

1913.  
NEW ZEALAND

---

# OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6, presented on the 17th September, 1912.]

---

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

---

## INDEX.

## SAN FRANCISCO SERVICE.

**Wellington - Rarotonga - Tahiti - San Francisco.**

	Nos.
Connections at San Francisco and New York .. .. .	3
Detention of mail-steamers at San Francisco .. .. .	1, 2, 9, 13, 19, 21, 25, 30, 44, 47
French Oceania, agreement with .. .. .	27, 31
Fruit: Cargo left behind at Rarotonga .. .. .	14-18, 20, 22-24, 28, 29
Fruit: Shipping at Rarotonga .. .. .	13, 20, 22, 23, 26, 28, 29, 32-34, 45
Mails: Advice of arrival in London .. .. .	3, 7, 8
"Moana": Departure delayed at San Francisco .. .. .	48
Rarotonga carters' notes, U.S.S. Company's clause in .. .. .	22, 23, 26, 28, 29
Rarotonga: Length of call .. .. .	13-24, 32-34, 42, 45, 46
San Francisco outward mail delayed (October, 1912) .. .. .	35-41
Statements for carriage of foreign closed and American mails .. .. .	43
"Tahiti": Departure delayed at San Francisco .. .. .	1, 2
Time-table .. .. .	4-6, 10-12

**San Francisco - Honolulu - Pago Pago - Sydney Service.***(Oceanic Steamship Company.)*

	Nos.
Auckland Harbour Board: Requesting that steamers call at Auckland .. .. .	49, 50

## VANCOUVER SERVICE.

**Auckland - Suva - Honolulu - Vancouver.**

	Nos.
Australian mails, payment for conveyance of .. .. .	75-80, 84
Cold-storage space, agreement <i>in re</i> .. .. .	51-74, 83, 87

VANCOUVER SERVICE—*continued.*

	Nos.
Fanning Island, proposed call at .. .. .	81, 82, 85
Payment for conveyance: British mails .. .. .	83, 87
Transit rates .. .. .	75-80, 84
"Zealandia," delay of .. .. .	86

## SUEZ SERVICE.

**Wellington-Sydney Connection, &c.**

	Nos.
Canterbury Chamber of Commerce suggests rearrangement of time-table .. .. .	123-131
"Manuka" (20th September, 1912): Failure to connect .. .. .	111-115, 117, 121
"Moeraki" (12th July, 1912): Failure to connect .. .. .	102, 103, 108
Renewal of service .. .. .	109, 110
Special train (10th July, 1912): Cost .. .. .	116
Time-table, suggested rearrangement of .. .. .	123-131
"Ulimaroa" (14th June, 1912): Failure to connect .. .. .	93, 95, 96, 101, 104, 106
"Warrimoo" (31st May, 1912): Failure to connect .. .. .	88-92, 94, 97
"Warrimoo" (5th July, 1912): Failure to connect .. .. .	98-100, 105, 107, 116, 118-120, 122
"Warrimoo" (24th January, 1913): Failure to connect .. .. .	123-127

## AUCKLAND-FIJI SERVICE.

	Nos.
Time-table .. .. .	132-136

## PROPOSED ALL-RED ROUTE.

	Nos.
Establishment of service by Imperial Steamship Company .. .. .	137
British-Canadian Mails: Carriage by Canadian steamship lines .. .. .	138

# SAN FRANCISCO SERVICE.

---

## WELLINGTON - RAROTONGA - TAHITI - SAN FRANCISCO.

---

No. 1.

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

SIR,— Resident Agency for New Zealand,  
311 California Street, San Francisco, 4th April, 1912.

I have the honour to report that it has been necessary to delay the departure of the R.M.S. "Tahiti" from this port until 1 p.m. on Friday, the 5th instant, which has been done in the manner disclosed by the enclosed communications addressed to the agents of the Union Steam Ship Company in this city.

This action has been rendered necessary by the severe and unprecedented floods that have washed out a considerable portion of the overland railroads over which the mails from Europe were being conveyed to this port from the Atlantic. All railroad-communication from the eastern States has been obstructed for the past four days, and, although every possible exertion has been put forth by the Railroads and the United States Railway Mail-service officials to expedite the arrival of the delayed mails, over forty-eight hours' delay is assured.

The above is about the most serious delay that has occurred to mails in course of transit from the Atlantic seaboard in recent years, and I sincerely trust will not be experienced again for many years.

I have, &c.,

H. STEPHENSON SMITH,  
Resident Agent for New Zealand.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/83.]

Enclosure 1 in No. 1.

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

SIRS,— Resident Agency for New Zealand,  
311 California Street, San Francisco, 3rd April, 1912.

I have the honour to inform you that in consequence of serious delays occurring to the train conveying the European and American mails destined to the Dominion of New Zealand, intending to connect with the R.M.S. "Tahiti" at this port to-day, it will be necessary to delay the departure of that vessel from this port for twenty-four hours from the advertised hour of sailing; and also please take notice that it is possible that a further delay may be necessary to effect the connection for the mails destined to the Dominion, of which the earliest notice will be given you upon receipt of more definite information.

This notification is given in accordance with the provisions of the contract for the conveyance of mails now existing between the Dominion Government and the Union Steam Ship Company of New Zealand.

I have, &c.,

H. STEPHENSON SMITH,  
Resident Agent for the Dominion of New Zealand.

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

[Wn.—S.F. 12/81.]

## Enclosure 2 in No. 1.

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to Messrs. HIND, ROLPH, AND CO., Agents for the Union Steam Ship Company, San Francisco.

SIRS,— Resident Agency for New Zealand,  
311 California Street, San Francisco, 4th April, 1912.

Reverting to my communication of yesterday's date, regarding the detention of the R.M.S. "Tahiti" at this port, I desire to notify you that subsequent reports indicate that the European mails destined to the Dominion will not reach this port until, at the earliest, 11 a.m. to-morrow. Therefore it will be necessary to further delay the departure of the "Tahiti" until arrival of these mails, which probably will not be on board the vessel before 1 p.m. to-morrow, the 5th instant.

Please accept this notification as in accordance with the provisions of the contract for the conveyance of mails from this country to the Dominion of New Zealand now existing between the Government of New Zealand and the Union Steam Ship Company of New Zealand.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

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

[Wn.—S.F. 12/82.]

## No. 2.

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

SIR,— Resident Agency for New Zealand,  
311 California Street, San Francisco, 5th April, 1912.

Referring to my communication of the 4th instant, respecting the delay to the R.M.S. "Tahiti," I have the honour further to report that this morning's advices indicate that the through mails will arrive in this city at 11.10 a.m. to-day, and the mails will be transferred to the steamer about 12.30 p.m., which, of course, will be one hour and thirty minutes over the period stipulated in the contract (forty-eight hours) for detaining the steamers. This hour, however, will not enable the American forward letters to connect. As my authority is now exhausted as per contract, I have endeavoured (in accordance with, I believe, your expressed wishes) to get a further detention of an hour to assist the connection of, at any rate, the letter portion of the American mail. The Union Steam Ship Company has extended this courtesy, but even then the objects sought may not be accomplished, as four days' collection of eastern mails arrives at once, having been held up by the disastrous floods in the middle west section of this country.

In connection with the above, I would point out that under extraordinary circumstances such as this the authority to hold the steamer at this port for forty-eight hours only is, or may be, not sufficient; and I would suggest that an endeavour be made by the Postal Department to amend the contract so as to permit the steamers to be held at this port a "sufficient and reasonable" time in excess of the present contract-conditions, so as to meet such an emergency as has arisen this time. If these mails did not connect by this steamer, of course the delay would be serious, as the mails would have to be sent up to Vancouver to catch the steamer leaving there on the 17th April (twelve days hence). Please give this suggestion prompt consideration, as it is impossible to foresee when such a disaster may again occur, and it would seem as if full powers should be given me so that the important consideration of the connection of the mails at this port should be definitely established.

I would say that the Union Steam Ship Company's agents at this port are disposed to do everything in their power to facilitate the connection with the mails, but they state that they are confronted with the consideration that any departure from this port after midday would in all probability cause twelve hours additional delay at Tahiti, on account of the port regulations there preventing a steamer docking after dark.

Trusting that some arrangement in the line indicated may be accomplished, and that my actions in connection with delay situation may be approved,

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/84-5.]

## No. 3.

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, 22nd April, 1912.

I have to thank you for your advice dated 18th instant [not printed] that mails despatched by the "Tahiti" 8th ultimo reached London 15th instant. As the "Tahiti" delivered the mail inside of contract time at San Francisco, presumably the delay of seven days arose through interruptions caused probably by the floods, crossing the United States.

We observed the announcement in the Press that this mail arrived seven days late ; and, as the public might infer that this was due to a late arrival at San Francisco, might we suggest that in instances where due delivery has been made at that point this might be mentioned in the information given to the Press, otherwise the delay reported may cause reflection on the steamship service.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.  
[P.O. 12/1090(1).]

#### No. 4.

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

SIR,— Wellington Chamber of Commerce, Wellington, 26th April, 1912.

By direction of my President, I am forwarding to you extract from the *Evening Post* of the 25th instant, which has been brought under his notice. It is there pointed out that the steamer carrying the outward San Francisco mail is leaving on the same day as the inward steamer is due. Complaint is made that merchants will have to wait until the next San Francisco steamer before they could execute orders.

My Chamber is, of course, aware that the present arrangement is that the San Francisco and Vancouver services provide for what is practically a fortnightly service from New Zealand.

I am requested to ask if you would favour me with any comments you have to make relative to the matter.

Yours, &c.,

H. D. VICKERY, Secretary.

The Secretary, General Post Office, Wellington.  
[Wn.—S.F. 12/89.]

#### Enclosure in No. 4.

[News extract, 25th April, 1912.—Letter to Editor.]

“TO-MORROW the s.s. ‘Aorangi,’ with outward San Francisco mails, leaves Wellington at 5 p.m., and the s.s. ‘Tahiti,’ with the inward San Francisco mail, is due here at 6 p.m. Last month the inward steamer arrived the day after the outward steamer left. Under the old time-table, before the steamer went on to Sydney, the steamer left on the return trip a week after its arrival here. Thus shippers were given a week in which to execute orders received by that boat ; but now it is a month before these orders can be shipped. I believe the large subsidy was given to the Union Steam Ship Company (Limited) for the purpose of securing a service between Wellington and San Francisco for the benefit of New Zealand. Of course, I do not know if our Government agreed to the extension of the service to Sydney, but the fact remains that we are subsidizing a service which at present is of very little use to New Zealand, and appears to be run solely for the benefit of Sydney merchants. This is a matter which our Chamber of Commerce should take up energetically, and I hope they will approach the Union Steam Ship Company (Limited) and the Government immediately. I think you will agree with me, sir, that the present time-table is ridiculous, and trust you will give the matter some prominence, as it vitally affects the increasing trade with the west coast of America.”

#### No. 5.

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

SIR,— General Post Office, Wellington, 30th April, 1912.

I have the honour to acknowledge the receipt of your letter of the 26th instant, on the subject of the time-table of the San Francisco mail-service.

So far as can be seen at present, it would not be possible, in view of the necessity of maintaining a fortnightly service and making a close connection with the fast steamers across the Atlantic, to alter the time-table for either the Vancouver or the San Francisco mail. Apart from this, I understand that any alteration would be to the disadvantage of the New Zealand—Canadian trade. I am, however, making inquiries, and will be able to reply more precisely in the course of a few days.

I have, &c.,

W. R. MORRIS,  
For Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.  
[Wn.—S.F. 12/96.]

#### No. 6.

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

SIR,— General Post Office, Wellington, 30th April, 1912.

The Wellington Chamber of Commerce is voicing a complaint that the steamer carrying the outward San Francisco mail leaves on the same day that the inward steamer is due. It is said that merchants complain that they have to wait for the following steamer before they can execute orders.

So far as I can see, the existing time-table cannot at present be improved upon. I should, however, be obliged if you would furnish me with any facts and figures showing that for trade purposes the present arrangement is the best. There is no question about its being the most satisfactory for mails. I think I am correct in stating that the bulk of the trade is still between New Zealand and Canada, and that the San Francisco steamers carry shipments for Vancouver.

I have, &c.,  
W. R. MORRIS,  
For Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Wn.—S.F. 12/97.]

## No. 7.

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

SIR.— Prime Minister's Office, Wellington, 2nd May, 1912.

I have the honour to refer to the arrangement under which you announce by cable to the Post Office here the arrival in London of New Zealand mails despatched *via* Vancouver and *via* San Francisco; and to request that, in the event of delay in the arrival of the mails, you will add to your advice the reason therefor.

I have, &c.,  
H. G. ELL,  
For Prime Minister.

The Hon. Sir Wm. Hall-Jones, K.C.M.G., High Commissioner for New Zealand, London.  
[P.O. 12/1090(1).]

## No. 8.

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

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

In reference to your letter of the 22nd ultimo, suggesting that when the San Francisco mail arrives in London late after due delivery at San Francisco the reason for the delay be given to the Press, I beg to inform you that the High Commissioner has been requested, in the event of delay in the arrival in London of mails despatched *via* Vancouver and San Francisco, to add the reason therefor to his cable message of advice.

I have, &c.,  
D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[P.O. 12/1090(1).]

## No. 9.

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

SIR.— General Post Office, Wellington, 13th May, 1912.

Herewith I beg to forward copy of a letter [see No. 2] from the Resident Agent for this Dominion in San Francisco on the subject of the detention of mail-steamers at that port. It appears to me that the time for which the steamers are to be detained beyond forty-eight hours will be sufficiently established if your company will write a letter to this Department stating that arrangements will be made for a further detention for a reasonable time on being requested to do so. If at the same time you would advise your agent in San Francisco accordingly I should be obliged. It is only in very rare cases that such a necessity can arise, and in any event the Resident Agent will be instructed whenever possible to ask for advice by cable.

I have, &c.,  
D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Wn.—S.F. 12/95.]

## No. 10.

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, 15th May, 1912.

In reply to your favour of the 30th ultimo *re* Wellington Chamber of Commerce and the trans-Pacific mails, I beg to say that in our opinion the time-tables now in operation should be most suitable for business purposes in the Dominion as a whole.

The present arrangement allows American and Canadian correspondents to communicate at fortnightly intervals with shippers in New Zealand, giving latter a margin of about ten to fifteen days in which to make inquiries and arrangements, and reply by the next outgoing steamer.

For instance, Canadian and American firms could write by "Marama," 15th May, from Vancouver, due to reach Auckland 4th June, Dunedin 6th June, and replies could be despatched from both points on 20th to connect with "Manuka," 21st, from Wellington. Similarly, the Canadian and American firms can write by "Aorangi," 29th May, from San Francisco, due at Wellington 21st June, Auckland and Dunedin 22nd, and receive replies by "Marama" dated till 2nd July Dunedin, 5th July Auckland, *via* Vancouver.

The two services afford the same convenience of interval in the opposite direction for replies from Canada and America.

Wellington business men may have found the former interval of six days between the arrivals and departures of the San Francisco steamers useful, but it meant that correspondence received *via* Vancouver could not be replied to (unless by the Vancouver mail leaving the following morning) until twenty-three days later *via* San Francisco.

So far, the freight carried from New Zealand in the steamers to San Francisco has been largely for transhipment there to Canada—for instance, butter shipments to Canada this season totalled some 2,624,000 lb., of which over half was shipped from Wellington *via* San Francisco, and the balance from Auckland to Vancouver direct.

I have, &c.,

C. HOLDSWORTH,  
General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/99.]

### No. 11.

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

SIR,—

General Post Office, Wellington, 24th May, 1912.

I have the honour to acknowledge the receipt of your letter of the 15th instant, on the subject of the complaint of the Wellington Chamber of Commerce that the steamer carrying the outward San Francisco mail leaves New Zealand on the due date of the arrival of the inward steamer. This is, of course, not always correct; and the occasions on which the inward vessel does not arrive so as to offer a whole day for answering correspondence by the outward vessel are occasions when the time-table is not kept to.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 12/110.]

### No. 12.

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

SIR,—

General Post Office, Wellington, 24th May, 1912.

In continuation of my letter of the 30th ultimo, on the subject of the time-table of the San Francisco mail-service, I have the honour to state that, from information furnished to this Department, it appears that the time-table now in operation is the most suitable for business purposes in the Dominion as a whole.

At present American and United States correspondents can communicate at fortnightly intervals with shippers in New Zealand, and the latter have from ten to fifteen days in which to make inquiries and arrangements before replying by the next outgoing steamer. For instance, letters from Canadian and United States firms despatched from Vancouver by the "Marama" on the 15th instant would reach Auckland on the 4th and Dunedin on the 6th proximo, and replies could be despatched from both places on the 20th to connect with the "Manuka" leaving Wellington for Vancouver on the 21st proximo. Similarly, letters despatched from San Francisco by the "Aorangi" on the 29th instant would reach Wellington on the 21st proximo, and Auckland and Dunedin on the 22nd idem, and replies could be sent from Dunedin on the 2nd and Auckland on the 5th July to connect with the "Marama" leaving Auckland for Vancouver on the latter date. The two services afford the same convenience of interval in the opposite direction for replies from Canada and the United States.

Under the present time-table of the San Francisco service the inward mail reaches Wellington the day before the despatch of the outward one; and, unless there is a delay in arrival, Wellington business men have a whole day for answering correspondence by the outward vessel.

Business men in Wellington may have found the former interval of six days between the arrivals and departures of the San Francisco steamers useful; but under that time-table correspondence received *via* Vancouver could not be replied to, except by the Vancouver mail leaving the following morning, until the departure of the San Francisco mail twenty-three days later.

So far the freight carried from New Zealand in the steamers to San Francisco has been largely for Canada—for instance, butter shipments to Canada this season totalled some 2,624,000 lb., of which over half was shipped from Wellington *via* San Francisco, and the remainder from Auckland to Vancouver direct.

I have, &c.,

D. ROBERTSON, Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

[Wn.—S.F. 12/111-2.]

## No. 13.

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

*Detention of Mail-steamers at San Francisco.*

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 28th May, 1912.

SIR,—

Referring to your letter of the 13th instant, I have to reply that, while we shall be pleased to detain the steamers at San Francisco beyond the forty-eight hours provided in the contract, we shall be compelled to consider the effect upon the fruit shipments from Rarotonga. It is, of course, unlikely that the extra detention in question will be required except on extremely rare occasions, and then only to the extent of a few hours; but the difficulty is that any detention, even to the extent provided for, cannot by the means at present available be advised to Rarotonga sooner than by the local steamer from Auckland, which reaches Rarotonga only three days before the mail-steamer is due to leave there for Wellington. The fruit is practically all picked by that time, and if deterioration occurs shippers will complain that it is in consequence of the delayed sailing. There is also the risk of bad weather interfering with the shipping of the fruit in the roadstead on the day the mail-steamer arrives; and, seeing the steamer is already late, would you in such circumstances authorize detention until next day at Rarotonga? When the steamers leave San Francisco on time-table date their movements are so arranged that they usually reach Rarotonga on the day preceding their due date, and thus they have a margin against unfavourable weather.

If, when weather conditions interfere with the shipping of fruit, we had your authority to detain the steamers at Rarotonga for, say, up to thirty hours after arrival, it would not, we think, be unreasonable to let the shippers bear the risk of what deterioration might result from the delay. The time *en route* would still be shorter than if they had to ship to Wellington *via* Auckland, as they did before the mail-service was established, and as Mangaia, Aitutaki, &c., shippers still do. It would only then be necessary for your Resident Agent at San Francisco to communicate to you by cable what extra detention was required, and we should be pleased to make the best possible arrangement with you.

When communication is established with Rarotonga by wireless telegraphy the arrangements will be simplified, and can be reconsidered when the time arrives.

There is another point to mention, and that is our obligation as to arrival at Papeete under our contract with the Government of French Oceania; but doubtless a communication from you to the Postal Department at Papeete explaining the position will remove any obstacle in that direction.

I have, &c.,

R. McK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

P.S.—We are in the meantime instructing our agents at San Francisco to cable to us if your Resident Agent requests any sailing to be postponed beyond the forty-eight hours specified in the contract.

—R. McK. McL.

[Wn.—S.F. 12/113-4.]

## No. 14.

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

SIR,—

General Post Office, Wellington, 4th June, 1912.

The Postmaster-General has been informed by some one that a cargo of fruit was left behind at the islands recently, and that on a protest being made your company urged as an excuse that this Department would fine them heavily if the mails were delivered late. Can you inform me whether there is any truth in the statement, and of the real reason the fruit was left behind?

I have, &c.,

D. ROBERTSON.

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

[Wn.—S.F. 12/119.]

## No. 15.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 7th June, 1912.

SIR,—

Your letter of the 4th June addressed to Mr. Holdsworth was opened by me, Mr. Holdsworth having left for Australia per "Maunganui" on the 2nd instant.

As regards the information supplied to the Postmaster-General in regard to a cargo of fruit being left behind at the islands on the ground that your Department would fine us heavily if the mails were delivered late, this evidently refers to a recent instance in which the "Maitai" arrived at Rarotonga some twenty-four hours late, delay being due to bad weather. The vessel loaded part of the fruit which was offering; but as bad weather came on and the vessel started to drag her anchors, and the indications were very bad, the master decided to put to sea and continue his voyage to New Zealand. Action is being taken by some of the fruit people against us to recover the value of the short-shipped fruit, and, as the statement of defence filed by us gives full particulars, I have asked Mr. Kennedy to hand you a copy of same, which will give you any further information you may require.

I have, &c.,

D. A. AIKEN.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/121.]

## No. 16.

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

Union Steam Ship Company of New Zealand (Limited),  
Wellington, 10th June, 1912.

SIR,—

Referring to your letter of the 4th instant to Mr. Holdsworth, regarding the cargo of fruit left behind at Rarotonga by the "Maitai" recently, my head office has forwarded me a request that I should supply you with a copy of the defence filed in connection with the matter, which will give you all the information available; and I therefore have pleasure in enclosing it [not printed].

I have, &c.,

W. A. KENNEDY.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/123.]

## No. 17.

The Hon. the POSTMASTER-GENERAL to the Hon. the PRIME MINISTER, Wellington.

(Memorandum.)

Postmaster-General's Office, Wellington, 19th June, 1912.

REFERRING to a recent statement that a cargo of fruit had been left behind at the islands, and that the Union Steam Ship Company had urged as an excuse that this Department would fine them heavily if they did not deliver the mails up to time, I beg to inform you that on inquiry I find that a case is pending in the Supreme Court. My Department gives great latitude to the Union Steam Ship Company where fruit is concerned. For your information I enclose copy of statement of defence [not printed] by the Union Steam Ship Company. I have not, however, seen the statement of claim.

H. G. ELL, Postmaster-General.

The Hon. the Prime Minister, Wellington.

[Wn.—S.F. 12/124.]

## No. 18.

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

(Memorandum.)

General Post Office, Wellington, 1st July, 1912.

THE Union Steam Ship Company has been given permission to detain the inward mail-steamer at Rarotonga up to thirty hours after arrival at that port on the condition that the concession is not made use of except under exceptional circumstances. The permission has been given as there have been complaints about fruit being left behind at Rarotonga and as this Department desired to arrange for the departure of the steamer from San Francisco to be postponed if necessary beyond the forty-eight hours provided for in the contract.

D. ROBERTSON, Secretary.

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

[Acknowledged, 8th July.]

[Wn.—S.F. 12/138.]

## No. 19.

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

SIR,—

General Post Office, Wellington, 4th July, 1912.

I have the honour to acknowledge the receipt of your letter of the 28th May last, *in re* the request of this Department that the mail-steamer be detained at San Francisco beyond forty-eight hours if necessary.

Authority is given as you desire, on condition that the time of departure from San Francisco is postponed as required, for your company to detain steamers at Rarotonga up to thirty hours after the arrival at that port, the understanding being that the authority will not be availed of save under exceptional circumstances.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 12/137.]

## No. 20.

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, 8th July, 1912.

I have to thank you for your favour of 4th instant, concurring in our suggestion that in the interests of the fruit trade the steamers should be at liberty to remain at Rarotonga thirty hours after they arrive, when conditions render it necessary to do so in order to get the fruit shipped. From our experience, we have no reason to anticipate that this necessity will occur otherwise than infrequently under exceptional circumstances.

I have, &c.,

R. MCK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/133.]

## No. 21.

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

SIR,— General Post Office, Wellington, 18th July, 1912.

I have the honour to refer to your letter of the 5th April last, on the subject of the detention of mail-steamers at San Francisco.

The Department requested the Union Company to agree to the detention of a steamer, on application, for a reasonable time beyond forty-eight hours. The company agreed to the request conditionally on its being given authority to detain the steamers at Rarotonga up to thirty hours after the arrival at that port, on the understanding that the authority would not be availed of save under exceptional circumstances. The Department has agreed to the condition. Whenever it is required to detain steamers at San Francisco beyond forty-eight hours I should be glad if you would communicate with this office by cable, so that the matter may be arranged with the Union Company.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.-S.F. 12/140.]

## No. 22.

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

(Memorandum.) Postmaster-General's Office, Wellington, 2nd August, 1912.

Mr. D. F. SKINNER, of Messrs. Townsend and Paul (Limited), Wellington, representing the fruit-merchants of New Zealand, and, through them, a number of fruit-exporters at Rarotonga, called at my office to-day, and made the following statement:—

“ I desire to call the Postmaster-General's attention to a clause that has recently been inserted by the Union Steam Ship Company in their carters' notes (see specimen attached) [not printed]. Owing to stress of weather, one of the mail-steamers some months ago failed to pick up a fruit cargo which had been received by the company's agent at Rarotonga, the captain considering that the lighterage would be attended with great risk. The consequence was that the fruit became absolutely valueless, and resulted in a loss not only to the growers, but to the storekeepers at Rarotonga, and practically no fruit for consumers in New Zealand was available by that steamer. Fruit-importers in New Zealand having threatened the Union Company with an action, this clause was apparently put in by the company to save their face in the event of a similar happening. The fruit-importers of New Zealand and the exporters of Rarotonga consider the clause too stringent, and that, instead of the island trade being put on a more satisfactory basis, it is evident that from a shipper's and importer's point of view it will become a much more risky business than it has been in the past. Seeing that the Post Office subsidizes these steamers, I think that the opinion of the Crown Law Officer should be obtained as to whether the company is justified in inserting the clause, or whether it is *ultra vires*. I think, too, that the matter is one upon which the Postal Department should confer with the Cook Islands Administration.”

A reply is to be sent to Mr. Skinner.

The Secretary, Post and Telegraph Department.

R. H. RHODES.

[Wn.-S.F. 12/143, 144.]

## No. 23.

Mr. D. F. SKINNER, Wellington, to the PRIVATE SECRETARY to the Hon. the Postmaster-General, Wellington.

*Re Union Steam Ship Company's Clause in Rarotongan Carters' Notes.*

SIR,— Townsend and Paul (Limited), Wellington, 6th August, 1912.

Referring to above matter, which you on Friday last so kindly took notes of from my dictation with the object of placing same before the Hon. the Postmaster-General, I should like you to attach the following views expressed by Auckland merchants in a letter which I received from them this morning:—

“ According to the opinion of Judge McCormick, it is a contract signed before the bill of lading is issued, and may do away with the responsibilities against the company under the Common Carriers Act for any neglect on their part. As you know, the shippers in Rarotonga have to put the cargo into the Union Steam Ship Company's sheds a day or two before the vessel arrives, and hitherto the company have always been responsible for the fruit from the time of receiving it; under the new conditions the company will be relieved from any liability. As you are aware, the New Zealand Government pays the Union Company a subsidy of £20,000 per annum, and it was stipulated that the steamer should call at Rarotonga both ways to foster the trade, especially to carry fruit to the southern ports of New Zealand. It was an oversight on the part of the New Zealand Government that the contract was made without there being any stipulation of how long the steamer was to stay, and a certain quantity of cargo reserved. At Tahiti the mail-steamer has to stay twenty-four hours.

This was insisted upon by the French Government. There is no doubt that the intention of the New Zealand Government was to assist the trade of the Cook Islands, otherwise they would never have subsidized the service to such an extent."

I trust that you will endeavour to put the whole matter before the Hon. the Postmaster-General as early as convenient.

I have, &c.,

D. F. SKINNER, Secretary.

The Private Secretary to the Hon. the Postmaster-General, Parliamentary Buildings.

[Wn.—S.F. 12/148.]

#### No. 24.

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

Department of Agriculture, Industries, and Commerce,  
Wellington, 23rd August, 1912.

(Memorandum.)

This Department has received complaints from firms interested in the Cook Islands trade, in regard to the action of the Union Steam Ship Company in refusing liability for any damage to goods while awaiting shipment at Rarotonga by mail-steamers, and in regard to the uncertainty as to the length of time which the boats will stay at Rarotonga. It is asserted that there is a possibility of fruit cargoes being shut out from the steamers, and that the Union Company accepts no liability for this. Shippers ask that the matter be dealt with in connection with the New Zealand Government's contract for the San Francisco mail-service, and I understand that you have already gone into the matter. I shall be glad to know what the position is, and whether an arrangement satisfactory to the Cook Islands shippers has been come to.

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/149.]

#### No. 25.

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

Resident Agency for New Zealand,

SIR,—

311 California Street, San Francisco, 29th August, 1912.

I have the honour to acknowledge the receipt of your communication of the 18th ultimo, referring to the detention at this port of the contract steamers conveying the mails to the Dominion when it is necessary to hold the steamers for a longer period than that provided for in the existing contract.

I would point out to you, however, that the condition that the Department in New Zealand must be communicated with by cable when it is desired to hold the steamers beyond forty-eight hours is scarcely practicable, as it is extremely rarely that the necessity to hold the steamers beyond the time specified is known more than a few hours prior to the expiration of the forty-eight hours, and consequently the arrangement will fail to be effective unless the Union Steam Ship Company's agents are notified to accept my detention-notice for the extended time, irrespective of whether they have received advices from the head office of the company or not. I shall, of course, notify you of the further extension of time when the same is necessary; but if it is to be of any benefit to the service my request will have to be complied with at once, and not deferred to await advices from New Zealand.

There will probably be no difficulty experienced in arranging for the required detention; but I desire to place the matter before you, so that a workable arrangement can be arrived at.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/166.]

#### No. 26.

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

*San Francisco Mail-service: Shipping of Fruit from Rarotonga.*

(Memorandum.)

General Post Office, Wellington, 4th September, 1912.

I ATTACH a copy [not printed] of the opinion of the Crown Law Office on the question as to whether under the San Francisco mail-service contract the Union Steam Ship Company is warranted in requiring shippers to sign an undertaking that the company will not be held responsible for damage to goods caused by failure to ship or delay in shipment due to the exigencies of the mail-service.

Mr. D. F. Skinner, of Messrs. Townsend and Paul, who represented the matter to the Postmaster-General, is being informed that the Department is advised that there is no provision in the mail-contract to prevent the company requiring the undertaking being given.

F. V. WATERS,

For Secretary.

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

[Wn.—S.F. 12/158.]

## No. 27.

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

SIR,—

General Post Office, Wellington, 5th September, 1912.

I have the honour to refer to your letter of the 2nd April last [No. 71, F.—6, 1912], on the subject of the mail-service agreement between your company and the Government of French Oceania, and shall be glad to receive a copy of the present agreement.

I have, &amp;c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Wn.—S.F. 12/172.]

## No. 28.

The ASSISTANT SECRETARY, General Post Office, Wellington, to Mr. D. F. SKINNER, Wellington.

SIR,—

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

Referring to your representations to the Postmaster-General on the 2nd ultimo and to your letter of the 6th idem, on the fact that the Union Steam Ship Company requires shippers to sign an undertaking not to hold the company responsible for damage to goods caused by failure to ship or by delay in shipment due to the exigencies of the New Zealand—San Francisco mail-service, I have the honour, by direction, to inform you that the Department is advised that there is no provision in the mail-contract to prevent the company imposing that undertaking.

I have, &amp;c.,

F. V. WATERS,

Acting Assistant Secretary.

D. F. Skinner, Esq., Messrs. Townsend and Paul (Limited), Wellington.  
[Wn.—S.F. 12/168.]

## No. 29.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. the MINISTER OF CUSTOMS AND MARINE, Wellington.

(Memorandum.)

Postmaster-General's Office, Wellington, 16th September, 1912.

IN reference to your memorandum of the 2nd instant [not printed], relating to the requirement of the Union Steam Ship Company that shippers should sign an undertaking not to hold the company responsible for damage to goods caused by failure to ship or by delay in shipment due to the exigencies of the New Zealand—San Francisco mail-service, I beg to inform you that the Department is advised that there is no provision in the mail-contract to prevent the company imposing that undertaking.

R. HEATON RHODES, Postmaster-General.

The Hon. the Minister of Customs and Marine, Wellington.  
[Wn.—S.F. 12/169.]

## No. 30.

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

SIR,—

General Post Office, Wellington, 17th September, 1912.

I have the honour to refer to my letter of the 4th July last, and to previous correspondence on the subject of the request of this Department that the mail-steamer be detained at San Francisco beyond forty-eight hours if necessary.

The Resident Agent for New Zealand in San Francisco reports that the condition requiring him to communicate with this office by cable when it is desired that the steamer be detained beyond forty-eight hours is scarcely practicable, as it is very rarely that the necessity to hold a steamer beyond the time specified is known more than a few hours prior to the expiration of the forty-eight hours. He proposes that your San Francisco agents be authorized to accept from him a detention-notice for the extended time, whether or not they have received advice from your office. In the circumstances, I should be glad if you would agree to the steamers being detained when necessary at the request, to be made to your agents in writing, of the Resident Agent for New Zealand.

I have, &amp;c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Wn.—S.F. 12/167.]

## No. 31.

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, 23rd September, 1912.

In response to your letter of the 5th instant, I have the honour to enclose herewith a press copy of the additional memorandum [not printed] modifying the agreement made on the 26th January last with the Government of French Oceania. This, with copy of the translation of the original

agreement enclosed with our letter of the 2nd April, both of which documents have been confirmed as accepted by us, form the complete agreement with the Government of French Oceania.

I am sorry that we are not yet able to send you the official copies. These were to be printed at Papeete, and we have been in expectation of them by each mail. We are writing to our agents at Papeete, and hope to be able to send to you the printed agreement at an early date.

I have, &c.,

R. McK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[Acknowledged 2nd October, 1912.]

[Wn.—S.F. 12/175.]

### No. 32.

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

(Memorandum.)  
YOURS of the 4th instant.

Department of Agriculture, Industries, and Commerce,  
Wellington, 28th September, 1912.

I note the opinion of the Law Office in regard to the powers of the Union Steam Ship Company under the mail-contract to refuse liability for loss occasioned by delay or failure to ship goods received by it at the Cook Islands for shipment to New Zealand by the mail-steamers. The company appears to have good grounds for the attitude taken up. Cook Island shippers, however, ask whether matters cannot be placed on a more satisfactory footing for them, by providing in the contract a twenty-four hours' stop at Rarotonga, as in the case of Tahiti, and for the reservation of a certain amount of space for Cook Islands requirements. Is there any possibility of your being able to arrange this? I understand that except in one instance the steamers have always remained long enough at Rarotonga to take all the cargo offering, and that the provisions relating to adherence to time-table have been made a little more elastic. Perhaps it can safely be assumed that no more trouble will arise except, of course, from unforeseen circumstances.

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/196.]

### No. 33.

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

(Memorandum.)

General Post Office, Wellington, 3rd October, 1912.

It would not be desirable to provide in the contract for a twenty-four hours' stop at Rarotonga. If, however, you think it is desirable to approach the Union Company for the reservation of a certain amount of space for Cook Island requirements, this can be done. I understand, however, that the company is only too anxious to get the Rarotongan fruit. The contractors recently asked for authority to detain the steamers at Rarotonga up to thirty hours after arrival at that port in the event of the departure of steamers from San Francisco being late. This was agreed to, the understanding being that the authority would not be availed of save under exceptional circumstances. This should, I think, fully meet the case as regards the stay at Rarotonga.

D. ROBERTSON, Secretary.

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

Wn.—S.F. 12/197.]

### No. 34.

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

(Memorandum.)

Department of Agriculture, Industries, and Commerce,  
Wellington, 10th October, 1912.

I FORWARD herewith a copy of a letter of 25th ultimo, addressed to the Hon. Minister of Agriculture by the Secretary of the Chamber of Commerce, Wellington, in connection with the New Zealand—San Francisco mail-service. You will notice from the letter that the Wellington merchants are complaining of the great disadvantage owing to the steamer stopping at Rarotonga for a few hours only, and thus often necessitating the carrying of cargo on to Tahiti. This, it is alleged, is fast killing what outward trade Wellington has with Rarotonga.

I shall be glad if you will kindly inform me whether anything can be done to ensure that the mail-steamers wait long enough at Rarotonga to discharge all cargo. Can anything be done under the terms of the contract?

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/194.]

## Enclosure in No. 34.

The SECRETARY, Chamber of Commerce, Wellington, to the Hon. the MINISTER OF INDUSTRIES AND COMMERCE, Wellington.

SIR,— Wellington Chamber of Commerce, Wellington, 25th September, 1912.

I am directed by my Council to bring under your notice the matter of the facilities for trade between Wellington and Rarotonga.

At the present time Rarotonga is served from Wellington by the San Francisco mail-steamers. Wellington merchants have complained to my Chamber of the great disadvantage at which they are placed owing to the steamer stopping at Rarotonga for a few hours only. This often necessitates cargo being carried on to Tahiti, to await transhipment to Rarotonga from there. As a consequence, what outward trade Wellington has with Rarotonga is fast disappearing, the service rendering it practically impossible for merchants here to retain their trade, as business men in Rarotonga are unwilling to undertake the risk of uncertain delivery, owing to the fact that the Wellington steamer cannot be relied on always to receive or deliver goods.

My Chamber would respectfully urge that steps should be taken to ensure that the mail-steamer waits long enough in Rarotonga to discharge all cargo, and I was instructed to write asking your assistance to attain this end.

I have, &c.,

H. D. VICKERY, Secretary.

The Hon. the Minister of Industries and Commerce, Wellington.

[Wn.—S.F. 12/193.]

## No. 35.

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

(Telegram.)

Auckland, 11th October, 1912.

RAILWAY advise two miles of slips on line between Horopito and Ohakune. Cannot yet give any idea when trains likely get through. Inquiring whether mails can get over the gap by traps. The Frisco mail outward on board. No boat for New Plymouth till Sunday. Am inquiring if any small boat available.

[Wn.—S.F. 12/184.]

## No. 36.

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

(Telegram.)

Wellington, 11th October, 1912.

IT looks as if only solution of difficulty were for "Aorangi" to call at Auckland. Will advise you presently whether this can be arranged. If so, mails can be turned back where they are.

[Wn.—S.F. 12/184.]

## No. 37.

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

(Telegram.)

Wellington, 11th October, 1912.

BAD break on railway-line between Taumarunui and Ohakune. Apparently little prospect of getting anything through for some time. Still raining very heavily. As Auckland—San Francisco mails, and no doubt number of passengers, on board train, best solution seems to be for "Aorangi" to leave here promptly to-night and call at Auckland. Kindly wire me your views urgent.

[Wn.—S.F. 12/184.]

## No. 38.

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

(Telegram.)

Dunedin, 11th October, 1912.

AS Auckland is only 160 miles nearer Rarotonga than Wellington, "Aorangi" would be just as far ahead if it does not get away from Wellington even until Sunday morning. Presume every chance mails coming through before then. Cost of deviating to Auckland would be considerable. We have advised Wellington office. Please keep in touch with them.

[Wn.—S.F. 12/189.]

## No. 39.

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

(Telegram.)

Wellington, 11th October, 1912.

RAILWAY authorities now advise train has left Taumarunui, and will arrive at slip about 3 p.m. Passengers and mails will be taken past slip in vehicles, and train will leave for Wellington as soon as possible. Awaiting instructions as to whether mails for "Aorangi" should be returned to Auckland or go on to Wellington.

[Wn.—S.F. 12/190.]

## No. 40.

The INSPECTOR OF POST OFFICES, General Post Office, Wellington, to the CHIEF POSTMASTER, Auckland.

(Telegram.)

Wellington, 11th October, 1912.

MAILS for "Aorangi" should be sent on to Wellington.

[Wn.—S.F. 12/190.]

## No. 41.

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

SIR,—

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

I have the honour to inform you that in consequence of extensive slips on the Main Trunk line north of Ohakune the mails from the north for despatch by the "Aorangi" cannot be in Wellington at the earliest until 4 a.m. to-morrow.

Kindly detain the "Aorangi" to await the arrival and shipment of the mails.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 12/186.]

## No. 42.

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

SIR,—

General Post Office, Wellington, 17th October, 1912.

I have the honour to forward herewith copy of a letter dated the 25th ultimo [see enclosure in No. 34] addressed to the Hon. the Minister of Industries and Commerce by the Chamber of Commerce, Wellington, urging that arrangements be made for the San Francisco mail-steamer to stay long enough at Rarotonga to discharge all cargo, and shall be glad of your remarks on the request.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 12/210.]

## No. 43.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 21st October, 1912.

SIR,—

Referring to my letter of 18th May last [not printed], I have the honour to enclose copies of the statements accompanying remittances from the U.S.A. Post Office, through our San Francisco agents, for mails carried by our Frisco steamers in the January to March and April to June quarters for both foreign closed mails and American mails.

I have, &c.,

R. McK. McLENNAN.

The Secretary, General Post Office, Wellington.

For General Manager.

[Acknowledged, 31st October, 1912.]

[Wn.—S.F. 12/205.]

## Enclosure 1 in No. 43.

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

SIRS,— Post Office Department, Washington, 10th May, 1912.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to Tahiti, New Zealand, and Australia during the quarter ended 31st March, 1912, and that the service so performed has been recognized by this Department and referred to the Auditor for payment:—

Date.	Vessel.	Letters.	Prints.	Parcel-post.
1912.		Grams.	Grams.	Grams.
January 11	.. .. " Tahiti "	450,950	8,436,665	2,719,760
February 7	.. .. " Maitai "	630,180	11,574,090	1,411,845
March 6	.. .. " Aorangi "	504,305	10,142,975	2,397,010
			30,153,730	6,528,615
			6,528,615	
		1,585,435	36,682,345	

			Fr.
1,585,435 grams of letters, at 4 fr. per kilo.	.. ..	.. ..	6,341.74
36,682,345 grams of prints, &c., at 50 cm. per kilo.	.. ..	.. ..	18,341.17 <sup>5</sup>
Total sea postage	.. ..	.. ..	24,682.91 <sup>5</sup>
			(or \$4,763.80)

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of Hind, Rolph, and Co., San Francisco, Cal.

[Wn.—S.F. 12/204.]

## Enclosure 2 in No. 43.

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

SIRS,— Post Office Department, Washington, 20th May, 1912.

I have the honour to report that the steamers of the Union Steam Ship Company have conveyed foreign closed mails from the United States to and *via* New Zealand during the quarter ended 31st March, 1912, as follows:—

Date.	Vessel.	Letters.	Prints.
1912.		Grams.	Grams.
January 11	.. .. " Tahiti "	1,228,215	9,350,772
February 7	.. .. " Maitai "	474,580	4,610,052
March 6	.. .. " Aorangi "	592,507	3,936,619
		2,295,302	17,897,443

			Fr.
2,295,302 grams of letters, at 4 fr. per kilo.	.. ..	.. ..	9,181.20 <sup>00</sup>
17,897,443 grams of prints, at 50 cm. per kilo.	.. ..	.. ..	8,948.72 <sup>5</sup>
Total compensation allowable	.. ..	.. ..	18,129.92 <sup>50</sup>
			(or \$3,499.08, or £719)

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of Hind, Rolph, and Co., San Francisco, Cal.

[Wn.—S.F. 12/203.]

## Enclosure 3 in No. 43.

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

SIRS.— Post Office Department, Washington, 22nd July, 1912.

I have the honour to report that the steamers of the Union Steam Ship Company (foreign register) have conveyed the following mails from San Francisco to Tahiti, New Zealand, and Australia during the quarter ended 30th June, 1912, and that the service so performed has been recognized by this Department and referred to the Auditor for payment:—

Date.	Vessel.	Letters.	Prints.	Parcel-post.
1912.		Grams.	Grams.	Grams.
April 5 .. .. .	“ Tahiti ” .. .. .	487,845	8,343,810	2,887,375
May 1 .. .. .	“ Manuka ” .. .. .	689,345	11,104,300	3,917,060
“ 29 .. .. .	“ Aorangi ” .. .. .	641,625	13,026,492	3,275,070
June 26 .. .. .	“ Tahiti ” .. .. .	249,170	3,009,210	1,117,985
			35,483,812	11,197,490
		2,067,985	46,681,302	

2,067,985 grams of letters, at 4 fr. per kilo.	.. .. .	Fr. 8,271-94
46,681,302 grams of prints, &c., at 50 cm. per kilo.	.. .. .	23,340-65 <sup>2</sup>
Total sea postage .. .. .	.. .. .	31,612-59 <sup>2</sup> (or \$6,101-23)

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of Hind, Rolph, and Co., San Francisco, Cal.

[Wn.—S.F. 12/201.]

## Enclosure 4 in No. 43.

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

SIRS.— Post Office Department, Washington, 14th August, 1912.

I have the honour to report that the steamers of the Union Steam Ship Company have conveyed foreign closed mails from the United States to and *via* New Zealand during the quarter ended 30th June, 1912, as follows:—

Date.	Vessel.	Letters.	Prints.
1912.		Grams.	Grams.
April 5 .. .. .	“ Tahiti ” .. .. .	1,380,947	11,791,409
May 1 .. .. .	“ Manuka ” .. .. .	695,237	6,023,590
“ 29 .. .. .	“ Aorangi ” .. .. .	1,407,463	10,862,675
June 26 .. .. .	“ Tahiti ” .. .. .	697,763	6,331,561
		4,181,410	35,009,235

4,181,410 grams of letters, at 4 fr. per kilo.	.. .. .	Fr. 16,725-64
35,009,235 grams of prints, at 50 cm. per kilo.	.. .. .	17,504-61 <sup>1 5</sup>
Total compensation allowable .. .. .	.. .. .	34,230-25 <sup>1 5</sup> (or \$6,606 <sup>4 4</sup> )

I have &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

Union Steam Ship Company, care of Hind, Rolph, and Co., San Francisco, Cal.

[Wn.—S.F. 12/202.]

## No. 44.

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

Union Steam Ship Company of New Zealand (Limited).  
Dunedin, 25th October, 1912.

SIR,—

With reference to your letter of the 17th ultimo, regarding detention of San Francisco mail-steamers at San Francisco awaiting the arrival of the overland mails, I have the honour to advise you that by last mail, "Aorangi," 11th instant, we instructed our San Francisco agents that we have agreed to detain the steamers, beyond the forty-eight hours mentioned in the contract, on the written application of the New Zealand Government Agent. We have instructed our agents to cable us on such occasions what the circumstances are, and what detention is required. This will doubtless meet the requirements of your Department at San Francisco.

I have, &amp;c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/206.]

## No. 45.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 25th October, 1912.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 17th instant, with regard to the letter dated 25th ultimo from the Secretary, Wellington Chamber of Commerce, to the Hon. the Minister of Industries and Commerce.

In reply, I beg to say that we received a similar communication from the Secretary, Chamber of Commerce, through our Wellington manager, and, by our instructions, Mr. Kennedy wrote to the Secretary on 10th instant as follows:—

"Referring to your letter of the 25th ultimo, on the subject of Wellington-Rarotonga trade, in which you state that the San Francisco mail-steamers do not always remain at Rarotonga sufficiently long to allow of all the Wellington cargo for that port being discharged, and consequently cargo often has to be carried on to Tahiti to await transhipment there: Since the receipt of your letter the records of the service have been examined, and we find that during the past twelve months there has been no overcarrying of Rarotonga cargo owing to lack of time for discharging purposes, though it is true that owing to the exigencies of the mail-service we cannot count upon a stay at Rarotonga of more than three or four hours, and, as in the case of every open roadstead, there is always the risk of unfavourable weather interfering with the work. The steamers engaged in the service are required to leave Wellington at 5 p.m. sharp, and the speed required under the contract means their arrival at Rarotonga about 1 p.m., and it is necessary that they should leave again before dark—say, 5 p.m.; and under these circumstances I regret that it is impracticable meantime to make a longer stay at the islands on the northward voyage. On the return voyage from San Francisco, however, a longer stay is possible at Rarotonga for the convenience of shippers of fruit, &c."

We have further to remark that although the service is intended primarily for mails, passengers, and through freight, there has been no refusal of cargo from Wellington for Rarotonga by the mail-steamers so far, nor would it be necessary to do so even if the Wellington shipments more than doubled their average volume. Provided the steamers leave Wellington about their fixed time of departure, there would be very little likelihood of overcarriage to Papeete unless unfavourable weather should interfere with the work of discharging at Rarotonga, which, however, is a risk that must always be reckoned with in working an open roadstead.

We may also mention that although there was a service from Wellington for some considerable time by the "Manapouri," and afterwards by the "Mokoia," affording ample time at Rarotonga for working cargo, the shipments from Wellington did not show any noticeable increase.

I have, &amp;c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[Wn.—S.F. 12/208-209.]

## No. 46.

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

(Memorandum.)

General Post Office, Wellington, 1st November, 1912.

REFERRING to your memorandum of the 10th ultimo, with which you enclosed a copy of a letter from the Secretary of the Wellington Chamber of Commerce about the time of stay of the San Francisco mail-steamers at Rarotonga on the outward voyage, I have the honour to forward, for your information, copy of a letter from the Union Steam Ship Company (Limited), which appears to fully reply to the complaint of the Chamber of Commerce.

D. ROBERTSON, Secretary.

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

[Wn.—S.F. 13/5.]

## No. 47.

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

SIR,—

General Post Office, Wellington, 6th November, 1912.

In reference to your letter of the 29th August last, on the subject of the detention of the mail-steamer at San Francisco beyond forty-eight hours if necessary, I have the honour to inform you that the Union Steam Ship Company has agreed to the detention of the steamer, to await the arrival of the overland mails under exceptional circumstances, on receipt by its San Francisco agents of a written request from you, whether or not they have received advice from their head office in the Dominion. The agents have been instructed to explain by cable message the reason for any such detention, and the period thereof.

I have, &c.,

D. ROBERTSON, Secretary.

H. Stephenson Smith, Esq., Resident Agent for New Zealand,  
311 California Street, San Francisco, Cal., U.S.A.

[Wn.—S.F. 12/207.]

## No. 48.

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

SIR,—

Resident Agency for New Zealand,

311 California Street, San Francisco, 8th January, 1913.

I have the honour to report that, in consequence of the heavy storm raging in this country, I have been compelled to serve notice upon the agents of the Union Steam Ship Company in this city to delay the departure of the contract mail-steamship "Moana" until 5 p.m. this day, in order to connect the through mails destined to the Dominion with that vessel (copy of notice enclosed). I am now advised that in all probability the Overland Limited will reach this city by 4 p.m., so I trust the "Moana" will be enabled to sail at the extended hour.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

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

[Acknowledged, 30th January, 1913.]

[Wn.—S.F. 13/2.]

## Enclosure in No. 48.

The RESIDENT AGENT FOR NEW ZEALAND, San Francisco, to the AGENTS, Union Steam Ship Company, San Francisco.

Resident Agency for New Zealand,

311 California Street, San Francisco, 8th January, 1913.

GENTLEMEN,—

I have the honour to inform you that I am in receipt of advices to the effect that some 250 bags of mail destined to the Dominion of New Zealand from Europe have at this hour and date failed to arrive here. The earliest date at which same can be received will be 3.30 this day, from present advices. Therefore you are requested to delay the departure from this port of the R.M.S. "Moana" until 5 p.m. this day, or until such later hour or day that may be necessary to secure a connection with that steamer.

This notice is given under the provisions of the existing contract for the conveyance of mails from this city to the Dominion (clause No. 10), and by the authority of the subsequent arrangements entered into between the Dominion Government and the Union Steam Ship Company of New Zealand.

You will be duly advised from time to time of the progress of the delayed mails towards this city, so that as little delay as is possible shall occur.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

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

[Wn.—S.F. 13/1.]

# SAN FRANCISCO - HONOLULU - PAGO PAGO - SYDNEY SERVICE.

(OCEANIC COMPANY.)

---

No. 49.

The SECRETARY, Auckland Harbour Board, Auckland, to the Hon. the PRIME MINISTER.

SIR,—

Auckland Harbour Board, Auckland, 8th August, 1912.

I have the honour to inform you that this Board had under consideration at its last meeting the question of inducing the Spreckels line of steamers to call at Auckland *en route* to San Francisco and Sydney.

The committee set up to deal with the question has decided to impress upon you the desirability of arranging for these steamers making Auckland a port of call, and to urge you to use every reasonable endeavour in that direction.

The present Frisco service by way of Tahiti is slow and unsatisfactory, whilst that of Messrs. Spreckels will be run by fast up-to-date steamers. The gain to the Dominion by a mail-service alternating with that *via* Vancouver would be enormous. The Board trusts, therefore, that the Government will see its way to approach the company and secure a renewal of the service, with Auckland as the port of call.

I have, &c.,

The Hon. the Prime Minister, Wellington.

H. B. BURNETT, Secretary.

[U.S. Inc. 12/63.]

---

No. 50.

The Hon. the POSTMASTER-GENERAL to the SECRETARY, Auckland Harbour Board, Auckland.

SIR,—

Postmaster-General's Office, Wellington, 5th September, 1912.

In reference to your letter to the Hon. the Prime Minister of the 8th ultimo, urging that arrangements be made for the San Francisco-Sydney contract mail-steamers to call at Auckland, I have the honour to inform you that the Government, after giving the matter careful consideration, is unable to see its way to subsidize the steamers as desired. The service is not required for mail purposes, and it is a matter of grave doubt whether, in view of the existing subsidized mail-services on the Pacific, it would be of much value for trade purposes.

I have, &c.,

R. HEATON RHODES, Postmaster-General.

The Secretary, Auckland Harbour Board, Auckland.

[U.S. Inc. 12/66.]

---

[The above refers to a contract reported to have been concluded between the United States Post Office and the Oceanic Steamship Company for mail carriage between San Francisco and Sydney by way of Honolulu and Pago Pago (Samoa) for a period of ten years. Service began 2nd July, 1912. Subsidy, \$2 the statute mile, representing about \$16,000 a trip (say, £3,333 6s. 8d.); actual distance, 7,843 miles; time between San Francisco and Sydney, twenty days; sailings, every four weeks from San Francisco; average speed, fifteen knots; vessels employed, "Sonoma" and "Ventura."]

# VANCOUVER SERVICE.

## AUCKLAND-SUVA-HONOLULU-VANCOUVER.

No. 51.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 24th April, 1912.

SIR,—

I have pleasure in acknowledging receipt, on 22nd instant, of your favour of 17th instant [No. 193, F.-6, 1912] and enclosures.

With regard to clause 28, we had been reading it as, in effect, providing for a continuance of the arrangement made last year for dealing with cold-storage space so long as no subsidy is paid by the Government of Australia; but on reconsidering the clause it appeared doubtful whether this intention is clearly expressed. The arrangement made last year worked out satisfactorily in practice, and we would suggest a revision of the clause 28, to read that New Zealand shippers shall have first refusal of all the space until 1st September each year for shipments to be made up till 31st August in the following year, and that after 1st September "the contractor shall be at liberty to dispose," &c., as written down to the words "leave Auckland" in the second line, page 14.

I have, &c.,

R. MCK. McLENNAN  
For General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/58.]

No. 52.

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

SIR,—

General Post Office, Wellington, 30th April, 1912.

I have the honour to acknowledge the receipt of your letter of the 24th instant. I should be glad if you would send me a draft of clause 28, revised as you propose.

I have, &c.,

W. R. MORRIS,  
For Secretary.

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

[Vanc. Misc. 12/59.]

No. 53.

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

Department of Agriculture, Commerce, and Tourists,  
Wellington, 8th May, 1912.

(Memorandum.)

WITH reference to your letter of the 30th March [No. 190, F.-6, 1912], I have had inquiries made as to whether any changes are desirable in the provisions of the agreement for the Vancouver mail-service, as far as they govern the cold-storage space in the mail-steamers. The only persons who have any complaints to make are merchants exporting dairy-produce, some of whom state that they have experienced difficulty in obtaining prompt replies from the Union Company to inquiry for cold-storage space in these vessels. The most serious objection raised by these merchants to the present arrangement is, however, to their having to give twenty-eight days' notice before the steamer is due to sail. As there was last season a large increase in the export of butter from New Zealand to Vancouver, it is desirable than an increase in the amount of space allotted to New Zealand should be asked for.

I shall therefore be obliged if you will ask the Union Company to endeavour to give quicker replies to applications for space, to agree to less notice than twenty-eight days, and to reserve a larger amount of space for New Zealand shipments. I have not made these requests more specific, as I think it is desirable to see what the company will offer in reply to a general request.

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/60.]

## No. 54.

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

SIR,—

General Post Office, Wellington, 17th May, 1912.

In reference to my letter of the 30th ultimo, asking you to be good enough to redraft clause 28 of the Vancouver service contract, and to previous correspondence, I have the honour to inform you that I now hear from the Department of Agriculture, Commerce, and Tourists in the matter of cold storage. What it is particularly desired to emphasize are the following points:—

- (1.) That your company endeavour to give quicker replies to applications for cold-storage spaces;
- (2.) That you agree to accept applications for such space less than twenty-eight days before the due date of the departure of the steamer; and
- (3.) That you reserve a larger amount of space for New Zealand shipments.

I hope to hear you are able to meet these needs, which are of the first importance.

I would like to point out that any alteration in clause 28 does not affect the completion of the original contract, as the clause at present provides for any amendment likely to be made.

I have, &c.,

W. R. MORRIS,  
For Secretary.

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

[Vanc. Misc. 12/61.]

## No. 55.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 30th May, 1912.

SIR,—

I beg to reply as follows to your favour of the 17th instant:—

1. *Quicker Replies to Applications for Space.*—Our experience last season was that shippers invariably wanted us to grant them options over space from periods varying from a day or two to a week, and, believing that their negotiations for sales required this, we granted the options as far as possible. This had the result of sometimes putting us in the position of not being able to make a definite allotment, pending the expiry of options. This was more particularly the case in the first part of the season; later we curtailed the periods of option, so that delays in allotment were infrequent unless in the case of very late applications, when the steamers' capacities were fully booked, or nearly so.

2. *Receiving Applications later than Twenty-eight Days before Sailing-date.*—Our experience has been that the shippers were more generally anxious to have the space allotted *before* the twenty-eighth day. It has been repeatedly pointed out to us that delaying allotment until the twenty-eighth day was an inconvenience to the business of shippers who were waiting to get their proportion of the reservation that was protected from month to month. The reservation was made for the benefit of shippers who did not make contracts with buyers at the beginning of the season, but who secured orders from month to month for comparative small shipments.

3. The contract provides that 10,000 cubic feet of space shall be reserved for New Zealand shippers until 1st September, and by that date they are expected to be able to declare their requirements for the ensuing season. Should they not require all this space, the balance is available for allotment elsewhere, except the minimum of 2,000 cubic feet to be held in reservation for late monthly orders secured. We surmise that it is the latter space that the Department of Agriculture, Commerce, and Tourists refers to. It has not hitherto been our aim to restrict the bookings for the late reservations to just the 2,000 cubic feet provided for in the contract. We recognize that the spirit of the agreement is that preference shall be given to New Zealand shippers while Australia does not subsidize the service, and we find that the allotments actually made exceeded the reservation by fully 50 per cent. during the past season. In addition to that, we voluntarily made the same rate of freight as ruled from Auckland to Vancouver apply from Wellington to Vancouver *via* San Francisco, we bearing the transshipment expenses at San Francisco and transport thence to Vancouver, which arrangement was much appreciated by shippers, and enabled them to do very extensive business by that route.

We now beg to suggest that the same arrangement as was made last year with regard to allotment of cold storage should be continued. As the shipping of produce in cold storage to Vancouver was a new business last season, the shippers were not in a good position for making contracts for the season on 1st September last, and very little space was engaged by them on that account, hence the demand on the monthly reservation. With the experience gained, however, we anticipate that they will be able to take full advantage of the space proposed to be placed at their disposal on 1st September henceforth. We understand that the importers at Vancouver, &c., prefer to do business on the basis of contracts for the season, and thus it is to be expected that there will be less demand for space for monthly orders.

With regard to clause 28 of the contract, it appears to us that a slight alteration is all that it requires, from our point of view. Our suggestion is that, beginning after the word "Contract" in the fourth line, it should read as follows: "and the contractor shall reserve 10,000 cubic feet of refrigerated space in each of the steamships 'Marama' and 'Makura,' and 5,000 cubic feet in the steamship 'Zealandia,' or 10,000 cubic feet in a steamship replacing the 'Zealandia,' until the first day of

September in each year, for New Zealand shipments to be made up till the thirty-first day of July following, after which date the contractor shall be at liberty to dispose of so much of such refrigerated space in the said several vessels beforementioned as remains unapplied-for by New Zealand shippers to Australian or other shippers: Provided always that the contractor shall in every case reserve without undue preference to individual shippers to the exclusion of others 2,000 cubic feet of refrigerated space in each vessel for New Zealand shippers until twenty-eight days before the vessel is appointed to leave Auckland": and deleting the words after "Auckland" in the second line. page 14.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/62-64.]

#### No. 56.

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

(Memorandum.)

General Post Office, Wellington, 10th June, 1912.

REFERRING to your memorandum of the 8th ultimo, I forward herewith copy of a letter dated the 30th ultimo from the Union Steam Ship Company in reply to mine of the 17th idem (copy enclosed), and shall be glad of your further remarks.

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/73.]

#### No. 57.

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

(Memorandum.)

Department of Agriculture, Commerce, and Tourists,  
Wellington, 21st June, 1912.

WITH reference to your memorandum of the 10th instant, I to-day attended a meeting between Messrs. McLennan and Kennedy of the Union Steam Ship Company and a number of Wellington exporters, at which the question of the allotment of cold-storage space in the Vancouver steamers was thoroughly discussed. Finally the exporters asked for the following arrangement, which the Union Company's representatives agreed to, namely: 'That in each year the whole of the cold-storage space should be available for application by New Zealand shippers until the 1st September inclusive. Of the balance—if sufficient balance remains—of the space then unapplied-for, 10,000 ft. in each steamer except the "Zealandia," and 5,000 ft. in that boat, is to be kept for New Zealand shippers until fifty-six days before the boat is due to leave Auckland; and of the remainder, if sufficient, of the 10,000 ft. (or 5,000 in the case of the "Zealandia") not applied for fifty-six days before sailing, 5,000 ft. (or 2,500 in the case of the "Zealandia") will be kept open for New Zealand shippers until twenty-eight days before the steamer is due to sail from Auckland.

I consider that this arrangement is the best the Government can expect the company to agree to.

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/75.]

#### No. 58.

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

(Memorandum.)

General Post Office, Wellington, 24th June, 1912.

PLEASE see the attached draft [not printed] of the proposed new clause 28 of the Vancouver contract. Will you kindly obtain your Minister's approval?

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/78.]

#### No. 59.

[HOUSE OF REPRESENTATIVES, 3RD JULY, 1912.]

MR. OKEY asked the Government whether they are aware that a good deal of dissatisfaction exists amongst New Zealand exporters as to the amount of refrigerator space available on the Vancouver steamers, and that they are agitating for better conditions. [Note.—The difficulty appears to be that the Union Steam Ship Company requires New Zealand shippers to state in advance the amount of space required. If this is not applied for early in the season it is disposed of in Australia, and should further orders for produce come to hand before sailing-date space is not available. If the Dominion is to continue to subsidize this service, provision should be made that a proportionate amount of space is available for New Zealand shippers.]

The Hon. Mr. T. MACKENZIE (Minister of Agriculture).—The Government is fully aware that New Zealand exporters desire that a more liberal provision of refrigerated space be made in the steamers of the subsidized Vancouver service, and has been negotiating with the Union Steam Ship Company on the subject for some time past. It is expected that the company will be able to agree to a more favourable arrangement during the remaining years of the contract than was possible last season.

[Vanc. Misc. 12/83.]

## No. 60.

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

Department of Agriculture, Commerce, and Tourists.  
Wellington, 5th July, 1912.

(Memorandum.)

WITH reference to your memorandum of 24th June, kindly note that the representative of the Union Company has called upon me in connection with this matter, and, although I have made it clear to him that the formal negotiations must be conducted with you, I have in a more or less informal manner talked the matter over with him.

The attached draft for clause 28 [not printed] of the contract will, as far as I am aware, meet the wishes of the company and of this Department. Please say whether you are agreeable to its being submitted to the Hon. Minister of Industries and Commerce in lieu of the draft forwarded with your above-mentioned memorandum.

F. S. POPE, Secretary.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/91.]

## No. 61.

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

(Telegram.)

Dunedin, 8th July, 1912.

RE contract: Regret we cannot sign draft as it stands, as while clause twenty-eight infers reallocation after 31st July, 1912, there is no clear provision that Australia is to have share of space when it subsidizes service; and, in view of critical attitude Australian Parliament, fear omission would be a bar to successful negotiations with Commonwealth. We would like amplify clause twenty-eight, commencing "If during the term of the contract the Commonwealth of Australia subsidizes the service an adjustment of the division of the space shall be made on an equitable basis, but so long as no subsidy is paid by the Commonwealth of Australia the contractors shall give to New Zealand." &c. Does this meet your approval?

[Vanc. Misc. 12/92.]

## No. 62.

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

(Telegram.)

Wellington, 8th July, 1912.

THE following now proposed as clause 28 agreed to by the Department of Agriculture, Commerce, and Tourists: "So long as no subsidy is paid by the Commonwealth of Australia, the contractor shall give to New Zealand shippers the first refusal of all space for freight in the vessels used under this contract, and in each year the whole of the cold-storage space shall be available to New Zealand shippers until the first day of September for New Zealand shipments to be made up till the thirty-first day of August of the following year. After the first day of September the contractor shall reserve any balance remaining up to 5,000 cubic feet in the steamship "Zealandia," and 10,000 cubic feet in other steamers, such space to be open to allotment at any time on or after the second day of September each year until fifty-six days before the vessel is appointed to leave Sydney; and if not then all booked, the remaining space up to 2,500 cubic feet in the steamship "Zealandia" and 5,000 cubic feet in other steamers to be reserved for allotment to New Zealand shippers during the ensuing twenty-eight days, contractor to be at liberty to allot to other shippers all space not engaged by New Zealand shippers in accordance with this clause. If, however, during the term of the contract the Commonwealth of Australia subsidizes the service, an adjustment of the division of the space shall be made on an equitable basis, provided always that the contractor shall not give undue preference to individual New Zealand shippers, to the exclusion of other New Zealand shippers."

If you agree to this a draft of the contract will be submitted to Parliament, but you might have copies prepared and signed, and forwarded at your earliest convenience.

[Vanc. Misc. 12/96.]

D. ROBERTSON.

## No. 63.

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

(Telegram.)

Dunedin, 8th July, 1912.

THANKS for telegram. Proposal *re* new clause twenty-eight agreed to. Will prepare and send draft as suggested.

[Vanc. Misc. 12/96.]

## No. 64.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 9th July, 1912.

SIR,—

With reference to the telegrams exchanged yesterday, and in accordance therewith, I now have pleasure in forwarding two copies [No. 194, F.-6, 1912] of the memorandum of agreement sealed and attested on behalf of the company for submission for the Postmaster-General's signature.

We shall be much obliged for return of one copy when signed.

I have, &c.,

C. HOLDSWORTH,

General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/157.]

## No. 65.

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

(Memorandum.)

General Post Office, Wellington, 23rd July, 1912.

I ATTACH a copy [not printed] of clause 28 as amended at an interview with you in regard to the reservation of cold-storage space. Kindly assure me of its acceptance by the Minister of Agriculture, Commerce, and Tourists.

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/153.]

## No. 66.

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

(Telegram.)

Wellington, 27th July, 1912.

AT this late stage some doubt appears to have been implanted in the Prime Minister's mind by the Agriculture Department about the application of last sentence, clause 28, Vancouver contract. Agriculture Department appears to think that sentence may be held only to apply to the last complete paragraph, and not to the whole clause. To settle the matter, kindly send me a telegram stating that the company understands that the provision against undue preference to individual New Zealand shippers to the exclusion of other New Zealand shippers is clearly understood to apply to the whole of clause 28, and that your directors will at once sign an attachment to the existing contract to this effect. I may say that I do not agree with Agriculture Department, but it is useless wasting time by raising correspondence, as the matter can be settled in the simple way I suggest.

[Vanc. Misc. 12/156.]

D. ROBERTSON.

## No. 67.

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

(Telegram.)

Dunedin, 29th July, 1912.

OUR interpretation of the last paragraph, clause 28, Vancouver mail-contract, is that undue preference shall not be given to any individual New Zealand shipper to the exclusion of other New Zealand shippers throughout the term of the contract, is not conditional on whether Australia subsidizes the service, and applies to the first portion of clause 28 equally with the last. My directors will be pleased to sign an attachment to the existing contract to this effect, and, if you wish, will submit wording before getting signatures.

[Vanc. Misc. 12/156.]

## No. 68.

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

Department of Agriculture, Commerce, and Tourists,

Wellington, 29th July, 1912.

(Memorandum.)

YOUR memorandum of 23rd instant: Confirming my verbal advice, I have to inform you that the clause in regard to the reservation of cold-storage space which it is proposed to insert in the agreement for the conveyance of ocean mails between New Zealand and Canada will be satisfactory to this Department if the proviso at the end is made a separate paragraph.

The Secretary, General Post Office, Wellington.

F. S. POPE, Secretary.

[Vanc. Misc. 12/144.]

## No. 69.

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

SIR,— General Post Office, Wellington, 24th August, 1912.

In reference to your letter of the 9th ultimo, I have now the honour to forward herewith one copy of the memorandum of agreement for the Vancouver mail-service [No. 194, F.-6, 1912] executed by the Postmaster-General, and to request that you will have the alteration in the preamble initialled and the copy returned to this office. When the copy is received back the second copy will be forwarded.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/160.]

## No. 70.

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

SIR,— Union Steam Ship Company of New Zealand (Limited),  
Wellington, 24th August, 1912.

With reference to clause 28, I have to confirm the understanding arrived at in our interview this morning—that in the event of the arrangements for allocation of cold-storage space to New Zealand shippers being found not quite suitable in practice, the details can be reconsidered with a view to such rearrangement as may be satisfactory to the Government and to the contractor. This, of course, does not affect the provision for the adjustment of the division of space should the Australian Government subsidize the service.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Hon. the Postmaster-General, Wellington.

Vanc. Misc. 12/162.]

## No. 71.

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

SIR,— General Post Office, Wellington, 24th August, 1912.

I have the honour to acknowledge the receipt of your letter of to-day's date, confirming the understanding arrived at in your interview with the Postmaster-General this morning—namely, that in the event of the arrangements for allocation of cold-storage space to New Zealand shippers being found not quite suitable in practice, the details can be reconsidered with a view to such rearrangement as may be satisfactory to the Government and to the contractor. This, of course, does not affect the provision for the adjustment of the division of space should the Australian Government subsidize the service.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/161.]

## No. 72.

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, 30th August, 1912.

I am in receipt of your favour of 24th instant, forwarding copy of memorandum of agreement for the Vancouver mail-service executed by the Postmaster-General, and requesting that the alteration in the preamble should be initialled. This has been done by the directors who signed the agreement, and I now return same herewith. I note that you will forward the second copy for us to retain here.

I have, &c.,

D. A. AIKEN,  
Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 12/163.]

## No. 73.

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

(Memorandum.) General Post Office, Wellington, 9th September, 1912.

I BEG to forward herewith three copies of the contract with the Union Steam Ship Company of New Zealand (Limited) for the conveyance of mails between Auckland and Vancouver.

F. V. WATERS,

Acting Assistant Secretary.

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

[Copies of contract also forwarded to the Under-Secretary of State for Posts and Telegraphs, Paris; General Manager, Union Steam Ship Company (Limited), Dunedin; Chief Postmaster, Auckland; the Colonial Postmaster, Suva; the Secretary, Auckland Harbour Board, Auckland; the Manager, Union

Steam Ship Company (Limited), Auckland; Manager, Union Steam Ship Company (Limited), Wellington; Controller and Auditor-General, Wellington; the High Commissioner, London; the Deputy Postmaster-General, Ottawa; the Secretary, Postmaster-General's Department, Melbourne; the Secretary, General Post Office, London; the Postmaster-General, Washington.]

[Vanc. Misc. 12/178.]

---

No. 74.

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

SIR,— General Post Office, Wellington, 12th September, 1912.

I have the honour to acknowledge the receipt of your letter of the 30th ultimo, covering a copy of the memorandum of agreement for the Vancouver mail-service with the alteration in the preamble initialled.

I now forward herewith your company's copy of the agreement.

I have, &c.,

F. V. WATERS,

Acting Assistant Secretary.

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

[Vanc. Misc. 12/196.]

---

No. 75.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 23rd September, 1912.

SIR,—

We wrote to our Sydney manager pointing out that we have only been receiving payment as from Sydney to Auckland for mails put aboard at Sydney for Fiji, Honolulu, Canada, U.S.A., &c., though we were aware that you had communicated with the Commonwealth Postal Department [Nos. 144 and 158, F.-6, 1912] to the effect that it would be a convenience if they paid to us direct at Sydney for the through transport of these mails, and we had understood that the suggested arrangement had been agreed to. Our manager at Sydney, however, has not been able to collect payment for conveyance beyond Auckland. We would therefore be deeply obliged if you would kindly communicate again with the Commonwealth Postal Administration, and we would suggest that a clause be added to our Vancouver mail-contract with your Administration similar to clause 14 in the San Francisco service contract, so that the payments due to us from other Administrations would be made through your Department.

I have, &c.,

R. MCK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[Van. Misc. 12/152 and 200.]

---

No. 76.

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

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

Referring to your letter of the 23rd ultimo, on the subject of payment for Australian mails from Sydney by the Vancouver steamers, I have the honour to forward, for your information, copy of a letter [No. 77] which I am sending to the Secretary, Postmaster-General's Department, Melbourne. On receipt of his reply I will take further action in the matter.

I have, &c.,

D. ROBERTSON, Secretary.

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

Van. Misc. 12/204.]

---

No. 77.

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

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

The general manager of the Union Steam Ship Company has written to me pointing out that his company has only been receiving payment as from Sydney to Auckland for mails put aboard the Vancouver mail-steamers at Sydney for Fiji, Honolulu, Canada, U.S.A., &c. As this Department reads the Postal Union Convention, which is adhered to by your Administration, a rate not less than 8 francs per kilogramme for letters (equal to 2s. 10-6d. per pound) and 1 franc per kilogramme for other article (equal to £2 0s. 3-8d. per hundredweight) is the lowest rate payable for the mails referred to. I should feel obliged if you would look into the matter, and favour me with your views.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Van. Misc. 12/203.]

## No. 78.

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

SIR,— Postmaster-General's Department, Melbourne, 31st October, 1912.

With reference to your letter of 11th instant, in connection with the payment made by this Administration for the sea conveyance of mails from Australia to Fiji, Honolulu, Canada, United States of America, &c., by vessels of the Union Steam Ship Company, I have the honour to inform you that the rates now paid are strictly in accordance with the regulations under the Commonwealth Post and Telegraph Act, which specify the rate of payment to masters of vessels for the carriage of mails from Australia to places beyond the Commonwealth in cases not provided for by contract.

2. The regulation referring to the matter reads thus: "The rates of payment to masters of vessels for the carriage of mails in cases not provided for by contract shall be as follows: To places beyond the Commonwealth—Letters and post-cards, 2s. per pound; other articles, 4s. per hundredweight."

3. The Union Steam Ship Company, as far as the conveyance of mails from Australia to the places mentioned is concerned, cannot be regarded as being under contract, and in support of this contention I am to refer you to paragraph 1 of your agreement with the company relating to the conveyance of mails from Australia to Vancouver, which reads, "Provided, however, that if so required by the Minister each voyage from Canada to New Zealand shall be extended to a port or ports in Australia; but the Minister shall not be entitled to make such requisition unless a binding contract shall have been entered into between the contractor and the Commonwealth of Australia with regard to the extension of any such voyage to such port or ports: Provided further that in the event of the Commonwealth of Australia not entering into such a contract, nothing herein contained shall be deemed to prevent the contractor, if it shall consider it expedient to do so, from itself extending any voyage to a port or ports in Australia, and in any such case the contractor shall be entitled to collect from the Government of the Commonwealth of Australia and retain all payments for the carriage of mails from Australia to Vancouver."

4. The provisions of the Postal Union Convention of Rome relate only to vessels under contract, and apply between Postal Administrations only. Payments thereunder are based not on the weights conveyed on each and every voyage, but on the weights recorded during a period of four weeks, the annual payment thereunder standing during the currency of the Convention, usually a period of six years.

I have, &c.,

CHARLES E. BRIGHT, Acting-Secretary.

The Secretary, General Post Office, Wellington.

[Van. Misc. 12/198, 199.]

## No. 79.

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

SIR,— General Post Office, Wellington, 13th November, 1912.

Referring to my letter of the 11th ultimo, and former correspondence, I have the honour to forward for your information copy of a letter received from the Postmaster-General's Department, Melbourne, on the subject of payment for sea conveyance of mails from Australia to Fiji, Honolulu, Canada, &c., by vessels of your company.

While I regret that the Commonwealth cannot see its way to pay Postal Union rates, I am afraid that it has to be admitted that the Acting-Secretary's reading of the Postal Union Convention is correct. I feel sure, however, that the intention of the Postal Union was to prescribe a minimum rate for mails carried by sea, and I understand that the Postal Union rate is paid to vessels trading on the Atlantic which are not under contract.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Van. Misc. 12/206.]

## No. 80.

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, 15th November, 1912.

I have to thank you for your favour of 13th instant. In reply, we would like to submit the matter again for reconsideration from our point of view.

When arranging the Vancouver mail-contract we based our expectations on what our reading of the provisions of the Postal Union Convention of Rome conveyed to us, and we reckoned that by contracting for the retention of payments due from Australia these would be paid at the rates provided by the articles of the Postal Union to us direct, instead of by medium of your Department. Direct payment was arranged merely to save the trouble of passing it through a third party.

Our calculations were based upon the following provisions of the Postal Union Convention:—

Article 3, paragraph 2: "In the absence of any contrary arrangement, the direct sea conveyance between two countries by means of packets or vessels depending upon one of them is considered as a third service; and this conveyance, as well as any performed between two offices of the same country by the medium of sea or territorial services maintained by another country, is regulated by the stipulations of the following article."

Article 4, paragraph 3: "Correspondence exchanged in closed mails between two Administrations of the Union, by means of the services of one or of several other Administrations of the Union, is subject to the following transit charges to be paid to each of the countries traversed or whose services participate in the conveyance."

Clause 2, subclause (c): "8 francs per kilogramme of letters and post-cards, and 1 franc per kilogramme of other articles, for all transmits not included in the categories given above in paragraphs (a) and (b)."

We assumed that as the Vancouver steamers would be conveying closed mails "between two Administrations of the Union by means of the services of one or of several other Administrations of the Union" the rates of payment as per subclause (c), article 4, would be available for distances exceeding 1,500 miles.

It is quite true that the Vancouver steamers are not under contract from Australia, and it occurs to us that for that reason the Commonwealth Post Office Department may feel itself bound to the literal reading of the Act, which specifies the rates payable. If that is so, would it facilitate the case if we cleared the steamers at the Customs for Auckland instead of for Vancouver, as we do at present? Their contract obligations begin at Auckland, and we suppose that if the suggestion was adopted the Australian mails would be sent to the care of your Department, and rates paid as provided by the rules of the Convention.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[Van. Misc. 12/207, 208.]

### No. 81.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

Westminster Chambers, 13 Victoria Street, London S.W.,  
22nd November, 1912.

SIR,—

Referring to the second paragraph of my letter of the 16th instant [not printed], I have the honour to enclose herein letter, in original, addressed by the Chairman of the Pacific Cable Board to the Hon. the Postmaster-General of the Dominion, dealing with the question of the desired call of the mail-steamers at Fanning Island. The Chairman has asked me to forward the letter by to-day's mail for the earnest consideration of the Government.

I have, &c.,

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

THOS. MACKENZIE.

[Van. Misc. 12/218.]

### Enclosure in No. 81.

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

SIR,—

Queen Anne's Chambers, London S.W., 22nd November, 1912.

I have the honour to inform you that a perusal of the "Further Papers relating to Ocean Mail-services," presented to both Houses of the General Assembly by command [F.-6, 1912], has led the Pacific Cable Board to fear that, in the correspondence that took place in 1911 on the subject of periodical calls at Fanning Island by the mail-steamers running between Auckland and Vancouver, there was a certain amount of misapprehension as to the attitude and views of this Board, which may have influenced the Government of New Zealand unfavourably towards our proposals; and I have accordingly been authorized to address you again upon the subject.

In his replies to my cable messages of the 5th and 26th November, 1911 [Nos. 163 and 164, F.-6, 1912], the Prime Minister based his rejection of the Board's suggestions wholly on the fear that the rapidity and the punctuality of the mail-service might be endangered. But in a subsequent part of the paper (No. 179, letter from the Postmaster-General, Wellington, to the Secretary, General Post Office, London) quite a different reason is assigned—viz., that "the Postmaster-General does not see his way to incur the additional expense which such a call would involve." The same letter goes on to say, "As the Board fully understands the position, I have no doubt it will manage to set in operation at an early date some plan of communication, more or less regular, by the use of the cable steamer or by subsidizing a connecting service, steam or sail, from Honolulu, or other means." Each of these quotations indicates a misunderstanding of the position, which my Board cannot but think may have influenced the decision of the New Zealand Government in a very unfortunate manner. In the first place, nothing that we had proposed could possibly have imposed any additional charge on the New Zealand Post Office, and, next, the establishment of "some plan of communication, more or less regular," with Fanning Island is by no means such a simple task as your predecessor appears to have imagined.

I will ask you to allow me to invite your attention to the actual facts, in order that you may realize how great has been the embarrassment and the expense to my Board that have resulted from the refusal of the New Zealand Government to allow the mail-steamers to deviate in one voyage out of three, and that in one direction only, in order to call at Fanning Island. They are set out very fully in paragraph 18 of the Board's report for 1911-12 (of which I enclose a copy) [not printed], and to what is there stated I need only add that as matters stand at present it is extremely doubtful whether the undertakers in the Fanning and Washington Island enterprise will be able to afford any regular or permanent assistance in the maintenance of an efficient service to Fanning Island; and that for the moment it looks as if we shall have to rely on the good offices of the Commercial Cable Company, by means of the auxiliary-screw schooner by which they keep up communication with their own station at Midway Island. That arrangement is not a very dignified one for an undertaking of the four Governments interested in the Pacific cable, nor is it really satisfactory; for while it provides fairly well for conveyance of goods from Honolulu to the island, it affords no means of transport for

persons leaving it, except by the circuitous return voyage *via* Midway Island; nor is it otherwise than precarious, being dependent on a small sailing-vessel that at certain periods of the year cannot make the voyage at all, and being, moreover, subordinate to the prior claims on the vessel of the company's own requirements.

In these circumstances it remains as desirable as ever that the calls of the mail-steamers at Fanning Island should be resumed; and as Sir James Mills is now in New Zealand I venture to suggest that you should reopen discussion of the matter with him. From my conversations with him I am aware that the company would much prefer not to undertake the obligation; and that their objections are not based on pecuniary considerations I can very well gather when I see that under their contract with the New Zealand Post Office the only penalty which they would incur by a delay of even twenty-four hours in delivery of mails would be the purely nominal one of £30 (clause 23). But I am also convinced that he and his fellow-directors would be willing to waive their objections if they were satisfied that the public interest required it, and that the New Zealand Government would hold them harmless not from the insignificant penalty of £30 a day, but from the reproach of failing to keep exactly to their contract times.

I am sanguine that a full examination of the question would show that a compliance with the Board's request would not seriously prejudice the efficiency of the mail-service, and in that event I trust my Board may entertain the hope that the New Zealand Government would be willing to reconsider their decision of last year.

I have, &c.,

H. W. PRIMROSE, Chairman.

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

[Vanc. Misc. 12/214-17.]

### No. 82.

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

SIR,—

General Post Office, London, 6th December, 1912.

The Postmaster-General understands that a letter has been addressed to you by the Chairman of the Pacific Cable Board on the subject of the resumption of the call at Fanning Island by steamers of the Union Steam Ship Company of New Zealand performing the mail-service between Vancouver and Auckland. As you are aware, since the discontinuance of the call by these steamers the mail-service with Fanning Island has been dependent upon occasional calls of steamers at the island at irregular intervals. You will no doubt agree that such a condition of affairs is very unsatisfactory; and the Postmaster-General hopes that for this reason, as well as for those given by the Chairman of the Pacific Cable Board, you will be able to see your way to arrange for an early resumption of the call by the steamers in question.

Your letter of the 31st January last [No. 179, F.-6, 1912] refers to this matter.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

[Vanc. Misc. 13/6.]

### No. 83.

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

SIR,—

General Post Office, London, 9th December, 1912.

I am directed by the Postmaster-General to acknowledge with thanks the receipt of your letter of the 9th September last, forwarding a copy of the contract recently concluded between your office and the Union Steam Ship Company of New Zealand (Limited) for the conveyance of mails between New Zealand and Canada.

As you are aware, the Canadian Government has entered into a contract with the above-mentioned company in practically identical terms. The Postmaster-General presumes, nevertheless, that payment for the sea transit of British mails embarked on the steamers of the company at Vancouver should be made to the Canadian Post Office; and, in view of the approach of the Postal Union statistical period in May next, he would be glad to learn whether you concur in this course, which he has suggested to the Canadian Post Office.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

[Vanc. Misc. 13/11.]

### No. 84.

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

SIR,—

General Post Office, Wellington, 10th December, 1912.

I find that I have inadvertently delayed to reply to your letter of the 15th ultimo.

The attitude taken up by the Commonwealth Post Office is most unfortunate, but, as I said before, I am afraid it must be admitted that the Commonwealth Post Office is correct in its reading of the Postal Union Convention.

No doubt if the mails were sent through this Department we could claim Postal Union rates, but after this correspondence I do not see how we could make such a palpable demand on Australia.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Vanc. Misc. 12/221.]

## No. 85.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

*Pacific Cable Board: Proposed Call of Vancouver Mail-steamer at Fanning Island.*

SIR,—

General Post Office, Wellington, 10th January, 1913.

In reference to your letter of the 22nd November last (No. 6289), forwarding one from the Chairman of the Pacific Cable Board renewing the Board's request that the Vancouver mail-steamers be allowed to make a deviation in one northward voyage out of three in order to make a call at Fanning Island, I have the honour to request that you will inform the Chairman of the Board that the Postmaster-General regrets that he is still unable to agree to the proposed deviation. The reasons already given for not complying with the request are still good. The regularity of the service is paramount, and it is held that nothing should be allowed to interfere with the quickest transport possible of the mails between the terminal points. It is understood that if the deviation were allowed the cost of making it would be paid by the Board.

It is noticed that the Board has recently decided to enter into an agreement for a service to Fanning Island eight times a year by the s.s. "Kestrel," and the proposed service by the Vancouver steamer appears, therefore, not to be an absolute necessity, even if this Government found it practicable to concede it.

I have, &c.,

R. HEATON RHODES,

For the Prime Minister.

The Hon. Thomas Mackenzie, F.R.G.S., High Commissioner for New Zealand, London.

[Letter, dated 15th January, in similar terms sent by Postmaster-General to Secretary, General Post Office, London.]

[Vanc. Misc. 13/5.]

## No. 86.

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

(Extract.)

R.M.S. "Zealandia," 18th January, 1913.

EASTERN and United Kingdom mail shipped aboard Canadian Pacific Railway ferry-boat at Victoria.

From the 26th to 30th December a succession of heavy south-westerly and westerly gales, with high head seas, was experienced, delaying vessel's progress considerably, speed having to be reduced at frequent intervals.

1st January, 5.20 p.m., the h.p. cylinder-cover of starboard engine blew out, causing vessel to proceed to Honolulu under one engine, at which port repairs were made, causing a delay of two days fifteen hours. The coal strike at Vancouver still being on, vessel proceeded to Seattle to bunker. Owing to the increased consumption of the coal received there, vessel was delayed a further eight hours and a half coaling at Suva.

[P.O. 12/520(2).]

## No. 87.

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

SIR,—

General Post Office, Wellington, 27th January, 1913.

I have the honour to refer to your letter of the 9th ultimo, and to say that this Administration concurs in the proposal that payment for the sea transit of British mails embarked on the steamers of the Union Steam Ship Company at Vancouver should be made to the Canadian Post Office.

I have, &c.,

W. R. MORRIS,

For the Postmaster-General.

The Secretary, General Post Office, London.

[Vanc. Misc. 13/12.]

# AUSTRALIA-SUEZ SERVICE.

---

## WELLINGTON-SYDNEY CONNECTION, ETC.

---

### No. 88.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.  
 (Telegram.) Sydney, 4th June, 1912.  
 No sign of "Warrimoo." Have arranged for special train if steamer arrives in time.  
 [Suez Conn. 12/21.]

---

### No. 89.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.  
 (Telegram.) Sydney, 4th June, 1912.  
 WIRELESS received "Warrimoo" expected to arrive 10 a.m. fifth. Special cancelled.

---

### No. 90.

The SECRETARY, General Post Office, Wellington, to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.  
 (Telegram.) Wellington, 5th June, 1912.  
 SYDNEY telegraphs advised by wireless "Warrimoo" not expected to arrive until ten o'clock this morning. Kindly advise reason of delay when you hear.  
 [Suez Conn. 12/24.]

---

### No. 91.

The GENERAL MANAGER, Union Steam Ship Company, Dunedin, to the SECRETARY, General Post Office, Wellington.  
 (Telegram.) Dunedin, 5th June, 1912.  
 "WARRIMOO" arrived nine a.m. to-day. Sydney advise cause delay heavy westerly gales. Will send full report on return ship.  
 [Suez Conn. 12/27.]

---

### No. 92.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.  
 (Telegram.) Sydney, 5th June, 1912.  
 "WARRIMOO" arrived 8.45 morning. Mails leave Sydney on board "Orsova" eighth.  
 [High Commissioner informed, by telegraph, 6th.]

---

### No. 93.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.  
 (Telegram.) Sydney, 18th June, 1912.  
 No sign "Ulimaroa." Wireless received states expected arrive ten thirty to-night. Mails go forward by "Orvieto."  
 [Suez Conn. 12/34.]

## No. 94.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 18th June, 1912.

SIR. —

Following up my wire of the 5th instant, I have the honour to enclose herewith extract [not printed] from the log of the "Warrimoo" on the voyage Wellington to Sydney, commencing 31st May. The extract is signed by the master of the vessel, and you will notice from same that the failure to connect was due to the extremely heavy weather experienced on the voyage. We trust that under the circumstances the Postmaster-General will see his way to approve the usual payment for the trip.

I have, &amp;c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.  
[Suez Conn. 12/30.]

## No. 95.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 21st June, 1912.

SUEZ despatch fourteenth June missed.

[Suez. Conn. 12/36.]

## No. 96.

The MANAGER for New Zealand, Huddart, Parker, and Co. (Limited), Wellington, to the  
SECRETARY, General Post Office, Wellington.

Huddart, Parker, and Co. Proprietary (Limited),  
Wellington, 27th June, 1912.

SIR. —

Referring to the late arrival of the s.s. "Ulimaroa" in Sydney on the 18th instant, we would have communicated with you before this, but writer was away in Australia. The cause of the delay was the unusually bad weather met with, and we attach a statement [not printed] from the captain to that effect.

We have also written for a certified extract from the ship's log bearing on the subject, but as the "Ulimaroa" stayed in Sydney on arrival for docking and survey, a copy of the log has not had time to reach us yet.

Trusting that you will be able to accept this explanation of the failure to connect.

We have, &amp;c.,

HUDDART-PARKER (LIMITED),

C. W. JONES,

Manager for New Zealand.

The Secretary, General Post Office, Wellington.

[Acknowledged, 8th July, 1912.]

[Suez Conn. 12/40.]

## No. 97.

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

SIR. —

General Post Office, Wellington, 28th June, 1912.

In reference to your letter of the 18th instant, on the subject of the late arrival in Sydney of the s.s. "Warrimoo" on the voyage commenced on the 31st ultimo, I have the honour to inform you that, as the failure of the steamer to make the mail connection in Australia was beyond the control of your company, the Postmaster-General has agreed to the waiving of the penalty for late arrival.

I have, &amp;c.,

D. ROBERTSON, Secretary.

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

[Acknowledged, 3rd July.]

[Suez Conn. 12/32.]

## No. 98.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 10th July, 1912.

"WARRIMOO" arrived Wednesday, seven p.m. Special train despatched.

[Suez Conn. 12/43.]

## No. 99.

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

(Telegram.)

Wellington, 11th July, 1912.

"WARRIMOO" arrived on Wednesday at seven p.m., too late for the ordinary train, necessitating expense of a special. Position regarding "Warrimoo" is becoming very serious when she cannot be depended upon to connect with the Orient steamer leaving on Wednesday. I should be glad to hear from you on the matter.

## No. 100.

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

(Telegram.)

Dunedin, 11th July, 1912.

REGRET "Warrimoo's" late arrival. Have no report from Sydney, but think must be due to exceptionally bad weather. Will communicate with you again as soon as master's report received.

[Suez Conn. 12/45.]

## No. 101.

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

SIR.—

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

I have the honour to refer to my telegram of the 19th ultimo [not printed], reporting the late arrival at Sydney of the s.s. "Ulimaroa" on the voyage commenced at Wellington on the 14th idem, and shall be glad to receive your company's explanation of the delay.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 12/42.]

## No. 102.

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

(Telegram.)

Dunedin, 17th July, 1912.

SYDNEY office advised last night "Moeraki" expected arrive one a.m. Cause detention, exceptionally heavy weather referred in Press cablegrams.

[Suez Conn. 12/47.]

## No. 103.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 18th July, 1912.

SUEZ despatch twelfth missed. Will go by "Otway."

[Suez Conn. 12/60.]

## No. 104.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 20th July, 1912.

I have the honour to acknowledge receipt of your favour of 15th instant, and in reply beg to state that on receipt of your telegram of the 19th ultimo [not printed] we immediately placed ourselves in communication with our Wellington manager, and asked him to obtain from Messrs. Huddart-Parker (Limited) the master's report of the voyage.

I have to express our regret that we did not communicate with you direct on the matter, but we relied on Messrs. Huddart-Parker's advice to you meeting the case. In the event of any future failure on the part of the "Ulimaroa," we shall arrange for the report to be forwarded to us, and we will in turn transmit it to you.

I have, &c.,

C. HUGHES, Acting-Secretary.

The Secretary, General Post Office, Wellington

[Suez Conn. 12/59.]

## No. 105.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 24th July, 1912.

SIR,—

Adverting to your telegram of 11th and letter of 15th instant: On the return of the "Warrimoo" we had an opportunity of making further inquiries regarding the voyage to Sydney from Wellington on 6th July, and also obtained particulars from our Sydney office regarding the time taken in transferring the mails to Melbourne express.

Our manager there advises that it was not until receipt of our inquiry that he was aware that portion of the mails had to go on by special train. Our office was in close touch with the Post Office before and after the "Warrimoo's" arrival, and the following morning they were advised that the mails had "connected all right." On receipt of our further inquiries, prompted by your advice to us that a special train had to be arranged for, they learned for the first time that one load of fifty-four packages missed the train, and had to be sent on by a special.

The explanation, we understand, is that a heavy draught horse was all that was available to take the last load from the steamer to the railway, the time occupied being thirty-seven minutes, instead of a quarter of an hour, as usual.

With regard to the voyage itself, the following extracts from the official log show that very bad weather was experienced; in fact, according to Press cables, it was the worst they have had on the Australian coast for something like twenty years:—

July 6th. Strong S.W. wind, moderately rough sea.

July 7th. Strong northerly wind, moderately rough sea, squally weather.

July 8th. Fresh northerly gale, high confused sea.

July 9th. Southerly gale and heavy rough sea. During heavy squall shipped large quantities of water, doing damage to deck-fittings, and it became necessary for the ship to be hove to for a couple of hours.

July 10th. Southerly wind, high confused sea until entering Sydney Heads, 5.50 p.m. Ship berthed alongside wharf, 7 p.m.

I have, &c.,

C. HOLDSWORTH,  
General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 12/62.]

## No. 106.

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

SIR,—

General Post Office, Wellington, 1st August, 1912.

In reference to your letter of the 20th ultimo, respecting the late arrival at Sydney of the s.s. "Ulimaroa" on the voyage commenced at Wellington on the 14th June last, I have the honour to inform you that, as the late arrival was due to circumstances over which your company had no control, the Postmaster-General has decided that no penalty is to be imposed.

I have, &c.,

D. ROBERTSON, Secretary.

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

(Acknowledged, 5th August.)

[Suez Conn. 12/64.]

## No. 107.

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

SIR,—

General Post Office, Wellington, 2nd August, 1912.

In reference to the cable message from your office of the 10th ultimo, notifying that the s.s. "Warrimoo" arrived in Sydney on the same date at 7 p.m., and that a special train had been despatched with New Zealand mails, I have the honour to inquire how far the train had to go, and what the cost of it will be.

I have, &c.,

D. ROBERTSON, Secretary.

The Deputy Postmaster-General, Sydney.

[Suez Conn. 12/65.]

## No. 108.

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

SIR,—

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

In reference to your telegram of the 17th ultimo, relating to the late arrival at Sydney of the s.s. "Moeraki" on the voyage commenced at Wellington on the 12th idem, I have the honour to inform you that, as the failure to make the mail connection in Australia was due to exceptionally heavy weather, the Postmaster-General has agreed, in exercise of the powers conferred upon him by contract, to waive the penalty.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Acknowledged, 21st August.]

[Suez Conn. 12/68.]

## No. 109.

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

SIR,—

General Post Office, Wellington, 22nd August, 1912.

I have the honour to refer to my letter of the 22nd June, 1910 [No. 68, F.-6, 1910], notifying the renewal of the Wellington-Sydney mail-service from month to month from the 25th July, 1910, and to inform you that the Government has authorized the continuance of the service from month to month subject to the provisions of the last contract. If your company agrees to this, I shall be glad of your formal acceptance.

I have, &amp;c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Suez Conn. 12/73.]

## No. 110.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 30th August, 1912.

SIR,—

I am in receipt of your favour of the 22nd instant, intimating that the Government has authorized the continuance of the Wellington-Sydney mail-service from month to month, subject to the provisions of the last contract, and have pleasure in advising that these terms have been accepted by my directors.

I have, &amp;c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.  
[Suez Conn. 12/75.]

## No. 111.

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

(Telegram.)

Dunedin, 24th September, 1912.

RECEIVED wireless from "Manuka." Expects reach Sydney midnight. No particulars yet, but have no doubt delay due to heavy westerly gales. To ensure leaving Wellington to time, we worked heavy overtime all ports, but owing refusal wharf labourers Lyttelton to commence work 3 a.m., vessel experienced delay there, and heavy rain Wellington Friday also interfered work.

[Suez Conn. 12/90.]

## No. 112.

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

(Telegram.)

Dunedin, 25th September, 1912.

SYDNEY advise "Manuka" delay due very heavy weather.

[Suez Conn. 12/91A.]

## No. 113.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

(Telegram.)

Wellington, 25th September 1912.

SUEZ despatch twentieth missed. Will go by Orsova.

[Suez Conn. 12/78.]

## No. 114.

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

SIR,—

General Post Office, Wellington, 25th September, 1912.

I have the honour to refer to the late arrival at Sydney of the s.s. "Manuka" on the voyage commenced at Wellington on the 20th instant at 8 p.m., and shall be glad to have any reasons you may have to offer why the penalty for late arrival provided for in the contract should not be enforced.

I have, &amp;c.,

D. ROBERTSON, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.  
[Suez Conn. 12/77.]

## No. 115.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 27th September, 1912.

SIR,—

I have the honour to acknowledge the receipt of your favour of the 25th instant, in regard to the late arrival at Sydney of the s.s. "Manuka" on the voyage commenced at Wellington on the 20th instant, and on return of the vessel to Dunedin we shall obtain and forward you a report from the master. As mentioned in our wire of the 25th instant, we were advised by Sydney that the delay was due to exceptionally heavy weather experienced on the voyage.

I have, &amp;c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 12/93.]

## No. 116.

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

Postmaster-General's Department, General Post Office,  
Sydney, 30th September, 1912.

SIR,—

With reference to your communication of the 2nd ultimo, I have the honour to intimate that the special train engaged at Sydney on the 10th July last, for the onward despatch of New Zealand English mails, arriving late per s.s. "Warrimoo," was run through from Sydney to Melbourne, where it connected with the Adelaide express. The cost of the special train from Sydney to Albury (New South Wales Railways) was £147 11s. 3d., and from Albury to Melbourne (Victorian Railways) £70 17s. 6d.; or a total of £218 8s. 9d.

I have, &amp;c.,

E. J. YOUNG,

Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[Suez Conn. 12/101.]

## No. 117.

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

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

SIR,—

I have the honour to enclose herewith a copy of the report from the commander of the vessel in regard to the weather experienced on the voyage, also extracts from the chief officer's log supporting same.

I trust that, as the failure to make the connection was due to weather-conditions, the Minister will see his way to recommend payment of the subsidy.

I have, &amp;c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 12/96.]

## Enclosure in No. 117.

The MASTER, s.s. "Manuka," to the GENERAL MANAGER, Union Steam Ship Company, Dunedin.

SIR,—

s.s. "Manuka," Wellington, 3rd October, 1912.

I am in receipt of your request for a report of our last passage from this port to Sydney, and beg accordingly to report that we left Wellington about 9 p.m. on Friday. The wind, which was then fresh from the northward, increased to a gale, and hauled to the north-west and then to the west as we got through the Cook Strait, and by the time we were clear of the land was blowing very hard from W.N.W., with a very heavy sea. Both wind and sea took off a little during Saturday, but continued with force of a gale till Sunday afternoon, when wind and sea went down considerably. From Sunday night we had fresh to moderate winds from S.W. to N.W. until our arrival in Sydney, about midnight on Tuesday, 24th September.

The following extracts are from the chief officer's log:—

Sat., 4 a.m. Strong N.W. gale, heavy squalls, rough head seas.

6.30 a.m. Shipped heavy sea over bow, smashing all forward ventilators. Slowed down to effect repairs, and brought ship head to wind.

7.49 a.m. Steering course again, going moderate speed.

8 a.m. Gale continues, mountainous sea running, shipping heavy water.

10.50 a.m. Rang full speed, sea moderating slightly.  
 Noon. Gale continues, heavy sea, shipping heavy water forward.  
 4 p.m. Gale continues with fierce squalls, shipping heavy water forward.  
 7.45 p.m. Slowed down to cover up saloon-windows.  
 8 p.m. Gale continues the same, heavy sea, shipping heavy water fore and aft.  
 8.30 p.m. Proceeded full speed.  
 Midnight. Gale continues (W.S.W.) the same, heavy rain-squalls, heavy sea, weather clear.  
 Sun., 4 a.m. Gale moderating slightly, sea still heavy.  
 8 a.m. Moderating gale, rough sea, weather moderating generally.  
 Noon. Strong wind, squally, clear, passing showers.  
 8 p.m. Strong and squally wind (S.W.), rough seas, clear.  
 Midnight. Strong and squally wind (S.S.W.), rough seas, heavy rain.

Saturday noon, distance run from Wellington	..	..	..	148 miles.
Sunday	..	..	last 24 hours	255 "
Monday	..	..	..	322 "
Tuesday	..	..	..	341 "

ROBT. NEVILLE, Master.

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

No. 118.

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

SIR. Postmaster-General's Department, Melbourne, 7th October, 1912.

I have the honour to inform you that, owing to the late arrival of the s.s. "Warrimoo" at Sydney on 10th July last, it was necessary to charter a special train to convey the New Zealand English mail from Sydney to Melbourne.

2. An account in duplicate for an amount of £218 8s. 9d. is attached hereto [not printed], and I am to ask that you will be good enough to return one copy accepted, and to credit this Administration in the Money-order Account with the amount disbursed on your behalf.

I have, &c.,

JUSTINIAN OXENHAM, Secretary.

The Secretary, General Post Office, Wellington.

[Acknowledged 1st November.]

[Suez Conn. 12/106.]

No. 119.

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

SIR,— General Post Office, Wellington, 14th October, 1912.

In connection with the failure to connect with the train to Melbourne one load of fifty-four packages which reached Sydney by the s.s. "Warrimoo" on the 10th July last: I have the honour to inform you that it has been brought under notice by the Union Steam Ship Company that this load would not have failed to connect with the train had it not been that a heavy draught horse was all that was available to convey the load from the steamer to the railway, the time occupied being thirty-seven minutes, instead of a quarter of an hour, as usual. As this necessitated the expenditure of £218 8s. 9d. for a special train, I should be much obliged if you would look into the matter, with a view, if practicable, of making special arrangements for the transfer of mails from the steamer to the train when the steamer arrives late.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Suez Conn. 12/103.]

No. 120.

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

SIR,— General Post Office, Wellington, 16th October, 1912.

I beg to refer to your letter of the 24th July last, regarding the late arrival at Sydney of the s.s. "Warrimoo" on the voyage commenced at Wellington on the 5th idem, and to inform you that, as the failure was due to a cause beyond the control of your company, the Postmaster-General has decided that no penalty is to be enforced.

I have, &c.,

D. ROBERTSON, Secretary.

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

[Acknowledged, 22nd October.]

[Suez Conn. 12/104.]

## No. 121.

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

SIR,—

General Post Office, Wellington, 17th October, 1912.

I have the honour to refer to your letter of the 5th instant, on the subject of the late arrival at Sydney of the s.s. "Manuka" on the voyage commenced at Wellington on the 20th ultimo, and to say that, as the late arrival was due to circumstances beyond your company's control, the Postmaster-General has decided that no penalty is to be imposed.

I have, &amp;c.,

D. ROBERTSON, Secretary.

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

[Acknowledged, 22nd October.]

[Suez Conn. 13/5.]

## No. 122.

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

SIR,—

Postmaster-General's Department, Melbourne, 12th November, 1912.

With reference to your communication of the 14th ultimo, relative to the failure of one load of fifty-four packages of mail-matter which reached Sydney by the s.s. "Warrimoo" on the 10th July last to connect with the train to Melbourne, I have the honour to inform you that inquiry has been made, and attached hereto is copy of a report which has been received from the Deputy Postmaster-General, Sydney, in regard to the matter.

I have, &amp;c.,

JUSTINIAN OXENHAM, Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 13/14.]

## Enclosure in No. 122.

The DEPUTY POSTMASTER-GENERAL, Sydney, to the SECRETARY, Postmaster-General's Department, Melbourne.

THE Acting Assistant Superintendent of Mails, Mr. C. Brady, reports that he was on the wharf on the occasion referred to, and that the last load of mails was taken to the railway-station by a G.P.O. cart at 7.35 p.m., the horse used being a light active one. The heavy draught horse alluded to was, Mr. Brady states, used for conveying mails to the General Post Office.

Inquiries in connection with the matter go to show that the missing of the Melbourne express was not due to the arrangements made by this Department for the transference of the mails. The distance from the wharf to the railway-station is about a mile and a quarter, and it is considered that fully half an hour is required to complete the journey with a heavy load, as in the case under notice, and unload the mails and place them on the train.

On the occasion under notice the last load arrived at the railway-platform at 8 p.m., the time of departure of the Melbourne express; but the railway officials declined to hold the train to enable the mails to be loaded.

In investigating this matter it was ascertained that the lighting and other arrangements afforded by the Union Steam Ship Company at their wharf for the landing of mails and their loading on mail-carts were not satisfactory, and this resulted in the company being communicated with by this office. It was asked that sufficient light be provided at the wharf to allow of the carts being loaded at the steamer's side, and that every facility be afforded to expedite the unloading of the mails and their transference to the mail-carts, so as to prevent delay.

[Suez Conn. 13/13.]

## No. 123.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 28th January, 1913.

No sign of "Warrimoo" at five p.m. Shall we arrange for special train if necessary?

[Suez Conn. 13/2.]

## No. 124.

The SUPERINTENDENT OF MAILS, Sydney, to the SECRETARY, General Post Office, Wellington.

(Telegram.)

Sydney, 28th January, 1913.

"WARRIMOO" arrived seven. Mails forwarded by special train.

## No. 125.

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

SIR,—

General Post Office, Wellington, 5th February, 1913.

I have the honour to refer to the late arrival at Sydney of the s.s. "Warrimoo" on the voyage commenced at Wellington on the 24th ultimo, and shall be glad of any reason you may wish to offer why the penalty for late arrival should not be enforced.

I have, &amp;c.,

F. V. WATERS, Assistant Secretary.

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

[Suez Conn. 13/8.]

## No. 126.

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

Union Steam Ship Company of New Zealand (Limited).

SIR,—

Dunedin, 8th February, 1913.

I have the honour to acknowledge receipt of your letter of 5th February, regarding the time of the arrival of the s.s. "Warrimoo" at Sydney on 29th ultimo. We have since had an opportunity of obtaining a report from the master, and find from the official log that after leaving Wellington on the 24th January exceptionally heavy weather was experienced, as the following extracts will show:—

25th January. Heavy head swell and confused seas, ship pitching heavily.

26th .. Considerable swell and confused seas, and rain-squalls.

27th .. Moderate rain with high confused seas, shipping water fore and aft, ship labouring heavily.

28th .. Strong northerly wind, rough beam and confused seas, ship pitching and rolling heavily, spraying over all.

This weather continued until the "Warrimoo" entered the Heads at 6.30 p.m. on that date.

Under the circumstances, we hope the Department will see its way to recognize that the trip was longer than usual owing to causes over which we had no control. It will, no doubt, be recollected that about this time exceptionally bad cyclonic weather was reported on the Australian coast.

I have, &amp;c.,

C. HUGHES, Secretary.

The Secretary, General Post Office, Wellington.

[Suez Conn. 13/9.]

## No. 127.

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

SIR,—

General Post Office, Wellington, 20th February, 1913.

I have the honour to acknowledge the receipt of your letter of the 8th instant, in reference to the late arrival at Sydney of the s.s. "Warrimoo" on the voyage commenced at Wellington on the 24th ultimo, and to inform you that, as the failure to make the connection with the mail-train at Sydney was due to exceptionally bad weather, the Postmaster-General has decided that the penalty for late arrival is not to be enforced.

I have, &amp;c.,

F. V. WATERS, Assistant Secretary.

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

[Acknowledged, 24th February.]

[Suez Conn. 13/11.]

## No. 128.

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

SIR,—

Canterbury Chamber of Commerce, Christchurch, 27th February, 1913.

I have the honour to enclose copy of a resolution passed at yesterday's meeting of the Canterbury Chamber of Commerce.

In view of the rumour that the Union Steam Ship Company intend to replace the steamers on the run Sydney to Wellington by boats of greater speed, it is believed that the present is an opportune moment to bring the subject of the resolution to your notice.

A copy of the resolution has been sent to the Union Company.

I have, &amp;c.,

R. HILL FISHER, President.

The Hon. the Postmaster-General, Wellington.

[Suez Conn. 13/15.]

## Enclosure in No. 128.

## RESOLUTION.

THE Canterbury Chamber of Commerce views with gratification the Union Steam Ship Company's proposed alteration in the Sydney to Wellington time-table, and would suggest to the company that it rearrange its time-table so that steamers depart from Sydney on the day of the arrival of the European mail, thereby hastening the mail-delivery to the greater portion of the Dominion by three days.

[Suez Conn. 13/15.]

---

## No. 129.

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

SIR,—

General Post Office, Wellington, 5th March, 1913.

I have the honour to forward herewith copy of a letter dated the 27th ultimo from the President, Canterbury Chamber of Commerce, conveying copy of a resolution passed by the Chamber in regard to the despatch of European mails for this Dominion from Sydney to Wellington, and shall be glad to receive your remarks on the proposal that the steamer should leave Sydney on the day of the arrival of the mail.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Suez Conn. 13/17.]

---

## No. 130.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 7th March, 1913.

SIR,—

I am in receipt of yours of 5th instant, enclosing copy of resolution sent you by the Canterbury Chamber of Commerce with regard to the reported alteration in our Sydney-Wellington time-table.

The newspaper paragraph which was no doubt the basis of the Canterbury Chamber of Commerce's action was entirely unauthorized, the question of the Sydney-Wellington time-table not having been brought under the consideration of my directors.

The Chamber of Commerce communicated direct with us on the subject, and we have replied in similar terms to the above.

I have, &c.,

C. HOLDSWORTH,

General Manager.

The Secretary, General Post Office, Wellington.

[President, Canterbury Chamber of Commerce, Christchurch, informed 12th March.]

[Suez Conn. 13/18.]

---

## No. 131.

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

SIR,—

Postmaster-General's Office, Wellington, 1st April, 1913.

In reference to the deputation from your Chamber, which saw me at Christchurch on the 17th March on the subject of a quicker connection at Sydney for European mails for New Zealand. I have the honour to inform you that the whole question hinges on the ability of the Union Steam Ship Company to readjust its time-table. I learn from the company that the newspaper paragraph which no doubt suggested to your Chamber the advisability of moving in the matter at present is founded on misapprehension.

This question has been up many times, and the Department has done its best to secure the obviation of the awkward delay that happens at Sydney in sending forward important New Zealand mails.

I regret that it is out of my power to do anything at present under the circumstances.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

The President, Canterbury Chamber of Commerce, Christchurch.

[Suez Conn. 13/22.]

# AUCKLAND - FIJI SERVICE.

## No. 132.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 10th May, 1912.

SIR.—

In reply to your letter of the 7th November last [No. 263, F. 6, 1912], I regret to say that we have not been successful in arranging the changes that would be necessary to allow the desired alteration of the time-table of the Auckland-Fiji local service in such a way as to avoid clashing with other steamers carrying fruit.

We are, however, still in communication on the subject, and hope to submit proposals to you soon.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[P.O. 11/681(1).]

## No. 133.

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

Union Steam Ship Company of New Zealand (Limited),  
Dunedin, 10th September, 1912.

SIR.—

In reply to your letter of 17th August [asks for reply to letter of 10th May], I have to say that the negotiations between ourselves and the shippers in Fiji in regard to a rearrangement of the loading-dates have made some advancement, and we are in hopes that within the next week or two we shall be in a position to submit an amended time-table for your consideration.

I have, &c.,

R. MCK. McLENNAN,  
For General Manager.

The Secretary, General Post Office, Wellington.

[P.O. 11/681(1).]

## No. 134.

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

(Telegram.)

Dunedin, 15th October, 1912.

REFERRING our letter tenth September *re* Fiji steamer, the fruit trade now propose despatch from Suva for Auckland and Wellington, 14th November, and every twenty-eight days after, in order to avoid clashing with other island fruit cargoes, especially the Rarotonga shipments by San Francisco mail steamers. Steamer would thus leave Auckland for Fiji sixteen days ahead of Vancouver mail-steamer, and we can probably arrange it; if so, it appears very best that can be done, though leaving Suva only one day before the incoming Vancouver steamer. Hope you can approve.

[P.O. 12/1481(2).]

## No. 135.

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

(Telegram.)

Dunedin, 18th October, 1912.

REFERRING our wire fifteenth October, obliged if you can approve proposed alteration Auckland-Fiji steamer to-day as fruit people pressing for announcement, and necessary make arrangements ahead for getting steamer into position.

[P.O. 12/1481(2).]

## No. 136.

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

(Telegram.)

Wellington, 18th October, 1912.

PROPOSAL to despatch Fiji contract steamer sixteen days ahead of Vancouver steamer approved.

[P.O. 12/1481(2).]

# THE PROPOSED ALL-RED ROUTE.

No. 137.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 13th December, 1912.

I have the honour to enclose copy of a letter I have received from Mr. C. N. Armstrong, managing director of the Imperial Steamship Company (Limited), covering copy of the communication addressed by him to the Right Hon. H. H. Asquith, the British Prime Minister, with regard to the establishment of an All-red steamship service.

I have, &c.,

THOS. MACKENZIE.

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

[Acknowledged, 3rd February.]

[P.O. 13/176(1).]

Enclosure in No. 137.

Mr. C. N. ARMSTRONG, Managing Director, Imperial Steamship Company (Limited), London, to HIGH COMMISSIONER.

The Imperial Steamship Company,

SIR,— Winchester House, E.C., 9th December, 1912.

The group which for several years has promoted the All-red fast steamship service between Great Britain, New Zealand, and Australia *via* Canada, and which has been incorporated by special Act of the Parliament of Canada under the name of the "Imperial Steamship Company," has decided to make a special effort to carry out the enterprise without further delay.

The company has approached the British Government through the Prime Minister, and I now enclose a copy of the communication addressed to him by the company, copies of which have also been sent to the High Commissioner for Australia and to the Prime Minister of Canada.

In view of the approaching visit of the Hon. Mr. Foster to Australia, might I suggest that some representation be made by you to the Government here as to the desirability of prompt action. If the matter is left for the Dominions Commission to report on, it may be laid up for a year or two longer.

We have kept our group together for six years, but people get tired of such long delays, and it is hoped that action will now be taken, and that while he is in Australia Mr. Foster may be able to come to an understanding with your Government.

We desire to call special attention to the question of arming the Pacific steamers, so that in case of war they would be of great assistance in guarding the route between Australia, New Zealand, and Canada. The five steamers which will inaugurate the service can be subsidized by the three Governments according to arrangements. I would suggest that New Zealand, Australia, and Fiji each subsidize one and Canada two.

I am, &c.,

C. N. ARMSTRONG,  
Managing Director.

The High Commissioner for New Zealand, 13 Victoria Street, London S.W.

Sub-enclosure in No. 137.

Mr. C. N. ARMSTRONG, Managing Director, Imperial Steamship Company (Limited), to the Hon. the PRIME MINISTER of Great Britain.

SIR,— London, 9th December, 1912.

During the Imperial Conference of 1907 a group of firms and individuals interested in improving the facilities for travel, and more particularly the carriage of mails between Great Britain, New Zealand, and Australia *via* Canada, submitted a proposal for the establishment of a fast mail-service between these parts of the Empire.

It is unnecessary to refer to the discussion that took place, but I need only say that a favourable resolution was passed, and the question was referred to a Cabinet Committee to inquire into the cost of establishing such a service.

The group above referred to, which has since been incorporated by a special Act of the Parliament of Canada into a company under the name of the "Imperial Steamship Company," submitted full details, estimates, and reports to the Cabinet Committee, and representatives of the group attended a number of the meetings and gave evidence. The group was ready at all times, and the Imperial Steamship Company is now ready, to enter into a contract to supply the service on the terms submitted to the Conference of 1907, and repeated to the Conference of 1911. It was hoped that the latter Conference would have definitely dealt with the proposal, but instead of doing so it was referred to the Dominions Commission.

The Imperial Steamship Company begs to point out that in 1907 it was conceded that the matter should have immediate attention. During the five years which have since elapsed the need of this service has been accentuated. It is most desirable that the growing interchange of trade between Canada and Australia should be encouraged, and nothing will do as much to bring about closer relations as a good mail and passenger service.

In connection with closer relations between Canada and the West Indies, an improved steamship service was considered to be absolutely necessary, and the necessity will be even more apparent in the case of the development of trade with Australasia.

The liberal contribution which the New Zealand Government is prepared to make towards the establishment of the proposed service deserves the recognition of the British Government, as the people of the British Isles will reap the benefit of the improved facilities.

Canada is about to send a representative to Australia and New Zealand to discuss improved trade relations, and he should be able to discuss with their Governments the details of this improved service. In the circumstances, it seems reasonable to ask the Government of Great Britain to come to an early decision, and, by undertaking the payment of a fair share of the mail subvention, to assure the immediate carrying-out of an enterprise of immense importance to the Empire.

I have, &c.,  
C. N. ARMSTRONG.

The Right Hon. Herbert H. Asquith, Prime Minister, Downing Street, London S.W.  
[P.O. 13/176(1).]

---

No. 138.

[News Extract, 9th April, 1913.]

(Press telegram.)

Ottawa, 7th April, 1913.

THE Government has contracted with the chief Canadian steamship lines to carry British mails exclusively in future. No British-Canadian mails will henceforth come *via* New York. A subsidy of one million dollars (£200,000) is to be granted.

[H.L. Vol. 5, p. 163.]

*Approximate Cost of Paper.*—Preparation, not given; printing (1,500 copies), £29.

---

By Authority : JOHN MACKAY, Government Printer, Wellington.—1913.

Price, 1s.