

1909.
NEW ZEALAND.

OCEAN MAIL-SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.—6, presented on the 10th October, 1908.]

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

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SAN FRANCISCO SERVICE.

INCIDENTS OF PACIFIC TRANSIT, ETC.

(BY OCEANIC COMPANY).

No. 1.

The SECRETARY, General Post Office, Wellington, to the AGENT, Oceanic Steamship Company, Auckland.

SIR,— General Post Office, Wellington, 29th August, 1908.

I have the honour to enclose herein statement of mails [not printed] from Fiji conveyed from Auckland to San Francisco by the steamers of the Oceanic Steamship Company during the year ended the 31st December, 1907. Payment of the amount due—viz., £6 11s. 4d.—will be made in the usual course.

The account now sent is the final one with your company as far as this Department is concerned. [See Nos. 2 and 7, F.—6. 1908.]

I have, &c.,

D. ROBERTSON, Secretary.

J. C. Spedding, Agent, Oceanic Steamship Company, Auckland.

[S.F. Payts., 08/50.]

No. 2.

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

SIR,— Auckland Chamber of Commerce, Auckland, 7th April, 1909.

I am instructed to advise you that at a general meeting of members of this Chamber held yesterday the following resolution was unanimously passed: "That the Government be requested to take immediate steps to arrange for the reinstatement of the San Francisco mail-service to New Zealand, with Auckland as first port of call."

I beg to enclose clippings [not printed] from the daily papers, reporting the proceedings at the meeting, which set out the views of the speakers in supporting the resolution, also an article on the subject from to-day's *Herald*.

I am directed to respectfully ask that you will give the subject of the resolution your favourable consideration, and favour the Chamber with a reply at your early convenience.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

A. J. DENNISTON, Secretary.

[Acknowledged 23rd April.]

[S.F. Misc. 09/17.]

MAILS BY WEIR LINE.

No. 3.

The GENERAL AGENT, Australian Mail Line, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— Customs Street, Auckland, 24th January, 1908.

As you are perhaps aware, the steamers of the Australian Mail Line have up to the present been sailing direct from Newcastle to San Francisco, without calling in at Auckland. I think there is no doubt whatever that if the vessels called here it would be an advantage to the general public to send their letters by this route. The reason for the steamers not calling here is the imposition of Harbour Board and Customs dues. I understand that, in the event of the mail contract being entered into, these charges would be conceded. I think if they were so it could be arranged for a vessel to call in monthly on the return journey.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

J. C. SPEDDING.

[S.F. Agr. 08/12.]

No. 4.

The MANAGING AGENTS IN AUSTRALASIA, Australian Mail Line, Melbourne, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,— Howard Smith Company (Limited), Melbourne, 30th June, 1908.

As managing agents in Australasia for the Australian Mail Line of steamers, we have the honour to draw your attention to circumstances which, under present conditions, fail to warrant us despatching the steamers to San Francisco *via* Auckland *en route* from Sydney eastward, the non-stop at the New Zealand port being due to insufficient cargo there for the United States or Canada to make the call remunerative. We, however, would be willing to concede either Wellington or Auckland as a port of call on the eastward voyage, irrespective of the quantity of cargo we might secure by calling, on payment by your Government of the sum of £450 per steamer for the southern port or £350 per steamer for the northern port, which we estimate will just about cover the actual expense of sending our steamers there. As in all probability we might now and then secure a quantity of flax at Wellington, we would favour that being the port of call, but leave this matter for your consideration.

This proposal is submitted to you without prejudice to any counter-proposal which we may have to make at a later date should we decide at any time to decrease the present time taken on the eastward voyage.

We have, &c.,

For Howard Smith Company (Limited),

The Hon. the Postmaster-General, Wellington. C. U. NEWMAN, Managing Director.

[S.F. Misc. 08/71.]

No. 5.

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

SIR,— Resident Agency for New Zealand, 244 California Street, San Francisco,
2nd July, 1908.

I have the honour to acknowledge the receipt of your communication of the 29th May last [not printed, but see No. 41, F.—6, 1908] seeking information in respect to the mails despatched from the colony per s.s. "Foreric" on the 30th March, 1908.

In reply I would state that the "Foreric" did not call at the port of Guaymas upon the upward trip, but came direct to San Francisco, arriving here on the 4th May. The mails left the evening of that day at 6 p.m., reaching New York on the 9th May, and went forward the same day by s.s. "Campania" of the Cunard S.S. Company, and are reported arrived at Liverpool on the 15th May.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

[P.O. 08/456(3).]

No. 6.

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

SIR,— General Post Office, Wellington, 6th July, 1908.

I have the honour to acknowledge the receipt of your letter of the 11th May [No. 45, F.—6, 1908], respecting the carriage of mails from the United States to New Zealand and Australia by the vessels of the Australian Mail Line.

It is noted that no formal contract was entered into for the conveyance of the mails, as the Australian Mail Line tendered its services, which were accepted; the payment offered by your Department being 5 francs per kilogramme of letters and post-cards, and 50 centimes per kilogramme of other articles, which was altered from the 1st October last to provide for a rate of 4 francs per kilogramme of letters and post-cards.

I have, &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails,
Post Office Department, Washington, D.C.

[P.O. 07/998(3).]

No. 7.

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

(Telegram.)

Auckland, 13th August, 1908.

AUCKLAND agents Weir Line report there is not any possibility of steamers making Auckland a port of call on the outward voyage for a considerable time, as there is not sufficient cargo offering.

[P.O. 08/456.]

No. 8.

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

(Telegram.)

London, 28th August, 1908.

POSTMASTER-GENERAL states twenty bags letters have been despatched to New Zealand catch "Aeon"; forty-five bags printed papers. Postmaster-General wishes to know whether you have any further information with regard to this mail.

[P.O. 08/456.]

No. 9.

The SUPERINTENDENT, Pacific Cable Station, Doubtless Bay, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Doubtless Bay, 19th September, 1908.

FOLLOWING from Superintendent, Fanning Island: "'Aeon' wrecked Christmas Island. Officer reports total about 488. New Zealand 150 bags safe, undamaged. 'Manuka' probably pick up 24th instant."

[P.O. 08/456.]

No. 10.

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

(Telegram.)

Auckland, 22nd September, 1908.

AGENT Weir Line states that outward-bound steamers from Australia for San Francisco will not call at New Zealand unless special arrangements are made for subsidy for carriage of mails.

[S.F. Misc. 08/102.]

No. 11.

The MASTER s.s. "Indravelli," Suva, to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Suva, 28th September, 1908.

"INDRAVELLI" will be ready at the latest by Tuesday midday sail Auckland English mail. "Manuka" due on Wednesday evening. Would you prefer "Indravelli" wait? Settlement if necessary you can arrange with the owners later.

[Van. Conn. 08/93.]

No. 12.

The SECRETARY, General Post Office, Wellington, to the MASTER s.s. "Indravelli," Suva.

(Telegram.)

Wellington, 28th September, 1908.

KINDLY delay "Indravelli" for "Manuka's" mail.

[Van. Conn. 08/93.]

No. 13.

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

(Telegram.)

Auckland, 6th October, 1908.

THREE hundred and odd bags mail *ex* "Manuka" and "Aeon" arrived from Suva per "Indravelli" at 7 this morning. The letter portion and large part of the papers for south will go forward by "Rarawa" to-day.

[P.O. 08/456(7).]

No. 14.

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

SIR,—

Prime Minister's Office, Wellington, 29th October, 1908.

I have the honour to acknowledge the receipt of your memorandum of the 28th August last, respecting mails despatched from London on the 20th June last for conveyance from San Francisco by the steamer "Aeon"; and to state, for the information of the Imperial Post Office, that all the mails for New Zealand have been received with the exception of one bag of newspapers, London to Wellington, of which no trace can be found.

I have, &c.,

J. G. WARD,

The Hon. W. P. Reeves, High Commissioner for New Zealand, London. Prime Minister.

[P.O. 08/456(7).]

No. 15.

The SECRETARY, General Post Office, Wellington, to the MANAGING AGENTS IN AUSTRALASIA, Australian Mail Line, Melbourne.

GENTLEMEN,—

General Post Office, Wellington, 17th December, 1908.

I have the honour, by direction, to refer to your letter of the 30th June last, offering to arrange for the Australian Mail Line of steamers to call at Wellington or at Auckland on the voyage from Sydney to San Francisco, provided this Government paid a subsidy of £450 for each call made at Wellington or £350 for the call at Auckland; and, in reply, to inform you that the Postmaster-General, while thanking you for your offer, has decided to take no action in the matter at present.

I have, &c.,

D. ROBERTSON, Secretary.

The Howard Smith Company (Limited), Managing Agents, Australian Mail Line, Melbourne.

[The last steamer of the Weir Line to call at Auckland on the voyage to San Francisco was the s.s. "Inveric," on the 2nd June, 1908.]

[S.F. Misc. 08/100.]

WELLINGTON—RAROTONGA—TAHITI ROUTE.

No. 16.

The GENERAL MANAGER, Union Steam Ship Company (at Wellington), to the Hon. the POSTMASTER-GENERAL, Wellington.

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 30th September, 1908.

For some time past there has been an agitation for a second steam service between Rarotonga and New Zealand. The Government on two occasions have had the matter in hand, and have advertised for tenders for a service proceeding direct to a southern port, but have not seen their way to accept the proposals made. The agitation in favour of a second steamer is still being continued, and my company has been urged to place another vessel in the service which would trade to Wellington.

We have given very careful consideration to this proposal, but are satisfied that the prospects of the trade would not warrant our running a supplementary steamer without a very large subsidy. The matter, however, has not been neglected, and at the present time there seems a chance of providing a service at a moderate cost by making a connection at Tahiti with the subsidised service that is run between that port and San Francisco.

The service I refer to is operated by Messrs. Spreckels and Co., whose steamer "Mariposa" makes ten trips per annum; and we are considering the advisability of running a steamer from Wellington to Rarotonga and Tahiti, connecting with the "Mariposa" at the latter port.

The advantages of this connection would be to provide additional facilities for the importation of Rarotonga fruit to New Zealand. Auckland is at present well provided for by the four-weekly service that runs thence, and the settlers in Rarotonga and the fruit-importers in New Zealand believe that a service to Wellington would give an impetus to fruit-production in the Cook Islands.

It would also provide a reliable connection between New Zealand and San Francisco for cargo, mails, and passengers. So far as we can gather, the prospects of the old San Francisco route by high-class passenger boats *via* Honolulu, Samoa, to Auckland and Sydney, being resuscitated are not bright.

The service provided by the cargo-steamers now operating between San Francisco and Sydney, touching at Auckland, is the only direct communication between America and New Zealand; while the proposal we now make would supplement this with a quicker service, which would be regular in both directions, and which should also tend to develop Rarotonga by bringing it into direct communication with America as well as New Zealand.

The mileage of the proposed route is as follows:—

	Miles.
Wellington to Rarotonga	1,800
Rarotonga to Tahiti	630
Tahiti to San Francisco	3,658
	<hr/> 6,088

Comparing this with the route *via* Honolulu, I find the distance—Auckland to San Francisco *via* Pago and Honolulu—is 6,260 miles [corrected in next letter to 5,946] to which has to be added the distance between Auckland and Wellington.

The prospects of the route are not sufficiently good to warrant a first-class service for a term of years, but we are prepared to test the possibilities of the trade in a modest way by running a steamer to average 11½ knots from Wellington to Tahiti, whence the ongoing steamer's contract speed is fully 13 knots; this, including a stop of a few hours at Rarotonga on the up journey and a day or so in Tahiti, would give a 23–24-days service from Wellington to San Francisco.

This could not be classed as a fast service, but for mail communication would be an improvement on the existing route; and with, say, five days to New York and six days and a half thence to London, it would furnish a 35-days service to London.

We are led to believe that the United States postal authorities would make full use of this connection as the principal postal route to New Zealand and Australia.

We are also led to believe that American tourists, who now come as far as Tahiti and who, to a small extent, make use of the service to Auckland, would come in larger numbers by the route to Wellington, and make the complete round tour of the Pacific. Our advices from America indicate that very considerable interest is being taken there in this part of the world, their attention being directed by the information circulated by the New Zealand Tourist Department.

We propose to use a steamer of the "Manapouri" or "Tarawera" type, of not less than 2,000 tons, at the initiation of the service.

As pointed out, the earnings of the proposed service, for the first year, at any rate, are quite problematical: for instance, the freight earnings to New Zealand would be small, consisting largely of fruit from Rarotonga, which, so far as we are concerned, would merely be a diversion from our Auckland steamer, and we would ask a subsidy of £10,000 per annum to cover payment for outward mails. I may mention that the subsidies earned by the "Mariposa" amount to some £15,500 per annum.

I have, &c.,

C. HOLDSWORTH,
General Manager.

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

[P.O. 08/3861.]

No. 17.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 1st October, 1908.

I regret that in writing you yesterday with regard to distances of different routes to San Francisco a slip was made and the distance Auckland to San Francisco *via* Pago and Honolulu was shown as greater by some three hundred miles than it actually is.

The following are the correct distances :—

							Miles.
Auckland to Pago Pago	..	..	..	..	..	..	1,596
Pago Pago to Honolulu	..	..	..	..	..	..	2,250
Honolulu to San Francisco	..	..	..	..	..	..	2,100
							<hr/> 5,946
Wellington to Rarotonga	..	..	..	..	..	..	1,800
Rarotonga to Papeete	..	..	..	..	..	..	630
Papeete to San Francisco	..	..	..	..	..	..	3,600
							<hr/> 6,030

With the Wellington-Auckland distance, 427 miles, added, it would still be greater than Wellington to San Francisco *via* Rarotonga and Papeete.

* * * * *

I have, &c.,

C. HOLDSWORTH,
General Manager.

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

[P.O. 08/3861.]

No. 18.

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

(Telegram.)

Dunedin, 3rd October, 1908.

SPRECKELS cables will not charge for mails Papeete-San Francisco. This is not in answer to our communication which inquired if he would undertake no charge would be made on us or New Zealand Government. Am repeating question.

[P.O. 08/3861.]

No. 19.

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

(Telegram.)

Wellington, 3rd October, 1908.

PROCEDURE would be that we would have to pay France Postal Union rates Papeete-San Francisco, money eventually reaching Spreckels. If your cable not yet gone, would suggest you ask Spreckels whether he would undertake to refund all money paid to him by French Government on behalf of transit our mails Papeete San Francisco.

[P.O. 08/3861.]

No. 20.

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

(Telegram.)

Dunedin, 5th October, 1908.

SPRECKELS advise that America Tahiti Governments will not charge for carriage mails Tahiti-San Francisco on closed mails. We do not quite understand meaning of word "closed," but think it either refers to letters in bags as distinguished from loose letters or else that transhipment of mails at Tahiti will be left to us and Spreckels.

[P.O. 08/3861.]

No. 21.

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

(Telegram.)

Wellington, 6th October, 1908.

WELLINGTON-TAHITI service : I am directed to inform you Government is prepared to offer six thousand pounds (£6,000) for twelve (12) months.

[P.O. 08/3861.]

No. 22.

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

(Telegram.)

Dunedin, 6th October, 1908.

THANKS for your telegram. Glad if you would advise Sir Joseph Ward that, although £600 a trip seems substantial, the passenger and freight earnings are so problematical that the risk of a contract for twelve months is very great, but do not think the possibilities of the route can be thoroughly tested in less time, for reasons already given. We are anxious to prove the scheme, and would be willing to proceed provided he could see his way to grant half poundage in addition, or an inclusive sum of £7,500.

[P.O. 08/3861.]

No. 23.

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

(Telegram.)

Wellington, 14th October, 1908.

WELLINGTON-TAHITI service: Am directed to offer seven thousand (£7,000) pounds for twelve months—that is, seven hundred pounds for each round trip—the understanding being that no poundages payable by New Zealand on our mails between Wellington and San Francisco. Please advise if these terms accepted, and let me have time-table as early as possible, as it will be necessary to advise London and Washington.

[P.O. 08/3861.]

No. 24.

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

(Telegram.)

Dunedin, 15th October, 1908.

WE accept offer seven thousand pounds ten trips Wellington-Rarotonga-Tahiti, calling Rarotonga on return voyage; this subsidy to cover carriage of New Zealand mails only Wellington to San Francisco, we to retain poundage accruing on American and other mails. Service to commence third January from Wellington. We are in communication with Spreckels as to his sailing-dates, and will submit time-table as early as possible. Are urging him reduce stay of his steamer in Papeete in order expedite delivery inward mails.

[P.O. 08/3861.]

No. 25.

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

(Telegram.)

Dunedin, 15th October, 1908.

“MARIPOSA” leaves San Francisco 17th October, arrives Papeete 29th, returns 2nd November. Our steamer from Auckland arrives Papeete 5th November, returns 6th. Following trip of “Mariposa” leaves San Francisco 22nd November, arrives Papeete 4th December, returns 8th; and our steamer arrives Papeete 3rd December and returns 4th, due Auckland 17th.

[P.O. 08/3861.]

No. 26.

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

(Telegram.)

Wellington, 17th October, 1908.

POSTMASTER-GENERAL has entered into contract with Union Company for mail-service Wellington Papeete ten times year, connecting with United States mail-service Papeete-San Francisco. First trip from Wellington, third January. Time, Wellington San Francisco, twenty-four days; Wellington-London, thirty-five days.

[Telegram in similar terms sent to Secretary, Postmaster-General's Department, Melbourne, and to Resident Agent for New Zealand, San Francisco.]

[P.O. 08/3861.]

No. 27.

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

(Telegram.)

Wellington, 17th October, 1908.

ADVISE Imperial Post Office and French Post Office New Zealand has entered into contract with Union Company for mail-service Wellington Papeete ten times a year, connecting with mail-service Papeete San Francisco. First trip from Wellington third January. Time, Wellington San Francisco, twenty-four days; Wellington London, thirty-five days.

[P.O. 08/3861.]

No. 28.

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

SIR,—

General Post Office, Wellington, 19th October, 1908.

Referring to your telegram of the 15th instant, and former correspondence, I have the honour to inform you that the Postmaster-General notes your acceptance of his offer of £7,000 for a mail-service consisting of ten trips Wellington-Rarotonga-Tahiti, calling at Rarotonga on the return voyage. The subsidy is to cover the carriage of New Zealand mails only from Wellington to San Francisco, your company to retain poundage accruing on mails from America and other countries. The service to commence on the 3rd January from Wellington.

I shall be obliged if you will forward me as early as possible a complete time-table. In the meantime I have advised the London, Paris, Washington, and Melbourne Post Offices of the new service. The International Bureau at Berne will also be advised as soon as the time-table is available.

I have, &c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[P.O. 08/3861.]

No. 29.

The Hon. the POSTMASTER-GENERAL, Washington, to the Hon. the POSTMASTER-GENERAL, Wellington.
(Telegram.) Washington, D.C., 20th October, 1908.

MUCH gratified information your cablegram sixteenth [seventeenth]. Will endeavour arrange return service to New Zealand.

[P.O. 08/3861.]

No. 30.

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

SIR,—

Westminster Chambers, 13 Victoria Street, London, S.W., 26th October, 1908.

I have the honour to acknowledge the receipt of your cablegram of the 17th October, reading as follows: [See No. 27].

As requested, I have communicated the information therein contained to the Imperial Post Office, and the Post Office of France, in letters of which copies are attached. [Not printed. To London, dated 19th October; to Paris, dated 22nd October.] The Imperial Post Office has duly acknowledged the receipt of the information.

I have, &c.,

The Right Hon. the Prime Minister, Wellington.

W. P. REEVES.

[P.O. 08/3861.]

No. 31.

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

SIR,—

Auckland Chamber of Commerce, Swanson Street, Auckland, 27th October, 1908.

I am instructed to convey to you the following resolution passed by the Council of this Chamber at its meeting on the 22nd instant:—

“That this Chamber records its strong protest against the action of the Government in specially subsidising the Union Steam Ship Company for a mail line of steamers Wellington to Rarotonga and Tahiti, for which no adequate reason has been shown.”

In support of this resolution I am directed to express my Council's views as follows:—

That, as Auckland is the natural port for both the islands named, the action of the Government is subversive of all true commercial principles, and ought not to have been entered into.

The Island trade has been gradually built up over many years by this city at great sacrifice and serious cost, and, whilst this Chamber can have no objection to Wellington establishing a line of direct steamers of its own, the serious point is that this line of steamers should be subsidised by the Government to the detriment and injury of Auckland, the only natural port for both the Cook and Society Islands, owing to its geographical position.

It has been stated by a number of Government supporters and members of the House that the arrangement entered into is only experimental and will be tried for twelve months, but this Chamber wishes respectfully to point out that, as a fundamental principle of commerce has been broken by the Government by subsidising this line of steamers, to continue the experiment for twelve months is only to aggravate the situation, and perpetuate the great wrong that is being done to merchants in this city and Island-produce traders as a whole.

It has also been stated on the highest authority that the proposed line of subsidised steamers will do Auckland commerce no harm, and will not in any way interfere with the Island trade we have built up over the last 25–30 years; but this argument is thoroughly unsound, as any competitor must injure the trade of this city, more especially when that competitor is unfairly subsidised by the Government.

In conclusion, this Chamber, representing the whole commercial interests of this city and province, begs respectfully that the Government subsidy so unfairly entered into shall cease at the earliest possible date.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. J. DENNISTON.

[P.O. 08/3861(3).]

No. 32.

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

SIR,—

General Post Office, Wellington, 29th October, 1908.

I have the honour to confirm my cable message of the 17th instant, notifying that the Postmaster-General had entered into a contract with the Union Steam Ship Company of New Zealand for a mail-service from Wellington to Papeete ten times a year connecting with the United States mail-service from Papeete to San Francisco; that the service would commence from Wellington on the 3rd January next; and that the time between Wellington and San Francisco would be twenty-four, and between Wellington and London thirty-five days.

The service is to consist of ten trips between Wellington, Rarotonga, and Tahiti, calling at Rarotonga on the return voyage. The subsidy is £7,000, and will cover the carriage of New Zealand mails only from Wellington to San Francisco, the Union Steam Ship Company retaining poundage accruing on mails from America and other countries. A complete time-table will be forwarded you when received.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 08/3861.]

No. 33.

F. E. BAUME, Esq., K.C., M.P., Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Whitaker Chambers, 6, Wyndham Street, Auckland, 31st October, 1908.

I have the honour to enclose a letter from Messrs. Donald and Edenborough, together with the two letters and time-table referred to therein, and desire to ask your early and earnest consideration of same. The matter is one which is causing considerable excitement here, as it is felt to be of moment not only to the industry with the Islands which has been built up by Auckland, but also in view of the possible loss to Auckland of its position of port of call for a regular San Francisco mail-service.

The facts that Auckland is so much the nearest port for the steamers of such a service as well as for the steamers trading with the Islands, and that the completion of the through rail connection will enable mail-matter to be delivered in the South without such delays as were experienced in the past, naturally intensify the conviction of Aucklanders that nothing has yet been shown to justify the diversion of vessels engaged in either the Island trade or the direct San Francisco service from Auckland as the first place of call. I feel sure that you will not regard this letter as unwarranted intrusion on the time which I know is so valuable to you just now when you consider the importance of the subject referred to and the value which is attached thereto by my constituents.

I have, &c.,

FREDK. E. BAUME.

The Right Hon. Sir Joseph Ward, Wellington.

[P.O. 08/3861.]

Enclosure in No. 33.

Messrs. DONALD AND EDENBOROUGH, Auckland, to F. E. BAUME, Esq., K.C., M.P., Auckland.

SIR,—

Auckland, 31st October, 1908.

Following our interview with you, we enclose copies of two letters [not printed], one of which has been published in the *Star*, and the other of which will appear on Monday. We also enclose suggested time-table [not printed], which shows how in our opinion the wants of New Zealand generally can be supplied without injury to Auckland. Of course this time-table is only tentative, and might vary a day or two according to the class of steamer employed. We shall esteem it a favour if you will place these letters and time-table before the Premier, and ask his early consideration of the scheme proposed.

We have, &c.,

F. E. Baume, Esq., K.C., M.P., Auckland.

DONALD AND EDENBOROUGH.

No. 34.

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

Union Steam Ship Company of New Zealand (Limited), Wellington, 2nd November, 1908.

SIR,—

I have already handed you copies of the time-table of the proposed new service, which are submitted for the approval of the Hon. the Postmaster-General.

I now enclose extract from a letter dated 31st ultimo from my general manager, dealing with the various points in connection with the service *via* Tahiti. This is sent you for your information, and I shall be glad to have your comments thereon at your early convenience.

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

[P.O. 08/3861(2).]

Enclosure in No. 34.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the MANAGER, Union Steam Ship Company, Wellington.

[EXTRACT.]

Dunedin, 31st October, 1908.

I have to thank you for the copy of the "Postal Convention of Rome," received with your advice of the 10th instant. Not being conversant with the procedure usually followed in apportioning the rates, I am unable to interpret the position under the several provisions of the Convention, so shall feel much obliged if you can ascertain from Mr. Robertson (for our information and guidance only, of course) :—

- (1.) What rates are due from San Francisco to Wellington, assuming that nothing be deducted for the San Francisco-Papeete section on the subsidised "Mariposa"?
- (2.) What rates accrue from Papeete to Wellington on closed mails?

Herewith I enclose copies of the time-tables we propose [not printed], which please submit to the Postmaster-General for approval.

The small time-table shows the new service alone, and the larger one shows it in relation to the monthly service to Auckland, also the connections to and from Sydney.

[Steamers leave Wellington as follows: Voyages—1, 3rd January; 2, 9th February; 3, 16th March; 4, 21st April; 5, 27th May; 6, 7th July; 7, 12th August; 8, 17th September; 9, 23rd October; 10, 28th November. And arrive at Wellington, as follows: Voyages 1, 24th January; 2, 2nd March; 3, 6th April; 4, 12th May; 5, 17th June; 6, 28th July; 7, 2nd September; 8, 8th October; 9, 12th November; 10, 18th December].

The steamer leaving Wellington in the evening would arrive at Rarotonga early on the morning of the seventh day, stay till the afternoon, and arrive at Papeete early on the tenth day from Wellington. The same time would be occupied on the return trip.

The three days longer from San Francisco to Wellington than in the reverse direction is consequent on a condition in Messrs. Spreckels's current agreement with the Tahiti Government requiring the "Mariposa" to remain four days in Papeete. In order to accelerate the southward time from San Francisco, we are urging Messrs. Spreckels to try to get their time cut down to two days, so that the mail time in both directions would be twenty-three days.

The interval of thirty-six days between our sailings has been adhered to as closely as possible, but a little variation is necessary to avoid Sunday in Rarotonga on voyages 2 and 3 north. The voyages 9 and 10 show departure from Papeete on the same day as arrival: this is in order to make the connection with the Sydney mail.

A Carnival is held in Papeete each year, in July (to commemorate the taking of the Bastille), and the "Mariposa's" dates are made to fit in so that she can take people down from San Francisco and give them a week in Tahiti: hence the departure from our thirty-six days' interval on this voyage. I may mention that apparently Messrs. Spreckels take this opportunity of utilising the five spare days each year remaining over the ten round voyages occupying thirty-six days each. On that occasion it so happens that the Vancouver mail from Wellington 5th or 6th July is due at San Francisco about a day ahead of the "Mariposa's" date. Would the Department object to our despatching the steamer from Wellington on the 4th July, and from Papeete on the 19th July? . . . I suppose the letters would, in any case, go *via* Vancouver, and, as our steamer would leave Wellington late on Sunday, the printed matter could go by her instead of overland. We have not yet heard what the running of the Main Trunk service is to be, so cannot say whether the Vancouver mail would leave Wellington on Monday evening or Tuesday morning.

With regard to the handling of Australian mails at Wellington, will the Postal Department undertake the transshipment without charge, or, as we are to receive the mail-money accruing, shall we have to take charge of them ourselves? in which case, would the Department arrange for transit on the rare occasions it may be necessary to use the Main Trunk line in connection with the Auckland-Sydney service when the Wellington connection does not fit in so well?

No. 35.

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

(Telegram.)

Wellington, 4th November, 1908.

NEW ZEALAND Government agrees Oceanic Steamship Company acting as agents for Union Steam Ship Company, our contractors Tahiti-Wellington mail-service.

[P.O. 08/3861.]

No. 36.

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

SIR,—

General Post Office, Wellington, 5th November, 1908.

In reference to your letter of the 2nd instant respecting the Wellington-Tahiti mail-service, I have the honour to inform you that the Postal Union rates—

- (1.) From San Francisco to Wellington, assuming that nothing were deducted from the San Francisco-Papeete section on account of the subsidised steamer "Mariposa," would be—

Letters, 8 francs per kilogramme (34·56d. per pound);

Other articles, 1 franc per kilogramme (4·32d. per pound).

- (2.) For the Papeete-Wellington section alone—
 Letters, 13·52d. per pound ;
 Other articles, 1·69d. per pound.
- (3.) For mails from San Francisco to Sydney—
 San Francisco to Papeete—
 Letters, 17·50d. per pound ;
 Other articles, 2·20d. per pound.
- Papeete to Wellington—
 Letters, 11·27d. per pound ;
 Other articles, 1·39d. per pound.
- Wellington to Sydney—
 Letters, 5·79d. per pound ;
 Other articles, 0·73d. per pound.

The foregoing rates refer to mail-matter from America only, and cover the maximum sea-distance rates allowed under the Postal Union Convention of Rome—namely, 8 francs per kilogramme for letters and 1 franc per kilogramme for other articles. For mails from the United Kingdom, the rates for Atlantic transit are fixed rates of 4 francs per kilogramme for letters and 50 centimes per kilogramme for other articles. The balance of the total sea-distance rates payable for the Pacific transit on mail-matter from the United Kingdom, &c., is, therefore, one-half the rates shown above.

The proposed time-table will be submitted to the Postmaster-General for approval as early as possible. I note that the voyage from San Francisco to Wellington is three days longer than from Wellington to San Francisco. I trust that you will be successful in inducing Messrs. Spreckels Bros. to cut down their stay at Papeete to two days, so that the time in both directions may be twenty-three days.

As regards the request to alter the time of sailing in July in order to give your steamer a longer time at Papeete on that voyage, I fear it would not be possible to agree to any alteration which would interfere with the speedy transport of mails. It is intended that the new service shall be regarded as a regular mail-service to the United States, as it is anticipated that the steamer running from Wellington will carry a large mail to America from both New Zealand and Australia.

As regards the handling of Australian mails at Wellington, this Department will undertake the transhipment on both the outward and inward voyages.

You have not yet advised me whether you are making any arrangement with the Huddart, Parker, and Co. Proprietary in the event of mails being sent from here to Sydney by one of their steamers. It would be desirable to settle this ; otherwise the United States Post Office would regard this Department as responsible for the allotment of the share of the subsidy for the Auckland-Sydney section.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 08/3861 (2).]

No. 37.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the POSTMASTER-GENERAL, Washington.
 (Telegram.) Wellington, 10th November, 1908.

TAHITI-Wellington service : Spreckels advises Union Company sea-transit rates American matter San Francisco New Zealand four francs kilogramme letters, fifty centimes other matter. Should not rates be double quoted under Rome Convention, Article four ?

[P.O. 08/3861.]

No. 38.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 17th November, 1908.

In a letter dated the 14th instant, the general manager writes me that as soon as it is known definitely what poundage-rates will accrue to us under our contract we will take up with Messrs. Huddart, Parker, and Co. the question of what shall be payable to them on those occasions when the Australian connection is made by their steamers.

I presume, however, that this would be arranged through you, and that you will be willing to arrange with us on a mileage basis, according to Postal Union Regulations, and pay Messrs. Huddart, Parker, and Co. direct, accordingly.

I shall be glad if you will kindly let me have your advice on the point.

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

[P.O. 08/3861.]

No. 39.

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

SIR,—

General Post Office, Wellington, 20th November, 1908.

I have the honour to acknowledge the receipt of your letter of the 17th instant, and to inform you that the question of poundage-rates to be paid to the Huddart, Parker, and Co. Proprietary should, apparently, be on the usual mileage basis, according to the Postal Union regulations, and the payment would, in the ordinary course, be made through this Department.

I have, &c.,

D. ROBERTSON, Secretary.

The Manager, Union Steam Ship Company of New Zealand (Limited), Wellington.
[P.O. 08/3861.]

No. 40.

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

SIR,—

General Post Office, Wellington, 1st December, 1908.

I have the honour to refer to your letter of the 27th October, conveying a resolution of your Chamber protesting against the action of Government in specially subsidising the Union Steam Ship Company to perform a mail-service between Wellington and Tahiti.

The representations of your Chamber have received full consideration, but I regret that I am unable to abandon the proposed contract, as the arrangements for the service have proceeded so far that it must now be given a trial.

I have, &c.,

J. G. WARD, Postmaster-General.

The Secretary, Auckland Chamber of Commerce, Auckland.
[P.O. 08/3861(3).]

No. 41.

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

SIR,—

General Post Office, Wellington, 4th December, 1908.

As already notified, a mail-service is about to be established between Wellington, Rarotonga, and Tahiti, to connect with the United States mail-service between Papeete and San Francisco. In order that there may be no unavoidable delay in the transit of correspondence from America intended for the Cook Islands Group, I shall be obliged if you can see your way to instruct the San Francisco office to make up closed mails for Rarotonga.

I have &c.,

D. ROBERTSON, Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails,
Post Office Department, Washington, D.C.

[Letter in similar terms on same date to the Secretary, General Post Office, London.]
[P.O. 08/3861(4).]

No. 42.

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

Post Office Department, Office of the Second Assistant Postmaster-General,
Division of Foreign Mails, Washington, D.C., 4th December, 1908.

Referring to your cablegram of the 10th ultimo, relative to the rates allowed by this Department for the conveyance from Papeete to New Zealand of the mails for New Zealand and Australia despatched from San Francisco by steamers of the Oceanic Steamship Company for connection with steamers of the Union Steam Ship Company sailing from Papeete, I have the honour, by direction of the Postmaster-General, to inform you that the rates named by this Department—4 francs per kilogramme for letters and post-cards, and 50 centimes per kilogramme for other articles—are the maximum rates allowable for the sea conveyance of United States mails despatched by steamers not of United States register.

I have, &c.,

JOSEPH STEWART,

The Hon. the Postmaster-General, Wellington. Second Assistant Postmaster-General.
[P.O. 08/3861.]

No. 43.

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

SIR,—

General Post Office, Wellington, 10th December, 1908.

I have the honour to inform you that the Postmaster-General of this Dominion has entered into a contract with the Union Steam Ship Company of New Zealand for a mail-service from Wellington to Papeete ten times a year, connecting with the United States mail-service from Papeete to San Francisco. The service, which will consist of ten trips between Wellington, Rarotonga, and Tahiti, is to

commence on the 3rd proximo. This notification is sent in accordance with paragraph 2 of Detailed Regulation 2 of the Universal Postal Union Convention of Rome, 1906.

As provided in Article 4, paragraphs 1 and 2, and Detailed Regulation 1, paragraph 1, of the Convention, I shall be obliged if you will kindly deal with mails sent through the medium of your Administration.

I have, &c.,

The Director of Posts, Papeete.

D. ROBERTSON, Secretary.

[P.O. 08/3861.]

No. 44.

The Hon. the POSTMASTER-GENERAL, Wellington, to F. E. BAUME, Esq., K.C., M.P., Auckland.

SIR,—

General Post Office, Wellington, 17th December, 1908.

I have the honour to refer to your letter of the 31st October last covering one from Messrs. Donald and Edenborough, of Auckland, with copies of their letters addressed to the *Auckland Star* about the new mail-service between Wellington, Rarotonga, and Tahiti, urging that Auckland be made the first port of call for the steamers.

The matter has received full consideration, and I regret that I am unable to authorise the abandonment of the proposed contract under which the sailings are to be made from and to Wellington, as the arrangements for the service have proceeded so far that it must now be given a trial.

I have, &c.,

J. G. WARD, Postmaster-General.

F. E. Baume, Esq., K.C. M.P., Whitaker Chambers, 6 Wyndham Street, Auckland.

[P.O. 08/3861(6).]

No. 45.

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

SIR,—

General Post Office, Wellington, 24th December, 1908.

I have the honour to confirm my telegram of the 17th October last, stating that a contract had been entered into with the Union Steam Ship Company for a mail-service between Wellington and Papeete ten times a year, connecting with the United States mail-service from Papeete to San Francisco; that the first trip from Wellington would be on the 3rd January; and that the time between Wellington and San Francisco would be twenty-four days and between Wellington and London thirty-five days. I acknowledge with thanks the receipt of your reply of the 20th idem, expressing your gratification at the information, and saying that you would endeavour to arrange for a return service to New Zealand.

The service is to consist of ten trips between Wellington, Rarotonga, and Tahiti, the call at Rarotonga being made on the voyage each way. The subsidy of £7,000 is to cover the carriage of New Zealand mails only from Wellington to San Francisco, the Union Company retaining poundage accruing on mails from America and other countries. A complete time-table is forwarded [not printed]. The arrangement has been made on the understanding conveyed to the Union Company by Mr. Spreckels that no charge will be made for the carriage of the mails from Tahiti to San Francisco.

I was very much pleased to learn that you would endeavour to establish a return service to New Zealand, and I hope that your efforts will be carried to a successful conclusion.

I also confirm my telegram of the 10th ultimo, which read as follows: [No. 37.]

Up to the time of writing no reply has been received. I should be obliged if the required information, in the event of your not having already replied, could now be telegraphed. [For reply see No. 42.]

I have, &c.,

J. G. WARD, Postmaster-General.

The Hon. the Postmaster-General, Washington, D.C.

[P.O. 08/3861.]

No. 46.

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

SIR,—

General Post Office, London, 31st December, 1908.

The United States Post Office has informed the Postmaster-General, in confirmation of information previously received from the High Commissioner for New Zealand, that arrangements have been made for a regular service between San Francisco and Wellington and Sydney, commencing on the 28th of this month, by the steamer "Mariposa," sailing from San Francisco to Papeete, and there connecting with the steamers of the Union Steam Ship Company of New Zealand.

In view of recent irregularities in the service maintained by the steamers of the Australian Mail Line, the Postmaster-General proposes to use the new service exclusively for the transmission of correspondence from this country to New Zealand sent by way of San Francisco. During next year mails for Auckland, Christchurch, Dunedin, Invercargill, Wellington, and Wellington (forward) will accordingly be despatched hence on the 20th January, the 27th February, the 3rd April, the 8th May, the 19th June, the 24th July, the 28th August, the 2nd October, and the 6th November for embarkation on the "Mariposa" at San Francisco. The mails will be due at Wellington from thirty-six to forty-one days after despatch from London. They will contain correspondence which reaches London after the despatch of the mails for New Zealand by the Suez route on the previous Friday in addition to correspondence specially superscribed by the senders for transmission by way of San Francisco.

The Postmaster-General will be much obliged if you will be so good as to issue the necessary instructions for the due disposal of the mail.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

A. B. WALKLEY, for the Secretary.

[P.O. 09/311(4).]

Enclosure 1 in No. 46.

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

SIR,—

General Post Office, London, 16th January, 1909.

I am directed by the Postmaster-General to acknowledge with thanks the receipt of your letter of the 7th instant [not printed], stating that, according to a telegram received by the High Commissioner for New Zealand from the Government of the Dominion, a mail for this country was despatched from Wellington on the 3rd instant by the route of Papeete and San Francisco.

The Postmaster-General has just received from the Post Office of New Zealand a request for a telegraphic notification of the arrival in London of each mail forwarded by the route mentioned to be sent to that office under arrangements similar to those which were formerly adopted in the case of the mails conveyed between New Zealand and San Francisco by the steamers of the Oceanic Steamship Company, as described in your letter of the 16th May, 1904. [Not printed.]

The Postmaster-General has issued the necessary instructions in the matter, and an account for the cost of the telegrams will be rendered to you by the Comptroller and Accountant-General of this Department, as formerly, at the end of each quarter.

I have, &c.,

The High Commissioner for New Zealand.

E. W. FARNALL.

Enclosure 2 in No. 46.

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

SIR,—

13, Victoria Street, London, S.W., 21st January, 1909.

I am directed by the High Commissioner to acknowledge with thanks the receipt of your letter of the 16th instant.

The High Commissioner takes this opportunity of enclosing herein a copy of a *pro forma* timetable for 1909 of English and American mails to and from New Zealand, which, it will be seen, includes the Papeete-San Francisco route.

I have, &c.,

The Secretary, General Post Office, E.C.

WALTER KENNAWAY.

No. 47.

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

SIR,—

General Post Office, Wellington, 1st February, 1909.

I have the honour to request that you will furnish me with a return showing the weight of (1) letters and post-cards; and (2) other articles, despatched from Australian offices during the month of May, 1909, to connect with the mail-contract steamers from Wellington to San Francisco *via* Tahiti, so that this Department may be in a position to render an annual account on behalf of the Union Steam Ship Company on the basis of that return for the conveyance of your mails between Wellington and Tahiti.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

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

[P.O. 09/311(1).]

No. 48.

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

SIR,—

Resident Agency for New Zealand, San Francisco, 1st February, 1909.

I have the honour to acknowledge the receipt of your two communications of the 29th October, 1908: the first [not printed] in reference to various requirements of the Chief Post-office, San Francisco, as to weights of mails for the United States emanating from New Zealand.

In regard to this matter I have interviewed the local Post-office, and learn that now the information required is being supplied by the various offices which are making up direct mails from the colony.

In respect of the other communication, notifying me of the establishment of the through service *via* Tahiti, I would say that the first steamer under contract will leave upon arrival of the through mails from the East, probably some hours late. I have communicated with the contractors, who have informed me that they will hold the "Mariposa" until arrival of the eastern train. The time-table in connection with this route has arrived, and will be quite useful.

I have, &c.,

H. STEPHENSON SMITH, Resident Agent.

The Secretary, General Post Office, Wellington.

[U.S. Inc. 09/11.]

No. 49.

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

SIR,—

General Post Office, Wellington, 1st February, 1909.

I have the honour to refer to the first portion of the letter from this office of the 5th November last to the manager of your company at Wellington, respecting the rates for the conveyance of United States mail-matter between San Francisco and Wellington.

It was the opinion of this Department that, provided no deduction was made for the conveyance of the mails between San Francisco and Papeete, your company would receive the maximum Postal Union rates of 8 francs per kilogramme (34·56d. per pound) for letters and post-cards, and 1 franc per kilogramme (4·32d. per pound) for other articles. The Postmaster-General, Washington, however, states that the maximum rates allowable by his Administration for the sea-conveyance of United States mails despatched by steamers not on the United States register are 4 francs per kilogramme (17·28d. per pound) for letters and post-cards, and 50 centimes per kilogramme (2·16d. per pound) for other articles. If Postal Union rates were paid, your company would be entitled to payment for the Papeete-Wellington section only—namely, 3 francs 13 centimes per kilogramme (13·52d. per pound) for letters and post-cards, and 39 centimes per kilogramme (1·69d. per pound) for other articles. This Department cannot, of course, insist on the Postal Union rates for the whole of the sea conveyance being paid for the Papeete-Wellington section only; and, as the rates which the Washington Post Office is prepared to pay for the Papeete-Wellington section are higher than the Postal Union rates for that section, no doubt you will prefer to accept the former.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[P.O. 08/3861.]

No. 50.

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

SIR,—

General Post Office, Wellington, 4th February, 1909.

In order that this office may be in a position to render accounts on behalf of the Union Steam Ship Company of New Zealand for the conveyance of mails from Tahiti to New Zealand by the line of steamers subsidised by this Department, I have the honour to inquire whether you are agreeable to accounts being rendered on a statistical basis in accordance with the usual Postal Union practice, and, if so, to request that you will be good enough to keep a record of the weights of all mails despatched from your offices during May next for conveyance by the steamers referred to.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails, Washington, D.C.

[Letters in similar terms sent on same date to the Director of Posts, Papeete, the Deputy Postmaster-General, Ottawa, and the Secretary, General Post Office, London.]

[P.O. 09/311(2).]

No. 51.

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

SIR,— Union Steam Ship Company of New Zealand (Limited), Wellington, 18th February, 1909.

I beg to enclose copy of letter, dated 16th instant, received from my head office, in reference to the payment of mailage on matter shipped from Sydney to Wellington for transshipment to “Manapouri” here. I shall be obliged if you will look into this matter, so that we may be able to advise our Sydney office as may be necessary.

Thanking you in anticipation.

I have, &c.,

The Acting-Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager.

[P.O. 09/311(5).]

Enclosure in No. 51.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the MANAGER, Union Steam Ship Company, Wellington.

SIR,— Union Steam Ship Company of New Zealand (Limited), Dunedin, 16th February, 1909.

Referring to your letters of 6th and 21st November and ours of 14th idem, our understanding from correspondence, also from conversation we had with Mr. Robertson here, is that the New Zealand Postal Department will collect from other countries the mailages due for matter despatched from New Zealand by the new service, and pay the same to us according to Postal Union rates. We have just received a letter from Sydney manager, however, advising that they have received from the New South Wales Post Office payment as follows, for mails per “Mokoia,” connecting with “Manapouri” for the United States:—

	£	s.	d.
Sydney letters, 48 lb., at 2s.	..	..	4 16 0
.. packets, &c., 10 cwt. 2 qr. 4 lb., at 4s. per cwt.	..	..	2 2 6
Other Australian States' letters, 142 lb. 13 oz., at 2s.	..	..	14 5 8
Other Australian packets, &c., 16 cwt. 1 qr. 10 lb., at 4s. per cwt.	..	..	3 5 4
	<u>£24</u>	<u>9</u>	<u>6</u>

This represents the cost of carriage hence [from Sydney] to Wellington per “Mokoia.” The carriage from that port to destination we understand is covered by the contract with the New Zealand Government.

We have replied to Sydney referring them to our advice in November, in which we stated that the New Zealand contract covered only the carriage of outward New Zealand mails to San Francisco, and then we proceeded to say what our understanding with the New Zealand Post Office is, and that consequently, if their Post Office asks them to refund the amount, it will be in order to do so.

Will you kindly now see your Post Office Department, and if, as we expect, they are arranging to collect these mailages, please advise us so that we can tell Sydney not to receive any more payments in connection therewith?

The Branch Manager, Wellington.

I have, &c.,
R. McK. McLENNAN, for General Manager.

No. 52.

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

General Post Office, London, 26th February, 1909.

With reference to your letter of the 4th December last, I am directed to inform you that the Postmaster-General has been pleased to accede to your request for the establishment of closed mails from this office for Rarotonga. Such mails for Rarotonga will be made up in future in London, in the travelling post-office between London and Holyhead, and at Cork, for transmission by the new service between San Francisco and New Zealand referred to in the letter from this office of the 31st December last [not printed].

The new mails will be despatched hence for the first time on the 27th of this month. In the three weeks before the despatch of such mails on subsequent occasions correspondence from this country for the Cook Islands will be withheld from despatch by the route of Suez unless specially marked by the senders for transmission by that route. In other weeks correspondence for the Cook Islands will be forwarded by way of Suez; and, in anticipation of your concurrence, the correspondence sent by that route will be included in the mails for Wellington instead of, as hitherto, in those for Auckland, as its onward transmission from New Zealand to destination will presumably be effected by the steamers of the Union Steam Ship Company sailing from Wellington.

A closed mail from Rarotonga for London was received here on the 8th of this month, having been conveyed by way of San Francisco. No notification of the establishment of the mail appears to have reached this office; and the Postmaster-General will be glad to learn whether similar mails will be despatched regularly from Rarotonga in future; and, if so, by what opportunities.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

[P.O. 09/311.]

No. 53.

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

Post Office Department, Second Assistant Postmaster-General,
Washington, 12th March, 1909.

Sir,—

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your letter of the 4th ultimo, in which you inquire whether, in order to enable your Administration to render accounts on behalf of the Union Steam Ship Company for the conveyance of mails from Tahiti to New Zealand by the line of steamers subsidised by your Administration, this Department would agree to accounts being rendered on a statistical basis in accordance with the Postal Union practice.

In reply, I am to inform you that this Department prefers to continue the present practice of settling for the conveyance in question upon the actual weights of the mails conveyed rather than upon the basis of the weights of the mails despatched during any single month.

The reason for this preference is, among others, that payment upon the basis of the actual weights of the despatches expedites and simplifies the settlement of the accounts, and prevents any complications which might arise in case the present arrangement, which is in the nature of a temporary expedient, should terminate unexpectedly.

I have, &c.,

JOSEPH STEWART,

The Hon. the Postmaster-General, Wellington.

Second Assistant Postmaster-General.

[P.O. 09/311.]

No. 54.

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

Sir,—

General Post Office, Wellington, 15th March, 1909.

In reference to your letter of the 18th ultimo, respecting payment for the conveyance from Australia to New Zealand of mail-matter for onward despatch by the Wellington-Papeete mail-steamer, I have the honour to inform you that this Department will collect all amounts due to your company for the conveyance from Wellington, but payment for the conveyance from Australia to Wellington rests with the Post Office of the Australian Commonwealth, and does not concern this Department. If the Commonwealth Post Office pays gratuity rates, your company will receive more than it would if paid proportionate Postal Union rates.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

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

[Acknowledged 17th March 1909.]

[P.O. 09/311(5).]

No. 55.

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

SIR,— Post Office Department, Ottawa, Canada, 18th March, 1909.

I have the honour to acknowledge the receipt of your communication of the 4th February, on the subject of accounts for conveyance of mails from Tahiti to New Zealand by steamers of the Union Steam Ship Company, subsidised by your Administration.

In reply, I am to say that the Department assents to your proposal that accounts for the above-mentioned service shall be rendered on a statistical basis, and has given instructions to the Vancouver office to have the necessary record kept of the weights of all mails despatched by the Tahiti New Zealand route during the month of May next.

There is no doubt that the diversion of part of the mails to the route *via* Tahiti will affect the transit charges for conveyance of the mails by the routes which were in operation when statistics were taken in November, 1907, and I should be much obliged if you would inform me to what extent, in your opinion, this will be the case.

I have, &c.,

E. H. LASCHINGER,
Acting Deputy Postmaster-General.

The Acting-Secretary, General Post Office, Wellington.
[P.O. 09/311(2).]

No. 56.

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

SIR,— General Post Office, London, 1st April, 1909.

With reference to your letter of the 4th February last, in which you inquire whether this office is prepared to account to the New Zealand Post Office, on the basis of statistics, for the correspondence from this country conveyed by the steamers of the Union Steam Ship Company of New Zealand between Tahiti and Wellington, I am directed by the Postmaster-General to inform you that payment in respect of the sea-conveyance between San Francisco and New Zealand of all British mails for New Zealand sent by way of San Francisco is made to the United States Post Office on the basis of Postal Union statistics taken in November, 1907.

Under the regulations of the Postal Union, the New Zealand Post Office will be entitled to demand a readjustment of the transit charges on the basis of fresh statistics when the recent modification in the transmission of the correspondence in question has been in force for a period of twelve months. In the meantime any question of a division of the charges payable for the sea-conveyance of the mails between San Francisco and New Zealand is one for settlement between your Administration and the Post Office of the United States of America.

I have, &c.,

The Hon. the Postmaster-General, Wellington.
E. W. FARNALL.
[P.O. 09/311.]

No. 57.

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

SIR,— General Post Office, Wellington, 2nd April, 1909.

I have the honour to inform you that a contract has been entered into between this Department and the Union Steam Ship Company of New Zealand (Limited) for a mail-service from Wellington to Rarotonga and Papeete (Tahiti), connecting with the United States mail-service between Papeete and San Francisco. The frequency will be ten times a year, and the average time from Wellington to San Francisco twenty-four days, and to London from thirty-four to thirty-five days. The first outward mail left Wellington on the 3rd January last. The mail-steamers will call at Rarotonga on the voyages to and from Papeete. Copies of the time-table for the service have already been sent you.

This confirms my cable message of the 17th October last [see No. 26] informing you of the establishing of the service.

* * * * *

I have, &c.,

W. R. MORRIS, Acting-Secretary.
The Secretary, Postmaster-General's Department, Melbourne.
[P.O. 09/311.]

No. 58.

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

SIR,— General Post Office, Wellington, 5th May, 1909.

I have the honour to acknowledge the receipt of your letter of the 18th March last, in reference to accounts for the conveyance of mails from Tahiti to New Zealand by steamers of the Union Steam Ship Company subsidised by this Department.

I note that you agree to accounts being rendered on a statistical basis, and that the Vancouver office will keep a record of the weights of all mails despatched by the route during this month.

With regard to the diversion of correspondence from the Vancouver to the Wellington-Papeete-San Francisco route, this Department proposes to assess such diversion on the basis of special statistics which are being taken this month. "M" forms in connection with these statistics will be forwarded to your office as early as possible.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. R. MORRIS, Acting-Secretary.

[P.O. 09/311(2).]

No. 59.

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

SIR,—

General Post Office, Wellington, 6th May, 1909.

I have the honour to acknowledge the receipt of your letter of the 12th March last, stating that you prefer to pay for the conveyance of United States mails conveyed from Papeete to New Zealand and Australia on the basis of the actual weights: and, in order that the accounts may be prepared, to request that you will kindly send me a statement giving the weights of all mails that have been despatched for conveyance by the Papeete Wellington subsidised steamers, and will furnish such statements regularly in future.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails, Washington, D.C.

[P.O. 09/311.]

No. 60.

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

SIR,—

Post Office Department, Washington, 25th May, 1909.

In reply to your letter of the 1st ultimo [not printed], I have the honour, by direction of the Postmaster-General, to inform you that, pursuant to the request made in your letter of the 4th December last, mails addressed to the office of Rarotonga have been made up at the office of San Francisco, and despatched by means of every steamer sailing from San Francisco for Papeete, Tahiti, since the 21st January last.

I have, &c.,

JOHN W. HOLLYDAY,

Acting Second Assistant Postmaster-General.

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

[P.O. 09/311.]

No. 61.

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

SIR,—

Post Office Department, Washington, 10th June, 1909.

By direction of the Postmaster-General, I have the honour to acknowledge the receipt of your reply, under date of the 6th ultimo, to this Department's letter of the 12th March last, relative to the method of payment for the conveyance from Papeete to New Zealand of United States mails despatched from San Francisco to Papeete by means of steamers of the Oceanic Steamship Company, in which reply you request to be furnished with a statement of the weights of the mails in question in order that accounts may be prepared for settlement.

In reply, I have to inform you that this Department settles with Messrs. J. D. Spreckels and Brother, of San Francisco, as agents for the conveying company, for the conveyance from Papeete to New Zealand of the mails in question, which arrangement is in accordance with your telegram of the 4th November, 1908, in the words following: "New Zealand Government agrees Oceanic Steamship Company acting as agents for Union Steam Ship Company, our contractors Tahiti Wellington mail-service.—WARD."

It is assumed, therefore, that it will not be necessary for this Department to furnish your Administration with statements of the weights of the mails in question, as such statements, giving full details respecting said mails, are furnished quarterly by this Department to Messrs. J. D. Spreckels and Brother.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

[P.O. 09/311.]

No. 62.

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

SIR,—

General Post Office, Wellington, 17th June, 1909.

I have the honour to forward herewith copy of a letter [No. 56] received by this Department from the General Post Office, London, relative to the settlement of accounts for the conveyance of United

Kingdom mails by the subsidised service between Tahiti and New Zealand. From this letter it will be seen that the London Post Office is not prepared to pay for the transit of its mails for the section in question on a statistical basis as requested by this Department, but asks that the matter may be referred to your Administration for consideration of the division of the charges. Under the circumstances this Department would be glad to be advised what action the United States Post Office is prepared to take in the matter.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The Second Assistant Postmaster-General, Division of Foreign Mails, Washington, D.C.
[P.O. 09/311.]

No. 63.

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

SIR,—

General Post Office, Wellington, 28th June, 1909.

I have the honour to enclose a statement [not printed] showing the sum of £9 9s. 4d. to have been paid to your company for the conveyance of mails on the coast of New Zealand [January to April] *en route* to and from the Wellington-Tahiti contract steamer. The subsidy for the Wellington-Tahiti service covers the cost of the conveyance in question, and the payment was made by mistake. I request, therefore, that you will kindly have the amount repaid into the Public Account at the Bank of New Zealand, and the receipt sent to this office.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[P.O. 09/311(2).]

No. 64.

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

SIR,— Union Steam Ship Company of New Zealand (Limited), Dunedin, 12th July, 1909.

I have to acknowledge due receipt of your letter of 28th ultimo, with regard to payments for mails carried coastwise to connect with the Wellington-Tahiti steamer. Our understanding was that the subsidy covered only the service from Wellington, but we are looking up the original correspondence, and will have the pleasure of communicating with you on the subject again.

I have, &c.,

R. McK. McLENNAN, for General Manager.

The Acting-Secretary, General Post Office, Wellington.
[P.O. 09/311(2).]

No. 65.

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

SIR,—

General Post Office, Wellington, 17th July, 1909.

I have the honour to forward herewith two copies of the draft contract for the performance by your company of the New Zealand - Tahiti mail-service. If you agree that the document is in form for signature, kindly have the copies signed, and return them to this office for completion. In light of your letter of the 12th instant, section 13 of the contract calls for your further consideration; but I shall be glad to have the copies back at your earliest convenience. I am not aware that in his oral communication with the representative of your company the Secretary agreed to the Department's making separate payment for the conveyance of coastwise mails intended to be carried by the contract steamers.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[P.O. 09/311(2).]

No. 66.

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

SIR,—

General Post Office, Wellington, 30th July, 1909.

To enable this office to render accounts on behalf of your company for the conveyance of United States mails from Papeete to New Zealand by the subsidised steamers, I requested the Washington Post Office to furnish statements of the weights of the mails in question. The Washington office replies that it settles with Messrs. J. D. Spreckels and Brother, of San Francisco, as agents for your company, for the conveyance of mails from Papeete to New Zealand, and that it will not, therefore, be necessary to furnish the weight-statements. I shall be glad if you will inform me whether the arrangement under which settlement is made on your behalf with Messrs. J. D. Spreckels and Brother obtains in respect of all mails received by the Papeete-Wellington subsidised steamers.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[P.O. 09/311(2).]

No. 67.

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, 9th August, 1909.

I have to acknowledge with thanks the due receipt of your letter of the 30th ultimo, regarding the Wellington-Papeete mail-service. We received by last mail from our San Francisco agents, Messrs. J. D. Spreckels and Bros. Company, the first remittance of mail-money paid to them by the United States Post Office, and I have pleasure in enclosing for your perusal copies of memoranda from the United States Post Office and of our agent's letter to Washington in acknowledgment thereof. We shall feel very much obliged if you will kindly compare the details [not printed] with the deliveries made to your Department. We have not got complete records here of the mails carried, but we suppose that the "foreign closed mails" means mails transported by the American Post Office for the British and other Post Offices, while "U.S.A. mails" means those from United States points exclusively.

We shall be very pleased indeed if you will kindly advise us whether our surmise is correct.

You will observe that our agents have kept the question of rates of payment open, in view of our claim to full Postal Union rates.

I have, &c.,

R. MCK. McLENNAN, for General Manager.

The Secretary, General Post Office, Wellington.

[P.O. 09/311(2).]

Enclosure in No. 67.

The OCEANIC STEAMSHIP COMPANY, San Francisco, to the SECOND ASSISTANT POSTMASTER-GENERAL, Washington.

SIR,—

San Francisco, 28th June, 1909.

We acknowledge receipt of communications covering the sums of \$1,640-86, and \$553-64, both sums being mail-payment to the Union Steam Ship Company of New Zealand for the carriage of mails from Papeete to New Zealand and Australia. As agents of the Union Steam Ship Company, we have accepted the amounts, although the company still believes that it is entitled to Postal Union rates instead of those specified in your letter. We understand that there will be further communications with you on this subject, emanating from New Zealand, and this present communication is simply to advise that in accepting the amounts as above stated, we do not wish it to be understood that the said amounts are satisfactory to our principals.

We have, &c.,

OCEANIC STEAMSHIP COMPANY,

F. S. SAMUELS.

Hon. Joseph Stewart, Second Assistant Postmaster-General, Washington, D.C.

No. 68.

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, 19th August, 1909.

I am enclosing herewith two copies of the contract for the conveyance of mails between New Zealand and Tahiti. We presume you will have these completed, and let us have one copy back by an early opportunity.

I have, &c.,

D. A. AIKEN,

The Secretary, General Post Office, Wellington.

Assistant General Manager.

[P.O. 09/311.]

No. 69.

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

SIR,—

General Post Office, Wellington, 3rd September, 1909.

In reference to your letter of the 19th August from your Assistant General Manager, I have now the honour to forward herewith, signed by the Acting Postmaster-General, a copy of the agreement between the Postmaster-General and your company for the conveyance of mails between New Zealand and Tahiti.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 09/311.]

Enclosure in No. 69.

CONTRACT FOR CONVEYANCE OF OCEAN MAILS.—AGREEMENT BETWEEN THE POSTMASTER-GENERAL OF NEW ZEALAND AND THE UNION STEAM SHIP COMPANY OF NEW ZEALAND, LIMITED, FOR THE CONVEYANCE OF MAILS BETWEEN NEW ZEALAND AND TAHITI.

THIS agreement made and entered into this nineteenth day of August, one thousand nine hundred and nine, between the Postmaster-General of the Dominion of New Zealand (hereinafter referred to as "the Postmaster-General," in which term his successors in office are included), acting in pursuance

of the powers conferred upon him by "The Post and Telegraph Act, 1908," and for and on behalf of the Government of the said Dominion, of the one part, and the Union Steam Ship Company of New Zealand, Limited (hereinafter referred to as "the company," in which term their successors and permitted assigns shall be deemed to be included), of the other part: WITNESSETH that for and in consideration of the covenants and agreements hereinafter contained on the part of the Postmaster-General to be performed the company doth hereby covenant and agree with the Postmaster-General and his successors in manner and form and to the effect following, that is to say:—

1. The Company shall establish and during a period of one year calculated from the third day of January, one thousand nine hundred and nine, continue to carry on in the manner hereinafter set forth a regular steamship service between the port of Wellington (New Zealand) and the port of Papeete (Tahiti), in the Society Islands, calling at the Island of Rarotonga (Cook Islands) on both outward and inward voyages from Wellington to Papeete and from Papeete to Wellington.

2. The steamers to be employed in the said service shall be approved by the Postmaster-General, and shall be of a gross tonnage of not less than two thousand tons, and be capable of maintaining an average speed between the ports of Wellington and Papeete and Papeete and Wellington of not less than eleven and a half nautical miles per hour.

3. The round trip for the said service shall begin and end at the port of Wellington, New Zealand, calling at Rarotonga going and returning as aforesaid, and the first voyage in performance of this contract shall commence from Wellington aforesaid on the third day of January, one thousand nine hundred and nine. The period of each voyage from Wellington to Papeete and from Papeete to Wellington shall not exceed nine days, including the time of detention at Rarotonga. The number of voyages shall be ten per annum, the first of which shall begin on the third day of January, one thousand nine hundred and nine, as aforesaid, and the days of departure from and arrival at Wellington shall be so arranged, in accordance with a time-table to be submitted to and approved by the Postmaster-General, that the arrival and departure of the steamers at and from Papeete shall correspond with the arrival at and departure from Papeete from and to the port of San Francisco, in California, in the United States of America, of the steamers of the J. D. Spreckels and Brothers Company (hereinafter called "the Spreckels Company"), trading between these two latter ports, in such manner as to allow of mails being transferred from such steamers arrived from San Francisco at Papeete to such steamers arrived from Wellington and *vice versa* without loss of time.

4. The vessels employed under this contract shall each, according to its capacity, carry all the freight and passengers which may reasonably be offered or obtained at rates not exceeding those hereinafter set forth, that is to say:—

PASSENGER RATES.

To and from Wellington and Rarotonga and Papeete.

	Rarotonga.				Papeete.			
	£	s.	d.		£	s.	d.	
Saloon, single	11	0	0		14	10	0	
„ return	18	5	0		24	5	0	
Steerage, single	6	10	0		8	0	0	
„ return	11	0	0		13	10	0	

FREIGHTS.

From Wellington to Rarotonga

£2 per ton for all cargo, weight or measurement, including lighterage at Rarotonga.

From Wellington to Papeete Wharf.

£1 15s. per ton, weight or measurement. Minimum charge to Rarotonga and Papeete, 3s. 6d.

From Rarotonga and Papeete to Wellington.

General cargo	£1 15s. per ton, weight or measurement.
Bananas	In bunches, 1s. per bunch; kits, containing not more than two bunches, 1s. 6d. per kit.
Coffee	£2 per ton (2,240 lb.).
Cocoanuts	2s. per sack.
Copra	£1 per ton (2,240 lb.).
Fruit, in cases	£1 5s. per ton (40 cubic feet).
Lime-juice	£1 5s. per ton (40 cubic feet).

Minimum charge from Rarotonga or Papeete to Wellington, 4s.

5. The Company shall during the continuance of this contract convey all mails of whatever country or place which the Postmaster-General shall at any time require the Company to convey from the port of Wellington or the intermediate port of Rarotonga to the port of Papeete, and shall deliver all such mails at their proper port or ports of delivery or destination; and for the due and proper performance of this contract the steamships shall be provided with sufficient and convenient accommodation and protection for all such mails whilst upon the said steamers from loss, damage, or injury in any way, and the Company shall be liable for any loss or damage caused by the negligence or want of proper care or accommodation on the part of the said company or their agents or servants, or on the part of the officers or crew on board of the same steamships: PROVIDED, however, that in no case shall such liability exceed ten pounds (£10) for any one package.

6. In the case of the loss of any mails after delivery on board the vessels at Wellington the Company shall with all possible despatch, at its own cost, do all such acts and take all such measures as may be reasonably expected to be done and taken to recover the mails so lost, and the Company shall be liable for all damage or injury to the mails from whatsoever cause the same may arise or happen, excepting fire, the act of God, perils of the seas, or enemies of the flag: PROVIDED, however, that such liability shall in no case exceed ten pounds (£10) for any one package as aforesaid.

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

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

9. The Company shall at its own expense convey the mails and the officers in charge thereof to and from the said steamships from or to the post-offices at the terminal or intermediate ports in suitable boats furnished with suitable coverings for the mails, and properly equipped and manned, and shall at its own expense at the port of Papeete tranship to the steamships of the Spreckels Company hereinbefore mentioned all mails for outward transmission to San Francisco: AND the Company further agrees to indemnify the Postmaster-General against all and any claims which may be made against the Postmaster-General by the Government of Tahiti or by any other person or Company whatsoever for the transhipment of such mails as aforesaid, or for the storage of such mails during the period that may elapse between the time of disembarkation of such mails from the steamships of the Company and the time of their delivery and embarkation on board the steamships of the Spreckels Company.

10. Should it be deemed by the Postmaster-General, his officers or agents, requisite for the public service that any mail-ship under this contract should at any time or times be delayed in her departure from any port from which the mails are to be conveyed under this contract beyond the time appointed for her departure therefrom, the Postmaster-General or any of his officers or agents shall have power, without payment of compensation, to order such delay (not, however, exceeding twenty-four hours) by letter addressed to the master of such vessel or any person acting as such, and such letter shall be deemed a sufficient authority for such detention: PROVIDED, however, that in any such case an equivalent addition shall be made to the period of transit during which such detention shall take place.

11. The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, or packets of letters, letter-cards, post-cards, newspapers, parcels, books, or printed matter, and all other articles which under "The Post and Telegraph Act, 1908," or other Acts or regulations for the time being in force, are transmissible by post without regard to place either of origin or destination, and also empty boxes and other receptacles 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: AND, further, the term "New Zealand mails" shall for the purpose of this contract be deemed to mean and include all mails originating in any place in New Zealand or any mails despatched from any New Zealand port (including the Cook Islands or any other islands defined as included in the Dominion of New Zealand in the Pacific Ocean).

12. The Company shall not be entitled to receive from the Postmaster-General any poundage on New Zealand mails conveyed from Wellington or the ports *en route* to Papeete, and the Company hereby agrees to indemnify the Postmaster-General against any claims made by the Government of Tahiti or the Spreckels Company in respect of poundage rates, Postal Union transit charges, or any charges of whatsoever nature for the embarking, transshipment, storage, conveyance, and landing of any such mails from the time they leave the Company's steamers until they are handed over to the Postal authorities at San Francisco: PROVIDED, however, that these conditions shall not apply in respect to any mails originating in any place outside of New Zealand, except the Cook Islands or any other islands in the Pacific Ocean as defined in the preceding section of these presents, which may be forwarded for despatch by the Company's steamers under this contract.

13. The Company shall likewise, and without payment by the Postmaster-General of any gratuities for such conveyance or any other payment further than the subsidy herein agreed to be paid in respect of this contract, convey to the port of Wellington, or to any intermediate New Zealand port for onward transmission to Wellington, all New Zealand mails intended for conveyance by the contract vessels which may be tendered by the Postmaster-General or his officers at any New Zealand port from which any of the Company's vessels (whether such vessels are employed under this contract or not) are about to sail for Wellington direct, or to such New Zealand port as hereinbefore mentioned intermediate between the port at which the mails are so tendered and the port of Wellington, for conveyance thence by the contract vessels to Tahiti.

14. It is hereby expressly agreed and stipulated that the regular and efficient running of the mail-steamers of the Spreckels Company between the ports of San Francisco and Papeete and of Papeete and San Francisco in accordance with the time-table hereinbefore mentioned, and to be submitted by the Company to and approved by the Postmaster-General, shall be a condition precedent to the continuance of this contract on the part of the Postmaster-General: AND it is further agreed that in the event of the aforementioned steamers of the Spreckels Company ceasing to call at the port of Papeete or running so irregularly between the ports of San Francisco and Papeete and of Papeete and San Francisco that in the opinion of the Postmaster-General the service, the subject of this contract, is rendered

useless as an efficient service for the conveyance of mails between Wellington and San Francisco, the Postmaster-General may forthwith, without compensation, by notice in writing to the Company, determine this contract: AND it is also agreed that in all matters affecting this clause the decision of the Postmaster-General shall be final and conclusive.

15. In the event of any of the vessels employed under this contract arriving at Papeete too late to connect with the steamers of the Spreckels Company sailing for San Francisco, there shall be deducted by way of liquidated damages, and not by way of penalty, one-half of the subsidy which would otherwise be payable in respect of that voyage by the Postmaster-General to the Company: PROVIDED, however, that no deduction shall be made when such failure to connect is due to the detention of the vessel at Wellington by the Postmaster-General, as hereinbefore provided, or is due to breakdown of machinery, exceptionally bad weather, or to any other cause in the opinion of the Postmaster-General altogether beyond the control of the Company; and in any such event the Company shall, by its agents and officers, do all such things and take all such precautions as may be necessary to insure the safety of the mails during their delay at Papeete.

16. The deduction, as hereinbefore mentioned, of part of the subsidy which would otherwise but for such deduction be paid to the Company for any voyage shall in no way prejudice the right of the Postmaster-General to treat as a breach of this contract the failure in respect of which such deduction has been made.

17. The Postmaster-General for himself and his successors covenants with the Company that while the Company shall well and faithfully perform all and every covenant, agreement, and stipulation hereinbefore on their part set forth to be performed, he, the Postmaster-General, shall pay or cause to be paid to them during the continuance of this contract a subsidy of seven hundred pounds (£700) for each and every voyage begun and ended at Wellington and performed as described in these presents, such payment to be made in Wellington, the first payment for the first of such voyages to be payable within fourteen days after the arrival of the first mail-ship in Wellington from Papeete in the performance of this contract, and the remaining payments to be paid within fourteen days after the succeeding arrivals at Wellington of the said steamers in performance of this contract, the subsidy in respect of the last voyage to be performed not to become payable, however, until such voyage shall have been fully and satisfactorily completed: PROVIDED, however, that no amount shall be payable at any time unless it appears to the Postmaster-General that up to the time of such payment there has been no breach on the part of the company of any provisions or conditions of this contract.

18. No payment shall be made in respect of any voyage not fully performed or not completed at Wellington.

19. This contract shall remain in force until ten round trips shall have been performed according to the true intent of these presents: PROVIDED that the Postmaster-General shall have the right at any time by giving notice in writing under his hand to determine this contract if it shall appear to him that there has been any material breach of the stipulations, agreements, or provisions herein contained and entered into on the part of the Company: AND it is hereby declared and agreed that the Postmaster-General 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.

In witness whereof the Postmaster-General of the Dominion of New Zealand has hereunto set and affixed his hand and seal, and the common seal of the Union Steam Ship Company of New Zealand, Limited, has been hereunto affixed the day and the year as hereinbefore written.

Signed, sealed, and delivered by the Postmaster-General of the Dominion of New Zealand in the presence of— E. N. G. POULTON, Private Secretary, Wellington.	}	J. G. FINDLAY.	(L.S.)
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The common seal of the Union Steam Ship Company of New Zealand, Limited, was hereto affixed in the presence of—	}	J. M. RITCHIE, A. LEE SMITH, Directors.	(L.S.)
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AUSTRALIA SUEZ SERVICES.

TRANSIT CHARGES.

No. 70.

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

SIR,—

Postmaster-General's Department, Melbourne, 22nd August, 1908.

With reference to your letter of the 8th ultimo [not printed], and previous correspondence, relative to the proposed alteration in the payment of transit charges for New Zealand mails, I have the honour to inform you that this Administration agrees to the proposal for basing, on statistics taken during the statistical period in November, 1907, transit charges on New Zealand mail-matter in respect of the following services—viz. :—

- (a.) Overland transit through Australian territory of mails from New Zealand to the United Kingdom and foreign countries.
- (b.) Sea transit by "Orient" packets from Australia to Italy of mails to the United Kingdom, Europe, &c.
- (c.) Sea transit by "Orient" packets from Australia to Colombo, India, Hong Kong, and other places.
- (d.) Sea transit by contract vessels *via* Vancouver.
- (e.) Onward conveyance from New Zealand of mails from Australia to South Sea Islands.

Charges for sea transit of mails by non-contract vessels for South Africa and other places beyond the Commonwealth to be adjusted as heretofore—viz., on the amounts actually paid as gratuities.

2. The Commonwealth, being now one Administration under the Rome Convention, will not levy charges for the maritime or territorial transit of mails from New Zealand to any of the Australian States—*e.g.*, sea transit from Adelaide or Melbourne to Western Australia, or from Melbourne to Tasmania, and charges for land transit through New South Wales, Victoria, or South Australia of mails to Western Australia and Tasmania will not be charged from the 1st January, 1908.

3. Attached hereto are "M" statements [not printed], in duplicate, relating to mail-matter forwarded from New Zealand to Western Australia per P. and O. packets, and I shall be glad if, after examination, you will kindly return them to this office duly indorsed as accepted.

4. I may add that a number of such statements relating to New Zealand mails in transit *via* Australia have not yet been received here.

I have, &c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Acknowledged 25th September, 1908.]

[P.O. 08/3392.]

WELLINGTON-SYDNEY CONNECTION, ETC.

No. 71.

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

SIR,—

General Post Office, Wellington, 8th June, 1908.

I have the honour to bring before you the question of the time of despatch of the steamer from Wellington to Sydney. On the 22nd ultimo, the "Maitai" left at 9.20 p.m., and on the 29th idem the "Warrimoo" at 9.50 p.m. On each of these occasions the vessel succeeded in arriving at Sydney in time to connect with the Suez mail; but it is considered that, in order to insure the connection being made under ordinary circumstances, the steamers should leave Wellington at 4 p.m., as was originally arranged.

In making these representations I am not unmindful that I asked for the detention of the "Moeraki" on the 8th ultimo for the northern mails. This, however, was an exceptional case, twenty-five bags of mail for the United Kingdom and Australia being delayed in transit from Auckland owing to bad weather on the coast. I was aware that the "Moeraki" was a fast vessel, and made the request that the time of her departure be postponed to 8 p.m. after you had informed me that with ordinary weather the connection at Sydney could be made. There is, I think you will agree, a difference between an ordinary and a special despatch which have the one feature in common of involving the risk of an arrival in Sydney too late to connect with the outward English mail.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 08/2104.]

4—F. 6.

	Days.	Hours.
London to Adelaide	28	16
Adelaide to Melbourne by train	0	17
Melbourne to Bluff by 20-knot steamer, 1,200 miles	2	12
	31	21
If by 25-knot steamer, deduct 12 hours, making time	31	9

London to Wellington.

	Days.	Hours.
London to Adelaide	28	16
Largs Bay to Wellington by 20-knot steamer, 1,820 miles	3	19
	32	11
If by 25-knot steamer, deduct 18 hours, making time	31	17

	Days.	Hours.
London to Adelaide	28	16
Adelaide to Melbourne by train	0	17
Melbourne to Wellington by 20-knot steamer, 1,479 miles	3	2
	32	11
If by 25-knot steamer, deduct 15 hours, making time	31	20

	Days.	Hours.
London to Adelaide	28	16
Adelaide to Sydney by train	1	16
Sydney to Wellington by 20-knot steamer, 1,200 miles	2	12
	32	20
If by 25-knot steamer, deduct 12 hours, making time	32	8

[Suez Conn. 08/18b.]

No. 75.

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

(Telegram.)

Wellington, 11th June, 1908.

WHAT is average number hours for transport inward English mail from Adelaide to Sydney ?

[Suez Conn. 08/19.]

No. 76.

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

(Telegram.)

Melbourne, 13th June, 1908.

YOUR wire eleventh : Taking time departure from Adelaide to hour arrival General Post Office, Sydney, of last three P. and O. and Orient steamers as basis, average is, for P. and O. steamers, 37 hours 35 minutes, and for Orient steamers, 42 hours 38 minutes. Difference in time is due to two mails *ex* P. and O. steamers being conveyed from Melbourne to Sydney and one from Adelaide to Sydney by special train. Of three mails *ex* Orient steamers, only one was conveyed by special train—namely, from Adelaide to Melbourne.

[Suez Conn. 08/20b.]

No. 77.

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

(Telegram.)

Sydney, 24th June, 1908.

" MAHENO " arrived 8.30 yesterday. Mails despatched Melbourne special train arriving in time connect ordinary Adelaide.

[Suez Conn. 08/23a.]

No. 78.

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

(Telegram.)

Wellington, 8th July, 1908.

At what hour on Wednesdays does British mail *via* Orient reach Melbourne ? At what hour approximately does New Zealand steamer leave ?

[Suez Conn. 08/36.]

No. 79.

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

SIR,—

General Post Office, Wellington, 9th July, 1908.

I have the honour, by direction of the Postmaster-General, to inquire whether your company is willing to renew the Wellington-Sydney mail-service at the present subsidy.

I am to point out that the recent failures to connect with the mail-train at Sydney, owing to the late departure of steamers from Wellington, render it necessary that the new agreement should contain a penalty clause to cover failures due to the steamer being delayed at Wellington until too late an hour to make the connection. The Postmaster-General considers that such penalty should be either the payment of the cost of a special train from Sydney to Melbourne—about £230—or the deduction of a moiety of the subsidy.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 08/35.]

No. 80.

HOUSE OF REPRESENTATIVES, 15th July, 1908.

MR. AITKEN to ask the Postmaster-General, Whether he noticed that the southern portion of the British mail (inward) missed the connection at Auckland this week by one hour, and if he will take steps so as to prevent this happening in future? [NOTE.—This is particularly aggravating to business people in Wellington this week, as, had the connection been made in Auckland, answers could have been made to correspondence by the Vancouver mail.]

The Right Hon. Sir J. G. WARD.—The mails *ex* the Orient steamer generally arrive at Sydney only a short time before the departure of the steamer for Auckland. It does not, therefore, appear to be practicable to insure an earlier arrival at Auckland by starting the steamer from Sydney earlier. As regards this particular case the s.s. "Moana" arrived in Auckland Harbour at 4 p.m. on Sunday the 5th instant, and the s.s. "Ngapuhi" left Onehunga at 3.45 p.m. The manager of the Northern Steamship Company was asked whether he would hold the steamer for the southern portion of the English mails, but he declined, owing to the fact that the weather was far too dirty to permit of the steamer being kept with safety. Had the "Ngapuhi" been detained she could not have left Onehunga before 7 p.m.; and the weather was so bad that it was thought very unlikely she would be able to get out before daylight. The Northern Steamship Company has always been very obliging in holding their steamer for the English mails, but in this particular case it was altogether out of the question to expect them to run the risk of disorganizing their service, and causing serious inconvenience to passengers, on the remote chance of the steamer getting out at 7 p.m.

[Mails ceased to be carried coastwise by sea. February, 1909. Main Trunk Railway utilised regularly for mails, 14th February, 1909.]

[Suez Conn. 08/46.]

No. 81.

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

Union Steam Ship Company of New Zealand (Limited),

Wellington, 24th July, 1908.

SIR,—

Adverting to your letter of the 9th instant, with regard to the Wellington-Sydney mail-service:

I have to state that on behalf of the Union Company and Messrs. Huddart, Parker, and Co., we are willing to renew the contract.

In reference to the suggestion that a penalty should be incurred if steamers fail to connect with the express from Sydney on Tuesday nights, I would point out that the present allowance of £15,000 per annum was accepted last year on the express provision that there should be no penalties. Since the contract was entered into, the connection was missed (a) on the occasion of the "Monowai" breakdown at sea; (b) on the "Ulimaroa," failure in June owing to bad weather; (c) the "Maheno" also missing the mail a week later, also on account of bad weather.

It is worthy of note that the two newest ships in the service were responsible for two out of the three failures, and, although, on account of the cargo commitments, they were not able to leave Wellington as early as we should have liked, the bad weather encountered was the determining factor in their late arrivals.

With the exceptions mentioned, the steamers have all arrived to time, but have involved both companies in a heavy expenditure to do so.

These points we fully referred to when negotiating the previous contract, and I would only wish to say that all the possible drawbacks to which attention was then drawn have occurred during the experience of the last twelve months, and the service is a much more arduous one than it appears to be.

Under these circumstances it seems to me reasonable that, if penalties are to be imposed, it would not be out of place to ask for a slightly increased subsidy. The present payment works out at £288 per trip, and I would suggest for your consideration that an additional £12 per trip would not be unreasonable.

As regards the nature of penalty, seeing that fully one-half of the present payment would be received in the shape of payment for carriage of mail-matter if no contract was in existence, I would suggest that £100 should be forfeited on each occasion that the connection was not made, and that we should be exempt in the case of breakdown of machinery, exceptionally bad or thick weather encountered on the voyage, and from such other causes as may appear to the Postmaster-General to be reasonable.

As regards term I would suggest that this should be one year, to be extended to two years in the event of neither side giving one month's notice of withdrawal at the end of the first year.

I have, &c.,

C. HOLDSWORTH, General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 08/52.]

No. 82.

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

SIR,—

Postmaster-General's Department, Melbourne, 27th July, 1908.

With reference to your telegram of the 8th instant, as follows: "At what hour on Wednesdays does British mail *via* Orient reach Melbourne? At what hour approximately does New Zealand steamer leave?" I have the honour to forward herewith, for your information, copy of a report in regard to the matter furnished by the Deputy Postmaster-General, Melbourne.

I have, &c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 08/57.]

Enclosure in No. 82.

COPY OF REPORT.

THE New Zealand mails (letter portion) per Orient line of steamers arrived at General Post Office, Melbourne, from Adelaide by train as hereunder:—

Ormuz	January	7	[Tues.]	11.50 a.m.
Orotava	"	22	[Wed.]	1.30 a.m.
Orontes	February	4	[Tues.]	10.45 a.m.
Ophir	"	18	["]	11.28 a.m.
Asturias	March	3	["]	2.50 p.m.
Ortona	"	17	["]	3.15 p.m.
Omrah	"	31	["]	11.45 a.m.
Oruba	April	14	["]	11.15 p.m.
Ormuz	"	28	["]	11.35 a.m.
Orotava	May	13	[Wed.]	5.25 a.m.
Orontes	"	26	[Tues.]	10.47 a.m.
Orient	June	9	["]	6.20 p.m.
Oroya	"	23	["]	3.5 p.m.
Ortona	July	7	["]	11.30 a.m.

The parcel-post mails for New Zealand are brought on by the vessel from Adelaide, and are as a rule sent by rail to Sydney, as the steamers arrive too late for the New Zealand boats, which sail on Wednesdays.

The New Zealand steamers leave Melbourne on Wednesdays at 10 a.m. (approximately).

No. 83.

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

(Telegram.)

Sydney, 28th July, 1908.

LAST four Orient, Wednesdays—one of these by special arriving 2.47 p.m., other three ordinary express 10.45 a.m. P. and O., three on Monday by special arriving 6.30 a.m., one Tuesday, 2.50 p.m.

[The above is answer to oral inquiry as to the times of arrival at Sydney of the last four mails by Orient and P. and O. steamers respectively.]

[Suez Conn. 08/50.]

No. 84.

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

SIR,—

General Post Office, Wellington, 5th August, 1908.

I have the honour to acknowledge the receipt of your letter of the 24th ultimo, offering on behalf of your company and the Huddart, Parker, and Co. Proprietary (Limited), to renew, under certain conditions, the agreement for the conveyance of mails weekly between Wellington and Sydney.

In reply, I have to inform you that, after giving the matter careful consideration, Government is unable to agree to an increase of the subsidy of £15,000 now paid; nor is the Postmaster-General

able to see his way to approve of a lower penalty than one-half of the weekly subsidy on any occasion on which the steamer fails to reach Sydney in time to allow the mails to connect with the express train on the Tuesday.

The Minister is agreeable to an extension of the agreement at the above-named subsidy and penalty for one year, with an extension to two years provided neither side gives one month's notice of withdrawal.

I shall be glad to receive your company's acceptance of these terms as early as possible.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 08/55.]

No. 85.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 10th August, 1908.

I have the honour to acknowledge receipt of your letter of 5th August advising that the Minister is agreeable to an extension for one year of the present agreement for the conveyance of mails weekly between Wellington and Sydney, the subsidy to be the same as now paid—viz., £15,000 per annum, with an extension to two years provided neither side gives one month's notice of withdrawal.

Acting on behalf of this company and Messrs. Huddart, Parker, and Co. Proprietary (Limited), I am instructed to advise acceptance of the terms proposed, but at the same time to express regret that the Postmaster-General cannot see his way to approve a lower penalty than one-half of the weekly subsidy on any occasion on which the steamer fails to reach Sydney in time to allow the mails to connect with the express train on the Tuesday.

We are assuming that, in terms of our letter of the 24th ultimo, it is not intended to arbitrarily enforce the penalty in cases where the connection may be missed through breakdowns in machinery, exceptionally bad weather on the voyage, or such other causes as may appear to the Postmaster-General to be reasonable.

I have, &c.,

D. A. AIKEN, Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 08/59.]

No. 86.

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

SIR,—

Wellington, 31st August, 1908.

Referring to the attached extract from *Hansard*, I have the honour to ask that you will kindly favour me with your remarks on the proposal made by Mr. Aitken, M.P., that the dates of the Auckland and Wellington sailings from Sydney be reversed.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 08/70.]

Enclosure in No. 86.

HOUSE OF REPRESENTATIVES, 31ST JULY, 1908.

Mr. AIKEN said he thought an improvement might be made in respect of the despatch of the inward Suez mails from Sydney to New Zealand. At present there was always a delay of two days at Sydney, sometimes more. Probably an improvement could be brought about by the payment of a small subsidy to the Union Company and the Huddart-Parker Company.

The Right Hon. Sir J. G. WARD.—The difficulty with regard to the connection with the Suez mails was that there were three steam services from Australia to New Zealand weekly—those from Melbourne to the Bluff, from Sydney to Auckland, and from Sydney to Wellington. The service most convenient for passengers and cargo was that between Sydney and Wellington by the steamer which left Sydney on Saturday. The British mails got to Largs Bay on Saturday, as a rule, and got to Sydney on Monday, and they were sent by the next steamer that left for Auckland. If we had to arrange for steamers to wait till the Tuesday afternoon or the Wednesday, it would disorganize the whole of the weekly services from Australia to New Zealand by the Saturday boats, and would cost a large sum of money. In practice, the mail *via* Auckland only got to Wellington about a day later than it would by the direct route.

Mr. AIKEN.—A day and a half, and sometimes more, because it sometimes misses the mail from Auckland.

The Right Hon. Sir J. G. WARD said that might be so occasionally. He would be glad to arrange what was asked, but it would mean altering the whole of the intercolonial steam services, and in practice it was not workable except at a cost that was beyond what it was worth.

Mr. AIKEN (Wellington East) thought the Union Company might be induced to reverse the dates of the Auckland and Wellington sailings. However, he was content to leave the matter in the hands of the Postmaster-General.

No. 87.

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

(Telegram.)

Dunedin, 9th September, 1908.

JUST received cable from Sydney advising that, owing slight accident machinery, "Maitai" was stopped for two and half hours on passage across.

[Suez Conn. 08/73.]

No. 88.

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

(Telegram.)

Sydney, 9th September, 1908.

* * * * *

Your mails per "Maitai" were sent to Melbourne per special train last night.

[Suez Conn. 08/74.]

No. 89.

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

SIR,—

General Post Office, Wellington, 10th September, 1908.

I have the honour to acknowledge the receipt of your telegrams of the 8th [not printed] and 9th instant, and to confirm mine of the 8th idem [not printed].

Kindly say at what hour the mails by the "Maitai" were landed at Sydney. You might at the same time give me a fresh table of particulars as follows, which will be of great use:—

Time of departure of ordinary train with mails.

Latest time for landing of mails to connect with ordinary train.

Latest time for landing of mails to connect with special train.

In respect of the last item you formerly gave this office one hour as the time required to deliver the landed mails to the special train; and I assume that an hour is still required. Your reply however will settle the point.

I have, &c.,

The Deputy Postmaster-General, Sydney.

D. ROBERTSON, Secretary.

[Suez Conn. 08/76.]

No. 90.

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

Postmaster-General's Department,

SIR,—

General Post Office, Sydney, 23rd September, 1908.

Referring to your communication of the 10th instant, I have the honour to inform you that the first sling of mails was landed from the "Maitai" at 8 p.m., and that the express train leaves Sydney at 7.50 p.m.

The latest time for landing of mails to connect with the express would be 6.50 p.m. The special train leaves at 9.28 p.m., and the mails would require to be landed one hour earlier, or 8.25 p.m.

I have, &c.,

E. J. YOUNG,

Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[Suez Conn. 08/80.]

No. 91.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 25th September, 1908.

I have to acknowledge receipt of your letter of the 31st ultimo, attaching an extract from *Hansard* and asking for our remarks on the proposal made by Mr. Aitken, M.P., that the days of the Auckland and Wellington sailings from Sydney should be reversed.

As pointed out by the Right Hon. Sir J. G. Ward when replying to Mr. Aitken, an alteration such as that suggested would involve a complete reorganization of the whole intercolonial services and the coastal connections; and, in view of the fact that the arrivals of the inward mail-steamers at Commonwealth ports are irregular, we would suggest that no advantage would be gained by considering the question at the present juncture.

I have, &c.,

C. HOLDSWORTH,

General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 08/81.]

No. 92.

House of Representatives, 7th October, 1908.

MR. AITKEN to ask the Postmaster-General, Whether the Government have entered into any arrangements for an improved mail-service contract between London and Australia *via* Suez, and whether any information is available as to which days of the week the mails by that service will arrive at and

be despatched from Sydney, and as to what steamers are to be employed, and their dates of sailing to connect this service with the New Zealand ports?

The Right Hon. Sir J. G. WARD.—The accelerated service by the P. and O. steamers commenced in February last. The day of departure from Sydney is the same as formerly—namely, Tuesday—and the connection by the Friday steamer from Wellington is as close as can be made. The inward mails by the P. and O. steamers are due to arrive at Sydney on Monday, but this cannot be entirely depended upon. The mails sometimes reach Sydney on Tuesday. The steamer for New Zealand leaves Sydney on Wednesday. The improved service by the Orient steamers does not commence until 1910. In the meantime the mails almost invariably arrive at Sydney on Wednesday, one or two hours before the departure of the steamer for New Zealand, which leaves at 1 p.m. The steamers to be employed for the Wellington-Sydney and Sydney-Auckland connections will be those of the Union Company and the Huddart-Parker Company. As the arrival of the Suez mails at Sydney is so irregular, no better arrangements than the present can be made without a complete reorganization of the inter-colonial and coastal services of the Union and Huddart-Parker Companies, the cost of which would be very great. With the exception that once a fortnight mails from London have to lie at Sydney from one to two days before the sailing of the steamer for New Zealand, the connections are very close.

[Suez Conn. 08/87.]

No. 93.

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

SIR,—

General Post Office, Wellington, 8th February, 1909.

In connection with the opening of the Main Trunk Line I am informed that the mail-train from Auckland will arrive at Wellington at 4.25 p.m. I should, therefore, be glad if you would be good enough to arrange for the departure of the Sydney steamer on Friday at 5 p.m. in place of 4 p.m., the hour at present fixed, so as to insure the connection of the outward English and Australian mails from Auckland and offices *en route*. It is anticipated that this alteration will not seriously inconvenience your company, in view of the fact that the steamers as a rule have not hitherto left until about 5 p.m., and sometimes later. In the event of the Main Trunk train running late at any time on Friday, I have arranged so that timely advice will be given to your local office, in order to allow arrangements to be made for the detention of the steamer.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

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

[Suez Conn. 09/6.]

No. 94.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Wellington, 18th February, 1909.

Referring to the correspondence which has passed between us with regard to the alteration of the sailing-hour of our Wellington-Sydney steamers, I have pleasure in advising that this has been fixed at 5 p.m., as requested by you, the alteration to take effect from to-morrow.

I have, &c.,

D. A. AIKEN,

The Acting-Secretary, General Post Office, Wellington.

Assistant General Manager.

[Acknowledged 22nd February, 1909.]

[P.O. 09/580.]

No. 95.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 18th March, 1909.

I have now the honour to enclose two copies of the agreement for the performance of the Wellington-Sydney mail-service duly signed and sealed by members of the Board, and shall be pleased to have a copy returned with the signature of the Postmaster-General.

As you desired it, we executed the deed without making the alterations we suggested, in order to make the terms of the contract as clear as they are set forth in the correspondence. The latter, however, will always be available to refer to in the unlikely event of any question arising.

Kindly send me one or two extra copies of the contract if you can spare them.

I have, &c.,

T. W. WHITSON, for General Manager.

The Acting-Secretary, General Post Office, Wellington.

[Suez Conn. 09/11.]

No. 96.

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

SIR,—

General Post Office, Wellington, 27th March, 1909.

In reference to your letter of the 18th instant, I have now the honour to forward herewith one copy of the agreement for the performance of the Wellington-Sydney mail-service duly signed by the Postmaster-General.

I am having extra copies of the agreement printed, and will send you one or two when received.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

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

[Acknowledged 2nd April, 1909.]

[Suez Conn. 09/16.]

Enclosure in No. 96.

CONTRACT FOR THE CONVEYANCE OF OCEAN MAILS.

Agreement between the Union Steam Ship Company of New Zealand, Limited, and the Postmaster-General, for the Wellington-Sydney Mail Service.

WHEREAS by exchange of letters an agreement for the term of one year from the twenty-sixth day of July, one thousand nine hundred and seven, was entered into between the Postmaster-General of the Dominion of New Zealand (hereinafter referred to as "the Postmaster-General") and the Union Steam Ship Company of New Zealand, Limited (hereinafter referred to as "the Company"), whereby the said Company conveyed mails weekly from the port of Wellington (New Zealand) to the port of Sydney (New South Wales), the steamers conveying the mails leaving Wellington every Friday and arriving at Sydney on the following Tuesday, the Postmaster-General on his part agreeing to pay the sum of Fifteen thousand pounds sterling (£15,000) per annum for such conveyance:

AND WHEREAS it has been agreed to extend the period of the said agreement beyond the term originally fixed and to make provision to ensure the arrival of the mails in Sydney in time to connect on Tuesday as aforesaid with the mail train leaving Sydney for Adelaide on that day:

NOW this agreement witnesseth and it is hereby agreed by the Postmaster-General and the Company that the agreement aforementioned shall continue in force on the following terms and conditions, that is to say,—

1. The Company shall from time to time, and at all times hereafter, during a period of two years, computed from the twenty-sixth day of July, one thousand nine hundred and eight, to the twenty-fifth day of July, one thousand nine hundred and ten, both inclusive (unless previously terminated in pursuance of any provision in that behalf hereinafter contained), convey all His Majesty's mails which, and all other mails of whatever country or place which, the Postmaster-General shall at any time and from time to time require the Company to convey from the port of Wellington to the port of Sydney, within the respective times and in manner hereinafter provided for; and, so long as the service hereby agreed to be performed ought to be performed in pursuance of this contract, shall and will provide and keep seaworthy and in complete repair and readiness for such purpose good, substantial, and efficient screw steam vessels of the first class, and fully equal to class 100 A1 Lloyd's Register, or to the highest class under British Corporation Rules, constructed of iron or steel, and propelled by first-rate engines of adequate power for the performance of the voyages within the times hereinafter specified: Provided always that the agreement may be determined at the end of the first year, or at any time thereafter, by either party giving at least one clear month's notice in writing to that effect of its intention so to determine the agreement.
2. The Mails shall be conveyed fifty-two times in each year (leaving on Friday in every week) from Wellington to Sydney, and the service shall be deemed to have commenced with the despatch of the steamship "Maitai" from Wellington on the thirty-first day of July, one thousand nine hundred and eight, which shall be deemed to be the first appointed day. The vessels respectively employed to convey the mails shall leave the said port of Wellington on the appointed days, and at such hours on the appointed days as may from time to time be agreed to between the Postmaster-General and the Company, or as, in the absence of agreement, may be directed by the Postmaster-General.
3. If the Postmaster-General or his officers or agents shall deem it requisite for the public service that any vessel should be delayed at Wellington beyond the appointed hour of departure, it shall be lawful for the Postmaster-General or such officers or agents to order such delay for the period specified in the order, not exceeding twenty-four hours, by letter addressed to the Commander of the vessel and delivered to him or to any person appearing to be in charge, or left for him at the office of the Company in the port or on board the vessel, three hours at least before the hour appointed for departure, and every such order shall be obeyed by the Company, its officers, and servants.
4. The mails shall be landed at the port of Sydney in time to enable their despatch to be effected by the overland mail train leaving Sydney on the Tuesday next after the Friday

on which the mails are despatched from Wellington. The landing of the whole mail of any despatch not later than 6.50 o'clock p.m. shall be landing in time as herein provided for the purposes of this agreement.

5. In case of the loss of any mails after delivery to vessel at Wellington the Company shall, with all possible despatch, at its own cost, do all such acts and take all such measures as, in the opinion of the Postmaster-General, may be reasonably expected to be done and taken to recover the mails so lost. AND the Company shall be liable for all damage or injury to mails, from whatsoever cause that may arise or happen, excepting fire, the act of God, perils of the seas, or enemies of the flag: PROVIDED, however, that in no case shall such liability exceed ten pounds (£10) for any one package.
6. For the services under this contract the Postmaster-General shall pay to the Company the sum of Two hundred and eighty-eight pounds nine shillings and threepence (£288 9s. 3d.) for each voyage begun at Wellington and completed at Sydney in accordance with this agreement.
7. In respect of each voyage not so completed, the Company shall have no claim for payment under this contract.
8. In respect of each voyage not completed in time to permit of the mails being sent forward by the mail train from Sydney on Tuesday: WHEN the failure to connect with the mail train is the fault of the Company, the Postmaster-General shall deduct by way of penalty the sum of One hundred and forty-four pounds four shillings and eightpence (£144 4s. 8d.) from the amount which would otherwise be payable to the Company for that voyage; and when the failure to connect with the mail train is due to the fact of any delay in the port of Wellington required by the Postmaster-General in respect of the same voyage in terms of Article 3 of this agreement there shall be no penalty. PROVIDED that no penalty shall be enforced when such failure to connect with the mail train is due to breakdown in machinery, to exceptionally bad weather, or to any other cause in the opinion of the Postmaster-General beyond the control of the Company.

In witness whereof the Postmaster-General hath hereunto set his hand and seal and the Union Steam Ship Company of New Zealand, Limited, hath hereunto affixed its common seal this 25th day of March, 1909.

Signed, sealed, and delivered by the Postmaster-General
of New Zealand in the presence of—

J. HISLOP,
Private Secretary,
Wellington.

J. G. WARD. (L.S.)

The common seal of the Union Steam Ship Company
of New Zealand, Limited, was hereunto affixed in the
presence of—

J. M. RITCHIE,
A. LEE SMITH, (L.S.)
Two Directors of the said Company.

No. 97.

The SUPERINTENDENT OF MAILS, Sydney, to the ACTING-SECRETARY, General Post Office, Wellington.
(Telegram.) Sydney, 15th June, 1909.

“WARRIMOO” not arrived. Shall I order special train if necessary?
[Suez Conn. 09/31.]

No. 98.

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

(Telegram.)

Wellington, 15th June, 1909.

ORDER special train if necessary.
[Suez Conn. 09/31.]

No. 99.

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

(Telegram.)

Dunedin, 16th June, 1909.

OUR Sydney office cables that Captain Neville reports delay “Warrimoo’s” arrival caused by very heavy westerly gale and heavy sea from Saturday until arrival.

[Suez Conn. 09/34.]

No. 100.

The SUPERINTENDENT OF MAILS, Sydney, to the ACTING-SECRETARY, General Post Office, Wellington.
(Telegram.) Sydney, 16th June, 1909.

“WARRIMOO” mails missed “Oroya.” Shall we send by “Scharnhorst” to-day or hold for “China”
Tuesday?

[P.O. 09/580(5).]

No. 101.

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

(Telegram.)
SEND by "Scharnhorst." [Sent.]
[P.O. 09/580(5).]

Wellington, 16th June, 1909.

No. 102.

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

SIR,—

General Post Office, Wellington, 17th June, 1909.

In reference to your telegram of yesterday, explaining the delay suffered by the "Warrimoo," in consequence of which the English mails by that vessel missed connection with the overland train from Sydney to Melbourne on the previous day, I have the pleasure to inform you that the Hon. the Postmaster-General agrees to waive the penalty provided by the contract for failure to connect.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Suez Conn. 09/35.]

No. 103.

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

SIR,— Postmaster-General's Department, General Post Office, Sydney, 14th July, 1909.

I have the honour to forward hereunder copy of the text of a communication dated 28th ultimo, received from the Railway Department here.

"I have to inform you that in the event of special train being required from Sydney (with New Zealand mails) to connect with Adelaide express at Melbourne, it will not be possible, owing to additional express trains now running, to arrive at Albury before 10.45 a.m., and allowing half an hour at latter place for transferring mails would mean special arriving in Melbourne at about 4.30 p.m. under the most favourable conditions. The Victorian Department indicate that they could not guarantee connection at Melbourne under the circumstances, but would be prepared to run special to overtake Adelaide express."

I shall be glad, therefore, to receive further instructions as to the disposal of New Zealand mails for the United Kingdom, &c., when the steamer arrives at Sydney too late to catch the express train to Melbourne, by which these mails are ordinarily despatched for conveyance from Adelaide by the P. and O. and Orient line steamers.

I have, &c.,

E. J. YOUNG, Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.
[Suez Conn. 09/44.]

No. 104.

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

SIR,—

General Post Office, Wellington, 30th July, 1909.

I have the honour to refer to the letter of the 14th instant from the Deputy Postmaster-General, Sydney, on the subject of the disposal of New Zealand mails for the United Kingdom and other places despatched from Wellington on Fridays arriving at Sydney too late to connect with the express train to Melbourne.

Before dealing further with the matter, I should be obliged if you would furnish me with the probable cost of a special train for the mails—(1) from Sydney to Melbourne; (2) from Melbourne to Adelaide.

I have, &c.,

W. R. MORRIS, Acting-Secretary.

The Secretary, Postmaster-General's Department, Melbourne.
[Suez Conn. 09/47.]

VANCOUVER SERVICE.

SYDNEY--VANCOUVER CONTRACT.

No. 105.

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

Postmaster-General's Department, Commonwealth of Australia,
Melbourne, 1st September, 1908.

SIR,—

With reference to the letter from this office of the 13th April last [No. 81, F.—6, 1908] relative to your desire to be furnished with copies of the new contract in connection with the Vancouver Mail-service, I have the honour to now forward herewith three copies of the agreement [not printed] referred to. [Service extended to 31st July, 1909.]

I have, &c.,

JUSTINIAN OXENHAM, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Acknowledged 11th September, 1908.]

[Van. Misc. 08/79.]

No. 106.

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

SIR,—

Postmaster-General's Department, Melbourne, 14th May, 1909.

With reference to your letter of the 3rd instant [not printed] inquiring as to whether a copy of the time-table for the Canadian-Australian mail-service after July of this year is available, I have the honour to inform you that the Commonwealth Government has agreed to the extension of the present Canadian-Australian mail-contract on the existing terms and conditions for one year from the date of expiration of that contract—viz., 31st July, 1909—and when the negotiations with the contractors are complete you will be supplied as early as possible with a copy of the new time-table.

I have, &c.,

The Acting-Secretary, General Post Office, Wellington.

ROBT. T. SCOTT, Secretary.

[By letter of 14th June, the Secretary, Postmaster-General's Department, announced that the "Aorangi" was to be replaced by a better vessel after one or two trips in renewed service.]

[P.O. 09/848.]

CONNECTION AT FIJI.

No. 107.

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

SIR,—

General Post Office, Wellington, 9th September, 1908.

In order that this Department may be in a position to arrange with your company for the detention of a steamer at Suva to await mails for New Zealand, the Suva Post Office has been asked to inform this office by telegraph whenever the steamer from Vancouver is due to arrive at Fiji one or two days after the advertised date of departure of the steamer for Auckland. It is proposed that such detention shall be arranged when deemed advisable, provided that it is practicable to arrange it, and that the cost to this Department is reasonable. Kindly say whether you are agreeable to the detention being made when the circumstances warrant it, and, if so, what the approximate charge would be.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Van. Conn. 08/78.]

No. 108.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 14th September, 1908.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 9th instant with regard to connection with the incoming Vancouver mail at Suva for Auckland.

Our regular passenger-steamer, as you know, is fitted to connect with the outward Vancouver mail, and she leaves Suva on the return journey seven days after the arrival of the inward Vancouver steamer; and it would be impossible to detain her. The only chance of an occasional connection is by cargo-steamers bringing sugar to Auckland. These vessels run between the months of July and December, but do not, however, adhere to a time-table, leaving as soon as they are loaded.

As to naming a price for which we could detain them, it is almost impossible to do this, as, while the expenses of some of the smaller cargo-steamers run to £50 to £60 a day, the larger ships of 7–8,000 tons capacity would cost fully £100 a day.

A further point to be considered is that at times the refineries in Auckland are waiting for a cargo, and the Colonial Sugar-refining Company would have to be consulted in connection with the detention at Suva.

From the foregoing, you will see that the prospect of a suitable connection is not bright, but we are alive to the advantages to the Canadian and Australian and our own service of a better inward connection, and hope that at some future time it may be practicable.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HOLDSWORTH, General Manager.

[Acknowledged 24th September, 1908.]

[Van. Conn. 08/83.]

No. 109.

PASSENGERS per s.s. "Manuka," Suva to Brisbane, to the Right Hon. the PRIME MINISTER, Wellington.

SIR,—

S.s. "Manuka," at sea, Suva to Brisbane, 5th October, 1908.

We, the undersigned returning passengers by the Canadian-Australian t.s.s. "Manuka," respectfully draw your attention to the disadvantage under which the New Zealand mails and passengers labour by reason of the present arrangements whereby they are carried on to Brisbane and Sydney, thus causing a delay of at least eight days in reaching Auckland and the other parts of the Dominion, making the trip one of over four weeks from Vancouver.

This service could be improved if the Government would arrange a close connection at Suva with the incoming steamers, as is done with the outgoing. The necessity is admitted in the latter case, and there seems to be no reason why the outgoing mails and passengers should receive such preferential treatment.

We would further respectfully suggest that the Government should initiate this reform as another step toward the Imperial route that is now under consideration of the Governments of Great Britain, Canada, Australia, and New Zealand.

Looking at it from the point of view of the tourist traffic—and this is considered of some importance in New Zealand—we are missing, and we shall miss, a large amount of the American traffic. This traffic is certain at times to take the direction of a tour from the western ports of America, by way of Honolulu, Suva, Australia, Philippines, China, and Japan, back to the home port. It has been pointed out that in this case New Zealand becomes a side show, and it is doubtful if many would care to visit the Dominion from Melbourne or Sydney and return there.

From our knowledge of your interest in and support of the "All-red Route," we feel hopeful that you will give the project another move forward by taking such action as we respectfully suggest.

We have, &c.,

T. HOPE LEWIS.

R. DALZIEL.

And 33 others.

The Right Hon. the Prime Minister, Wellington, N.Z.

[Van. Conn. 08/115.]

No. 110.

The ACTING-SECRETARY, General Post Office, Wellington, to Dr. T. HOPE LEWIS, Auckland.

SIR,—

General Post Office, Wellington, 23rd December, 1908.

I have the honour, by direction, to refer to the letter signed by yourself and other passengers by the "Manuka" in October last, urging that arrangements be made for the steamers performing the Vancouver-Sydney mail-service to make a close connection at Suva with steamers for New Zealand.

In reply I am directed to inform you that every endeavour has been made to arrange the desired connection. At present the cost of making the connection would be prohibitive, as an additional steamer would require to be employed in the Auckland-Fiji service. The Postmaster-General is now in negotiation with a representative of the Canadian Government with a view to the future improvement of the Vancouver-Sydney service, or to an early alteration of the time-table of the present service which would meet the case.

I have, &c.,

Dr. T. Hope Lewis, Auckland.

W. R. MORRIS, Acting-Secretary.

[Van. Conn. 08/133.]

THE PROPOSED ALL-RED ROUTE.

No. 111.

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

SIR,— Swanson Street, Auckland, 29th June, 1908.
In your letter dated the 24th October, 1907 [No. 107, F.—6, 1908], replying to a communication from this Chamber, you were good enough to inform us that negotiations were in progress for a fast mail-service *via* Vancouver, and that your efforts to obtain speedy mail communication between New Zealand and the United Kingdom would not be relaxed.
At the last meeting of my Council, the question of an improved mail-service being under discussion, your letter was referred to, and I was directed to respectfully inquire if we might know what progress has been made in the negotiations for a more rapid and reliable service.

I have, &c.,
The Hon. the Postmaster-General, Wellington. A. J. DENNISTON, Secretary.
[Acknowledged 30th July, 1908.]

[Van. Misc. 08/57.]

No. 112.

The DEPUTY POSTMASTER-GENERAL, Canada, to the Hon. the POSTMASTER-GENERAL, Wellington.
(Telegram.) Vancouver, 9th October, 1908.

LEAVING on steamship "Marama" to-day (Friday) *en route* to New Zealand and Australia as representative of Canadian Government to confer with your Government *re* All-red route.

[The Deputy Postmaster-General (Dr. R. M. Coulter) reached Wellington on the 25th November.]
[Van. Conn. 08/103.]

No. 113.

Mr. C. H. FURNESS, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.
Auckland, 27th October, 1908.
SIR,— I have been informed by cable from Messrs. Furness, Withy, and Co. (Limited), that they would favourably consider a contract to run and maintain a fast mail-service between New Zealand and Vancouver. My principals now have a mail-service running between Canada and England. They are the largest British steamship-owners in the world, and quite capable in every way of successfully running an up-to-date service.

In order that I may be able to send them full information, will you please furnish me with the following particulars required by your Government for this service—tonnage, speed, ports of call, frequency of service, number of boats, subsidy, duration of contract; and any other information, conditions, or suggestions which you may deem necessary.

I have, &c.,
The Hon. the Postmaster-General, Wellington. C. H. FURNESS.
[The desired information was furnished orally to Mr. Furness by the Hon. the Postmaster-General.]
[Van. Conn. 08/124.]

No. 114.

VANCOUVER MAIL-SERVICE.—Tables showing times, not including Stoppages, between the Ports mentioned hereunder.

				Miles.	16 Knots.	18 Knots.	20 Knots.
					D. h. m.	D. h. m.	D. h. m.
Vancouver to Honolulu	..	..	..	2,430	6 8 0	5 15 0	5 1 30
Honolulu to Suva	..	..	..	2,760	7 4 0	6 9 30	5 18 0
Suva to Auckland	..	..	..	1,140	2 23 15	2 15 20	2 9 0
Vancouver-Honolulu-Suva-Auckland	..	..	..	6,330	16 11 15	14 15 50	13 4 30
Auckland-Sydney	..	..	..	1,281	3 8 0	2 23 10	2 16 0
Vancouver-Honolulu-Suva-Auckland-Sydney	..	..	..	7,611	19 19 15	17 15 0	15 20 30
Vancouver-Honolulu-Suva	..	..	..	5,190	13 12 0	12 0 30	10 19 30
Suva-Brisbane	..	..	..	1,508	3 22 15	3 11 45	3 3 8
Vancouver-Honolulu-Suva-Brisbane	..	..	..	6,698	17 10 15	15 12 15	13 22 38
Brisbane-Sydney	..	..	..	502	1 7 20	1 3 55	1 1 5
Vancouver-Honolulu-Suva-Brisbane-Sydney	..	..	..	7,200	18 17 35	16 16 10	14 23 43

[Van. Misc. 08/128.]

No. 115.

DR. COULTER, Deputy Postmaster-General, Canada (at Melbourne), to the Hon. the POSTMASTER-GENERAL, Wellington.

(Telegram.)

Melbourne, 19th November, 1908.

LEAVING Sydney for Wellington Saturday. [Dr. Coulter arrived in Wellington from Sydney by s.s. "Warrimoo" on the 25th November, 1908, in connection with the "All-red Route" proposals.]

[Van. Misc. 08/129.]

No. 116.

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

(Telegram.)

Wellington, 30th January, 1909.

NEW ZEALAND is willing to give twenty thousand pounds per annum for the present Vancouver service now running to Australia if it calls at Auckland first instead of Brisbane. From the point of view of mails, passages, and trade prospects it should be of greater value to Canada than present arrangement.

[Van. Misc. 09/17.]

No. 117.

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

(Telegram.)

Ottawa, 1st February, 1909.

WITH reference to your telegram of 30th January, matter is still under consideration.

[Van. Misc. 09/18.]

No. 118.

RESOLUTION passed at the Conference of Chambers of Commerce, Wellington, April, 1909.

Ocean Mail-services.

Mr. H. J. MARRINER (Christchurch) moved, "That the Government be urged to take steps to make arrangements to have a Vancouver mail-service instituted so that New Zealand will have the first inward and the last outward port of call."

Seconded by Mr. J. E. Watson (Invercargill).

[Van. Conn. 09/40.]

No. 119.

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

SIR,—

General Post Office, Wellington, 1st June, 1909.

In reference to the resolution passed at the Conference of Chambers of Commerce held at Wellington in April last, that arrangements be made for the establishing of a mail-service between New Zealand and the United Kingdom *via* Vancouver with New Zealand as the first inward and the last outward place of call, I have the honour, by direction of the Postmaster-General, to inform you that the resolution has been noted by Government, and that it will be given consideration when any rearrangement of the overseas mail-services is being made.

I have, &c.,

The Secretary, Chamber of Commerce, Wellington.

W. R. MORRIS, Acting-Secretary.

[Van. Conn. 09/46.]

INTERPROVINCIAL SERVICE.

No. 120.

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

SIR,—

General Post Office, Wellington, 30th September, 1908.

I have the honour to inform you that it is learnt from the Railway Department that when the railway through service from Invercargill to Auckland is inaugurated, the express will leave Invercargill approximately at 7 a.m., and that the train cannot be delayed for mails for more than ten minutes, whenever this may be deemed necessary. This means that the latest time at which a special train can be despatched from Bluff to connect with the express will be 6.25 o'clock. To insure certain connection, therefore, the steamers with mails from Melbourne and Hobart will require to reach the Bluff wharf by 5 a.m., or even earlier. It is unnecessary for me to emphasize the particular importance of the connection under notice being made, not only for mail purposes, but for intending passengers on the North Island railways when the Main Trunk line is opened, as this is very apparent. May I therefore ask that your company will favourably consider the matter of an earlier departure of your steamers from Melbourne and Hobart, to allow of their reaching Bluff not later than 5 a.m., assuming that it is not practicable, under the existing time-table from Melbourne, to accelerate the running? As the matter is a pressing one, I shall be glad to hear from you at your earliest convenience.

I am informed that, provided the state of the weather and of the tide permits, steamers may enter the Bluff harbour at night, as for some time past a system of electric lighting has been in operation which enables steamers to berth at the wharf at any time. I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 08/4050.]

No. 121.

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, 10th October, 1908.

I have to acknowledge receipt of your favour of the 30th ultimo, advising that, in view of the early inauguration of a through service from Invercargill to Auckland, it is desirable that the inward steamer from Melbourne should arrive at Bluff wharf on Monday at 5 a.m., or earlier, so as to permit of a special train connecting with the 7 a.m. express from Invercargill.

To do this it would be necessary for the steamer to leave Hobart early on the previous Friday, and then the voyage could only be made in the time if the weather were favourable and the state of the tide at Bluff on the steamer's arrival were suitable, for—as perhaps you are aware—Bluff harbour can only be entered at slack water—i.e., twice in every twelve hours; thus, if high water at Bluff were at 8 a.m., the steamer would need to be there six hours earlier, or 2 a.m.

To reach the Bluff at 5 a.m. a steamer leaving Hobart as early as 1 p.m.—nearly three days previous—would require to steam almost fifteen knots, apart from the time lost in getting away from the berth in Hobart and berthing at Bluff; and, while in good weather some of our steamers do this, it cannot be relied on with any certainty. During the last year in order to reach Bluff on Mondays early enough to leave the same day for Dunedin, which is necessary to maintain the Friday sailing from Wellington, we have despatched vessels at an early hour from both Melbourne and Hobart. A number of the ships have been advertised to sail at 10 a.m. on Wednesdays from Melbourne, and from Hobart at 10 a.m., and as late as noon on Fridays; but this has caused serious inconvenience and heavy expense in working these ports on account of the excessive overtime incurred, and also great inconvenience to shippers—particularly of fruit and other perishable cargo. The chief objection, however, is that a morning departure from Melbourne and Hobart is exceedingly unwelcome to passengers; and there are evidences that these sailing-hours are affecting the popularity of the route, as shown by the fact that tourists who previously made Bluff the first port of call and worked the southern lakes before going to the North Island, now frequently proceed from Melbourne to Sydney, and sail thence for Auckland or Wellington, and often omit the South Island altogether. This is disadvantageous to the Dominion, though it does not affect the company's earnings seriously. The unpopularity of early sailings, and one which might not at first occur to you, is that a number of passengers from Melbourne do not reside in that city, but are gathered from country districts and neighbouring States. The expresses from Adelaide and inland points in Victoria do not arrive in Melbourne till about midday, and passengers are therefore unable to proceed straight on board their steamer, but require to spend a day and night in Melbourne before embarking. The voyage—Melbourne to Hobart—by our steamers averages about thirty-six hours, so that the vessels arrive at the latter port about 10 p.m., and, as considerable cargo

is landed at Hobart *en route*, it is necessary to start work immediately on arrival. This is greatly to passengers' inconvenience, for, although hydraulics are installed on all our ships, there is still a good deal of noise going on both on deck and below, and the average passenger is unable to sleep. Passengers are also debarred from spending a day ashore in Hobart, as, if the ship sails at 10 a.m., there is hardly time to walk to the town and back again after breakfast, and even a noon sailing means a very restricted stay ashore.

Consideration of these points led us some time ago to instruct that steamers should not be despatched from Melbourne before 3 p.m. on Wednesdays, and from Hobart at 1 p.m. on Fridays, and in view of the foregoing we are loth to go back to early departures. In the case of bad weather, even these hours of departure may entail overtime at the Bluff or possibly working Port Chalmers in lieu of Dunedin at heavy expense to the company, but it seemed to us that it would be advisable to risk this as against damaging the popularity of the Melbourne-Hobart-Bluff tourist route.

I am afraid, therefore, that we cannot hold out any hope of a regular connection with a 6.25 a.m. special train from Bluff on Mondays, for allowance has not only to be made for the time occupied in getting alongside the wharf and discharging the mails, but also for the time occupied by the medical inspection of all on board, which has to be completed before any one is allowed to leave the ship.

I might point out also that the "Mararoa" is the vessel that leaves Lyttelton on Monday nights, and, as she will not be able to wait for the second express, connection with ports north of Christchurch would be unaffected, although an earlier delivery could be obtained at Christchurch and stations south thereof if the connection could be made.

The Secretary, General Post Office, Wellington.

I have, &c.,

C. HOLDSWORTH, General Manager.

[P.O. 08/4050.]

No. 122.

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

SIR,—

General Post Office, Wellington, 21st October, 1908.

I have the honour to acknowledge the receipt of your letter of the 10th instant, with respect to this Department's proposal that your company's steamers be despatched from Melbourne and Hobart at an earlier hour than at present to allow of their reaching Bluff not later than 5 a.m. on Monday, so that close connection might be made with the express at Invercargill when the railway through service to Auckland is inaugurated.

I have to thank you for the very full consideration given the matter. I regret to learn, however, that for the reasons stated in your letter you are unable to hold out any hope of a regular connection being made with the 6.25 a.m. special train from Bluff on Monday. Under the circumstances, this Department does not propose to move further in the matter at present.

I have, &c.,

D. ROBERTSON, Secretary.

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

[P.O. 08/4050.]

Approximate Cost of Paper.—Preparation, not given; printing, (1,130 copies), £25 12s.

By Authority : JOHN MACKAY, Government Printer, Wellington.—1909.

Price 1s.]

The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β . It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative.

In the second part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative. The solutions are found in explicit form.

In the third part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative. The solutions are found in explicit form.

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