18. The Contractor shall not convey in any steamship employed by them under this agreement any nitro-glycerine or any other article which shall have been proclaimed as an explosive or explosive substance, or shall have been legally declared specially dangerous, or shall be so declared by the Minister by notice in writing.

Assignment.

19. This agreement shall not, nor shall any right or interest therein, be assigned, underlet, or otherwise disposed of without the consent in writing of the Minister to such assignment having been first obtained.

Traffic Returns.

20. The Contractor shall from time to time furnish to the Minister full and complete copies of the manifests of the cargoes and lists of the passengers carried by each of the said steamships on its outward and its homeward voyages, certified by the proper Customs officials, and also such other documents, information, and evidence as may be reasonably required by the Minister to show the volume, extent, and value of the trade carried on by the said steamships, and such other Customs certificates, documents, and evidence as may be necessary or as may be reasonably required by the Minister to prove the performance of the service herein contracted for, and to enable the Minister to judge as to whether this agreement is being properly and faithfully carried out and performed; and the furnishing of such certificates, documents, information, and other evidence as hereinbefore specified shall be a condition precedent to the payment of the subsidy hereinafter provided, or any portion thereof.

British Subjects.

21. It is further understood and agreed by the Contractor that two-thirds of the total number of officers, engineers, stewards, crew, or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for shall be British subjects; but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the Minister in writing.

Subsidy.

22. The Minister shall pay to the Contractor, subject to its faithful performance of all covenants, agreements, and stipulations to be performed on their part pursuant to this agreement, a subsidy of twenty thousand pounds (£20,000) per annum in proportionate instalments for each and every round trip performed by each of the said steamships in accordance with the intention of this agreement: Provided, however, that no amount of instalments of subsidy

shall be payable at any time unless it appears to the satisfaction of the Minister that up to the time of such payment there has been no breach on the part of the Contractor of any of the covenants, provisions, or stipulations of this agreement; and provided also that the Contractor shall be entitled to receive such subsidy as the Governments of Canada and Fiji might pay towards the service, and also the Government of Australia should the service be extended to a port or ports in the said Commonwealth.

Penalty.

23. If from any cause whatever at any time or times hereafter one of the vessels for this service shall not be at the port of Auckland ready to put to sea in time to perform the services hereby contracted to be performed, or if at any time or times the mails required to be conveyed by the Contractor under this agreement between Auckland and Vancouver and *vice versa* shall not be conveyed from Auckland to Vancouver or from Vancouver to Auckland within the respective periods of transit hereinbefore prescribed in that behalf, then and so often as the same shall happen there shall be deducted from the subsidy which but for this provision would be payable to the Contractor a sum of thirty pounds (£30) for every complete period of twenty-four hours by which the actual time of putting to sea is behind the appointed time for putting to sea, or by which time actually occupied in the conveyance of such mails from Auckland to Vancouver or Vancouver to Auckland, as the case may be, shall have exceeded the period of transit hereinbefore prescribed in that behalf, whether the vessel in delay be one of the aforesaid vessels or any other vessel employed hereinafter: Provided always that no deduction shall be made from the said subsidy by reason of any such default or failure as in this clause mentioned which may be proved to the satisfaction of the Minister to have arisen wholly or in part from any cause or causes altogether beyond the control of the Contractors.

Penalty.

24. Each of the deductions hereinbefore mentioned and hereby agreed to be made shall be made, and the subsidy be reduced accordingly, although no damage or loss shall have been sustained by reason of or in connection with such default, and (except in such cases as in the last preceding clause hereof expressly provided) from whatever cause or causes any such failure or default shall have arisen, and no such deduction shall in any case be deemed to be a penalty or in the nature of a penalty; and the payment by the Minister of what shall from time to time remain due in respect of the said subsidy, after making any such deductions as aforesaid, shall in no case prejudice the right of the Minister to treat the failure of the Contractor to provide an appropriate vessel at any appointed place or time, or to perform any service at or within the appointed period, as a breach of this agreement.

Duration of Contract.

25. This agreement shall remain in force until the completion of the sixty-eighth round voyage in terms of the contract: Provided that the Minister shall have the right at any time, by giving notice in writing under his hand, to determine this agreement and every matter and thing herein contained, if it shall appear to him that there has been any material breach on the part of the said Contractor of any of the covenants, stipulations, agreements, or provisions herein contained and entered into on the part of the Contractor. And it is hereby declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his determination shall be final and conclusive.

Wreck or Disablement.

26. Provided, however, and it is the true intent and meaning of these presents, that if the said steamships, any or either of them, or any steamship replacing either of such steamships, under this proviso shall be by the perils of the sea or other unavoidable casualty lost, destroyed, or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations, and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any matter or thing herein contained, but the said Contractor shall in such case, as soon as reasonably may be having regard to the circumstances, replace the said steamships or steamship so lost or destroyed by others or another of equal class, speed, equipment, character, and capacity, to the satisfaction and approval of the Minister, or to the like satisfaction and approval repair the damage done in case the said steamship has been only temporarily disabled, and continue the said service herein contracted for with such substituted or repaired steamship with as little loss of time as possible under all the circumstances: Provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed: Provided further that the Minister shall be the sole judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said regular four-weekly service has been actually caused by the perils of the sea or other unavoidable casualties within the meaning of this proviso, and his finding and determination thereon shall be conclusive.

Notices to Contractors.

27. All notices or directions which the Minister, his officers, agents, or others, are hereby authorized to give to the Contractor, its officers, servants, or agents, other than any notice of the termination of this agreement, may at the option of the Minister, his officers, agents, or others, either be delivered or sent by post to the master of any of the said vessels or any other officer or agent of the Contractor in the charge or management of any vessel employed in the performance of this agreement, or left for the Contractor at or sent by post to the office or house of business of the agents of the Contractor in Auckland or any other place, and any directions or notices so given, left, or sent by post shall be binding on the Contractor: Provided always that any notice of termination of this agreement shall be left for the Contractor at the office or last known office of its agents in Wellington or sent by post to such office: Provided further that the Minister may by writing under his hand at any time and from time to time 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.

28. So long as no subsidy is paid by the Commonwealth of Australia the Contractor shall give to New Zealand shippers the first refusal of all space for freights in the vessels used under this contract, and in each year the whole of the cold-storage space shall be available to New Zealand shippers until the first day of September for New Zealand shipments to be made up till the thirty-first day of August of the following year. After the first day of September the Contractor shall reserve any balance remaining up to five thousand cubic feet in the steamship "Zealandia" and ten thousand cubic feet in other steamers, such space to be open to allotment at any time on or after the second day of September each year until fifty-six days before the vessel is appointed to leave Sydney, and if not all then booked the remaining space up to two thousand five hundred cubic feet in the steamship "Zealandia" and five thousand cubic feet in other steamers to be reserved for allotment to New Zealand shippers during the ensuing twenty-eight days. Contractor to be at liberty to allot to other shippers all space not engaged by New Zealand shippers in accordance with this clause. If, however, during the term of the contract the Commonwealth of Australia subsidises the service an adjustment of the division of the space shall be made on an equitable basis: Provided always that the Contractor shall not give undue preference to individual New Zealand shippers to the exclusion of other New Zealand shippers.

29. During the continuance of this contract and so long as the same shall be faithfully carried out by the Contractor every vessel whilst employed under this contract in carrying mails from Auckland to Vancouver and *vice versa* shall be exempt from harbour, dock, and other dues and rates at the port of Auckland made or levied under the Harbours Act, 1908, or any amendment thereof.

30. If any dispute, question, or difference shall arise between the Minister and the Contractor upon any matter herein provided for, or touching or concerning the construction, operation, or effect of these presents, as to which by these presents it is not provided that the same shall be determined and settled by the Minister, then and in every such case the matter in difference shall be referred to the arbitration of two arbitrators, one to be appointed by the Contractor and one by the Minister, and this provision shall be deemed to be a submission to arbitration under and subject to the provisions of the Arbitration Act, 1908, and any arbitration hereunder shall, unless the Minister otherwise agrees, be held and conducted in Wellington.

In witness whereof these presents have been executed the day and year first above written.

Signed by Robert Heaton Rhodes, the said Minister, }
in the presence of—

R. HEATON RHODES.

W. CROW,

Private Secretary to the Postmaster-General.

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

[SEAL.]

JOHN ROBERTS, } Directors.
A. LEE SMITH, }

SYDNEY-SUVA-HONOLULU-VANCOUVER CONTRACT

(1909-1911).

No. 195.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
 SIR,— General Post Office, Wellington, 2nd November, 1910.

I have the honour to refer to your letter of the 20th April last [No. 145, F.-6, 1911], relative to the rates payable for the transit of New Zealand mails for the United Kingdom across North America.

As it was not clear to this Department that the full charges specified in Article IV, section 3, subsection 1° of the Convention of Rome could not be divided between the United States and Canada, I have consulted the London office, which is of opinion that full charges are payable to each country. I have therefore prepared on this basis amended accounts "N" and "Q" for the transit of New Zealand mails across Canada during 1908 and 1909 and subsequent years, showing the amounts due to your office to be 14,638-09 fr. and 14,539-22 fr. respectively, and submit them herewith, in duplicate, for your acceptance. I shall be glad to receive back one copy of each account, duly accepted. Payment will then be arranged through the money-order account.

The Deputy Postmaster-General, Ottawa.
 [P.O. 09/311.]

I have, &c.,
 D. ROBERTSON, Secretary.

No. 196.

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

SIR,— Post Office Department, Ottawa, 11th January, 1911.

I have the honour to acknowledge the receipt of your letter of the 2nd November last, enclosing the amended accounts "N" and "Q" for the transit of New Zealand mails across Canada during 1908 and 1909 and subsequent years, and, in accordance with your request, beg to return herewith a copy [not printed] of each account duly accepted.

A copy of each of the statements "Q" will be forwarded to the International Postal Bureau at Berne with an explanation of the difference in the account for the year 1908 and those of subsequent years.

As regards settlement, this office would be agreeable to have it effected through the quarterly money-order account if the account for December quarter shall not have been forwarded from your office before the receipt of this letter, otherwise it would be preferred that settlement should be made by a bill of exchange covering the years 1908, 1909, and 1910, as the March quarter money-order account from your office will not be received at this Department in time to be brought into the financial statement of the current fiscal year.

I have, &c.,
 E. H. LASCHINGER,
 Assistant Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

No. 197.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
 SIR,— General Post Office, Wellington, 22nd March, 1911.

I have the honour to acknowledge the receipt of your letter of the 11th January last, in reference to the accounts for the transit across Canada of New Zealand mails for the United Kingdom and the United States of America during the years 1908, 1909, and 1910; and to inform you that on the 14th instant I forwarded you a bank draft for £1,734 15s. 6d. in payment of the accounts.

The Deputy Postmaster-General, Ottawa.

I have, &c.,
 D. ROBERTSON, Secretary.

AUSTRALIA-SUEZ SERVICE.

WELLINGTON-SYDNEY CONNECTION, ETC.

No. 198.

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

SIR,—

General Post Office, Wellington, 19th May, 1911.

I have the honour to request that you will be so good as to delay the departure of the "Aorangi" for Sydney this afternoon until the mails from Gisborne for London, due by the Napier express at 6.22 to-night, have been placed on board, but in any case not later than 7 p.m.

I have, &c.,

D. ROBERTSON, Secretary.

The Manager, Union Steam Ship Company of New Zealand (Limited), Wellington.
[Suez Conn. 11/26.]

No. 199.

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

(Telegram.)

Dunedin, 23rd May, 1911.

"AORANGI" communicated with warship "Powerful," Sydney, 11 this morning. Advises is not likely arrive before 10 to-night. I am afraid the detention at Wellington owing bad weather, coupled with bad trip, is cause of delay.

[Suez Conn. 11/12.]

No. 200.

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

(Telegram.)

Wellington, 23rd May, 1911.

REPORTED by wireless that "Aorangi" will be late in arriving Sydney. If she arrives in time, kindly arrange for special train.

No. 201.

The SUPERINTENDENT OF MAILS, General Post Office, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 23rd May, 1911.

"AORANGI" expected 11 p.m., too late for China or special train. German mail closes Wednesday: takes only specially marked. What shall be done with your mails?

No. 202.

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

(Telegram.)

Sydney, 24th May, 1911.

"AORANGI" arrived last night at 10.

[Suez Conn. 11/27.]

No. 203.

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

(Telegram.)

Wellington, 24th May, 1911.

SEND mails by German steamer.

[Suez Conn. 11/13.]

No. 204.

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

(Telegram.)

Wellington, 25th May, 1911.

VERY unfortunate about "Aorangi." We had notice of postponement to 6 p.m. before question of waiting for mails arose. I definitely limited time of departure to 7 p.m. All mails aboard 6.55, at which time "Aorangi" was still taking in cargo. The last of stevedore's men came ashore at 7.20. Late departure cannot therefore be charged to Post Office. Had "Aorangi" left at 6 p.m., which apparently would not have been the case as she was taking in cargo, it is doubtful whether connection could have been made.

[Suez Conn. 11/23.]

No. 205.

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

(Telegram.)

Dunedin, 25th May, 1911.

ADVICE from Sydney meagre, but understand ship's speed, which averaged thirteen knots, could not be improved owing to quality of New Zealand coal, which was best obtainable. As you know, the "Aorangi" was detained in Wellington for mails, and did not clear until 7.40. If she had sailed at 5, connection would have been made.

[Suez Conn. 11/16.]

No. 206.

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

Union Steam Ship Company of New Zealand (Limited),

Wellington, 27th May, 1911.

SIR,—

I find that you were quite correct in saying that "Aorangi" was postponed till 6 p.m. prior to your application to keep her for the Napier mails. The enclosed copy of Mr. Stott's report [not printed] explains matters more in detail.

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY.

[Suez Conn. 11/32.]

No. 207.

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

SIR,—

Christchurch, 9th June, 1911.

I beg to forward resolution passed by the members of this Chamber at the last quarterly general meeting: "That this Chamber views with satisfaction the intentions of the Government for improving the mail and passenger service between Wellington and Sydney, and recognizes that the scheme outlined by subsidizing larger and faster steamers would confer immense benefits on the Dominion."

I have, &c.,

H. ANTILL ADLEY, Secretary.

The Hon. the Acting Prime Minister, Wellington.

[Suez Conn. 11/37.]

No. 208.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 20th June, 1911.

No sign of "Warrimoo" up to 6 p.m. If steamer fails connect with special train, how shall your mails be disposed? Mail, German steamer, closes to-morrow, specially indorsed only.

[Suez Conn. 11/42.]

No. 209.

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

(Telegram.)

Wellington, 20th June, 1911.

If "Warrimoo" fails connect, and German mail-steamer offers best despatch, send mails by her.

No. 210.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 20th June, 1911.

"WARRIMOO" arrived 9 to-night, too late for special. Mails will go by "Zieten."

[Confirmed by letter on the 7th July, 1912.]

No. 211.

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

(Memorandum.)

Chief Post Office, Wellington, 21st June, 1911.

I LEARN from the Harbour Board that the Sydney steamer left here on Friday last at 6 p.m. sharp. Our mails were at the ship's side to be put on board at 4.45 p.m. We were in no way responsible for the detention of the steamer until 6 p.m.

D. MILLER, Chief Postmaster.

The Secretary, General Post Office, Wellington.

[Suez Conn. 11/44.]

No. 212.

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

(Telegram.)

Wellington, 21st June, 1911.

"WARRIMOO" missed Sydney last night. This is again a case of detention in Wellington. Had she sailed at 5 o'clock she would have arrived in time to connect with special train. All our mails were aboard by 5 o'clock. I have only now learnt of detention at Wellington, or would have brought matter under your notice before.

No. 213.

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

(Telegram.)

Dunedin, 21st June, 1911.

GREATLY regret "Warrimoo" missing mail. She has been so consistent in steaming that she must have experienced exceptional weather. Have wired Wellington office that vessels must leave on time.

No. 214.

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

SIR,—

General Post Office, Wellington, 21st June, 1911.

I have the honour to refer to the claim of your company for the full subsidy of £288 9s. 3d. for the trip of the R.M.S. "Aorangi" from Wellington to Sydney, begun on the 19th ultimo.

I shall be glad to hear any reason you may wish to advance why the penalty provided for in the contract for late arrival in Sydney should not be imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/40.]

No. 215.

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

SIR,—

Prime Minister's Office, Wellington, 21st June, 1911.

I have the honour to acknowledge the receipt of your letter of the 9th instant, forwarding copy of a resolution passed by your Chamber respecting the mail and passenger service between Wellington and Sydney, and to inform you, in reply, that the representations made for improving the mail-service will receive the careful consideration of Government.

I have, &c.,

J. CARROLL, Acting Prime Minister.

The Secretary, Canterbury Chamber of Commerce (Incorporated), Christchurch.

[Suez Conn. 11/39.]

No. 216.

The Hon. the ACTING PRIME MINISTER to the HIGH COMMISSIONER, London.

(Telegram.)

Wellington, 23rd June, 1911.

SUEZ despatch 16th missed. Sent by German "Zieten."

No. 217.

MESSRS. GILBERT ANDERSON AND Co., London, to the Right Hon. Sir JOSEPH WARD (in London).

SIR,—

Terminus Chambers, 6 Holborn Viaduct, London E.C., 26th June, 1911.

We respectfully wish to draw your attention to the very great inconvenience and risk that is run by those who are connected with the New Zealand trade, especially the frozen-meat trade, owing to the irregular manner in which mails are delivered.

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.

The coal supplied was from the hulk which we maintain in Wellington for the storage of the highest grade steam-coal, but it is evident that it was considerably below the standard, as on the return voyage from Sydney, when burning an inferior and cheaper coal and on a heavier draught, the "Aorangi" maintained a speed of $1\frac{1}{2}$ knots per hour more than on the outward voyage.

We hope that in view of the circumstances as set forth above, you will see your way to authorize payment of the full subsidy for the trip in question.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 11/76.]

No. 220.

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

(Telegram.)

Wellington, 30th June, 1911.

HUDDART-PARKER have given notice to detain "Ulimaroa" till 7 to-night. This Department strongly protests against such detention, and must insist that steamer leaves at schedule time, 5 o'clock. Kindly arrange accordingly.

[Suez Conn. 11/62.]

No. 221.

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

(Telegram.)

Dunedin, 30th June, 1911.

HAVE received yours, and wired Jones see you without delay.

No. 222.

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

SIR,—

General Post Office, Wellington, 30th June, 1911.

I have the honour to inform you that Messrs. Huddart, Parker, and Co. have given notice that the "Ulimaroa" is to be detained until 7 p.m. to-day.

I hereby give you notice that any detention beyond 5 p.m. will be regarded as a breach of the contract between the Union Steam Ship Company of New Zealand (Limited) and the Postmaster-General for the conveyance of mails between Wellington and Sydney.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/41.]

["Ulimaroa" arrived Sydney in time for mails to connect with R.M.S. "Marmora."]

No. 223.

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

SIR,—

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

I have the honour to refer to the claim of your company for £288 9s. 3d., subsidy for the trip of the s.s. "Warrimoo" from Wellington to Sydney, begun on the 16th ultimo.

The "Warrimoo" failed to connect with the mail-train at Sydney and I shall be glad to have any reason you may wish to advance why the penalty provided in the contract for late arrival in Sydney should not be imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/51.]

No. 224.

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, 4th July, 1911.

SIR,—

Referring to the trip of the "Warrimoo," commenced from Wellington on the 16th June, and on which the mail-connection was missed, I beg to enclose, for your information, a report from the master, together with an extract from the vessel's log, from which it will be seen that the cause of the delay was due to a very heavy westerly gale and mountainous sea encountered on the 19th and 20th idem. As you will observe from the master's report, the "Warrimoo" averaged 14.3 knots from the time of leaving Wellington until Monday at noon, and with ordinary weather she should have reached Sydney by 9 or 10 a.m. on Tuesday.

I trust that as the delay arose from causes beyond our control, you will see your way to authorize payment of the usual gratuity.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 11/55.]

Enclosure in No. 224.

The MASTER, s.s. "Warrimoo," to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

Dunedin, 1st July, 1911.

From the time we left Wellington up till Monday at noon, the ship then being about 300 miles from Sydney, we proceeded at the rate of about 14·3 knots. Thereafter the wind freshened up from the west, until a strong gale and mountainous sea, with severe squalls, was run into, and the ship was pitching and racing very much, which caused her progress to be considerably retarded. On Tuesday morning we double-banked the firemen, to try and get better speed, in order to make every endeavour to arrive in Sydney in time for the mail-train, but the weather did not moderate until the afternoon, when it shifted to the south-west, which made her roll considerably. This weather continued until arrival at the heads, which was reached at 8.32 p.m.

Yours, &c.,

C. CLIFT, Master, s.s. "Warrimoo."

The General Manager, Union Steam Ship Company, Dunedin.

No. 225.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 6th July, 1911.

SIR,—

I have to acknowledge yours of the 30th ultimo, advising that Messrs. Huddart, Parker, and Co. had detained their "Ulimaroa" until 7 p.m. on the 30th ultimo, and that you held this to be a breach of the contract.

I gather from Messrs. Huddart, Parker, and Co.'s Manager that they made the sailing-hour 7 p.m. before they were aware that you had fixed 5 p.m. as the hour of departure, and in this matter it is possible that we were to blame, as we had not passed on your verbal communication to our Mr. Kennedy of the 26th May that you definitely required the steamers to leave at 5 p.m.

I trust you will accept this explanation as satisfactory.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HOLDSWORTH, General Manager.

[Suez Conn. 11/56.]

No. 226.

The PRESIDENT, Liberal and Labour Federation of New Zealand, Waitemata Branch, Devonport, to the Hon. the ACTING POSTMASTER-GENERAL, Wellington.

Liberal and Labour Federation of New Zealand, Waitemata Branch,

Devonport, 7th July, 1911.

SIR,—

I am directed by the Waitemata branch of the Liberal and Labour Federation to forward to you the subjoined copy of a resolution passed by that body on Wednesday, the 5th instant, and to ask that you would be good enough to give the same your favourable consideration.

I have, &c.,

W. J. NAPIER, President.

RESOLUTION.

THAT, in order to provide speedy mail and passenger communication with the outer world *via* Australia, and thereby develop the tourist traffic and increase the prosperity of the Dominion, the Government be requested to construct or charter two 20,000-ton steamers to connect Auckland and Sydney by a three-days State service. That the assistance of the Chamber of Commerce be invited in the matter.

The Hon. the Acting Postmaster-General, Wellington.

[Suez Conn. 11/60.]

[Acknowledged, 17th July.]

No. 227.

The SECRETARY, Woodville Chamber of Commerce, Woodville, to Mr. R. B. Ross, M.P., Woodville.

SIR,—

Woodville, 11th July, 1911.

* * * * *

This Chamber has resolved to support the proposal [No. 248] of the Wellington Chamber of Commerce, and to ask you to be kind enough to use your influence to assist it being carried out. It would mean the arrival of the mails perhaps on Friday nights, and certainly on Saturday mornings, in Woodville, instead of on Monday afternoons as at present.

Hoping you will be able to assist to bring the suggestion into force,

I have, &c.,

ROWE FENNELL, Secretary.

R. B. Ross, Esq., M.P., Woodville.

[Suez Conn. 11/102.]

Mr. R. B. Ross, M.P., Woodville, to the Hon. the POSTMASTER-GENERAL.

(Minute.)

FOR your favourable consideration.

R. B. Ross.

The Hon. the Postmaster-General, Wellington.

[Acknowledged, 19th August, 1911.]

No. 228.

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

SIR,—

General Post Office, Wellington, 12th July, 1911.

I have to acknowledge the receipt of your letter of the 6th instant, on the subject of the detention of the Sydney steamer on the 30th ultimo.

As the "Ulimaroa" succeeded in making the connection, it is not desired to take further notice of the failure to sail at the proper hour. I trust, however, that contract steamers will not again be detained without the special permission of this office.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/63.]

No. 229.

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

SIR,—

General Post Office, Wellington, 14th July, 1911.

I have the honour to inform you that, owing to the late arrival of the Main Trunk train this afternoon, it is likely that the Post Office will be unable to ship the mails on board the "Moana" by 5 o'clock, and to request, if that prove correct, that you will be good enough to hold the steamer for shipment of the mails.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/59.]

No. 230.

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

SIR,—

General Post Office, Wellington, 20th July, 1911.

In reference to the letter of the 4th instant from the Assistant General Manager of your company respecting the failure of the s.s. "Warrimoo" to make a connection with the Suez mail at Sydney on the 20th ultimo, I have the honour to inform you that, as the delay appears to have been beyond the control of your company, the Acting Postmaster-General has directed that the penalty provided in the contract for late arrival in Sydney be not imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/73.]

No. 231.

Mr. ALEX. MYERS, Birmingham, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Birmingham, 25th July, 1911.

I should like to draw your attention to the disgraceful manner in which New Zealand mails are delivered to this country. Although they are supposed to reach here every Monday, it is a most unusual thing for them not to be two to four days late, and it is rather the exception than the rule for them to be here in time, although Australian mails arrive every Monday. This is a very serious question for those having business relations with New-Zealanders, as well as for New-Zealanders themselves; and is a matter, I think, that requires looking into.

I have, &c.,

ALEX. MYERS.

The Right Hon. Sir Joseph Ward, Bart., P.C., Wellington, New Zealand.

[P.O. 11/3475(2).]

No. 232.

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

SIR,—

General Post Office, Wellington, 27th July, 1911.

I have the honour to refer to the letter of the 29th ultimo, from the Assistant General Manager of your company, respecting the late arrival of the s.s. "Aorangi" at Sydney on the 23rd May last.

In reply, I beg to inform you that, as the delay appears to have been due to causes beyond the control of your company, the Acting Postmaster-General has decided that the penalty provided in the contract for late arrival in Sydney be not imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/80.]

No. 233.

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

SIR,—

General Post Office, Wellington, 2nd August, 1911.

I have the honour to inform you that the question has been again raised whether Government is prepared to take steps to facilitate the despatch to New Zealand of English mails arriving at Sydney by the Suez route. I should be obliged if you would look into the matter, and inform me at your early convenience whether it would be possible for your company to make any alteration in the existing time-table.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/84.]

No. 234.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 3rd August, 1911.

SIR,—

I have the honour to acknowledge receipt of your favour of the 2nd instant, and, in reply, have to state that we are giving the question of a better connection with the arrival of the Suez mail in Sydney our close consideration at the present time, and will address you again on the subject.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HOLDSWORTH, General Manager.

[Suez Conn. 11/87.]

No. 235.

[House of Representatives, 9th August, 1911.]

Mr. HERDMAN to ask the Acting Postmaster-General, Whether the Government is prepared to take steps to facilitate the despatch to New Zealand of English mails arriving at Sydney by the Suez route? [NOTE.—The mails are sometimes detained in Sydney for two days awaiting a steamer to carry them to New Zealand.]

The Right Hon. Sir J. G. WARD.—The Union Steam Ship Company has again been approached with a view to an alteration of the time-table of their steamers, which will ensure a closer connection with the inward Suez mails. In view, however, of the fact that the newly established Vancouver mail-service will, together with the San Francisco service, bring a regular fortnightly English mail in a shorter time than mails can, under the most favourable conditions, be received *via* Suez, Government is not prepared to consider any proposals in connection with the improvement of the Sydney—New Zealand service unless this can be obtained at a minimum cost.

[Suez Conn. 11/85.]

No. 236.

The Hon. the POSTMASTER-GENERAL to MESSRS. GILBERT ANDERSON AND CO., London.

GENTLEMEN,—

General Post Office, Wellington, 12th September, 1911.

In reference to your letter of the 26th June last, and to my acknowledgment of the 29th idem [not printed], on the subject of the irregular arrival in London of mails from New Zealand, I have the honour to inform you that in the particular instance you put forward the delay was caused by the steamer between Wellington and Sydney missing connection with the express train for Melbourne. The mails were forwarded from Melbourne on the 25th May by a German liner, and reached London three days late.

It does not appear, however, that the mails are consistently late in arriving in London. Since the despatch from Christchurch on the 23rd February last the mails have arrived thrice on due date, five times before the time-table date, and six times late. Once out of the six times the lateness has been caused by the vessel despatched from New Zealand with the mail *via* Suez missing the connection at Sydney; and I do not think, from the assurances I have had from the contracting steamship companies, that these delays need be apprehended in the future.

I very fully appreciate the seriousness of these late arrivals, and you may depend that any proposal to prevent them will have my best attention. But over so very long a sea distance it seems to be out of the question to expect absolute regularity; and the best remedy to suggest seems to be the posting of documents as long before shipments are made as circumstances permit of.

I have, &c.,

J. G. WARD.

Messrs. Gilbert Anderson and Co., Terminus Chambers, 6 Holborn Viaduct, London E.C.

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

No. 237.

The Hon. the POSTMASTER-GENERAL to Mr. GEO. GOODSIR, London.

SIR,—

General Post Office, Wellington, 12th September, 1911.

In reference to your letter of the 29th June last, and to my acknowledgment of the same date, on the subject of the irregular arrival in London of mails from New Zealand, I have the honour to enclose a time-table showing the actual dates of arrival in London of the mails mentioned, which in all but two cases are earlier than the dates given by you. The irregular arrivals were due to the fact that the time of transit of mails despatched *via* San Francisco is less than that of mails despatched *via* Suez.

It does not appear, however, that the mails are consistently late in arriving in London. Since the despatch from Christchurch on the 23rd February last the mails have arrived thrice on due date, five times before the time-table date, and six times late. Once out of the six times the lateness has been caused by the vessel despatched from New Zealand with the mail *via* Suez missing the connection at Sydney; and I do not think, from assurances I have had from the contracting steamship companies, that these delays need be apprehended in the future.

I very fully appreciate the seriousness of these late arrivals, and you may depend that any proposal to prevent them will have my best attention. But over so long a sea distance it seems to be out of the question to expect absolute regularity, and the best remedy to suggest seems to be the posting of documents as long before shipments are made as circumstances permit of.

I have, &c.,

J. G. WARD.

Geo. Goodsir, Esq., Director, Messrs. W. Weddel and Co. (Limited),
16 St. Helen's Place, London E.C.

Enclosure in No. 237.

Left Christchurch.	Date Mail arrived London as stated by Mr. Goodsir.	Actual Date Mail arrived London.	Route.	Remarks.
1911.	1911.	1911.		
23 February ..	1 April ..	31 March ..	Suez ..	Due date.
2 March ..	10 April ..	9 April ..	" ..	One day late.
9 March ..	12 April ..	11 April ..	San Francisco ..	One day late.
16 March ..	24 April ..	23 April ..	Suez ..	One day late.
23 March ..	29 April ..	28 April ..	" ..	Due date.
30 March ..	8 May ..	7 May ..	" ..	One day late.
6 April ..	8 May ..	8 May ..	San Francisco ..	Due date.
10 April ..	16 May ..	15 May ..	Vancouver ..	One day early.
12 April ..	22 May ..	21 May ..	Suez ..	One day early.
19, 20 April ..	27 May ..	26 May ..	" ..	Two days early.
27 April* ..	6 June ..	4 June ..	" ..	One day early.
3 May ..	6 June ..	6 June ..	San Francisco ..	One day late.
10, 11 May ..	19 June ..	18 June ..	Suez ..	One day early.
18 May ..	29 June ..	28 June ..	" ..	Three days late. ("Aorangi" missed connection at Sydney. Mails forwarded by German line.)

* This letter was evidently posted too late, and went forward *via* San Francisco a week later.

No. 238.

The SECRETARY, General Post Office, Wellington, to Mr. ALEX. MYERS, London.

SIR,—

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

In reference to your letter of the 25th July last, drawing attention to the irregular arrival of New Zealand mails in London, I am directed to inform you that since the 1st January last the mails despatched to London *via* Suez have arrived on thirteen occasions earlier than the due dates, on ten occasions on the due date, on seven occasions one day late, and twice three days late. It does not appear, therefore, that the mails are consistently late in arriving in London. Mails despatched every four weeks *via* San Francisco reach London about six days before the mails despatched on the same date *via* Suez, and consequently very little correspondence is sent *via* Suez by that despatch.

I have, &c.,

D. ROBERTSON, Secretary.

Alex. Myers, Esq., care of Messrs. E. A. De Pass and Co., 75 Fenchurch Street, London E.C.

[P.O. 11/3475(2).]

No. 239.

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

SIR,—

General Post Office, Wellington, 2nd November, 1911.

I have the honour to inform you that this Department has received letters supporting a proposal understood to have been made by your Chamber for the despatch of the inward Suez mail from Sydney direct to Wellington on Mondays, and to inquire when the representations of your Chamber may be expected.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

[Suez Conn. 11/132.]

No. 240.

The ASSISTANT SECRETARY, General Post Office, Wellington, to the SECRETARY, General Post Office (at Dunedin).

(Telegram.)

Wellington, 3rd November, 1911.

CHIEF Postmaster just been up to say chances very much against "Warrimoo" getting away to time to-day. If she leaves late she must miss Sydney connection. Nothing, so far as I can see, to be done. Kennedy informs me only inefficient labour available to unload vessel and load again, but will do best to get away to time.

[Suez Conn. 11/130.]

No. 241.

The SECRETARY, General Post Office (at Dunedin), to the ASSISTANT SECRETARY, General Post Office, Wellington.

(Telegram.)

Dunedin, 3rd November, 1911.

HAVE urged Holdsworth to do what he can, even if cargo has to stand over. Imperative "Warrimoo" should connect, as San Francisco and Vancouver mails have both gone, and if there is failure there will be an interval of sixteen or seventeen days between mails in London. Please impress this point on Kennedy. I have asked Holdsworth to telegraph him also.

[Suez Conn. 11/130A.]

No. 242.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 3rd November, 1911.

On receipt of your memo. *re* "Warrimoo" I wired Mr. Kennedy instructing that special effort must be made to get the "Warrimoo" away up to time, and if it was necessary to do so to transfer labour from some of the other ships in order that she might get away as soon as possible. Owing to the strike at Sydney, we are not taking any outward cargo, so that I hope they will be finished earlier than your message anticipated.

I have, &c.,

The Secretary, General Post Office (at Dunedin).

C. HOLDSWORTH.

[Suez Conn. 11/132.]

No. 243.

The SUPERINTENDENT OF MAILS, General Post Office, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 7th November, 1911.

No sign of "Warrimoo" yet. Will probably miss "Marmora." Shall we forward by "Zieten," by which we send specially indorsed only?

[Suez Conn. 11/133.]

[Asked to send by "Zieten."]

No. 244.

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

(Telegram.)

Wellington, 8th November, 1911.

DID "Warrimoo's" mail connect "Marmora"?

[Suez Conn. 11/134.]

No. 245.

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

(Telegram.)

Sydney, 8th November, 1911.

"WARRIMOO" arrived last night. Mails go by "Zieten."

[Suez Conn. 11/135.]

No. 246.

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

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

9th November, 1911.

SIR,—

I have the honour to acknowledge the receipt this day of your cablegram reading as follows :
“ Suez despatch 3rd missed, sent ‘ Zieten.’ ”

This information was, in accordance with the instructions contained in your letter of the 1st December last [see No. 166, F.—6, 1911], at once conveyed to the General Post Office, London, in order that the necessary publicity might be given of the fact that the mail of the 3rd instant from Wellington had missed the connection in Australia.

I have, &c.,

The Right Hon. the Prime Minister, Wellington, New Zealand.

WM. HALL-JONES.

[Suez Conn. 12/1.]

No. 247.

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

Union Steam Ship Company of New Zealand (Limited),

Wellington, 9th November, 1911.

SIR,—

Confirming my telephone message of this afternoon, I have to advise that information has reached us from our Sydney office that the “ Warrimoo,” which left here on the 3rd instant at 6.40 p.m., missed the express at Sydney with the English mails ; and the message also intimates that the latter are being forwarded by the “ Zieten,” due to arrive four days later.

I may mention that the working of the “ Warrimoo's ” cargo at this port was finished, and the vessel was ready for sea at 6.15 p.m. ; but, owing to some of the stokehold hands absenting themselves at the sailing-hour, the vessel did not get away until 6.40 p.m.

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

[Suez Conn. 11/139.]

No. 248.

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

SIR,—

Wellington Chamber of Commerce, Wellington, 10th November, 1911.

I have to acknowledge receipt of your letter of the 2nd instant regarding the inward Suez mail-service.

On the 14th June last my Chamber approached the other Chambers of Commerce throughout the Dominion urging the desirableness of arrangements being made for the steamer carrying the inward Suez mail to leave Sydney on Mondays so as to reach Wellington on Friday morning, as thereby Auckland would receive its mail sooner than at present, while the rest of the Dominion would also receive a distinct advantage from the altered arrangement. I am directed to inquire whether it is possible for the Department to put this proposal into effect. If the scheme is workable, my Chamber feels assured it would effect a very great improvement in the mail-service.

In making this representation I am in a position to say that my Chamber has the support of the following Chambers : Blenheim, Wanganni, Woodville, Christchurch, Nelson, Marton, Rotorua, Pahiatua, Timaru, Reefton, Napier, Dannevirke, Stratford, Hastings, Westport, Tauranga, Oamaru, Hawera, Picton, Eketahuna, while the Auckland and Thames Chambers extend their support, provided the arrangement does not interfere with the Auckland-Sydney weekly communication.

I have, &c.,

The Secretary, General Post Office, Wellington.

H. D. VICKERY, Secretary.

[Suez Conn. 11/133.]

[Acknowledged, 16th November, 1911.]

No. 249.

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

SIR,—

General Post Office, Wellington, 14th November, 1911.

I have the honour to refer to the claim of your company for £288 9s. 3d., the subsidy for the trip of the s.s. “ Warrimoo ” from Wellington to Sydney, begun on the 3rd instant.

The “ Warrimoo ” failed to connect with the mail-train at Sydney ; and I shall be glad to have any reason you may wish to advance why the penalty for late arrival in Sydney should not be imposed. In the meantime, payment of the claim for the full amount has been arranged. Any penalty will be levied separately.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/141.]

No. 250.

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

SIR,—

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

I have the honour to forward herewith copy of a letter, dated the 10th instant from the Wellington Chamber of Commerce, suggesting that the steamer carrying the inward Suez mail leave Sydney for Wellington on Mondays, and shall be glad of your views, and of any proposals you may have to make in the matter.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/134.]

No. 251.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 20th November, 1911.

SIR,—

I have the honour to acknowledge receipt of your letter of the 14th instant, in regard to the failure of the s.s. "Warrimoo" to connect with the mail-train at Sydney on the trip leaving Wellington on the 3rd instant.

I beg to enclose copy [not printed] of the master's report of the 18th November, from which it will be observed that the delay was due to the very bad weather experienced on the trip. The importance of making the mail-connection appears to have been fully recognized by the master and officers of the vessel, and the seamen were sent below, and, with the assistance of the officers, did everything possible by trimming and placing the coal alongside the firemen to enable a good head of steam to be maintained. We regret, however, that these efforts were unsuccessful, and that on account of the continued heavy weather the vessel did not arrive until 8.29 p.m.

We have to thank you for, in the meantime, arranging payment of the claim for the full amount, and we trust that under the circumstances explained herein you will see your way to waive the question of penalty.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 11/142.]

No. 252.

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, 21st November, 1911.

SIR,—

Inward Suez Mail-service: Despatch from Sydney to Wellington.

I have the honour to acknowledge receipt of your letter of the 15th instant, enclosing copy of letter dated the 10th November, from the Wellington Chamber of Commerce, in regard to the above matter. We are now looking into the question, and will advise you as soon as possible in connection therewith.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 11/136.]

[Chamber of Commerce informed, 24th November.]

No. 253.

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

SIR,—

General Post Office, Wellington, 21st December, 1911.

I have the honour to refer to the Assistant General Manager's letter of the 20th ultimo, relating to the failure of the s.s. "Warrimoo" to connect with the Suez mail at Sydney on the 7th idem, and to inform you that, as the delay appears to have been beyond the control of your company, the Postmaster-General has decided that the penalty for late arrival provided for in the contract be not imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 11/144.]

[Acknowledged, 29th December, 1911.]

No. 254.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 26th March, 1912.

SIR,—

Inward Suez Mail-service: Despatch from Sydney to Wellington.

Adverting to your letter of the 15th November, to which we have delayed replying in order that the matter might be thoroughly gone into from all points of view, I regret to say that it is not practicable to adopt the suggestion made by the Wellington Chamber of Commerce.

The proposal, as you know, is not a new one, and to alter the sailing-day from Sydney from Saturday to Monday would interfere with the existing arrangement under which we are now making a connection with the outward Suez mail in Sydney. To run such a service would mean that the steamer would only have portion of a day in Wellington in which to discharge the cargo from Sydney and load the outward cargo—an altogether too narrow margin to work upon. In the event of bad weather interfering with the vessel making an early arrival at Wellington on the Friday, the whole time-table would be dislocated without any opportunity of picking up the time on the round trip, and consequently making it impossible to connect with the express leaving Sydney with the outward Suez mails on the Tuesday evening for Melbourne.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HOLDSWORTH, General Manager.

[Suez Conn. 12/7.]

No. 255.

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

SIR,—

General Post Office, Wellington, 15th April, 1912.

In reference to your letter of the 10th November last, asking that the day of departure from Sydney of the steamer carrying the inward Suez mail be altered from Saturday to Monday, I have the honour to inform you that the Union Steam Ship Company states that the proposal to alter the Sydney sailing-day from Saturday to Monday would interfere with the existing arrangement under which a connection is now being made with the outward Suez mail in Sydney. To run such a service would mean that the steamer would have only portion of a day in Wellington in which to discharge the cargo from Sydney and load the outward cargo—altogether too narrow a margin to work upon. In the event of bad weather interfering with the vessel making an early arrival at Wellington on the Friday, the whole time-table would be dislocated, without an opportunity of picking up the time on the round trip, and making it impossible to connect with the express leaving Sydney with the outward Suez mails on the Tuesday evening for Melbourne.

In the circumstances, it is regretted the proposed alteration is not practicable.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

[Suez Conn. 12/8.]

PROPOSED ALL-RED ROUTE.

No. 256.

The HON. SECRETARIES, Galway Transatlantic Port Committee, Galway, to the Right Hon. the PRIME MINISTER.

SIR,—

Courthouse, Galway, 15th April, 1911.

At a meeting of the Galway Transatlantic Port Committee (consisting of representatives of Galway, Dublin, and the Midland Great Western Railway), which was held in Galway on Thursday, the 13th April, 1911, the question of the proposed fast service from these countries to Canada and Australia was under consideration.

It was proposed by the Bishop of Galway, seconded by Lord Killanin (Chairman of the Committee), and resolved unanimously,—

“That the interests of Ireland, as well as of Great Britain and the colonies, demand the establishment of the best possible transit-connection between the mother-countries and Canada, Newfoundland, Australia, and New Zealand, and that a suitable scheme for this purpose deserves such financial assistance as may be necessary from the Governments of all those countries.

“That the shortest and safest connection, and therefore the cheapest and best, lies through Ireland.

“That Galway is the most suitable Irish port to connect with Halifax as terminus, and, if so arranged, with a Newfoundland port of call,—

“(a.) Being 230 miles nearer to London than is Blacksod by the proposed Blacksod route (*via* Larne and Stranraer), and only seventy-one miles farther from Halifax;

“(b.) Having a first-class existing railway (except for a few miles) through the centre of Ireland to Dublin, in easy communication with the north and south of Ireland, and a shorter and more direct connection with Belfast and Scotland than the proposed Blacksod route (Galway being 194 miles from Belfast, and Blacksod 216 miles); while in the other scheme a new railway would have to be constructed from Blacksod to Collooney through a remote district, and the remaining part of the line to Larne in great part freed from curves, and doubled;

“(c.) Having an existing city beside the proposed harbour;

“(d.) And the promise at a reasonable cost of one of the finest harbours in the world.

“That we approve of the project of a fast service from Galway to Halifax, to connect with London and the Continent by a ferry service from Kingstown to Holyhead.”

We have, &c.,

W. G. SEYMOUR,

T. N. REDINGTON,

W. G. FOGARTY,

} Hon. Secretaries.

The Right Hon. Sir Joseph G. Ward, K.C.M.G., Prime Minister of New Zealand, Wellington.
[P.O. 11/345(4).]

No. 257.

The SECRETARY, General Post Office, Wellington, to the HON. SECRETARIES, Galway Transatlantic Port Committee, Galway, Ireland.

GENTLEMEN,—

General Post Office, Wellington, 17th June, 1911.

I have the honour, by direction of the Acting Postmaster-General, to acknowledge the receipt of your circular letter of the 15th April last, addressed to the Right Hon. Sir Joseph Ward, Prime Minister of this Dominion, conveying resolutions of your Committee on the subject of the proposed fast steamer service between the United Kingdom and Australasia.

The resolutions have been noted by this Department.

I have, &c.,

D. ROBERTSON, Secretary.

The Hon. Secretaries, Galway Transatlantic Port Committee, Courthouse, Galway, Ireland.

AUCKLAND - FIJI SERVICE.

No. 258.

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

SIR,—

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

I have the honour to point out that the time-table of the Auckland-Fiji mail-service provides for the running of the steamers within two days of the Vancouver steamers, and to inquire whether it is the intention of your company to alter the time-table.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 11/681(1).]

No. 259.

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, 18th August, 1911.

We have to acknowledge receipt of your letter of the 15th instant. We note your remarks pointing out that the time-table of the Auckland-Fiji mail-service provides for the running of the steamers within two days of the Vancouver steamers. This matter has been receiving our consideration for some time past, and we have been endeavouring to arrange the running of the island steamers so that the dates both inwards and outwards will not clash. This is a very difficult matter. It is possible we will come to a decision in the course of a few days, and will again communicate with you.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

No. 260.

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

SIR,—

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 13th September, 1911.

Referring to your telegram of the 6th instant [not printed] and ours of same date in reply [not printed], so far we have not been able to overcome the difficulty in rearranging the running of the Auckland-Fiji steamer so as to increase the interval between her sailing-dates and those of the Vancouver mail-steamers. The trouble is that wherever we try to place her will bring her into contact with other fruit-steamers, either in loading at Fiji or delivering in New Zealand.

If we postponed the "Navua" one week she would leave Auckland five days ahead of the steamer to Vancouver and return eight days ahead of the steamer from Vancouver, but she would clash in Fiji with the A.U.S.N. Company's steamer loading for Sydney and Melbourne, and the Fiji shippers say they cannot load both in the same week.

If we postponed the "Navua" two weeks she would clash at Auckland inwards with the Eastern Pacific steamer from Rarotonga, which we find it necessary to make one week later than at present in order to overcome difficulties in working the San Francisco mail-steamers at Rarotonga coming south. At present the San Francisco steamers reach Rarotonga a couple of days after the steamer from Auckland has discharged there. The wharves are consequently blocked with cargo, which impedes the handling of fruit to the mail-steamer, and there is also difficulty with labour, the natives not being ready to work the mail-steamer so soon after working the Auckland steamer. The "Navua" would also clash in Fiji with the "Manapouri" loading for Melbourne.

If we made the "Navua" three weeks later she would clash in Fiji with the "Atua" or the "Tofua" loading for Sydney.

The position at present is that we are in communication with the A.U.S.N. Company, suggesting to them that they might alter the dates of their steamer so as to admit of our making the "Navua" a week later than at present, which, apparently, would be the best position for her in the interests of shippers and importers of fruit. So far, however, we have not succeeded in inducing the A.U.S.N. Company to agree. We shall be pleased to hear from you whether you concur in this.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

No. 261.

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

SIR,— General Post Office, Wellington, 18th September, 1911.

I beg to acknowledge the receipt of your letter of the 13th instant.

I note the position. I am not quite clear from your letter whether you mean that it is impossible to make any change from the present time-table or whether you are still hopeful of coming to some arrangement with the A.U.S.N. Company. Perhaps you will kindly advise me.

I have, &c.,

D. ROBERTSON, Secretary.

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

No. 262.

The 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 September, 1911.

I have to acknowledge due receipt of your letter of the 18th instant.

The object of our letter of the 13th instant was to show the difficulties in the way of making an alteration in the running of the local steamer between Auckland and Fiji that would be satisfactory to all concerned. We are hopeful of eventually coming to an arrangement with the A.U.S.N. Company, but before pressing them further we wish to know whether the proposal mentioned in the last paragraph of our letter—viz., to make the "Navua" a week later than at present—would be satisfactory to you.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

No. 263.

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

SIR,— General Post Office, Wellington, 7th November, 1911.

In reference to your letter of the 29th September last, asking whether it would meet requirements if the "Navua" were to leave a week later than at present, I regret to inform you that the proposed alteration would not be satisfactory. It is considered that as both the Auckland-Fiji and the Auckland-Vancouver mail-services are subsidized, there should be a much longer interval than five days.

I have, &c.,

D. ROBERTSON, Secretary.

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

Approximate Cost of Paper.—Preparation, not given; printing (1,250 copies), £45.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1912.

Price 1s. 6d.]