

1914.
NEW ZEALAND

OCEAN MAIL - SERVICES

(FURTHER PAPERS RELATING TO).

[In continuation of Paper F.-6, presented on the 8th August, 1913.]

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

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SAN FRANCISCO SERVICE.

WELLINGTON - RAROTONGA - TAHITI - SAN FRANCISCO.

No. 1.

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

Union Steam Ship Company of New Zealand (Limited).

SIR,—

Dunedin, 9th April, 1913.

I have to thank you for your advice of the 7th instant [not printed], received to-day, that the British mails by the "Moana" reached London on the 4th instant. As the "Moana" arrived at San Francisco ahead of time, it would be of much interest to us to know how the four days' time was lost in transit thence to London. We make this inquiry in view of the repeated late arrivals reported recently on occasions when mails were landed up to time at San Francisco. We shall be much obliged for any information you may be prepared to give us in this connection.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[P. & T. 36/5.]

No. 2.

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

SIR,—

General Post Office, Wellington, 15th April, 1913.

I have the honour to inform you that the mails for the United Kingdom which left Wellington on the 28th February last by the R.M.S. "Moana" reached London on the 4th instant—four days late. The Union Steam Ship Company states that the "Moana" reached San Francisco ahead of time, and inquires where the delay occurred. I shall be glad to receive your report in regard to the slow transit from San Francisco if you have not already furnished it.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

The Resident Agent for New Zealand, 311 California Street, San Francisco, Cal.

No. 3.

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

Post Office Department, Second Assistant Postmaster-General,

SIR,—

Washington, 17th April, 1913.

By direction of the Postmaster-General I have the honour to inform you that this Department has received complaint regarding the bad condition in which parcel-post packages originating in the United States are received in New Zealand.

Under the provisions of article 10 of our Parcel Post Convention full particulars are to be furnished regarding all damaged parcels. The New Zealand Consolidated Dental Company (Limited), however, complained regarding the receipt of parcels in damaged condition, concerning which no report has been received from your Administration, stating to its correspondents in this country that parcel-post mails are usually received from the United States in bad condition. I therefore request that you will inform me of such of the facts of the matter as have reached your notice, in order that reply may be made to the company's correspondents in the United States.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

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

[P. & T. 43/105.]

No. 4.

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

Resident Agency for New Zealand, 311 California Street,
San Francisco, 16th May, 1913.

SIR,—

I have the honour to acknowledge the receipt of your communication of the 15th April last, in respect of the late arrival in England of the mails conveyed to this port by the s.s. "Moana."

I would report in this connection that the "Moana" arrived at this port on the 20th March about midday, the mails going forward that evening, and arriving at New York at 8.45 a.m. on the 25th. There were no steamers leaving New York between the 22nd and the 26th March; the mails were sent forward at noon of the 26th (the first opportunity after arrival) by the steamer "Megantic," of the White Star line, a slow boat. This vessel did not arrive at Liverpool until the 4th April, which lengthened the time occupied in transmission from here to fifteen days instead of ten days, as is usual when connection is made with the fast Cunarders. There does not appear to have been any fault on the part of any of the conveyances; it was simply a case of bad luck.

In connection with the above I would report that there has been a similar delay in the delivery in England of the mails received here on the 19th April per s.s. "Aorangi." The vessel arrived early in the morning, and the mails went forward by the 10.20 a.m. train, arriving in New York on the 23rd at 9.30 a.m., leaving New York on the 25th at 10 a.m., arriving at Liverpool on the 3rd May. On this occasion the late arrival of the "Aorangi" caused the loss of the "Mauretania" connection at midnight of Tuesday, the 22nd. That vessel arrived in Liverpool on the 29th April, which would have been nearly time-table date. The steamer "New York," of the American line, took eight days to cross to Plymouth.

To ensure the best connections the steamers of the Union line should arrive here on Thursdays in time to connect with the 10.20 a.m. train for New York, which means an arrival here not later than 7 a.m. There is, of course, a fast train now running from here at 2 p.m.: this is a train *de luxe*, and the Railway authorities decline to carry a mail-car. I think upon an emergency, however, I could get the letter portion of the mails sent upon this train. You will probably recollect that we got this concession in respect of the New York Lake Shore 20th Century train out of Chicago for New York, which does not carry mails as a usual condition.

I trust the above information will explain the last two delays, only one of which is attributable to the Union Steam Ship Company.

I have, &c.,

H. STEPHENSON SMITH,

Resident Agent for the Dominion of New Zealand.

The Secretary, General Post Office, Wellington.

[P. & T. 36/5.]

No. 5.

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

SIR,—

Wellington Harbour Board, Wellington, 27th May, 1913.

I am directed by the Chairman of the Board to draw your attention to what the Board considers the injustice of the exemption provided by section 116, subsection (1), clause (d) of the Harbours Act, 1908.

Under this section the Postmaster-General has power to exempt any vessel carrying mails under contract from the payment of harbour dues. Thus a vessel arriving with mails under Government contract occupies a berth and receives services free of the usual charges, whilst cargo carried by such vessel escapes the harbour-improvement rate which would otherwise be leviable. This is manifestly an injustice not only to the Board but to other trading vessels frequenting the port. The Board's revenue at the present time suffers considerably from the operation of the section, and if the power were further exercised the effect would, of course, be still more serious.

I would therefore respectfully ask that you consider the advisability of repealing the section above referred to, and in the meantime to exercise the Government's right to withhold the exemption in any future mail-contract which may be entered into.

I have, &c.,

The Hon. the Prime Minister, Wellington.

H. E. NICHOLLS, Secretary.

[Wn.—S.F. 13/19.]

No. 6.

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

SIR,—

Prime Minister's Office, Wellington, 28th May, 1913.

I am in receipt of your letter of yesterday's date relative to the exemption of mail-steamers from the payment of harbour dues in accordance with the provisions of the Harbours

Act, 1908. In reply I have to state that I have taken a careful note of the representations made to me personally by the Chairman of your Board, and confirmed in your letter now under reply. This matter will be duly considered by Government, and you will be advised later of the decision arrived at.

The Secretary, Wellington Harbour Board, Wellington.

I have, &c.,

W. F. MASSEY.

[Wn.—S.F. 13/20.]

No. 7.

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

SIR,—

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

I have the honour to inform you that complaint is made to this Department of the unsatisfactory condition in which post parcels originating in the United States of America are received in New Zealand. The parcels are enclosed in bags, and if the bags are dealt with roughly breakable articles are liable to be damaged. In the public interest it is desirable that the bags should be carefully handled at all stages of the journey, and I should be obliged if you would give instructions with a view to securing this being done on the San Francisco steamers. The Post Office of the United States is being requested to arrange for the careful handling of the bags up to the time of their despatch from San Francisco.

I have, &c.,

W. R. MORRIS, Secretary.

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

[P. & T. 43/105.]

No. 8.

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

SIR,—

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

I have the honour to acknowledge the receipt of your letter of the 17th April last, relating to a complaint by the New Zealand Consolidated Dental Company (Limited), of damage to post parcels in transit between the United States of America and New Zealand.

This Department has not received any specific complaint from the Dental Company regarding the condition in which it receives parcels from your country. The company explains that it thought it preferable to take the matter up with the senders of the parcels. It states that it occasionally receives parcels with the paper torn, the casing broken, and the contents exposed.

As the parcels from the United States are enclosed in bags, there is no doubt that any rough handling *en route* would be liable to damage breakable articles, and in the public interest it appears to be desirable that steps should be taken to secure the careful treatment of the bags at all stages of the journey. I am requesting the Union Steam Ship Company to issue instructions to its officers that every care must be exercised, and I should be obliged if you would give similar instructions to your officers. Perhaps the parcel mails could be shipped separately, if this is not already done.

It is suggested that your Administration consider the question of enclosing parcels for New Zealand in boxes or hampers, so as to ensure their safe conveyance.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 9.

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

SIR,—

General Post Office, Wellington, 21st June, 1913.

In reference to your letter of the 9th April last regarding the late arrival in London of the mails for the United Kingdom which left Wellington on the 28th February by the R.M.S. "Moana," I have the honour to inform you that the "Moana" reached San Francisco on Thursday, the 20th March, about midday, and that the mails were despatched thence on the evening of the same date, reaching New York at 8.45 a.m. on the 25th, and connecting with the s.s. "Megantic," which left at noon on the 26th. The "Megantic" is a slow steamer, and it did not reach Liverpool until the 4th April. The time occupied between San Francisco and Liverpool was fifteen days. When the mails are despatched from New York by the fast Cunard steamers the time occupied is usually ten days.

There was a similar delay in the transit to England of the mails received at San Francisco by the R.M.S. "Aorangi" early on the morning of Saturday, the 19th April. The mails left San Francisco on that date at 10.20 a.m., reached New York at 9.30 a.m. on the 23rd, left New York at 10 a.m. on the 25th, and reached Liverpool on the 3rd ultimo. The late arrival

at San Francisco caused a connection with the "Mauretania" to be missed. The "Mauretania" left New York at midnight on the 22nd April, and reached Liverpool on the 29th. The steamer "New York," by which the mails were despatched, occupied eight days in the voyage to Plymouth.

The Resident Agent for this Dominion in San Francisco reports that to enable the best connections to be made the steamers should reach San Francisco on Thursdays not later than 7 a.m., in time to connect with the train for New York leaving at 10.20 a.m., and I should be glad of your company's views on this proposal.

I have, &c.,

W. R. MORRIS, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited) Dunedin.
[P. & T. 36/5.]

No. 10.

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 June, 1913.

SIR,—

We have for acknowledgment your letter of the 20th instant, with regard to the complaint made to your Department of the unsatisfactory condition in which the post-parcels mails from the United States are arriving in New Zealand.

Our ships' officers have special instructions to see that every care and attention is given to the handling of mail packages, and we hardly think the damage complained of has been caused by rough handling on board of our steamers. We are, however, taking the matter up individually with the masters of each of our mail-steamers, and also with our San Francisco agents, and we hope that this will ensure a more satisfactory outturn at this end.

If any further instances of unsatisfactory condition are reported we shall be glad if you will communicate with us by first opportunity, so that we can investigate without delay.

I have, &c.,

J. A. GRIMWOOD,

For General Manager

The Secretary, General Post Office, Wellington.

[P. & T. 43/105.]

No. 11.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 1st July, 1913.

SIR,—

We have to acknowledge receipt of your letter of the 21st instant, giving particulars of the forwarding from San Francisco of the mails per "Moana" and "Aorangi" in March and April last, and for which please accept our thanks. We note what you say with regard to the necessity of 7 a.m. arrival at San Francisco in order to secure the best Atlantic connection. We are looking into this matter, and will communicate with you about it again at a later date.

I have, &c.,

J. A. GRIMWOOD,

For General Manager.

The Secretary, General Post Office, Wellington.

[P. & T. 36/5.]

No. 12.

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

SIR,—

General Post Office, Wellington, 7th July, 1913.

I have the honour to acknowledge the receipt of your letter of the 16th May last, relating to the late arrival in London of mails despatched from New Zealand via San Francisco.

The Department conveyed the contents of your letter to the Union Steam Ship Company, and I now attach, for your information, a copy of the interim reply [No. 11], from which you will observe that your proposal that the steamers should reach San Francisco on Thursdays not later than 7 a.m. is being considered.

I have, &c.,

W. R. MORRIS, Secretary.

The Resident Agent for New Zealand, 311 California Street, San Francisco.

No. 13.

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

SIR,—

Prime Minister's Office, Wellington, 8th July, 1913.

In continuation of my letter of the 28th May last, on the subject of your Board's request that section 116 (1) (d) of the Harbours Act, 1908, be repealed, and that in the meantime the exemption of a mail-steamer from harbour dues be not provided for in any future

contract, I have the honour to inform you that the matter has been fully considered, and it has been decided that it is inadvisable for Government to introduce legislation for the repeal of the section or to exclude the exemption from future ocean mail-service contracts.

I have, &c.,

W. F. MASSEY,
Prime Minister.

The Secretary, Wellington Harbour Board, Wellington.
Wn.—S.F. 13/41.]

No. 14.

The Hon. the POSTMASTER-GENERAL, Wellington, to the SECRETARY, General Post Office, London.
SIR,—
General Post Office, Wellington, 15th August, 1913.

I have the honour to inform you that, in connection with the proposed renewal from October next of the New Zealand—San Francisco mail-service contract, it has been suggested by the contractors that the day of departure from London of the mails to be carried by that service be altered from Wednesday to Saturday, and to inquire whether you are willing to make the alteration.

I have, &c.,

W. R. MORRIS,
For the Postmaster-General.

The Secretary, General Post Office, London.
[P. & T. 36/16.]

No. 15.

The SECRETARY, General Post Office, London, to the Hon. the POSTMASTER-GENERAL, Wellington.
SIR,—
General Post Office, London, 3rd October, 1913.

With reference to your letter of the 15th August last, inquiring whether this office is willing to despatch the mails for New Zealand via San Francisco on Saturdays instead of Wednesdays, I am directed by the Postmaster-General to inform you that under present arrangements such mails are despatched by White Star packet sailing from Southampton on Wednesday and Queenstown on Thursday to connect with the steamer sailing from San Francisco on the following Wednesday week. When the Cunard packet sailing from Liverpool for New York on the Saturday following the despatch by White Star packet is either the "Lusitania" or the "Mauretania" supplementary mails are forwarded by the Cunard service, in view of the greater speed of those two ships, to connect at San Francisco with the same steamer as the mails despatched by White Star packet.

It is not clear from your letter whether an alteration in the day of sailing from San Francisco is contemplated, or, if not, whether it is desired that the mails should in future be despatched on the Saturday week or the Saturday fortnight before the sailing from San Francisco. On the assumption that the sailings from San Francisco will take place on Wednesdays as at present, a despatch from this country on the Saturday week before the sailing from San Francisco would render the connection at San Francisco insecure when the Saturday sailings from Liverpool are performed by the slower packets of the Cunard line, while on the other hand a despatch from this country on the Saturday fortnight before the sailing from San Francisco would render the time of transit via San Francisco greater than via Suez, and would greatly lessen the value of the service. It would therefore appear that with the existing day of sailing from San Francisco the present arrangements for the despatch of mails from this country via San Francisco are the best possible, and that no change is desirable.

The alteration of the day of despatch from this country from Wednesday to Saturday concurrently with an alteration in the day of sailing from San Francisco would apparently afford little or no acceleration in the outward mail-service from this country, as it would be necessary to allow approximately the same period for the transmission of the mails to San Francisco as in the case of the existing despatches by White Star packets on Wednesdays, whereas the possibility of sending supplementary mails by a later packet would disappear.

In this connection I am to add that the proposed provision of another fast packet in the Cunard service will in present circumstances allow of the more frequent despatch of supplementary mails for New Zealand via San Francisco and via Vancouver.

The Postmaster-General will be glad if you will furnish him in due course with information as to the conditions governing the renewal of the contract with the Union Steam Ship Company of New Zealand for the mail-service between San Francisco and New Zealand.

I have, &c.,

E. W. FARNALL.

The Hon. the Postmaster-General, Wellington.
[P. & T. 36/16.]

No. 16.

The SECRETARY, General Post Office, Wellington, to the DIRECTOR, International Bureau of the Universal Postal Union, Berne.

SIR,—

General Post Office, Wellington, 7th October, 1913.

I have the honour to refer to your letter of the 17th October, 1911, No. 4501 [not printed], on the subject of the inquiry of this Administration whether the Administration of the United States of America is at liberty to fix any rate other than that provided by the Postal Union Convention for the conveyance from San Francisco to New Zealand and Australia of mails originating in the United States and the United Kingdom.

The Administration of the United States has now agreed to submit the question to your office, provided that after further consideration it is not found to be prevented by statute from paying the rates fixed by the Convention. If the Administration of the United States refers the matter to you I should be obliged by your conveying your decision to this Administration as soon as possible.

I have, &c.,

W. R. MORRIS, Secretary.

The Director, International Bureau of the Universal Postal Union, Berne.

[P.O. 11-430(5).]

No. 17.

The Hon. the POSTMASTER-GENERAL, Wellington, to the CHAIRMAN, Wellington Harbour Board, Wellington.

SIR,—

Postmaster-General's Office, Wellington, 3rd November, 1913.

In reference to our interview of the 9th ultimo, on the subject of harbour and port dues from which ocean mail-steamers claim exemption by specific contract with the Postmaster-General, I have the honour to refer you to the decision of the Court of Appeal given on the 28th ultimo, whereby the appeal of the Union Steam Ship Company against the decision of the Chief Justice that the steamers of the company were liable to your Board for port and harbour dues was dismissed.

The opinion of the Board is thus affirmed.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

The Chairman, Wellington Harbour Board, Wellington.

[Wn.-S.F. 13/77.]

No. 18.

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

SIR,—

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

I have the honour to acknowledge the receipt of your letter of the 3rd ultimo, respecting a proposed alteration from Wednesday to Saturday of the day of departure from London of the mails for this Dominion sent via San Francisco.

In view of your statement of the position it is not proposed to make any change in the existing arrangements at present.

An arrangement has been made with the Union Steam Ship Company for an extension of the New Zealand-San Francisco service, which expired last month, at the same intervals until the end of March next. The arrangement is made partly as a result of labour troubles, and will enable the company to confirm the allotment of space for freight. It will not interfere with the making of a new contract to come into force before the 31st March next if desired.

I have, &c.,

W. R. MORRIS,

For the Postmaster-General.

The Secretary, General Post Office, London.

[P. & T. 36/16.]

No. 19.

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

SIR,—

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

I have the honour to refer to a proposal made by you about three months ago—that the day of departure from London of mails for this Dominion sent via San Francisco be altered from Wednesday to Saturday, with a view of increasing their volume. The matter was referred to the London Post Office, and I am now in receipt of a reply from which it appears that it is impracticable to increase the volume of mail-matter in the way proposed. At present, although the main despatch is on the Wednesday, whenever the Cunard steamer sailing from Liverpool on the Saturday following is either the "Lusitania" or the "Mauretania," a supplementary mail is sent by that vessel. The opportunities to do this will be more frequent when another fast steamer is provided as is proposed. The advantage of this faster despatch would be lost by an alteration in the day of departure from London, and a corresponding alteration in the day of sailing from San Francisco. If no alteration were made in the day of sailing from San Francisco the time from London would be either reduced by three days or increased by four days. If the former case, the connection, when the Saturday sailing from Liverpool was performed by a slower steamer, would be insecure; and in the latter case the time of transit via San Francisco would be rendered greater than that via Suez. As no advantage would accrue from the change of the day of despatch from London, it is not proposed to disturb existing arrangements at present.

I have, &c.,

W. R. MORRIS, Secretary

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

No. 20.

The DIRECTOR, International Bureau of the Universal Postal Union, Berne, to the SECRETARY, General Post Office, Wellington.

[Translation.]

SIR,—

Berne, 20th November, 1913.

In reply to your letter of the 7th October last, I have the honour to inform you that the Postal Administration of the United States of America has not yet forwarded me its request for a decision on the question of the transit charges from San Francisco to New Zealand and Australia of mails from the United States of America and the United Kingdom, as mentioned in your letter of the 1st September, 1911 [not printed].

If that Administration decides to submit the question to me I shall examine it as soon as I have received the request.

I have, &c.,

The Secretary, General Post Office, Wellington.

RUFFY, Director.

P.O. 11/430(5).]

No. 21.

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

SIR,—

General Post Office, Wellington, 8th January, 1914.

I have the honour to refer to the despatch of the R.M.S. "Tahiti" from Wellington at 3.30 a.m. to-day instead of on the 2nd instant, and to ask that you will furnish any reason why the penalty due under clause 11 of the contract for the late despatch should not be enforced.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

[P. & T. 36/5.]

No. 22.

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

SIR,—

General Post Office, Wellington, 2nd February, 1914.

In reference to the despatch of the R.M.S. "Tahiti" from Wellington on the 8th ultimo and its arrival at San Francisco on the 29th idem, I have the honour to request that you will be so good as to inform me how the vessel lost a day and a half on the voyage.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

[P. & T. 36/20.]

No. 23.

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 February, 1914.

SIR,—

Referring to your favour [letter of 8th January, 1914, No. 21], the cause of the delayed sailing was the inability to get coal into the steamer at Sydney in consequence of the labour difficulties and the Christmas holidays. You will recollect that the waterside workers in Sydney had "blackballed" the New Zealand steamers, and thus, with the holidays following close upon the settlement of the labour difficulty, it was impossible to get the "Tahiti" away from Sydney, for want of coal, until 2nd January—i.e., six days late.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

[P. & T. 36/5.]

No. 24.

EXTRACT FROM REPORT OF VOYAGE, R.M.S. "TAHITI," 8TH JANUARY TO 27TH FEBRUARY, 1914.

R.M.S. "Tahiti," 27th February, 1914.

* * * * *

It will be noticed that we have exceeded our contract hours. This has been due to two effects flowing from the past strike: (1) Because we were a "scab" ship in Sydney we were refused permission to dry-dock, and in consequence had to sail with a foul bottom; (2) and, engaging firemen immediately upon the strike being called off, we were so unfortunate as to pick a rather poor lot. These two influences were the cause of our making passages longer than usual.

F. P. EVANS, Commander.

[P.O. 13/340 (2).]

2—F. 6.

No. 25.

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

SIR,—

General Post Office, Wellington, 6th March, 1914.

In reference to your letter of the 25th ultimo, regarding the late despatch of the R.M.S. "Tahiti" from Wellington in January last, I have the honour to inform you that, as the delay was due to circumstances over which your company had no control, the Postmaster-General has decided that the penalty is not to be imposed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

[Acknowledged, 10th March, 1914.]

RENEWAL OF CONTRACT.

No. 26.

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

SIR,—

General Post Office, Wellington, 23rd August, 1913.

In reference to the pending expiry of the current contract of your company with the Postmaster-General for the performance of the mail-service between Wellington and San Francisco via Rarotonga and Tahiti, I have the honour to inquire on behalf of the Postmaster-General on what terms your company would be agreeable to renew the service by the same route for a period of three years at a speed of fifteen knots an hour.

I have, &c.,

F. V. WATERS,

For Secretary.

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

[P. & T. 36/20.]

No. 27.

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, 17th September, 1913.

I have the honour to acknowledge receipt of your letter of the 23rd ultimo, inquiring on behalf of the Postmaster-General the terms on which the company would be prepared to renew the mail-service between Wellington and San Francisco via Rarotonga and Tahiti for a period of three years at a speed of fifteen knots per hour.

The company will be prepared to provide a 15-knot service if it is required, but it could not be started under two years, as the "Tahiti" is the only vessel at present employed in the service able to maintain that speed, and two other vessels would have to be built, as we consider it necessary to employ three vessels and extend to Sydney in order to secure a share of the passenger and cargo trade to and from Australia.

The speed under present contract is based upon 13 to 13½ knots, and we estimate that the extra cost of a 15-knot service between Wellington and San Francisco with ships of the "Tahiti" class—coal, wages, and incidental expenses—would be not less than £50,000 per annum. As a matter of fact, I would point out that the new ships would probably, looking into the future, be larger than the "Tahiti," with much greater expenditure of capital and cost of running, so it is probable the above figures would be exceeded.

Estimating, therefore, that the improved earnings would repay half the additional cost, it would appear that an additional subsidy of at least £25,000—say, £50,000 a year—would be necessary for a 15-knot service, and the contract would need to be for seven to ten years.

If a proposal in this direction is likely to be considered, I shall be glad to go into the matter more closely and submit a definite offer. It should not be forgotten that this service differs from any other ocean mail-service in that the steaming distance (from Wellington to San Francisco and *vice versa*) is 6,100 miles, and that bunker coal has to be carried for the whole distance, there being no depots on the way, while also coal for the return voyage in San Francisco is very costly.

The time from Wellington to San Francisco and *vice versa* under the present contract is twenty-one days, based upon an average speed of 13 to 13½ knots. At a speed of 14 knots the time would be 19½ days, while at 15 knots eighteen days would be required.

I would submit for your consideration the following alternative proposals:—

1. That the contract be renewed for three years at the present speed and other conditions, with right to an extension for a further period of three years on condition of the service being improved. The service to be carried on in the meantime with the steamers "Tahiti," "Aorangi," and "Moana"; one of the two last named to be replaced before the 31st December, 1915, and the other before the 31st December, 1916, it being understood that if we find it possible to secure suitable steamers by purchase we are to replace the two steamers referred to at an earlier date; subsidy while the present speed is maintained to be £25,000 per annum.

2. If at the end of the third year we are required to accelerate the speed to 14 knots, the subsidy to be increased to £35,000, while if 15 knots are required the subsidy to be £50,000. In the latter case the contract to be extended for a further period.

I may state that this service has not been profitable for the three years it has been in operation, but under the new tariff in the United States there is a good prospect of a much larger interchange of traffic, and we shall be glad if the Government can see its way to give us an extension of the contract under one or other of these proposals and for a term of years, so that we may at once take steps to secure suitable ships to anticipate and develop the trade

I have, &c.,

C. HUGHES,

The Secretary, General Post Office, Wellington.

For General Manager.

No. 28.

DEPUTATION TO HON. POSTMASTER-GENERAL FROM WELLINGTON CHAMBER OF COMMERCE, 24TH OCTOBER, 1913.

San Francisco Service: Renewal of Contract.

A DEPUTATION from the Wellington Chamber of Commerce, consisting of Messrs. J. B. MacEwan, J. G. Harkness, T. Gray, and H. D. Vickery (Secretary), interviewed the Hon. R. Heaton Rhodes, Postmaster-General, on the 24th instant about the above-named subject. The Hon. J. Duthie, M.L.C., and the Hon. F. M. B. Fisher, Minister of Customs and Marine, were also present.

Mr. MacEwan said that their main object in seeing the Postmaster-General was to get into touch as far as possible with what the Government was doing. They had been advised that the negotiations in connection with the contract had as usual been left to the Department.

The Postmaster-General: Partly to the Postal Department and partly to the Department of Agriculture, the heads of both of which had met officials of the Union Steam Ship Company.

Mr. MacEwan said that heretofore the contract had been considered of more importance from a postal point of view than from any other.

The Postmaster-General: There has not been much trade.

Mr. MacEwan said that they were inclined to think that the question of trade with the Pacific was going to be of more importance than any other. It was the general opinion of those interested in the matter that the postal service was quite a secondary consideration. Nowadays in nearly all business transactions the cable was used, and letters served only for confirmation and explanation; all that business people desired to know was the date on which a letter would reach its destination, and they did not want fast and elegant steamers. The direct steamers to London were not fast, but they ran regularly, and for that reason they were valuable from a trade point of view. The Chamber's idea with regard to the Pacific service was that steamers like the "Niagara" were not required to foster trade, but they might be necessary from the point of view of the travelling public. He was inclined to think that trade should not be compelled to pay to keep those fine steamers running between Wellington and San Francisco and Auckland and Vancouver.

As great developments would take place during the next three or five years, they would like to see an adjustment made between the Vancouver and the San Francisco service. The Union Company was now well established in the Pacific; it was a powerful organization, and many people thought that it had a monopoly. The Chamber desired to discuss details of the proposed new service with the Postal Department, or with any other Department that was engaged in framing the contract. The future policy of the Government with regard to the Pacific should be on the broadest possible basis. If they could not satisfy the Union Company to-day, could they lay down a basis for a commercial guarantee that the company would retain the Pacific service—that is, if they could not arrange for a contract for years ahead? It had been stated in the Press that the interests of the commercial community had not been looked after in some of the recent contracts with the Union Company for Pacific services. It was impossible to gauge future developments. The important point for consideration in the present negotiations with the company was whether, in the event of the Government not being prepared to grant a subsidy for five or seven years, it would be possible to arrange for a contract for a shorter period, such contract to be adjusted from time to time.

The Postmaster-General said that the company was anxious for a long contract, but he made it plain that he was not prepared to recommend such a contract, as he thought it better that the San Francisco contract should terminate on the same date three years hence as the Vancouver one. The Government would then be in a better position to negotiate for the two services.

Mr. MacEwan said the deputation was there as a scouting party, as the Chamber had very little information as to the inside view of the Government.

The Postmaster-General remarked that what he had just said was the view of the Government.

The Hon. Mr. Fisher suggested that it might be feasible to endeavour to induce the Union Company to cancel the Vancouver agreement, with the view of entering into a fresh one at once.

The Postmaster-General was doubtful about that, as it was impossible to foretell how the trade would develop. It would be difficult to adjust the service from time to time.

The Hon. Mr. Duthie said that as he had to attend another meeting he would have to leave, but before doing so he desired to say that he was in entire sympathy with Mr. MacEwan's views. The service was already sufficiently rapid.

The Postmaster-General inquired of Mr. Duthie whether he favoured granting an increased subsidy for freight-carrying vessels.

Mr. Duthie replied that he did to get reasonably low rates.

The Postmaster-General said that he had received many divergent views about ocean mail-services. Some advocated the stopping of payment for the Suez service and the granting of increased subsidies for the Vancouver and the San Francisco services for mail purposes.

Mr. Gray said that business people were quite satisfied with the Suez service for their correspondence, but when they wanted space in the boats trading to San Francisco they were unable to get it. At present the space was all booked up as far as March.

Mr. Harkness asked whether it would be possible to enter into a contract with the Union Company for a three-years service to San Francisco, so that the contract would terminate simultaneously with the Vancouver one. The whole position could then be reviewed. He also desired to know whether it would be possible to have a proviso in the contract that the space was to be reviewed by the Department in twelve months. He agreed with Mr. MacEwan that there would be a considerable development in the trade with the western coast of the United States.

The Postmaster-General said the cargo-capacity of the steamers at present employed in the trade was limited.

Mr. Harkness agreed that their capacity was not sufficient. The result was that produce was shut out.

The Hon. Mr. Fisher remarked that in five years the trade with Canada jumped from £5,000 to £550,000.

Mr. MacEwan said that their difficulty was that they had never been able to get additional cold-storage space from the Union Company. Mr. Holdsworth had told them that he had the interests of his shareholders to study. He (Mr. MacEwan) suggested that the Postmaster-General or the Minister of Agriculture might, when the contract was being discussed with the company, have their position weakened by a lack of practical experience. He mentioned, therefore, that it might be in the best interests of every one to have a conference attended by the Postmaster-General, the Minister of Trade and Commerce, and representatives of the Union Company and Chamber of Commerce. There appeared to be doubt in the mind of the company, and they were consequently holding back. Mr. McLennan had said that if they could get a Government subsidy for five years they would bring all the boats up to the standard of the "Tahiti."

The Postmaster-General remarked that it would be the end of 1915 before they could put on one such boat, and the end of 1916 before the other could be ready.

Mr. MacEwan said that that emphasized the importance of their suggestion that an effort be made to lay down a basis of a more permanent nature for the Pacific trade. The company must have a definite assurance of support to warrant them in improving their vessels and providing adequate refrigerating space.

The Postmaster-General was quite willing to ask the company if they would be represented at the proposed conference. He himself represented only the postal side of the business. The Union Company claimed to have lost £50,000 on the San Francisco service, though they admitted having made a profit on the Vancouver service.

Mr. Gray said that, compared with the rate to London, the rate to San Francisco was a high one. They did not object to that so much, however, as that factories in some districts had a preference over those in other districts. Those up the coast had to pay practically $\frac{1}{4}$ d. per pound extra for freezing. The Chamber's idea was that if a through rate could be arranged for produce from the main ports in New Zealand to the main ports on the Pacific coast it would be a great convenience to the commercial community.

The Postmaster-General said that he had discussed the matter from that point of view with Sir James Mills and Mr. McLennan, but could not induce them to agree. They held that the small cargoes offering for the San Francisco and Vancouver boats would not warrant them in carrying produce free for shipment from Wellington and Auckland.

Mr. MacEwan said that last year the company practically gave them a through rate.

The Postmaster-General said they did that to oblige shippers, otherwise it would have been difficult to obtain freight.

Mr. MacEwan thought that produce should be sent by ordinary steamers to Wellington, and frozen there. The Chamber felt that in the past the terms of the contract were left practically to the company. If the Government subsidized the steamers again, the commercial community would like to be able to use the head of the Industries and Commerce Department as a medium between them and the company. Last year everything was left to individual effort on the part of the exporters, which was very unsatisfactory.

Mr. Harkness expressed the opinion of the Chamber that it would greatly facilitate business with the Pacific coast if there was a general rate for the whole of New Zealand. The only place in the Dominion to-day from which butter could be shipped to San Francisco at 1d. a pound was Wellington; every other place had to pay $1\frac{1}{4}$ d. Butter could be shipped to Boston via London at a uniform rate of $1\frac{1}{2}$ d.—1d. to London and $\frac{1}{2}$ d. to cover the rest of the charges.

Mr. MacEwan remarked that an important point to be remembered was that New Zealand was competing with other parts of the world. If therefore the company could be induced to carry produce at a reasonable flat rate shippers would be placed on a more satisfactory basis in competition with outsiders. It behoved them to get as firm a hold of the markets of the west coast of America as possible.

The Postmaster-General thought the Argentine would be a competitor when the canal was opened.

Mr. Gray replied that the butter shipments of the Argentine were small.

Mr. MacEwan inquired as to the volume of trade by the San Francisco and Vancouver services, inwards and outwards.

The Postmaster-General replied that he was unable to give the information.

Mr. MacEwan thought that if they could get that information it would give them some idea of the value of the trade.

The Postmaster-General said that there was a considerable trade between San Francisco and Tahiti.

Mr. Gray said that according to the contract all the space was to be available for New Zealand shippers after the 1st September. He applied on that date, but was informed that the space had been taken up. It had been ascertained from Australian manifests that a good many thousand cargoes of mutton had been carried on those boats; in fact, Australian shippers got practically what they wanted, which was most unfair to New Zealand shippers, in view of the terms of the contract.

Mr. Harkness thought that if the Vancouver service was annulled and another entered into for five or seven years, provision should be made in both contracts that New Zealand should be treated equally with Australia in the matter of rates. He apprehended that the company wanted to carry the Commonwealth with it.

The Postmaster-General remarked that the company said that they could not carry on without the Commonwealth.

Mr. Harkness emphasized the importance of not having a differential rate.

The Postmaster-General said that if the contract was extended for only three years the company would not make provision of the kind suggested, but if a contract were proposed for seven years the Government would be in a position to command better terms.

In reply to the Postmaster-General's inquiry, the deputation said that they approved of the proposed conference, consisting of the Prime Minister, the Postmaster-General, one or two representatives of the Chamber of Commerce, and a representative of the Union Company.

The Postmaster-General promised to confer with the Prime Minister to ascertain whether he approved of his convening such a conference, and said that if he could arrange to continue payment to the Union Company beyond the end of the current month on the terms of the old contract he would do so.

The Hon. Mr. Fisher said that his view of the matter was that in a few years' time there would be a bigger market in the United States than with Canada. If they were to continue the present agreement until the other terminated the essence of the contract would be lost, but if the Vancouver service could be terminated now with the view of entering into a five or seven years' agreement at the most favoured nation's rate New Zealand shippers would be given a chance of getting into that market on more advantageous terms than were possible to Australia at present. He thought that if New Zealand were given the same minimum rate with Australia they could not go far wrong.

Mr. MacEwan remarked that the gates had been opened in the United States, and New Zealand exporters wanted to anticipate things a bit.

[P. & T. 36/20.]

No. 29.

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

SIR,—

General Post Office, Wellington, 1st November, 1913.

I have the honour to request to be informed whether it is to be understood that your company is prepared to continue the San Francisco mail-service on the terms of the expired contract from month to month pending a settlement of the question of the renewal of the service. If so, I shall be glad to receive your company's formal agreement and formal expression of the undertaking that the dates are to be determined by the regular extension, without break, of the periods prescribed for the late contract service.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 30.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 6th November, 1913.

SIR,—

I have the honour to acknowledge receipt of your letter of the 1st instant regarding the question of the extension of the San Francisco mail-contract. Your communication reached us at the same time as the matter was being discussed with our representative in Wellington, and the result will no doubt be placed on record later on.

I have, &c.,

C. HUGHES, Secretary.

The Secretary, General Post Office, Wellington.

No. 31.

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

SIR,—

General Post Office, Wellington, 7th November, 1913.

In reference to the proposal made by your company that, on account of questions arising from the strike disturbances, the expired contract for the San Francisco mail-service be extended at the same intervals and on the same terms until the 31st March next, thus enabling you to confirm arrangements made for space allotted during the butter season, I have the honour to inform you that the Postmaster-General agrees to the proposal. The arrangement will not in any way affect the making of a new contract before the 31st March next if desired.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Delivered at Wellington; acknowledged same date.]

No. 32.

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

SIR,—

General Post Office, Wellington, 13th November, 1913.

In reference to the suggestion of the deputation from your Chamber which waited upon the Postmaster-General on the 24th ultimo, that the question of the renewal of the contract for the San Francisco mail-service should be considered by a conference consisting of the Postmaster-General, the Minister of Industries and Commerce, and representatives of the Union Steam Ship Company and the Chamber of Commerce, I am directed by the Postmaster-General to inform you that he took an early opportunity of communicating in the matter with the Union Steam Ship Company, and that, owing to the strike, it is not possible to arrange for a conference at present.

To enable the company to confirm arrangements made for space allotted during the butter season the contract which expired last month has been extended at the same intervals and on the same terms until the end of March next. This arrangement will not in any way affect the making of a new contract before the end of the extended term, if desired.

The Minister of Industries and Commerce has been notified of the representations of your Chamber.

I have, &c.,

W. R. MORRIS, Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

[Acknowledged, 14th November, 1913.]

No. 33.

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

SIR,—

Postmaster-General's Office, Wellington, 23rd February, 1914.

In reference to our recent conversation on the subject of the renewal of the New Zealand—San Francisco steamer service, I have the honour to inform you that the Right Hon. the Prime Minister and myself propose to confer with representatives of your company, of the Wellington Chamber of Commerce, and of the Department of Agriculture, Industries, and Commerce, in the Prime Minister's room, Parliament Buildings, Wellington, at 11 a.m. on the 27th instant. I should be glad if you would arrange for a representative of your company to be present.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

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

No. 34.

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

SIR,—

Postmaster-General's Office, Wellington, 23rd February, 1914.

In reference to the representations made by your Chamber in October last on the subject of the proposed extension of the New Zealand—San Francisco mail-service contract, I have the honour to inform you that the proposed conference of the Right Hon. the Prime Minister and myself with representatives of your Chamber, of the Union Steam Ship Company, and of the Department of Agriculture, Industries, and Commerce will be held in the Prime Minister's room, Parliament Buildings, on the 27th instant, at 11 a.m. I should be glad if you would arrange for two representatives of your Chamber to be present.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

The Secretary, Wellington Chamber of Commerce, Wellington.

No. 35.

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

SIR,— Wellington Chamber of Commerce, Wellington, N.Z., 24th February, 1914.
I am directed by my Council to acknowledge receipt of your letter of the 23rd instant, on the matter of the New Zealand—San Francisco mail-service contract.

I have to inform you that Messrs. J. B. MacEwan and J. G. Harkness have been appointed the Chamber's representatives, and they will be pleased to attend the conference to be held in the Prime Minister's room, Parliament Buildings, on Friday, the 27th instant, at 11 a.m.

In this connection I am directed to say that since the members of the Chamber interviewed you in this matter the subject has been taken up with Auckland exporters, and they expressed the desire to be represented at the conference which is to be held, and possibly one or two representatives from Auckland will be in Wellington. My Council trusts that it will be permissible for them to attend the conference, as then the meeting will be fully representative of North Island commercial interests.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. D. VICKERY, Secretary.

No. 36.

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

SIR,— General Post Office, Wellington, 27th February, 1914.

In reference to your letter of the 24th instant, I beg, by direction, to inform you that the Postmaster-General agrees that Auckland exporters may have two representatives at the conference to be held in the Right Hon. the Prime Minister's room at 11 a.m. on Tuesday, the 3rd proximo, on the San Francisco mail-service.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

The Secretary, Wellington Chamber of Commerce, Wellington.

No. 37.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 9th March, 1914.

SIR,—

With reference to the negotiations which were carried on last week: I beg to submit herewith a rough draft of the old contract amended in all its clauses to cover the proposals made for the company, and which would be acceptable to us for the new contract. I merely submit this to facilitate consideration of details. The alterations are marked in the draft where departures from the old contract are made. I beg to make the following remarks regarding some of the alterations:—

Passenger Rates.—It occurs to us that the most effective way of fixing these as between Wellington and the islands is to make them subject to the rates (on a mileage basis) similar to those by the mail-steamers between Auckland and Fiji.

Freights.—Butter to San Francisco: Reduced to $\frac{3}{4}$ d. per pound from the date of signature of the new contract. I have to say here that it is understood that when this reduction to San Francisco is made we are agreeable to let it apply simultaneously to the rate on butter from Auckland to Vancouver during the currency of the existing Vancouver contract.

Fruit from Rarotonga: To avoid complaints from importers of discrimination we suggest that these be specified as not to exceed the rates ruling by the local service from Fiji to Wellington.

Freight Space.—The clause inserted is an adaptation of clause 28 in the Vancouver contract, and its great advantage to New Zealand shippers is that it will secure the whole range of the ship's cold-storage space up to within thirty days of the sailings from Sydney, instead of, as in the C.A. contract, receiving only a portion of it after the 1st September each year.

Time in Port at Rarotonga (Southward).—Liberty to extend this stay, in order to avoid loss of perishable cargo, is a continuation of an arrangement made by correspondence in connection with the old contract.

Subsidy.—(Clause 13): This is merely an expression of the proposal already submitted by us.

Harbour Dues.—Though we are at present contesting a claim made by the Wellington Harbour Board for dues on the steamers employed under the contract when they proceed to Sydney and return, it was clearly the intention of the Government, as it was our understanding, that these steamers should be free from dues in New Zealand while they remain in the service called for by the contract. We would now submit the desirability of redrafting the clause so as to make it literally cover the extensions to and from Sydney. I have made a suggestion that this may be done by the insertion of a little addition to clause 31, but doubtless it will be necessary to get legal opinion regarding this.

I have, &c.,

R. McK. McLENNAN,

For Managing Director.

The Hon. the Postmaster-General, Wellington.

No. 38.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 12th March, 1914.

SIR,—

I have to thank you for a copy of the draft of the proposed new contract as discussed between us. As, with the exception of clause 15 regarding subsidy, the details are now in accord with your views and ours, I purpose to return to Dunedin this evening, in expectation of hearing from you soon regarding the subsidy when finally considered by the Ministers.

I beg to take this opportunity of stating that as regards a reduction of freight having been indicated in conversations when our proposals were submitted in our letter of the 17th September last, a reduction of present rates was intended in a general way when the traffic had developed and shipments of various commodities had increased to an extent in better proportion to the excessive cost of operation of the steamers—fuel, for instance—but a reduction of the butter freight beyond at most $\frac{1}{4}$ d. per pound was not expected to be found practicable within the period of the contract. A reduction of $\frac{1}{4}$ d. per pound was not thought of before the present negotiations were entered into. The advantages now offered are:—

Two improved steamers, the second to enter the service at an earlier date than indicated in our letter of the 17th September. The effect of this would be to place New Zealand in line with wide-world travel by two modern well-equipped services across the Pacific, besides improving trade facilities with the American Continent.

Increase of refrigerator space not later than December, 1915.

Reduction of freight on butter at once by $\frac{1}{4}$ d. per pound, to apply also to Vancouver steamers. On the basis of the shipments made and to be made this season, the value of this reduction is just upon £10,000, and the value would increase with increase of shipments.

The proposals in our letter of the 17th September [No. 27] were not intended to include as a condition of contract a reduction in rates.

The period of the proposed contract is now set down as five years, while our letter of the 17th September proposed three years, as at present, with the right to extend it for another three years—practically a six-years contract.

I have, &c.,

R. McK. McLENNAN,

For Managing Director.

The Secretary, General Post Office, Wellington.

No. 39.

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

SIR,—

General Post Office, Wellington, 13th March, 1914.

I forward herewith four sheets [not printed] containing amendments suggested at the conference between your Mr. McLennan and the Secretary of the Department of Agriculture, Industries, and Commerce, which I shall be glad if you will have inserted in the copy of the draft contract furnished Mr. McLennan when in Wellington.

I would call attention to clause 16 [clause 18 of completed contract], providing for traffic returns to be rendered by your company, and should be glad to know whether the company has any objection to the inclusion of the clause. The returns are required by the Department of Agriculture.

The clauses referring to explosives, assignment, and British subjects are also contained in the Vancouver contract, and no doubt will meet with your approval.

I have, &c.,

W. R. MORRIS, Secretary

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

No. 40.

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

SIR,—

General Post Office, Wellington, 20th March, 1914.

I have the honour, by direction, to refer to previous correspondence on the subject of a new contract for the carriage of mails from New Zealand to San Francisco, and to inform you that Government cannot see its way to exceed the subsidy of £25,000 per annum for the service referred to in the original proposal.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 41.

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

SIR,—
Union Steam Ship Company of New Zealand (Limited).
Wellington, 23rd March, 1914.

With reference to your favour of the 13th instant, I have pleasure in confirming our conversation regarding amendments in the draft, that these would be agreeable to us.

I have, &c.,

The Secretary, General Post Office, Wellington.

R. McK. McLENNAN,
For Managing Director.

No. 42.

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

SIR,—
Union Steam Ship Company of New Zealand (Limited),
Wellington, 23rd March, 1914.

I have to thank you for yours of the 20th instant, from which we regret to learn that the Government cannot see its way to agree to payment of £30,000 subsidy as proposed by us.

I now have the honour to submit an alternative proposal as follows:—

We are prepared to accept a subsidy of £25,000 per annum, as proposed in clauses 8 and 15 in draft of contract received with your letter of the 12th instant [not printed], but with the right to extension for a further period of five years.

The steamers "Aorangi" and "Moana" to be replaced not later than the 31st December, 1915, by improved steamers as proposed in clause 2 of the draft contract, but we to undertake that these steamers, as well as the "Tahiti," shall be capable of increasing the speed to 14 knots, and that we shall supply a service at that speed if desired by the Government to do so in return for a subsidy of £35,000 per annum, or if a speed of 15 knots be desired we will arrange to supply it for a subsidy of £50,000 per annum.

The other conditions to be in accordance with the draft (including the improved terms for New Zealand shippers as regards the allotment of cold-storage space, and undertaking that the steamers replacing "Aorangi" and "Moana" will have not less than 30,000 cubic feet of cold-storage space instead of the 10,000 cubic feet provided in the current contract), except that the rate of freight on butter in cold storage to *not exceed* $\frac{7}{8}$ d. per pound, leaving it to us to make further reduction when and to such extent as the circumstances may call for, the same to apply to Vancouver steamers also from Auckland to Vancouver.

We would like it to be on record that in submitting this alternative proposal we are placing reliance on receiving for the carriage of American mails the poundage rates defined at the Universal Postal Union Convention of Rome, 1906, as referred to in clause 16 of the draft of contract.

Harbour dues: Freedom from these to be secured as mentioned in my letter of the 9th instant, and agreed to in the draft.

I have, &c.,

The Secretary, General Post Office, Wellington.

R. McK. McLENNAN,
For Managing Director.

No. 43.

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

(Telegram.)

Wellington, 9th April, 1914.

THE amended proposals submitted in your telegram of the seventh instant [not printed] have been considered by Cabinet and, with the exception of the request for an option for the extension of the term of the contract beyond the initial period of five years, are agreed to. Briefly stated the amended conditions are as follows: The rate for butter to be reduced by one-eighth of a penny per pound, such reduced rate to remain in force until thirty-first March, 1916, thereafter from first April, 1916, the rate to be still further reduced by one-eighth of one penny per pound, making the rate from first April, 1916, to termination of contract three farthings per pound, such reduced rates to apply equally to the current Vancouver contract. The subsidy to be £25,000 (twenty-five thousand pounds) per annum. The term of the contract to be five years without the option of renewal.

I shall be glad to learn that the company is prepared to accept the conditions indicated.

No. 44.

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

(Telegram.)

Dunedin, 9th April, 1914.

YOUR wire received. Pleased to confirm contract on terms mentioned your wire.

No. 45.

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

SIR,—

General Post Office, Wellington, 29th June, 1914.

In reference to the reletting of the San Francisco mail-service contract for a term of five years from the 1st July proximo, I have the honour to inform you that the service, which expired on the 31st March last, is renewed on the former conditions from the 1st April to the 30th instant, and shall be glad of your acceptance of the renewal.

I have, &c.,

F. V. WATERS.

Assistant Secretary.

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

[Agreed to by company, 2nd July, 1914.]

No. 46.

CONTRACT FOR CONVEYANCE OF OCEAN MAILS.

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

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

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

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

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

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

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

"Hours" means hours calculated according to Greenwich time.

2. The Company shall during a period of five years computed from the first day of July, one thousand nine hundred and fourteen (unless this contract is previously terminated in pursuance of any provision in that behalf hereinafter contained), provide, maintain, and carry on in the manner hereinafter set forth a regular steamship service between the City of Wellington in New Zealand and the City of San Francisco in the United States of America, calling at Rarotonga and Papeete on both outward and homeward voyages from Wellington to San Francisco and from San Francisco to Wellington, and shall regularly and continuously employ in the said service three good substantial and efficient screw steam-vessels, the steamships "Tahiti," "Moana," and "Aorangi" to perform the service in the meantime; but the two last-named vessels are to be replaced not later than the thirty-first day of December, one thousand nine hundred and fifteen, by two other vessels of larger size and improved design, to be approved by the Postmaster-General: Provided that if and as often as any of the three screw steam-vessels, or any vessel replacing any of them, becomes disabled through tempestuous weather, or by reason of accident beyond the control of the Company, or are withdrawn for necessary overhaul, then the Company shall provide and equip a screw steam vessel or vessels (to be approved by the Postmaster-General) as a temporary substitute or substitutes, capable of performing the voyage in the manner and within the time specified.

3. The Company shall be at liberty to extend to Australia the service herein provided by continuing each voyage from San Francisco to Wellington aforesaid to the Port of Sydney, New South Wales, and thence back to Wellington aforesaid: Provided that no additional payment in respect of such extended service or such extended mail-service shall be made to the Company, and provided that the Company shall in nowise allow such extension of the service and voyage as aforesaid to interfere with the due and regular performance of the service to and from Wellington and San Francisco at the times and in the manner herein provided for; and such extended service shall be maintained by the Company under and subject in every respect to all the provisions herein contained with respect to the same mentioned in paragraph 2 hereof.

4. During the continuance of this agreement the Company shall receive and carry in the said vessels on each and every voyage (including the said extended service if entered into) all such mails as shall or may be tendered for conveyance to the said vessels, or to the masters or any officers on board of the same, and whether at the Port of Wellington aforesaid by or on behalf of the

Postmaster-General of New Zealand for the time being, or at any other port of call of such vessels under this contract (including the Port of Sydney if the service is extended as aforesaid) by or on behalf of the postal authority having jurisdiction at such port of call, and shall deliver all such mails at their respective proper ports of destination upon the sailing-route of the said vessels respectively as herein indicated.

5. The Company shall be at liberty during the term of this contract to enter into a contract with the Government of the Commonwealth of Australia (provided such contract shall not interfere with the service intended to be hereby created) for the payment by such Commonwealth to the Company for its own use of a subsidy in respect of the service hereby agreed to be provided. So long as no such subsidy is paid by the Commonwealth of Australia, the Company shall give to New Zealand shippers the first refusal of all space for freights in the vessels used under this contract, and in each year on some date not earlier than the first day of September nor later than the fourteenth day of October, such date to be fixed and sufficiently advertised by the Company after consultation with the Secretary of the Department of Agriculture, Industries, and Commerce, the whole of the cold-storage space shall be available to New Zealand shippers for New Zealand shipments to be made up till the thirty-first day of August of the following year. After the date so fixed by the Company any balance of unallotted space shall be available for New Zealand shippers until thirty days before the vessel is appointed to leave Sydney, the Company to be at liberty to allot to other shippers all space not engaged by New Zealand shippers in accordance with this clause: Provided always that the Company shall not give undue preference to individual New Zealand shippers to the exclusion of other New Zealand shippers. If during the term of this contract the Company arranges for the payment of a subsidy by the Commonwealth of Australia as above mentioned, then the Company shall give to New Zealand shippers the first refusal as above mentioned of such portion of the said space as shall be agreed upon between the Postmaster-General and the Company, and all the provisions of this clause shall apply only to such portion of the said space. If the Postmaster-General and the Company shall be unable to so agree, then the question as to what portion of the space New Zealand shippers shall have the first refusal of as aforesaid in view of the contract entered into or proposed to be entered into with the Commonwealth of Australia shall be referred to arbitration under the provisions of clause 39 hereof, and the determination under such arbitration shall be final and conclusive.

6. Every vessel, other than a temporary substitute vessel as may be approved by the Postmaster-General, used under this contract shall be fitted with cool-storage chambers, in which dead meat or other perishable products may be carried or conveyed, of a capacity of not less than thirty thousand cubic feet in the steamship "Tahiti," fourteen thousand cubic feet in the steamship "Moana," and ten thousand cubic feet in the steamship "Aorangi"; and when the two latter vessels are permanently replaced by two other vessels such vessels shall each be fitted with cool-storage chambers of a capacity of not less than thirty thousand cubic feet, and such cool-storage chambers shall be fitted with all necessary appliances and machinery for working and keeping the same effective.

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

Passenger Rates.

From Wellington—

To Rarotonga and Papeete, and *vice versa*.—Not to exceed proportionately, on the mileage basis, the rates from time to time in operation by the Vancouver steamer between Auckland and Suva.

Wellington—

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

From and to other ports of New Zealand.—Ordinary coastal fares from or to Wellington in addition to the above.

Freights.

From Wellington—

To Rarotonga and Papeete—The same rates as charged from time to time by the Company's local steamers will apply by the mail-steamers.

To San Francisco, not to exceed—General cargo, 50s. to 60s. per ton of 40 cubic feet; skins, 50s. per ton of 2,000 lb.; butter, in refrigerator, $\frac{7}{8}$ d. per pound gross from the date of the signing of this contract until the thirty-first day of March, one thousand nine hundred and sixteen, and $\frac{3}{4}$ d. per pound gross from the first day of April, one thousand nine hundred and sixteen; meats, in refrigerator, $\frac{3}{4}$ d. per pound gross.

Maximum freights Wellington to San Francisco—

Wool, greasy, $\frac{1}{2}$ d. per pound; wool, scoured, $\frac{5}{8}$ d. per pound; phormium-fibre, 60s. per ton of 2,240 lb.

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

From Rarotonga to Wellington—General cargo, 40s. per 40 cubic feet; fruit, in cases, not to exceed the rates from time to time ruling from Fiji to Wellington by local steamers.

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

An additional rate of not exceeding 13s. 6d. per ton to and from other main ports of New Zealand shall be chargeable, which includes transshipment expenses at Wellington.

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

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

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

9. The Company shall not convey in any vessel employed by it under this agreement any nitro-glycerine or any other article which shall have been proclaimed as an explosive or explosive substance, or shall have been legally declared specially dangerous, or shall be so declared by the Postmaster-General by notice in writing.

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

11. The mails shall be conveyed thirteen times in the year (once every four weeks) from Wellington to San Francisco by way of Rarotonga and Papeete, and from San Francisco to Wellington by way of Papeete and Rarotonga; and if the service is extended to Australia as aforesaid, then from San Francisco, Papeete, Rarotonga, and Wellington respectively to Sydney, and from Sydney to Wellington, Rarotonga, Papeete, and San Francisco respectively; and the service shall be deemed to have commenced with the despatch of the "Moana" from Wellington on the seventeenth day of July, one thousand nine hundred and fourteen, which shall be deemed to be the first appointed day. The vessels respectively employed to convey the mails shall leave the said Port of Wellington on the appointed day (computed as aforesaid), and at such hours on the appointed days, as may from time to time be agreed to between the Postmaster-General and the Company, or as, in the absence of agreement, may be directed by the Postmaster-General.

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

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

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

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

Such direction shall be by letter from the Postmaster-General's officer or agent at San Francisco, addressed to the Company, and delivered at its office in San Francisco at least three hours before the hour appointed for the departure of the vessel. In every case where a vessel

is delayed at San Francisco pursuant to such direction as aforesaid, demurrage at the rate of five pounds per hour shall be paid to the Company by the Postmaster-General for each hour's delay after the first six hours. In the case of each vessel so delayed the demurrage in respect thereof shall be paid at the Treasury in Wellington, or at the Company's office at Dunedin, on receipt by the Postmaster-General of advice of the amount payable.

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

17. This agreement shall not, nor shall any right or interest therein, be assigned, underlet, or otherwise disposed of without the consent in writing of the Postmaster-General to such assignment having been first obtained.

18. The Company shall from time to time furnish to the Postmaster-General full and complete copies of the manifests of the cargoes and lists of the passengers carried by each of the said vessels on its outward and its homeward voyages, certified by the proper Customs officials, and also such other documents, information, and evidence as may be reasonably required by the Postmaster-General to show the volume, extent, and value of the trade carried on by the said vessels, and such other Customs certificates, documents, and evidence as may be necessary or as may be reasonably required by the Postmaster-General to prove the performance of the service herein contracted for, and to enable the Postmaster-General to judge as to whether this agreement is being properly and faithfully carried out and performed; and the furnishing of such certificates, documents, information, and other evidence as hereinbefore specified shall be a condition precedent to the payment of the subsidy hereinafter provided or any portion thereof.

19. It is further understood and agreed by the Company that two-thirds of the total number of officers, engineers, stewards, crew, or other employees whatsoever upon the vessels engaged in the performance of the service herein contracted for shall be British subjects; but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the Postmaster-General in writing.

20. The mails shall be safely conveyed from Wellington to San Francisco and from San Francisco to Wellington within five hundred and five hours, this time to be calculated from the time appointed for the departure of the mail. It is understood that the time available for the loading of cargo at Rarotonga for Wellington will usually be not more than nine hours; but in the event of unfavourable weather or other conditions preventing the completion of the loading of perishable cargo within that time, the vessels shall be allowed to extend their stay at that port to not more than thirty hours calculated as from the time of arrival in the roadstead, and such extension of time in excess of nine hours to be in addition to the limit of time herein specified for the conveyance of the mails from San Francisco to Wellington. In case of the loss of any mails after delivery to vessel the Company shall, with all possible despatch, at its own cost, do all such acts and take all such measures as may be reasonably expected to be done and taken to recover the mails so lost. And the Company shall be liable for all damage or injury to mails, from whatsoever cause that may arise or happen, excepting fire, the act of God, perils of the seas, or enemies of the flag.

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

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

23. The Postmaster-General shall pay to the Company, subject to its faithful performance of all covenants, agreements, and stipulations to be performed on its part pursuant to this agreement, a subsidy of twenty-five thousand pounds (£25,000) per annum in proportionate instalments for each and every round trip performed by each of the said vessels in accordance with the intention of this agreement: Provided, however, that no amount of instalments of subsidy shall be payable at any time unless it appears to the satisfaction of the Postmaster-General that up to the time of such payment there has been no breach on the part of the Company of any of the covenants, provisions, or stipulations of this agreement: Provided also that the Company shall be entitled to receive such subsidy as the Governments of Australia and Tahiti may pay towards the service: Provided, further, that the Company shall as additional remuneration receive the payments provided for under the preceding clause.

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

25. All vessels carrying mails under this contract shall be exempt from all harbour dues, dock dues, and other rates and charges which might otherwise be leviable or chargeable upon or in respect of such vessels by the Wellington Harbour Board or any other authority having jurisdiction in respect of the Port of Wellington under or under the powers conferred by the Harbours Act, 1908, or any special Act.

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

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

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

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

30. The Company shall at its own cost provide suitable first-class accommodation, including a cabin or state-room, for the exclusive use of a mail officer or agent for the Postmaster-General and for one assistant, or, if need be, two assistants, for such Postmaster-General on board each of the vessels employed under this contract, who shall be at liberty to use such accommodation as may be required for the performance of their duties: and all such officers, agents, and assistants shall be victualled by the Company as chief-cabin passengers without charge either for their passages or victualling; and whilst the vessel stays at any port, excepting the Ports of Wellington and San Francisco, to or from which the mails are conveyed, every such officer, agent, and assistant shall be allowed to remain on board, and shall be victualled as aforesaid.

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

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

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

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

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

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

37. Provided, however, and it is the true intent and meaning of these presents, that if the said vessels, any or either of them, or any vessel replacing either of such vessels, under this proviso shall be by the perils of the sea or other unavoidable casualty lost, destroyed, or temporarily disabled from performing any voyage or voyages according to the true intent and meaning of the agreements, stipulations, and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any matter or thing herein contained; but the said Company shall in such case, as soon as reasonably may be having regard to the circumstances, replace the said vessels or vessel so lost or destroyed by others or another of equal class, speed, equipment, character, and capacity, to the satisfaction and approval of the Postmaster-General, or to the like satisfaction and approval repair the damage done in case the said vessel has been only temporarily disabled, and continue the said service herein contracted for with such substituted or repaired vessel with as little loss of time as possible under all the circumstances: Provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed: Provided further that the Postmaster-General shall be the sole judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said regular four-weekly service has been actually caused by the perils of the sea or other unavoidable casualties within the meaning of this proviso, and his finding and determination thereon shall be conclusive and binding on the Company.

38. In the event of the Government of Tahiti not paying a subsidy to the Company towards the service, the Company shall be at liberty to omit the calls of its vessels at Papeete.

39. If any dispute, question, or difference shall arise between the Postmaster-General and the Company upon any matter herein provided for, or touching or concerning the construction, operation, or effect of these presents, as to which by these presents it is not provided that the same shall be determined and settled by the Postmaster-General, then and in every such case the matter in difference shall be referred to the arbitration of two arbitrators, one to be appointed by the Company and one by the Postmaster-General; and this provision shall be deemed to be a submission to arbitration under and subject to the provisions of the Arbitration Act, 1908, and any arbitration hereunder shall, unless the Postmaster-General otherwise agrees, be held and conducted in Wellington.

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

Signed by Robert Heaton Rhodes, the said Postmaster-General, in the presence of—

R. HEATON RHODES.

W. CROW,

Private Secretary to the Postmaster-General.

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

[SEAL.]

C. W. RATTRAY,
G. R. RITCHIE, } Directors.

VANCOUVER SERVICE.

AUCKLAND—SUVA—HONOLULU—VANCOUVER.

No. 47.

Mr. EDWARD NEWMAN, M.P., Marton, to the Hon. the PRIME MINISTER, Wellington.

SIR,—

Marton, 9th May, 1913.

I have the honour to draw your attention to the disability under which the Port of Wellington and districts served thereby labour in consequence of the Vancouver mail-boats confining their port of call in the Dominion to Auckland.

Primarily Wellington should be the best port of call if there is to be only one port, as it is just as well suited to the export of butter and cheese as Auckland, and very much better situated for the export of all classes of frozen meat, and it is in the interests of the latter trade that I am more particularly addressing you now. At present frozen meat is being sent from the Wellington district to Vancouver in several ways. The live-stock is being sent to Auckland and there shipped, and frozen meat is being shipped by the San Francisco steamer and forwarded to Vancouver from San Francisco. Both these methods are very unsatisfactory and expensive and indicate the necessity of Wellington being made a port of call. In this connection it is interesting to read the opinion expressed by a well-known business man of Wellington. Mr. J. M. Muir, head of one of the exporting departments in Messrs. Nathan and Co.'s business, who has just returned from a visit to Vancouver. In an interview Mr. Muir is reported as stating that there was a good opening in British Columbia for New Zealand beef, mutton, and lamb; that at present Australian meat was largely used, but the feeling in the trade was that a better demand was arising for first-quality meat, which New Zealand alone could supply. As a further indication of the importance of the meat-export trade to Vancouver, I desire to mention that early this week over thirty trucks, containing some 240 fat bullocks, were despatched from Manawatu to Auckland to be exported to Vancouver.

The Vancouver mail-service is subsidized by the Government, and Wellington being so eminently suited for the export of produce should, in justice, be included as a port of call, or, in the event of its being impossible to have more than one port, I venture to submit, in the interests of this growing trade, that Wellington should be that port.

Commending that matter to your favourable consideration,

I have, &c.,

EDWARD NEWMAN.

The Hon. the Prime Minister, Wellington.

[Vanc. Misc. 13/24.]

No. 48.

The Hon. the PRIME MINISTER, Wellington, to Mr. EDWARD NEWMAN, M.P., Marton.

SIR,—

Prime Minister's Office, Wellington, 15th May, 1913.

I am in receipt of your letter of the 9th instant, in which you urge that Wellington be made a port of call for the vessels engaged in the Vancouver mail-service, with a view to promoting the export of frozen meat from the southern portion of the North Island.

In reply, I have to state that I have taken a careful note of your representations in regard to this matter, and shall be glad to confer with the Postmaster-General and let you know later whether it is possible to make any alteration in the direction indicated.

I have, &c.,

W. F. MASSEY.

Edward Newman, Esq., M.P., Marton.

No. 49.

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

SIR,—

General Post Office, Wellington, 24th May, 1913.

I have the honour to forward herewith copy of a letter from Mr. Edward Newman, M.P., to the Hon. the Prime Minister, requesting, in the interests of a number of Wellington settlers, that Wellington be made a port of call for vessels engaged in the Vancouver mail-service. I should be glad if you would inform me whether it would be possible to include Wellington as a port of call, and, if so, under what conditions.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Vanc. Misc. 13/26.]

No. 50.

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, 1913.

SIR,—

I have the honour to acknowledge receipt of your favour of the 24th ultimo, covering copy of letter from Mr. E. Newman, M.P., requesting that Wellington should be the port of call for vessels engaged in the Vancouver mail-service instead of Auckland.

It seems to us to be beyond question that while there is only one port of call it must be Auckland, as being better situated geographically, and also being the principal seat of the butter industry. It is likely that the trade in the export of butter to the Pacific coast of Canada will be more valuable to New Zealand than the meat trade.

We do not think that the proposal to call at both Wellington and Auckland can be considered. It would be an expensive detour, would lengthen the voyage from Australia to Canada, and make the route much less attractive to through Australian passengers.

We cannot find that frozen meat is being, as a general thing, shipped to San Francisco and thence to Vancouver, and on looking up our records we can only trace one shipment which was sent, as a matter of urgency, owing to the destruction by fire of the large meat-stores at Calgary.

It appears to us that the most economical way of dealing with frozen meat from Wellington to Vancouver would be to send it in cold-storage cars by rail to Auckland, and there transfer it to the mail-steamer.

Might we take this opportunity of pointing out to you that the Wellington Harbour authorities do not seem disposed to offer much encouragement to mail-steamers to call at their port? Under contracts with your Department for both Vancouver and San Francisco services it is provided that these steamers shall be free of certain dues at the New Zealand port of call. Hitherto this exemption has been held to cover the charges inwards and outwards on continuation of the voyage to Sydney. Advantage, however, has been taken of a technical interpretation of a clause in the agreement to enforce the dues on these vessels entering and leaving New Zealand ports on their way to and from Sydney.

In connection with this claims have been made upon us by the Wellington Harbour Board for £1,053 2s. 9d., and by the Auckland Harbour Board for £429 16s. 8d.

If we are obliged to pay these amounts we propose to ask the Government to refund them to us as being within the spirit, if not the letter, of our contracts.

I have, &c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. 13/43.]

No. 51.

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

(Memorandum.)

Postmaster-General's Office, Wellington, 25th June, 1913.

IN reference to the Prime Minister's memorandum of the 15th ultimo, covering a letter dated the 9th idem from Mr. Edward Newman, M.P., in which it is suggested that Wellington be a port of call for the Vancouver mail-contract steamers, I beg to state that under the contract the service is to be performed from and to Auckland. The contract does not expire until November of 1916. The contractors are not prepared to call at both Wellington and Auckland, as the detour would be expensive, the voyage from Australia to Canada would be lengthened, and the route would be made much less attractive to through Australian passengers. It seems to the contractors that while there is only one port of call it must be Auckland, as that port is better situated geographically, and is also the principal seat of the butter industry. The contractors cannot find that frozen meat is, as a general thing, shipped to San Francisco, thence to Vancouver; and on referring to their records they can trace only one such shipment, which was made as a matter of urgency owing to the destruction by fire of the large meat-stores at Calgary.

In the circumstances I regret that it is not practicable to make Wellington a port of call.

R. HEATON RHODES,

Postmaster-General.

The Hon. the Prime Minister, Wellington.

[Vanc. Misc. 13/99]

No. 52.

The CANADIAN TRADE COMMISSIONER, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

Department of Trade and Commerce, Canada, Trade Commissioner Service,

SIR,—

Auckland, New Zealand, 10th July, 1913.

With regard to the sailing from this port of the Vancouver steamers, there is a matter to which I desire to call your attention.

The sailing-date from Auckland is Friday, at 5 p.m. By arrangement with the Postal authorities the mail closes at 3.30 p.m., but the boats never leave at 5 o'clock. Very often they leave late on Friday night, and sometimes early on Saturday morning, and the "Makura," the last sailing north, left here at 12 o'clock on Saturday.

The position is that the public are notified that the mail closes at 3.30 p.m. When it is obvious that there will be a delay it is customary for the Union Company to send over word to the Post-office, hour by hour, that the mails may be longer delayed. In the case of the "Makura" the bulk of the mail was placed on board at 10.30 Friday night. The last mail went on board—a small quantity only—just previous to the boat sailing.

It must be obvious to you that the only notification the public have of the sailing of the boat is that one authorized, printed, and published by the Post Office Department. The public as a whole have no means of knowing that there has been further delay and other opportunities for mailing letters.

To remedy this the business men are anxious that these vessels shall have a longer time in New Zealand to load produce. They have petitioned the Union Company to bring the boats to Auckland one day earlier—that is, Thursday morning—so as to give two clear days for loading. As the mail has been at present, with the uncertainty of the boat sailing, merchants have to stop up all night, not knowing at what hour they may have to complete their documents.

The contract with the Union Company provides that the steamers shall leave Vancouver and Auckland on the days and at the time to be appointed for that purpose by the Canadian Minister of Trade and Commerce, after consultation with the Postmaster-General of New Zealand. It further provides that each voyage shall be deemed to commence as soon after the completion of the embarkation of the mails as the anchor of such vessel may be weighed. The time to be consumed in the voyage is twenty days without incurring penalty.

My suggestion is that the Union Company should be required to bring their boats here sufficiently early to be able to sail from this port promptly at noon on Saturday; that the specific time for the closing of the mail should be 10 a.m. on Saturday; and the mail should be placed on board before noon on Saturday, and then the ship must sail without any other consideration intervening. It must be a condition, however, that the time of arrival at Vancouver must not be varied, as it might interfere with the transcontinental railway arrangements.

I have discussed this question with Mr. Holdsworth, Chief Postmaster here, and he would welcome any change which would make the closing date of the mails a certain fixture, not liable to the inconvenient changes as at present, and I believe also that the public interests would be consulted by following the suggestions contained herein.

I intimated to the gentleman who sent in the petition to the Union Company that as this was a question involving the sailing of a mail-boat, the time of departure, according to the contract with the Union Company, must be fixed by the two Governments, and the fixture suggested above, in my opinion, to work smoothly, should be unchangeable.

I should be very glad to receive your views on this subject.

I have, &c.,

W. A. BEDDOE,

Canadian Trade Commissioner.

The Hon. the Postmaster-General, Wellington.

[Vanc. Misc. 13/50.]

No. 53.

The CANADIAN TRADE COMMISSIONER, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

Department of Trade and Commerce, Canada, Trade Commissioner Service,

SIR,—

Auckland, New Zealand, 11th July, 1913.

Supplementing my letter of the 10th July *re* the sailing-date of Vancouver vessels from this port, I beg to say that some time ago the question of delay in the sailing of the boats arose and the matter was placed in my hands by the Postal authorities of Canada to make arrangements on behalf of the Canadian Government in conformity with the clause in the contract which states that the two Governments must concur in the sailing-date.

Subsequently the Union Company wrote to the Secretary of the General Post Office, Wellington, asking whether, when the sailing of the vessel was delayed beyond the advertised hour, the question of postponement should be referred to the authorities at Wellington, or whether they might use their own discretion to detain the steamer till Saturday morning, to which the Secretary of the Post Office, under date the 10th April, 1912 [No. 192, F.-6, 1912], replied that it was not necessary for the Union Company to refer to the Government in cases where there is no reason to apprehend that the vessel will deliver the mail late in Vancouver.

This is where most of the difficulty has arisen, because the contract distinctly provides that the consent of the two Governments should be given to any change of sailing-time, but the Union Company appear to have had some authority from the Secretary of the Post Office to use their own discretion. Such authority, of course, cannot override the contract. However, the Union Company, acting under the authority of the letter from the Secretary of the Post Office alluded to, do not regard it as necessary to consult anybody as to delay in the sailing of the vessels, although the contract distinctly states that the sailing-date must be nominated by the two Governments.

I think it is most important that the sailing-date of a mail-ship and the hour for closing the mails should be determined by the two Governments, as stipulated in the contract, and that those dates should be strictly adhered to, otherwise the whole mail-connection between New Zealand and London via Canada is likely to be thrown into confusion.

Please read this letter in conjunction with the one of yesterday's date.

I have, &c.,

W. A. BEDDOE,

Canadian Trade Commissioner.

The Hon. the Postmaster-General, Wellington.

Vanc. Misc. 13/53-4.]

No. 54.

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

SIR,—

General Post Office, Wellington, 1st August, 1913.

In reference to the arrival at Vancouver on the 24th ultimo, two days late, of the R.M.S. "Makura" on the voyage commenced at Auckland on the 5th idem, I have the honour to point out that if the vessel had left Auckland at the schedule time—viz., 3 p.m. on the 4th ultimo—it would no doubt have reached Vancouver a day earlier. I shall be glad to be informed whether it was expected that the vessel would reach Vancouver on the due date, although it left Auckland twenty-one hours late.

I have, &c.,

W. R. MORRIS, Secretary.

The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin.
[Vanc. Misc. 13/66.]

No. 55.

The CANADIAN TRADE COMMISSIONER, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

Department of Trade and Commerce, Canada, Trade Commissioner Service,

SIR,—

Auckland, New Zealand, 1st August, 1913.

I had the honour of writing you on the 10th July, and supplementing that letter by one dated the 11th July, with regard to the irregular sailing of the Vancouver mail-boats from this port. I have not yet been favoured with a reply.

The "Niagara," which arrived here early this morning, and whose sailing-date, according to the arrangements made between myself, acting for the Canadian Postal authorities, and Sir Joseph Ward, Postmaster-General at that time, is 3 o'clock to-day, will not leave here until 12 o'clock to-morrow. This morning's paper contains the information under Mail Notices that the mail will close at 10.30 a.m. to-morrow, and the boat is assumed to sail at noon.

You must see how very unsatisfactory this is, that the sailing of a mail-steamer should be at the caprice of the contractor. The Canadian Government, I know, would consent to any changed sailing-date which would be convenient to the New Zealand Postal authorities, but as matters are at present the chief parties to the contract do not appear to be consulted at all, and the position is a particularly unsatisfactory one as it stands. It seems to me that there should be a fixed sailing-date for these mail-ships, and if they cannot sail at the time indicated and arranged by the Governments who pay the subsidy, then they must be here in sufficient time to leave promptly.

I hope this matter will receive your attention at once, and I think the Union Company should be notified that there must be a fixed date to be agreed upon by the Governments, and that the boat must sail promptly at the hour arranged.

I have, &c.,

W. A. BEDDOE,

The Hon. the Postmaster-General, Wellington.

Canadian Trade Commissioner.

[Vanc. Misc. 13/68.]

No. 56.

The SECRETARY, General Post Office, Wellington, to the CANADIAN TRADE COMMISSIONER, Auckland.

SIR,—

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

I have the honour, by direction, to acknowledge the receipt of your letters of the 10th and 11th ultimo and 1st instant in reference to the time of departure from Auckland of the mail-steamer for Vancouver.

The Department is now in communication with the Canadian Post Office on the subject.

I have, &c.,

The Canadian Trade Commissioner, Auckland.

W. R. MORRIS, Secretary.

[Vanc. Misc. 13/69.]

No. 57.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Canadian Trade Commissioner, Auckland.

SIR,—

Postmaster-General's Office, Wellington, 9th August, 1913.

I have the honour to acknowledge the receipt of your letters of the 10th and 11th ultimo and 1st instant, on the subject of irregular despatch of the mail-steamer from Auckland to Vancouver.

Since the Secretary wrote you on the 5th instant I learn from Ottawa that the Canadian Government has not appointed any person in the Dominion to represent it in the matter of arranging the time-table of the Vancouver service in virtue of provisions of clause 4 of the contract for the performance of that service. This being so, I assume you write as representing the important interests committed to you in your capacity of Canadian Trade Commissioner.

The contractors will be communicated with with a view to securing a more regular despatch from Auckland if possible.

I have, &c.,

R. HEATON RHODES.

The Canadian Trade Commissioner, Auckland.

Postmaster-General.

[Vanc. Misc. 13/71.]

No. 58.

The CANADIAN TRADE COMMISSIONER, Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.
 Department of Trade and Commerce, Canada, Trade Commissioner Service,
 Auckland, New Zealand, 12th August, 1913.

SIR,—

I have the honour to acknowledge receipt of your favour of the 9th August relating to the irregular despatch of mail-steamers from Auckland to Vancouver.

These matters being outside my Department I have usually communicated with Ottawa in duplicate, and when the question of the sailing-date was under discussion in 1911, Dr. Coulter wrote to the Deputy Minister of Trade and Commerce at Ottawa, in which he said that I had made out a strong case with regard to the delay in sailing, and my hands should be strengthened in every way possible, a copy of which letter was sent to me. I therefore arranged with Sir Joseph Ward, at that time Postmaster-General, and everything was concluded satisfactorily.

I have no specific instructions from the Post Office Department to represent them in the matter under discussion, but I have sent to Dr. Coulter copies of the whole correspondence, and indicated to him that it would save time if he authorized me to deal with this specific subject as he did on a previous occasion.

I do not apprehend there will be the slightest difficulty in making arrangements suitable to all parties, and my communications with you were addressed as Trade Commissioner, and not as representing the Post Office Department specifically, because whatever is done by me must have the sanction of that Department; but to save time I inaugurated the correspondence with you. I shall no doubt hear from Dr. Coulter in due course.

I have, &c.,

W. A. BEDDOE,

Canadian Trade Commissioner.

The Hon. the Postmaster-General, Wellington.

[Vanc. Misc. 13/77.]

No. 59.

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

SIR,—

General Post Office, Wellington, 13th August, 1913.

I have the honour to bring under your notice that the irregular despatch of the Vancouver mail-steamers from Auckland is the cause of inconvenience to both the public and this Department. Each one of the six last trips has been commenced on the day following the due date, the time of departure ranging from 5.15 a.m. to 11 p.m.

The postponement of the despatch of the vessel on the day of departure from hour to hour interferes with the arrangements made in the Post Office for the despatch of the mail. If the vessel were to sail always at the same time the mail would be closed always at the same hour, and the making of satisfactory arrangements for its despatch thus facilitated. The postponement of the closing of the mails at the last moment for an hour or two cannot be of any advantage to the general public, and the irregular despatches must be inconvenient to the business community. It is desirable that the advertised time of closing the mail should be adhered to; but if this is to be done, clearly the constant postponement of the time of departure of the steamers must cease.

The inconvenience caused to business people by the present arrangement is strongly represented to this Department by the Canadian Trade Commissioner. He states that merchants have to stay up all night, as they do not know at what hour they may have to complete their documents. He suggests that the steamers arrive in Auckland sufficiently early to enable them to sail promptly at noon on Saturdays. Presumably the Commissioner writes as the representative of the important interests committed to him as Trade Commissioner.

This Department, in giving permission for the time of departure from Auckland to be postponed at your company's discretion, provided there was no reason to apprehend that Vancouver would not be reached on the due date, did not anticipate that the despatch of the steamers would be so very irregular as it has proved, and I shall now be glad to learn what your company proposes to do to remedy the present unsatisfactory arrangement.

I have, &c.,

W. R. MORRIS, Secretary.

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

Vanc. Misc. 13/75-6.]

No. 60.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 14th August, 1913.

With reference to your letter [No. 54] *re* Vancouver mail-service, I beg to advise that on the occasion referred to the "Makura" unfortunately did not succeed in getting pratique at Suva on the 8th ultimo, and was thus detained there until noon next day. We have not yet received the commander's report, but apparently the conditions attending the voyage from Suva were not favourable to making up lost time, as we had expected.

The reason for the delayed sailing from Auckland was that an unusually large shipment of cold-storage cargo had to be taken aboard, and the shippers' arrangements for delivering it to the ship were not complete for rapid handling. The experience thus gained has led to a great improvement, and the steamers will have no difficulty in getting good despatch in future. Had the "Makura" left Auckland two hours or an hour earlier she would have obtained pratique at and sailed from Suva on the time-table date.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

Vanc. Misc. 13/88.]

No. 61.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 14th August, 1913.

SIR,—

The shipments of cold-storage cargo from Auckland have increased to quite an unexpected extent for the last few voyages, and from inquiries we have made we expect these to continue up to and including March, 1914. Although we have not sought to change the sailing-hour, 3 p.m. Friday, because it did not appear certain that the heavy shipments would continue, we now beg to suggest that, for the convenience of shippers and all concerned, the sailing-hour might be altered to 10 a.m. sharp on Saturday. We would then arrange that the steamers would not under average weather-conditions fail to reach Suva in time to sail again on Tuesday and reach Vancouver on their time-table dates.

We shall be much obliged for your assent to this proposal at your earliest convenience, so that we may announce the change of sailing-hour for sailings up till March inclusive. We need hardly mention that this would allow the despatch of mails a day later from southern points to make connection at Auckland.

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 13/87.]

No. 62.

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

SIR,—

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

In reference to your letter of the 14th instant, asking that the starting-time of the Vancouver mail-steamer from Auckland be fixed at 10 a.m. on Saturdays, I have the honour to inform you that the Postmaster-General agrees to the vessel being despatched from Auckland on Saturdays at 10 a.m. until the end of March of next year, on the condition that your company gives a guarantee that the connection with the eastward-bound mail-trains from Vancouver will not be missed.

I have, &c.,

W. R. MORRIS, Secretary.

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

[P. & T. 36/8.]

No. 63.

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

SIR,—

General Post Office, Wellington, 23rd September, 1913.

I have the honour to inform you that the Union Steam Ship Company of New Zealand (Limited) requested that the schedule time for the despatch of the Vancouver mail-steamer from Auckland be altered from 3 p.m. on Friday to 10 a.m. on Saturday up to March, 1914, to meet the convenience of shippers and others. Assuming the approval of the Minister of Trade and Commerce of Canada, this Department has approved of the alteration of the starting-time on the condition that the company gives a guarantee that the connection with the eastward-bound mail-trains from Vancouver will not be missed. I should be glad if you would send me time-tables of the trains.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. R. MORRIS, Secretary.

No. 64.

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

SIR,—

General Post Office, Wellington, 25th September, 1913.

I have the honour to inform you that it is reported in the public Press that the Canadian Government has contracted with the chief Canadian steamship lines to carry British mails exclusively in future, and that no British-Canadian mails will reach New York. I should be obliged if you would furnish me with particulars of the service referred to; also inform me whether New Zealand mails via Vancouver are forwarded by this service. If they are so forwarded, kindly let me know the dates and times of departure from the Canadian port, and the due dates of arrival in London.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. R. MORRIS, Secretary.

[P. & T. 36/1.]

No. 65.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 22nd October, 1913.

SIR,—

Referring to the recent arrangement whereby these [Vancouver] steamers are to be despatched from Auckland at 10 a.m. sharp on Saturday, I beg to mention that the "Marama," 30th August, did not get away until 11 a.m., and we have ascertained from our Auckland manager that, although she was not quite ready to sail at 10 a.m. sharp, your Department had asked for postponement for half an hour.

In view of the urgency of prompt arrival at Fiji to ensure departure from there on Tuesday, we shall be much obliged if your Department can arrange to avoid requiring postponement of sailings from Auckland.

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[P. & T. 36/8.]

No. 66.

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

SIR,—

Post Office Department, Ottawa, Canada, 24th October, 1913.

With reference to your communication of the 25th ultimo asking to be furnished with particulars concerning the direct service between Canada and Great Britain recently inaugurated, and asking to be advised whether New Zealand mails via Vancouver are forwarded by this service, I have the honour to inform you that, as stated in my letter of the 11th instant [not printed], this Department inaugurated on the 1st May last a direct service between Canada and Great Britain, tri-weekly in summer and semi-weekly in winter, and that since that date mails from New Zealand for the United Kingdom sent by way of Vancouver are conveyed by this new steamship service except in cases where they can be despatched more expeditiously by way of New York.

I enclose for your information schedules [not printed] showing the sailings during the coming winter.

I have, &c.,

R. M. COULTER,
Deputy Postmaster-General.

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

[P. & T. 36/1.]

No. 67.

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

(Telegram.)

Ottawa, Ont., 25th October, 1913.

Is it to be understood that Union Steam Ship Company guarantees change from Friday to Saturday sailing from Auckland will not delay arrival at Vancouver? Steamers now scheduled to arrive Vancouver Tuesday, but usually arrive Wednesday, sometimes Thursday. Interval between arrival and departure steamer now reduced at times to thirteen days, which is all too short for Eastern Canada. Therefore would like assurance from Union Steam Ship Company that this interval will not be further reduced—that is, would like assurance that later sailing from Auckland does not mean later arrival Vancouver. Eastbound transcontinental trains leave Vancouver semi-daily.

No. 68.

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

(Telegram.)

Wellington, 28th October, 1913.

FOLLOWING cable message has been received from Deputy Postmaster-General, Ottawa. [See No. 67.] Be good enough to let me have assurance asked for by Canadian Post Office.

No. 69.

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

(Telegram.)

Dunedin, 29th October, 1913.

REFERRING your wire 28th, under normal conditions steamers leaving Auckland Saturday forenoon will reach Vancouver Tuesday. We keep this in view. Am writing fully.

No. 70.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 31st October, 1913.

Referring to your telegram of the 28th instant and our reply thereto, regarding the communication you received from the Deputy Postmaster-General, Ottawa, as to the time of arrival of the Canadian-Australasian line mail-steamers at Vancouver, I have the honour to confirm that we quite understood when we arranged with you to make the sailing-hour from Auckland 10 a.m., Saturday, that we were expected to see that the steamers arrived at Vancouver on their due day—viz., Tuesday. In ordinary circumstances we do not apprehend difficulty in their doing so, and I would like to point out that on each occasion on which they have not done so the delay has been due to unusual conditions. For instance, the "Marama," due at Vancouver on Tuesday, 16th September, arrived at daylight on the Thursday. The delay in her case was due to detention at Suva owing to quarantine regulations in force there, and further

detention was caused off Cape Flattery by dense fog. The "Makura," due at Vancouver on Tuesday, 22nd July, arrived at 6 p.m. on Wednesday; she also was delayed at Suva by quarantine requirements, and was detained some six hours off Cape Flattery by fog. The "Niagara" last week, as you know, left Auckland late owing to the washout on the Main Trunk line, but notwithstanding this we gather from cable advice from Suva that she was off that port at noon on Tuesday, but was delayed by fog until daylight Wednesday, so it is quite probable that she may not reach Vancouver until Wednesday. These, of course, are detentions that might upset any time-table, but, given a relaxation of the quarantine restrictions at Suva and normal weather-conditions, we anticipate being able to avoid any cause for further question about their arrivals at Vancouver.

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

No. 71.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
(Telegram.) Wellington, 6th November, 1913.

NOT apprehended postponed departure Auckland will shorten interval between arrival at and departure from Vancouver. Union Company guaranteed steamers would arrive Vancouver Tuesday. States failures due to unusual conditions.

No. 72.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
General Post Office, Wellington, 6th November, 1913.

I have the honour to acknowledge the receipt of your cable message of the 25th ultimo and to confirm my reply of to-day respecting the alteration of the starting-time from Auckland of the Auckland-Vancouver mail-service from 3 p.m. on Friday to 10 a.m. on Saturday, up to March, 1914.

As I have said in the reply, it is not apprehended that the interval between the arrival of the steamer at and its departure from Vancouver will be shortened in ordinary circumstances. The Union Steam Ship Company guaranteed that if the alteration in the starting-time were made the steamers would arrive at Vancouver on the due day—viz., Tuesday. The company states that on each occasion on which the vessels have not done so the failure has been due to unusual conditions.

The "Makura," which was due at Vancouver on Tuesday, the 22nd July, and arrived at 6 p.m. on the 23rd, was delayed at Suva owing to quarantine regulations, and further delayed off Cape Flattery by fog.

The "Marama," which was due on Tuesday, the 16th September, and arrived at daylight on the 18th idem, was also delayed at Suva and off Cape Flattery from the same causes.

The departure of the "Niagara," which left Auckland on Saturday, the 25th ultimo, was delayed by a washout on the railway. Notwithstanding this she was off Suva at noon on the 28th idem, but was delayed by fog until daylight next day, so that it is probable she will not reach Vancouver until Wednesday, the 12th instant.

Given a relaxation of the quarantine regulations at Suva and normal weather-conditions, it is not anticipated that there will be cause for complaint in future regarding late arrivals of the contract vessels at Vancouver.

I have, &c.,

The Deputy Postmaster-General, Ottawa.

W. R. MORRIS, Secretary.

No. 73.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.
(Telegram.) Ottawa, Ont., 7th November, 1913.

If assurance Union Steam Ship Company to arrive Vancouver lived up to this Department will agree Saturday sailing from Auckland.

No. 74.

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

SIR,—

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

In reference to your letter of the 31st ultimo, respecting the agreement that the starting-time of the Vancouver mail-steamer from Auckland be altered to 10 a.m. on Saturdays until the end of March next, I have the honour to inform you that the Canadian Post Office approves of the arrangement conditionally on your company adhering to the undertaking that the vessel will arrive at Vancouver on the Tuesday.

I have, &c.,

F. V. WATERS,
Assistant Secretary.

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

[Acknowledged 14th November, 1913.]

No. 75.

The SECRETARY, General Post Office, Wellington, to the DEPUTY POSTMASTER-GENERAL, Ottawa.
 SIR,— General Post Office, Wellington, 10th November, 1913.

I have the honour to acknowledge the receipt of your cable message of the 7th instant in reply to mine of the 6th idem, as follows: [See No. 73.]

My letter of the 6th instant fully explains the position. There should in future be no failure of the vessels to keep to the time-table except under abnormal conditions. The company has been informed of your concurrence in the arrangement conditionally on its keeping strictly to the undertaking that vessels will not arrive late at Vancouver.

I have, &c.,
 The Deputy Postmaster-General, Ottawa. W. R. MORRIS, Secretary.

No. 76.

The DEPUTY POSTMASTER-GENERAL, Ottawa, to the SECRETARY, General Post Office, Wellington.
 SIR,— Post Office Department, Ottawa, 13th November, 1913.

With reference to your letter of the 23rd September last, stating that the Union Steam Ship Company of New Zealand (Limited) requested that the schedule time for the despatch of the Vancouver mail-steamer from Auckland be altered from 3 p.m. on Friday to 10 a.m. on Saturday up to March, 1914, to meet the convenience of shippers and others, and that assuming the approval of the Minister of Trade and Commerce of Canada, your Department has approved of the alteration of the starting-time on the condition that the company gives a guarantee that the connection with the eastward-bound mail-trains from Vancouver will not be missed, I beg to confirm telegrams, reading [see Nos. 67 and 73], and to enclose time-table of the Canadian Pacific Railway Company [not printed], giving, on page 59, schedule of the Union Steam Ship Company's steamers arriving at Vancouver, and on page 13, schedule of trains leaving Vancouver for the East.

I have, &c.,
 The Secretary, General Post Office, Wellington. R. M. COULTER,
 Deputy Postmaster-General.

No. 77.

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

SIR,— General Post Office, Wellington, 8th December, 1913.
 In reference to your letter of the 22nd October last, on the subject of the time of despatch from Auckland of the R.M.S. "Marama" on the 30th August, I have the honour to inform you that this Department required the vessel to be detained for half an hour, as a large amount of correspondence received by the Main Trunk express train at 7 a.m. was not disposed of in time to enable the mail for the "Marama" to be placed on board by 10 a.m.

The Chief Postmaster, Auckland, has been instructed that only in the case of the most pressing necessity is the Department to call for the detention of the vessel after 10 a.m.

I have, &c.,
 The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin. F. V. WATERS,
 Assistant Secretary.

[P. & T. 36/8.]

No. 78.

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

SIR,— General Post Office, Wellington, 16th January, 1914.
 In reference to the arrival of the R.M.S. "Makura" at Vancouver on the 13th instant, I beg to inquire whether your company has any information accounting for the delay of three days between Auckland and Vancouver.

I have, &c.,
 The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin. F. V. WATERS,
 Assistant Secretary.

No. 79.

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

SIR,— General Post Office, Wellington, 28th January, 1914.
 I have the honour to refer to the voyage of the R.M.S. "Marama" from Vancouver to Auckland ended on the 15th instant, which occupied forty-two hours in excess of the contract-time, and shall be glad of any reason your company may have to offer why the penalty of £30, due under clause 23 of the contract, for the delay should not be imposed.

I have, &c.,
 The General Manager, Union Steam Ship Company of New Zealand (Limited), Dunedin. F. V. WATERS,
 Assistant Secretary.

No. 80.

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

SIR,—

General Post Office, Wellington, 18th February, 1914.

In reference to the Secretary's letter of the 27th August, 1913, conveying the Postmaster-General's consent to the Vancouver mail-service steamer being despatched from Auckland on Saturdays, at 10 a.m., until the end of next month, I have the honour to inquire why the R.M.S. "Marama" was not despatched on Saturday, the 14th instant, until 5.30 p.m.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 81.

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 February, 1914.

SIR,—

In response to your favour of the 18th instant *re* delayed sailing of R.M.S. "Marama" from Auckland, 14th instant, I have to submit the explanation that heavy rain compelled the operation of loading perishable cargo into the refrigerated chambers to be suspended, so that, although in ordinary weather-conditions the steamer would have sailed practically at 10 a.m., it was found impracticable to get her away until 5.30 p.m.

Trusting this will be considered a satisfactory reason for the delayed sailing,

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

No. 82.

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 February, 1914.

SIR,—

In response to your favour of the 28th ultimo, I have to report that this steamer ["Marama"] encountered very heavy weather from the south-west, which continued practically all the way from Cape Flattery to Honolulu, causing her to arrive at that port one day late. After leaving Honolulu a severe westerly gale was contended with, culminating in hurricane conditions, which necessitated reduction of speed. The captain estimated that time lost during this adverse weather was equal to three hundred miles. This resulted in a further delay of a day in the arrival at Suva, and accounts for the late arrival at Auckland.

Trusting this will be considered a satisfactory explanation,

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

No. 83.

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

SIR,—

General Post Office, Wellington, 2nd March, 1914.

I have the honour to ask for a reply to my letter of the 16th January last, inquiring whether your company had any information accounting for the delay of three days in the voyage of the R.M.S. "Makura" between Auckland and Vancouver ended on the 13th idem.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

[P. & T. 36/8.]

No. 84.

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

SIR,—

General Post Office, Wellington, 6th March, 1914.

In reference to your letter of the 25th ultimo, regarding the late arrival at Auckland of the R.M.S. "Marama" in January last, I have the honour to inform you that, as the delay was due to a cause beyond your company's control, the Postmaster-General has decided that the penalty is not to be imposed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 85.

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

SIR,—

General Post Office, Wellington, 8th April, 1914.

I have the honour to refer to the despatch of the R.M.S. "Makura" from Auckland on the 24th instead of the 20th December last, and to inquire the reason for the delay.

I have, &c.,

G. B. DALL,

Assistant Secretary.

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

No. 86.

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

SIR,—

General Post Office, Wellington, 26th May, 1914.

I have the honour to remind you that I have not yet received your replies to my letters of the 16th January and 2nd March last, inquiring the reason for the delay of the R.M.S. "Makura" on the voyage between Auckland and Vancouver begun on the 24th December; or to mine of the 8th ultimo inquiring the reason for the despatch of the "Makura" from Auckland on the 24th instead of the 20th December.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 87.

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

Wellington, 2nd June, 1914.

WERE any New Zealand mails on "Empress Ireland"?

[P. & T. 26/26.]

[Confirmed 11th June, 1914.]

No. 88.

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

Ottawa, Ontario, 2nd June, 1914.

No mails.

No. 89.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 16th June, 1914.

SIR,—

Referring to your letter of the 26th ultimo, I have to express regret that your previous inquiries, regarding the movements of the "Makura" December north and January south, had not been attended to. The inquiries were held over pending the receipt of voyage reports which had gone astray, and am sorry to say that when they came to hand your inquiries were lost sight of.

The "Makura" on the voyage in question was due to leave Sydney on 15th December, but owing to the waterside strike could not obtain a crew, and was unable to sail until 18th. Arriving at Auckland on 22nd at 6 p.m., she was unable to ship the large cargo of perishable products and get under way again before 2.38 p.m. on 24th. The delay at Auckland was in a measure due to the inexperienced labour available. From Auckland to Vancouver progress was retarded on account of the unsatisfactory manning in the stokehold, due to the waterside strike referred to, and further delay was caused by very unfavourable weather-conditions between Auckland and Suva and between Suva and Honolulu, and again for some time after leaving Honolulu. In fact, the voyage report shows very unfavourable weather-conditions prevailed from Auckland to Victoria, so that instead of making up time as would have been done with the usual experienced crew and ordinary weather-conditions more time was lost, and the vessel was unable to reach Victoria until the afternoon of 12th January instead of due date, 6th January.

We trust that the extraordinary conditions under which the voyage was performed will be considered a satisfactory explanation of the delayed movements.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

CALL AT FANNING ISLAND.

No. 90.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 20th March, 1913.
I have the honour to acknowledge the receipt of your letter of the 10th January last [No. 85, F.—6, 1913] with regard to the desire of the Pacific Cable Board for the call of the Vancouver mail-steamers at Fanning Island.

In reply, I have to inform you that the contents of your letter were duly conveyed to the Chairman of the Board, and I now enclose, for your information, a copy of his reply.

I have, &c.,

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

THOS. MACKENZIE.

[Vanc. Misc. 13/28.]

Enclosure in No. 90.

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

SIR,— Queen Anne's Chambers, London S.W., 3rd March, 1913.

I beg to acknowledge receipt of your letter dated the 28th ultimo [not printed], communicating the decision of your Government relative to mail-steamer communication with Fanning Island, which I am sure will be a source of extreme regret to the Board.

As you are aware, the Board have not made arrangements of any kind with the "Kestrel," and do not propose to do so; and it seems a pity that the New Zealand Government should have allowed itself to be influenced by a statement devoid of any authority.

I have, &c.,

H. W. PRIMROSE, Chairman.

The High Commissioner, 13 Victoria Street, London S.W.

[Vanc. Misc. 13/27.]

No. 91.

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

SIR,—

General Post Office, London, 9th April, 1913.

With reference to your letter of the 12th March, 1912 [see No. 186, F.—6, 1912], and previous correspondence, relative to the mail-service to Fanning Island, I am directed by the Postmaster-General to inform you that, according to a letter received from the Pacific Cable Board, the cable steamer "Iris" will leave Auckland for Fanning Island early in June next.

The Postmaster-General proposes to take advantage of this opportunity for the despatch of correspondence for Fanning Island, and all such correspondence received in time will be forwarded as it comes to hand in the mails for Auckland for onward transmission by the "Iris." The last of the correspondence to connect with that steamer will be forwarded in the mail to be despatched from this office via Suez on the 25th instant, which is due at Auckland on the 1st June.

The Postmaster-General will be glad if you will make the necessary arrangements for the onward transmission of this correspondence and of all parcels for the island reaching your office before the sailing of the steamer.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

[P.O. 11/345(2).]

[Acknowledged, 30th May, 1913.]

No. 92.

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

SIR,—

General Post Office, Wellington, 8th May, 1913.

I have the honour to inform you that a further communication [see enclosure in No. 90] has been received from the Pacific Cable Board relative to the desire of the Board that the contract steamers engaged in the Vancouver service should make periodical calls at Fanning Island. The objection hitherto has been that too much time would be taken up with the calls, but with the advent of a vessel of the class of the "Niagara" it is possible that the call can be made without any appreciable delay. The Board, I understand, is prepared to pay a reasonable sum for the convenience. I should be glad to have an expression of your opinion on the subject.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Vanc. Misc. 13/31.]

No. 93.

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, 28th May, 1913.

SIR,—

In reply to your favour of the 8th instant, I have the honour to inform you that from time to time various negotiations have taken place between the company and the chairman of the Pacific Cable Board with reference to further calls at Fanning Island, and proposals have been made by us which have not been satisfactory to the Board.

I have no further proposal to make, but shall be glad to discuss the matter with a representative of the Board at any time if it is desired to reopen the question.

I may say the call at Fanning Island involves a considerable detour, at some expense, and probable loss of a day. This aspect of it was referred to the late Postmaster-General some time ago, when he indicated that the Government would not be agreeable to any extension of time to permit of the call at Fanning Island.

I have, &c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Vanc. Misc. 13/35.]

[Acknowledged, 2nd June, 1913.]

No. 94.

The SECRETARY, General Post Office, Wellington, to the MANAGER IN THE PACIFIC, Pacific Cable Board, Sydney.

SIR,—

General Post Office, Wellington, 2nd June, 1913.

I have the honour to inform you that a further letter [enclosure in No. 90] having been received by this Department from your Board, relative to the desire of the Board that the contract steamers engaged in the performance of the Vancouver mail-service should make periodical calls at Fanning Island, I communicated with the Union Steam Ship Company suggesting that the use in the service of the s.s. "Niagara" might enable the call to be made without any appreciable delay. I now enclose for your information a copy of the reply, from which you will observe that the company is prepared to discuss the matter with a representative of the Board at any time if it is desired that the question be reopened.

I have, &c.,

W. R. MORRIS, Secretary.

The Manager in the Pacific, Pacific Cable Board, 64 Pitt Street, Sydney.

[Vanc. Misc. 13/45.]

No. 95.

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

SIR,—

General Post Office, London, 4th October, 1913.

With reference to your letter of the 30th May last [not printed] and previous correspondence, relative to the mail-service to Fanning Island, I am directed by the Postmaster-General to inform you that, according to a letter received from the Pacific Cable Board, the steamer "Kestrel" will leave Honolulu for Fanning Island on the 4th December next, and about the 29th January and 26th March, 1914. The Pacific Cable Board asks that all correspondence for the island (including parcels) may be forwarded by these opportunities.

Arrangements are accordingly being made for correspondence for Fanning Island, other than parcels, received by this office in time to be despatched to Honolulu via Vancouver for onward transmission by each sailing of the "Kestrel." As you are aware, parcels from this country for Fanning Island are forwarded, as they come to hand, to New Zealand for onward transmission, and the Postmaster-General will be glad if advantage can be taken of the sailings of the "Kestrel" for the despatch of parcels for the island in accordance with the request of the Pacific Cable Board.

I have, &c.,

E. W. FARNALL.

The Hon. the Postmaster-General, Wellington.

[P.O. 11/345(2).]

No. 96.

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

SIR,—

General Post Office, Wellington, 22nd November, 1913.

In reference to your letter of the 4th ultimo, respecting the arrangements for the despatch of correspondence and parcels for Fanning Island by the "Kestrel," leaving Honolulu for Fanning Island on the 4th proximo and on the 29th January and 26th March next, I have the honour to inform you that this Administration has no objection to parcels for Fanning Island being forwarded as proposed. I should be glad, however, if you would send copies of the parcel-bills to this office for accounting purposes.

I have, &c.,

W. R. MORRIS,

For the Postmaster-General.

The Secretary, General Post Office, London.

No. 97.

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

General Post Office, London, 29th January, 1914.

With reference to your letter of the 22nd November last, relative to the mail-service to Fanning Island, I am directed by the Postmaster-General to state that the letter from this office of the 4th October appears to have been misunderstood in so far as it relates to parcels.

In the letter in question it was intended to suggest that, in accordance with the request of the Pacific Cable Board, all parcels for Fanning Island on hand at your office should, if possible, be forwarded to Honolulu for onward conveyance by the steamer "Kestrel," sailing from Honolulu for the island. This office has no means of sending parcels for Fanning Island direct to Honolulu, since, as you are no doubt aware, the United States Post Office does not accept transit parcels, and the practice of forwarding all parcels for Fanning Island in the mails for New Zealand will be continued. It occurred to the Postmaster-General, however, that as there is a direct steamship service between New Zealand and Honolulu, your Administration would probably be able to arrange for the transmission via Honolulu of parcel mails for Fanning Island without the intervention of the Honolulu Post Office.

He will be glad if you will let him know whether this assumption is correct, and whether it is the actual practice of your office to take advantage of the sailings from Honolulu for the onward transmission of parcels for Fanning Island.

I have, &c.,

E. W. FARNALL.

The Hon. the Postmaster-General, Wellington.

[P. & T. 36/34.]

No. 98.

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

General Post Office, Wellington, 26th March, 1914.

In reference to your letter of the 29th January last, I have the honour to inform you that this Department despatches parcel-mails for Fanning Island regularly from Auckland via Honolulu, and also despatches them direct by the cable-steamer "Iris" as opportunity offers.

I have, &c.,

W. R. MORRIS.

The Secretary, General Post Office, London.

For the Postmaster-General.

AUSTRALIA-SUEZ SERVICE.

WELLINGTON-SYDNEY CONNECTION, ETC.

No. 99.

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

SIR,—

General Post Office, Wellington, 11th April, 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 4th instant, and shall be glad of any reason you may wish to offer why the penalty for late arrival should not be enforced.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Suez Conn. 13/68.]

No. 100.

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

Union Steam Ship Company of New Zealand (Limited),

SIR,—

Dunedin, 21st April, 1913.

Referring to the failure of the s.s. "Warrimoo" to make the mail-connection on the voyage from Wellington to Sydney leaving former port on the 4th instant, I have the honour to enclose for your information an extract from the vessel's log, signed by the commander.

On arrival of the vessel at Dunedin on Saturday full inquiry in regard to the defects in the propelling machinery, which delayed the vessel, also with reference to the inferior quality of bunker coal, was made by our acting superintending engineer, Mr. J. Smith, whose report I beg to enclose herewith [not printed].

With a view of preventing any recurrence of the delay experienced on the voyage in question, it has been decided to withdraw the "Warrimoo" from commission on the vessel's return to Dunedin from Melbourne on the 6th May, and she will then be fitted with four new furnaces, which our superintending engineer reports will have the effect of overcoming the troubles experienced on the passage under review.

The coal in question was purchased by us through the ordinary channels, and was understood to be of usual good quality, but I regret that this was not the case, and trouble in keeping steam was experienced in those other vessels of the fleet which were supplied with the balance of the coal in question.

I respectfully venture to hope that under the circumstances of the case the Minister will see his way to waive the penalty for the failure to connect.

I have, &c.,

D. A. AIKEN,

Assistant General Manager.

The Secretary, General Post Office, Wellington.

[Suez Conn. 13/70.]

No. 101.

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

SIR,—

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

I have the honour to refer to your letter of the 30th ultimo [not printed] and to previous correspondence relating to the late arrival at Sydney of the s.s. "Warrimoo" on the voyage commenced at Wellington on the 4th ultimo, and to inform you that in consideration of the fact that the failure to make the connection at Sydney was due to a cause beyond your company's control, the Postmaster-General has approved of the waiving of the penalty for the late arrival.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

Suez Conn. 13/77.]

[Acknowledged 16th May, 1914.]

No. 102.

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

SIR,— Wellington Chamber of Commerce, Wellington, 4th August, 1913.

At the meeting of my Council held to-day I was directed to respectfully draw your attention to the fact that the "Warrimoo" is advertised as resuming her old running in the Melbourne-Wellington-Sydney trade, and to inquire, in view of the uncertainty of the mails carried by her connecting with the Suez mail-steamer, whether you will take such steps as are necessary to ensure the connection with the English mail-steamer at Adelaide.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. D. VICKERY, Secretary.

[Suez Conn. 13/89.]

No. 103.

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

SIR,— Wellington Chamber of Commerce, Wellington, 4th August, 1913

In connection also with the Suez service, I was asked if the Postal Department could make a practice of publicly intimating when the steamer from Wellington does not connect with the English mail-steamer, as this is a matter of considerable import to merchants and the business community generally.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

H. D. VICKERY, Secretary.

[Suez Conn. 13/113.]

No. 104.

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

SIR,— General Post Office, Wellington, 7th August, 1913.

This Department understands that it is the intention of your company to again place the s.s. "Warrimoo" in the Wellington-Sydney service. If this information is correct, I should be glad if you would reconsider the decision. During the twelve months prior to her being removed from the service the "Warrimoo" made eight trips. On three occasions she arrived in Sydney in time to make a connection with the ordinary mail-train leaving for Adelaide on the Tuesday, and on the five others she missed that connection. On the latter occasions she arrived twice late on Tuesdays and three times she arrived on Wednesdays. When she arrived late on the Tuesdays the mails were forwarded by special trains at the cost of this Department; and when she arrived on Wednesdays, once the mails made the close connection, as the Orient steamer left Adelaide on the Friday, and twice the mails were delayed in Sydney for a week, and consequently arrived late in London, much to the public inconvenience.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Suez Conn. 13/88.]

No. 105.

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

SIR,— General Post Office, Wellington, 8th August, 1913.

In reference to your letter of the 4th instant, on the subject of the mail-service between New Zealand and the United Kingdom via Suez, I have the honour, by direction, to inform you, in regard to the request that intimation be given to the public when the close connection in Australia is missed, that for some years past such information, which is received by cable message from the Post Office of the Commonwealth, has been promptly distributed to the Press and announced at post-offices.

I have, &c.,

W. R. MORRIS, Secretary.

The Secretary, Chamber of Commerce, Wellington.

[Suez Conn. 13/115.]

No. 106.

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, 9th August, 1913.

I have the honour to acknowledge receipt of your letter of the 7th instant, in reference to the "Warrimoo" resuming the Wellington-Sydney service.

I note that she failed to connect with the mails on two occasions out of eight last year, and we regret that this should have been so.

The "Warrimoo" will in future be merely a relieving ship, and it is not intended to employ her permanently in the Wellington-Sydney service. In the present case she is relieving the "Willochra," which is replacing the "Aorangi" temporarily in the San Francisco mail-service.

I may say that the "Warrimoo" has recently received a thorough overhaul, and has been fitted with new furnaces, so that we do not anticipate there will be any cause for complaint about her missing the mail-connection in the future unless owing to tempestuous weather.

I have, &c.,

D. A. AIKEN,

The Secretary, General Post Office, Wellington.

Assistant General Manager.

[Chamber of Commerce informed, 13th August.]

[Suez Conn. 13/92.]

No. 107.

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

Postmaster-General's Department, General Post Office,

SIR,—

Sydney, 28th November, 1913.

In confirmation of my cablegram [not printed] of even date, I have the honour to inform you that, as the departure of the Union Company's vessels is uncertain, 1,127 bags of mails, 49 hampers, and 3 boxes of mail-matter were despatched by the White Star Company's "Zealandic" at noon on the 25th instant, and that they should arrive at Auckland at about noon on Sunday, the 30th idem. The particulars of the mails despatched are as follows:—

From Sydney	...	...	321 bags and 33 hampers (including 18 for H.M. ships).
„ Melbourne	...	...	133 bags and 9 hampers.
„ Adelaide	...	...	13 bags.
„ Tasmania	...	...	7 „
„ Western Australia	...	...	17 „
„ Queensland	...	...	32 „
„ London	...	...	522 „
„ Europe and India	...	...	82 bags and 7 hampers and 3 boxes.
In all	...	...	1,127 bags, 49 hampers, and 3 boxes.

I would explain that the despatch of the mails per "Zealandic" was determined upon owing to the fact that the Union Company's "Manuka," which was advertised to leave Sydney for Wellington on Saturday, the 22nd instant, has been detained at Sydney owing to the refusal of the crew to work. It may be mentioned also that the company could give no assurance as to when the vessel was likely to leave. Two hundred bags of mails were placed on board the "Manuka" on Saturday last, and had to be brought back to the G.P.O., Sydney, as, in the absence of labour, they could not be shipped.

Messrs. Dalgety and Co. notified this office that the "Zealandic" would leave for Auckland at noon on the 25th, and as the Union Company could give no definite information as regards the movements of its vessels, the mails were transhipped from the "Manuka" to the "Zealandic."

"The Zealandic" is a non-contract vessel, and poundage rates (2s. per pound for letters and 4s. per hundredweight for other articles) must be paid on all mails forwarded. The poundage rates on Commonwealth mails will be paid to the agents in Sydney, but, as the weights of the mails from London, Europe, and India are not known here, settlement therefor should be made in New Zealand.

I have, &c.,

A. J. ARNDELL,

The Secretary, General Post Office, Wellington.

For Deputy Postmaster-General.

No. 108.

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

(Telegram.)

Wellington, 29th November, 1913.

"MAUNGANUI" has mixed crew. In event late arrival Sydney, kindly arrange special train onward for mail-connection steamer.

No. 109.

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

(Telegram.)

Sydney, 3rd December, 1913.

"MAUNGANUI" arrived Tuesday, 5.55 p.m. Your mails forwarded by special train.

No. 110.

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

SIR,—

General Post Office, Wellington, 9th December, 1913.

In reference to the late arrival at Sydney of the s.s. "Maunganui" on the trip commenced on the 28th ultimo, I have the honour to inform you that, as the failure was due to a cause in the opinion of the Postmaster-General beyond the control of your company, it has been decided that the penalty for late arrival is not to be imposed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 111.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 13th December, 1913.

SIR,—

We are in receipt of your letter of the 9th instant, and thank you for the information that under the special circumstances it has been decided not to impose any penalty with regard to the late arrival of the "Maunganui" in Sydney on the 2nd instant.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HUGHES, Secretary.

No. 112.

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

Postmaster-General's Department, General Post Office,
Sydney, 15th December, 1913.

SIR,—

Referring to your cablegram of the 29th ultimo, I have the honour to inform you that, in confirmation of my telegram of the 3rd instant, a special train was engaged for forward southern mails ex s.s. "Maunganui," received here on the 2nd idem. This office was advised by the Union Steam Ship Company that a radio message had been sent to the captain of the "Maunganui" instructing him to have all foreign and southern mails ready for landing at Watson's Bay. This message was received by the "Maunganui" at 12.41 p.m. on the 2nd instant, but the instructions were not complied with. Had the instructions been observed all the mails could have caught the Melbourne express at 8 p.m., thereby obviating the necessity for a special train.

I have, &c.,

E. J. YOUNG,

Deputy Postmaster-General.

The Secretary, General Post Office, Wellington.

[P. & T. 36/11.]

No. 113.

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

SIR,—

General Post Office, Wellington, 29th December, 1913.

In reference to the arrival at Sydney of the s.s. "Maunganui" on the 2nd instant, at 5.55 p.m., I have the honour to inform you that your company announced to the Sydney Post Office that a radio message had been sent to the master instructing him to have all foreign and southern mails ready for landing at Watson's Bay. Although the instructions were received on the "Maunganui" on the 2nd instant at 12.41 p.m., they were not complied with. Had the mails been sorted as directed a connection would have been made with the express train which left Sydney for Melbourne at 8 p.m., thus obviating the necessity for a special train to be engaged at the cost of this Department.

I shall be glad of an explanation of the failure to have the mails ready for landing as instructed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 114.

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

Union Steam Ship Company of New Zealand (Limited),
Wellington, 2nd January, 1914.

SIR,—

The "Willochra," which left Melbourne on the 31st ultimo, takes the running from Wellington to Sydney on the 9th instant, on which date there is a connection with the P. and O. mail-steamer. Unfortunately, however, the bottom of the "Willochra" is in a very dirty condition, and according to advices we have received she is not capable of steaming more than about twelve knots. This is due to the fact that, owing to strike troubles, it was impossible to dock her at Sydney, and she was also unable to dock in Melbourne on account of her draught, she having taken in bunker coal for the round voyage. For the same reason she could not be docked at Port Chalmers, and nothing remains, therefore, but to allow her docking to stand over until she reaches Sydney. I regret the necessity for having to intimate to you that there is a possibility that she may miss the connection with the P. and O. mail in consequence of her reduced speed, but take the earliest opportunity of notifying you.

I have, &c.,

The Secretary, General Post Office, Wellington.

W. A. KENNEDY, Manager

No. 115.

The ASSISTANT SECRETARY, General Post Office, Wellington, to Messrs. DALGETY AND Co. (LIMITED), Wellington.

GENTLEMEN,—

General Post Office, Wellington, 6th January, 1914.

In reference to the despatch from Sydney to Auckland by the s.s. "Zealandic" on the 25th November last of mails for this Dominion, I beg to inform you that payment for the conveyance of the mails originating in the United Kingdom, Europe, and India, which is based on statistics, will be made to you when the accounts are prepared for last year. As the actual weights cannot be ascertained, payment cannot be made at poundage rates.

The Sydney Post Office informed this Department on the 28th November last that payment for the conveyance of the Commonwealth mails would be made at poundage rates to the agents at Sydney.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

Messrs. Dalgety and Co. (Limited), Agents, White Star Steamship Line, Wellington.

[Acknowledged 9th January, 1914.]

No. 116.

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

SIR,—

General Post Office, Wellington, 6th January, 1914.

I have the honour to refer to your letter of the 28th November last, reporting the despatch of mails to this Dominion by the White Star Company's "Zealandic."

Payment for the conveyance of United Kingdom and foreign mails from Australia to New Zealand is based on statistics, and the amount due to Messrs. Dalgety and Co. for the mails conveyed by the "Zealandic" will be paid when the accounts for last year are prepared. As the actual weights cannot be ascertained, payment cannot be made at poundage rates. Messrs. Dalgety and Co. have been so informed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

The Deputy Postmaster-General, Sydney.

No. 117.

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

SIR,—

General Post Office, Wellington, 6th January, 1914.

I beg to acknowledge the receipt of your letter of the 2nd instant, intimating that the s.s. "Willochra," which is to leave Wellington for Sydney on the 9th idem, will not be able to steam more than about twelve knots, owing to her not having been docked for cleaning.

The condition of the vessel is regretted, but it is hoped that she will reach Sydney in time to enable the mail-connection to be made.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 118.

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

SIR,—

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 12th January, 1914.

Adverting again to your letter of the 29th December, the report received from the "Maunganui" regarding the landing of mails at Watson's Bay, Sydney, on the 2nd December is to the effect that the radio message referred to was received on board the ship and the foreign and southern mails were sorted and ready before the ship came to an anchorage. The Post Office tender came alongside, and took delivery of a few slings of mail-bags, and then left the "Maunganui"; a second tender was waiting and took off the rest of the mails, but apparently did not reach the landing-place in time for the mails to connect with the express which left Sydney at 8 p.m.

Under the circumstances there does not seem to be any blame attachable to the officers of the "Maunganui," and we will be glad to hear, in due course, the result of your further inquiries.

I have, &c.,

The Secretary, General Post Office, Wellington.

C. HUGHES, Secretary.

No. 119.

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

SIR,—

General Post Office, Wellington, 15th January, 1914.

In reference to your letter of the 15th ultimo, reporting that the foreign and southern mails despatched from Wellington by the s.s. "Maunganui" on the trip ended at Sydney on the 2nd idem were not ready for transfer at Watson's Bay, as was instructed in a radio message to the master, I have the honour to inform you that the Union Steam Ship Company states that the radio message was received on board and the foreign and southern mails were sorted and ready before the ship came to an anchorage. The Post Office tender came alongside, and, after taking delivery of a few slings of mail-bags, left. A second tender, which was in waiting, took off the rest of the mails, but apparently it did not reach the landing-place in time for the mails to connect with the express train which left Sydney at 8 p.m.

It does not appear that the officers of the "Maunganui" were to blame. I shall, however, be glad if you will make further inquiries, and acquaint me with the result.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

The Deputy Postmaster-General, Sydney.

No. 120.

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

SIR,—

General Post Office, Wellington, 30th January, 1914.

I have the honour to refer to the telegram [not printed] from your office of the 28th instant, reporting the despatch of mails for Auckland by the s.s. "Victoria" on that date, and the engagement of a special train for the conveyance from Sydney of portion of the mail despatched from Wellington by the s.s. "Manuka" on the 23rd instant, and to confirm your action in engaging the train.

I have, &c.,

GEO. B. DALL,

Assistant Secretary.

The Deputy Postmaster-General, Sydney.

No. 121.

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

SIR,—

General Post Office, Wellington, 2nd February, 1914.

I have the honour to refer to the despatch of the s.s. "Manuka" from Wellington on the 23rd ultimo at 8.50 p.m., three hours fifty minutes late, and its arrival at Sydney on the 27th at 6 p.m., too late to enable the whole of the mails to connect with the mail-train from Sydney, and shall be glad of any reason you have to offer why the penalty due under the contract for late arrival should not be imposed.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 122.

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

SIR,—

Sydney, 6th February, 1914.

With reference to your communication of the 15th ultimo, in reply to mine of the 15th December, relative to the handling of foreign and southern mails despatched from Wellington by the s.s. "Maunganui," received here on the 2nd idem, I have the honour to inform you that from the first three or four slings of mails lowered on board the Union Steam Ship Company's tender "Potoki," sixty-six bags were placed on the Government launch "Premier," which then left the "Maunganui" for the wharf. These bags were checked on the way, and it was found that sixty-four bags were for the Melbourne express train, one for Brisbane, and one for Sydney. The remainder of the mail-bags, including Sydney bags, were placed on the "Potoki" and conveyed to the Manly cargo wharf, those bags for Sydney being mixed with the forward bags. It was therefore necessary to handle all the bags before they could be placed on the carts for conveyance to the railway-station, the Sydney bags being placed on one side until all the forward bags had been despatched. A few hampers were taken to the Union Steam Ship Company's wharf by the s.s. "Maunganui" and obtained later.

As pointed out in my communication of the 15th ultimo, the radio message was received by the "Maunganui" at 12.41 p.m. on the 2nd idem, and the steamer arrived at Watson's Bay at 5.25 p.m.

I have, &c.,

E. J. YOUNG,

Deputy Postmaster-General,

The Secretary, General Post Office, Wellington.

No. 123.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 9th February, 1914.

SIR,—

In reply to your letter of the 2nd February, regarding the despatch of the "Manuka" from Wellington on the 23rd ultimo, the steamer's hull was very foul consequent on the idle time during the recent labour troubles, and a large cargo had to be handled at Lyttelton and Wellington. The time at both those ports was curtailed owing to her late arrival on each occasion, which arose from the poor steaming results given by inferior coal, also the result of the strike. On the last portion of the voyage between Wellington and Sydney she experienced a strong breeze and rough beam sea, but in spite of this she anchored in Watson's Bay at 5.45 p.m. on the 27th ultimo, which left two hours for the mails to be transferred to the mail-train from Sydney. Under the circumstances it is hoped that the Department will recognize that the delays arose from reasons beyond our control, and not from any disregard to the company's obligations.

I have, &c.,

C. HUGHES, Secretary.

The Assistant Secretary, General Post Office, Wellington.

No. 124.

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

SIR,—

General Post Office, Wellington, 12th February, 1914.

In reference to your letter of the 12th ultimo, regarding the transfer of mails from the s.s. "Maunganui" at Watson's Bay on the 2nd December last, I have the honour to inform you that the Sydney Post Office reports as under:—

"From the first three of four slings of mails lowered on board the Union Steam Ship Company's tender 'Potoki' sixty-six bags were placed on the Government launch 'Premier,' which then left the 'Maunganui' for the wharf. These bags were checked on the way, and it was found that sixty-four bags were for the Melbourne express train, one for Brisbane, and one for Sydney. The remainder of the mail-bags, including Sydney bags, were placed on the 'Potoki' and conveyed to the Manly cargo wharf, those bags for Sydney being mixed with the forward bags. It was therefore necessary to handle all the bags before they could be placed on the carts for conveyance to the railway-station, the Sydney bags being placed on one side until all the forward bags had been despatched. A few hampers were taken to the Union Steam Ship Company's wharf by the s.s. 'Maunganui' and obtained later."

The failure to separate the mails on the "Maunganui" appears to have caused the delay, resulting in this Department being put to the expense of paying for a special train, and I hope this office will not to have to make similar representations again.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 125.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 19th February, 1914.

SIR,—

In reply to your letter of the 12th February, regarding the transfer of mails from the "Maunganui" at Watson's Bay on the 2nd December, from further inquiries we gather that the mails were properly sorted from the "Maunganui" in the first instance, but owing to the steamer being delayed for medical inspection and being unable to proceed direct to the wharf, the mails had to be landed by launch. The Government launch "Premier" did not take the whole of the bags, and the only means of landing those left was by the company's launch "Potoki," and apparently the labourers mixed the bags.

I would remind you that at the time referred to the labour troubles were at their height, and operations were being carried on under many disadvantages, consequently there was some little confusion, which was inevitable, but I hope it will be realized that everything possible was done under the circumstances.

I have, &c.,

C. HUGHES, Secretary.

The Secretary, General Post Office, Wellington.

No. 126.

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

SIR,—

General Post Office, Wellington, 2nd March, 1914.

In reference to the letter of the 2nd January last, from the manager of your company at Wellington, intimating that the s.s. "Willochra," which was to leave Wellington for Sydney on the 9th idem, would not be able to steam more than about twelve knots, owing to not having

been docked for cleaning, and that the failure to dock the vessel at Sydney was due to strike troubles, I have the honour to inform you that as the failure of the vessel to make the mail-connection at Sydney on the 13th January was due to circumstances beyond your company's control, the Postmaster-General has decided that the penalty due under the contract for late arrival is not to be imposed.

I have, &c.,

F. V. WATERS,
Assistant Secretary.

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

[Acknowledged, 6th March, 1914.]

No. 127.

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

SIR,—

General Post Office, Wellington, 19th March, 1914.

In reference to your letter of the 9th ultimo, in the matter of the arrival at Sydney on the 27th January last of the s.s. "Manuka," at about 6 p.m., too late to enable the whole of the mails to connect with the mail-train from Sydney, I have the honour to inform you that, as the failure to make the mail-connection was due to circumstances beyond your company's control, the Postmaster-General has decided that the penalty due under the contract is not to be imposed.

I have, &c.,

GEO. B. DALL,
Assistant Secretary.

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

[Acknowledged 24th March, 1914.]

No. 128.

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

SIR,—

Postmaster-General's Department, Melbourne, 23rd March, 1914.

I have the honour to inform you that it has been brought under notice by the Deputy Postmaster-General, Sydney, that considerable difficulty has on several occasions lately been experienced by the late arrival on Tuesdays of the Union Company's boats from New Zealand with the English mails on board, and that special efforts have to be made to hurry these mails to the railway-station to catch the 8 p.m. express or "special" trains. It is stated that the New Zealand boats arrive on English mail-days when the staff can be ill spared to attend to any other business, and the men have to be detained to handle the New Zealand mail after a very busy day, and are required to work against time in their endeavour to save the chartering of a special train, or to allow the special to leave as early as possible.

2. The Deputy Postmaster-General, Sydney, goes on to say that during the late shipping trouble, in order to expedite the landing of mails, the Union Company supplied a tender on each occasion, and the ship's crew lowered the mails from the steamer into the tender; the unloading of the tender on arrival at the wharf was carried out by this Department's staff. A launch was used to land the Sydney and Brisbane portion of the mail, so that the tender could leave immediately with the "forward" portion of the mail for despatch by the express or special trains.

3. The Deputy Postmaster-General has therefore asked that the matter be represented to you with a view of some satisfactory arrangement being agreed upon, if it is impossible to arrange for the earlier arrival at Sydney of the boats on Tuesday.

4. Having reference to the dislocation of the service by the recent shipping strike, the Deputy Postmaster-General, Sydney, has submitted the following comments, viz. :—

"On some occasions the mails for New Zealand were placed on board one boat and at the last moment had to be transhipped to another. This work was performed under awkward conditions, as none of the crew were available to assist, and mails had to be hauled out of the ship's hold by block and tackle.

"The inconvenience to this Department's business has been considerable, owing to men being detached for this work at unexpected times. From the 18th November to the 16th December the estimated amount paid by this Department on account of New Zealand mails was £25 17s. 10d."

5. It is understood that your Government has an agreement with the shipping company to land the mails at Sydney in time to catch the express train leaving at 8 p.m., and I shall be glad if you will kindly favour me with advice in regard thereto.

I have, &c.,

JUSTINIAN OXENHAM, Secretary.

The Secretary, General Post Office, Wellington, N.Z.

No. 129.

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

SIR,—

General Post Office, Wellington, 26th March, 1914.

I have the honour to acknowledge the receipt of your letter of the 6th ultimo, in regard to the transfer of mails from the s.s. "Maunganui," at Watson's Bay, on the 2nd December last.

The Union Steam Ship Company has made further inquiries. It finds that the mails were properly sorted from the "Maunganui" in the first instance. Owing to the steamer being delayed for medical inspection, and being unable to proceed direct to the wharf, the mails had to be landed by launch. As the Government launch "Premier" did not take the whole of the bags, the only means of landing the remainder was by the company's launch "Potoki," and apparently the labourers mixed the bags. The Union Company reminds the Department that at the time referred to the labour troubles were at their height, and operations were being carried on under many disadvantages.

I have, &c.,

GEO. B. DALL,

Assistant Secretary.

The Deputy Postmaster-General, Sydney.

No. 130.

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

SIR,—

General Post Office, Wellington, 3rd April, 1914.

I have the honour to enclose copy of a letter dated the 23rd ultimo [see No. 128] from the Commonwealth Post Office, bringing under notice that inconvenience has on several occasions lately been experienced owing to the late arrival at Sydney on Tuesdays of the mail-steamer from Wellington, and that the work of landing the mails has to be done by members of the Post Office staff.

Under clause 4 of the contract your company is required to land the mails, and to do so not later than 6.50 p.m.

I have therefore to request that you will be good enough to arrange for the mails to be landed by your company without assistance from the Commonwealth Post Office.

I am aware that your company has always made every endeavour to provide for the arrival of the steamer at Sydney on Tuesday in ample time to enable the mail-connection to be made, and I have no doubt that you will continue to do so.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 131.

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

SIR,—

Postmaster-General's Department, Melbourne, 8th April, 1914.

I have the honour to inform you that the following is a copy of a communication received from Dalgety and Co. (Limited), Sydney:—

"S.s. 'Zealandic.'—We have the honour to advise you that up to the present we have been unable to obtain payment for a large quantity of mail-matter carried by this steamer to New Zealand last November. We have made applications for this mail-money both here and in New Zealand, but are sorry to say that we have received no satisfaction. You may perhaps remember that at considerable inconvenience to the steamer she was delayed some time to enable you to put the mail aboard, which was a particularly large one, owing to the disorganized state of affairs due to the strike in New Zealand. We shall be much obliged if you will look into this matter and advise us to whom we must look for payment. We have, of course, received payment for a portion, but not the balance, which we believe was foreign mail."

2. The Deputy Postmaster-General, Sydney, reports that the mails in question were forwarded by the s.s. "Zealandic" on the 25th November last, owing to the New Zealand shipping strike, which rendered the departure of the Union Company's vessels uncertain at that time.

3. Payment was made to Dalgety and Co. (Limited) for all the mails from Commonwealth offices, but as your Administration is reimbursed for the sea service between the Commonwealth and New Zealand in respect of mails from other countries forwarded on by this Administration, no action was taken to effect payment for the mails for New Zealand from London, Europe, and India forwarded by the s.s. "Zealandic."

4. In view of the circumstances of the case, I shall be glad if you will be good enough to give the matter of settlement with Dalgety and Co. (Limited) early consideration.

I have, &c.,

CHARLES E. BRIGHT,

For Secretary.

The Secretary, General Post Office, Wellington.

No. 132.

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

SIR,—

General Post Office, Wellington, 15th April, 1914.

In reference to your letter of the 23rd ultimo, bringing under notice that inconvenience has on several occasions lately been experienced owing to the late arrival at Sydney of the mail-steamer from Wellington, and that the work of landing the mails has to be done by members of the Post Office staff, I have the honour to inform you that under the contract for the Wellington-Sydney mail-service the Union Company is required to land the mails, and to do so on Tuesdays not later than 6.50 p.m. I sent to the Union Company a copy of your letter, and made the request that it would arrange for the mails to be landed without assistance from your office. I have now received a reply that your representations refer to the period when the labour troubles were at their height, when the Union Company's services were being carried out under great disabilities, and that as normal conditions now obtain it is not likely there will be any occasion for complaint in the future.

I wish to express the obligations of this Department for the services the Sydney office has been good enough to render. It is easy to understand that the difficulties under which they were rendered were serious.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 133.

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

SIR,—

General Post Office, Wellington, 30th April, 1914.

I have the honour to acknowledge the receipt of your letter of the 8th instant, in reference to the claim of Messrs. Dalgety and Co. for payment for the conveyance by the s.s. "Zealandic" from Australia to New Zealand in November last of mails originating in the United Kingdom, Europe, and India, and to inform you that it has now been arranged to pay the amount to the Wellington branch of the company.

The payment of charges for the conveyance from Australia to New Zealand of mails from the United Kingdom and foreign places is made by this Department on behalf of the Administrations concerned, and the amounts due are credited to this Department by those Administrations. The practice is to wait until all the amounts due for the Australia-New Zealand transit have been credited to New Zealand before payment is made to the shipping companies concerned. All the accounts from other countries for last year have not yet been received, but in anticipation of their receipt payment to Messrs. Dalgety and Co. for the conveyance in question has been arranged.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

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

No. 134.

The ASSISTANT SECRETARY, General Post Office, Wellington, to MESSRS. DALGETY AND Co. (LIMITED), Wellington.

GENTLEMEN,—

General Post Office, Wellington, 30th April, 1914.

In reference to my letter of the 6th January last stating that payment for the conveyance by the s.s. "Zealandic" from Sydney to Auckland in November last of mails originating in the United Kingdom, Europe, and India would be made to you when the accounts were prepared for last year, I have now the honour to forward herewith a statement showing the sum of £96 5s. 4d. to be due to you for the conveyance in question, and to say that a voucher for the amount has been prepared in your favour and passed for payment.

Credit has been given for two trips in view of the fact that the "Zealandic" conveyed an accumulation of two weeks' mails.

I have, &c.,

F. V. WATERS,

Assistant Secretary.

Messrs. Dalgety and Co. (Limited), Agents White Star Steamship Line, Wellington.

AUCKLAND-FIJI SERVICE.

No. 135.

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

(Telegram.)

Wellington, 31st July, 1913.

Your Auckland branch advises "Talune" not making trip to Fiji next month. Is this so?
[P.O. 12/1481.]

No. 136.

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

(Telegram.)

Dunedin, 31st July, 1913.

REFERRING to your telegram, Fiji quarantine restrictions as first announced would prevent "Talune" from maintaining time-table, so intended miss trip and take opportunity dock and overhaul her south, as the Auckland dock occupied for next two months. Fiji restrictions now modified, but fear too late to alter arrangements made for "Talune." Will wire you definitely as soon as possible.

No. 137.

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

SIR,—

General Post Office, Wellington, 6th August, 1913.

I have the honour to acknowledge the receipt of Mr. McLennan's telegram of the 31st ultimo, in reply to mine of the same date, on the subject of the suspension of the Auckland-Fiji mail-service this month.

I regret to be obliged to point out that your company's action in suspending the service practically constitutes a breach of the agreement, which it is thought requires some explanation. The subsidy of £130 per trip will not be paid for any trips that are not made.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 138.

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

Union Steam Ship Company of New Zealand (Limited),

Dunedin, 14th August, 1913.

SIR,—

In reply to your favour regarding Auckland-Fiji mail-service, I beg to say that we had anticipated the reduction of the subsidy for this service by £130 for the trip not made by the "Talune," 13th instant, from Auckland to Fiji. The trip would not, of course, have been abandoned were it not for the extreme quarantine restrictions at first announced would be enforced by the Fiji Government, and, further, we had ascertained from Fiji that the "Makura," inward from Vancouver, would be ample for the requirements from Fiji to Auckland, and she would be practically in the "Talune's" time-table dates, whereas according to the quarantine requirements referred to above the "Talune" could not be despatched from Fiji until several days later.

I am pleased to say that we do not anticipate any difficulty now in maintaining the time-table of this service from and including 10th September onwards.

Trusting you will accept our explanation as satisfactory,

I have, &c.,

R. MCK. McLENNAN,

The Secretary, General Post Office, Wellington.

For General Manager.

No. 139.

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

SIR,—

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

I have the honour to acknowledge the receipt of your letter of the 14th instant, regarding the suspension of the Auckland-Fiji mail-service this month, and to inform you that the explanation is accepted.

I have, &c.,

W. R. MORRIS, Secretary.

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

No. 140.

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 January, 1914.

SIR,—

gator, and Friendly groups have reached a point where alterations in the itineraries of the steamers have become necessary. To meet the conditions as they now are, the best arrangement we can make is to send the "Navua" from Wellington on the 16th instant and Auckland on the 21st instant to Suva, Levuka when required, thence direct to Nukualofa, Haapai, Vavau, and Apia, come direct from Apia to Suva and from Suva to Auckland, thence to Wellington—this round trip to be repeated every twenty-eight days. The new running means that the "Atua" and "Tofua" will not be required to come through to Auckland, but as against that the new running of the "Navua" will put Wellington in direct monthly communication with the three groups; whereas formerly Wellington had communication with Fiji only via Westport, and with the Friendly Islands and Samoa by transshipment at Auckland. The opportunity for more extended dealings with these groups by the inclusion of Wellington in the direct service should be of very considerable importance to the Dominion, and we hope it will be considered sufficiently so to receive your approval notwithstanding that the day of despatch from Auckland to Fiji is unavoidably brought rather close to the date of the Vancouver mail-steamer.

I beg to enclose copy of the January time-table, in which the revised island sailings are detailed [not printed].

I have, &c.,

R. McK. McLENNAN,
For General Manager.

The Secretary, General Post Office, Wellington.

[South Sea Isld. m/s 14/2.]

No. 141.

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

SIR,—

General Post Office, Wellington, 20th February, 1914.

In reference to your letter of the 7th ultimo announcing changes and developments following requirements in your services to and from the Fiji, Navigator, and Friendly groups of islands, I am afraid you will find that the time-table you propose will be objected to by business people in Auckland, if not elsewhere. The facts are that up to the time of the proposed change the Auckland business people have had a fortnightly service with Fiji, in addition to any advantages reaped from the passage of irregular traders. The new service leaves a blank of twenty-four days between the departure of the "Navua" and the next Vancouver boat, and then an interval of four days only before the next despatch. Auckland's business connection with the islands is so intimate that it may fairly claim the best possible service for the performance of its communications therewith. And it must be urged that the goodness of a mail-service largely depends upon its regularity. Although I am satisfied you have proposed the best arrangement possible at the moment, I hope to hear that you are able, without injuring the direct Wellington connection, to put Auckland more nearly in the intermediate position between dates that it has hitherto held than your letter proposes to do.

Meantime I formally approve on behalf of the Postmaster-General of the new time-table. It may be necessary, however, to write you further giving formal notice of the cessation of the subsidy with a view to determining whether the Department is getting the full value of the subsidy. At present the subsidy of £1,690 is paid for communication between Auckland and Fiji thirteen times in the year, and your company receives poundage on other mails shipped on the Fiji steamer—namely, those for Samoa and Tonga. I should suppose that the time has arrived in the development of the South Sea Island business when the subsidy might be dispensed with without detriment to your company, a poundage on the Fiji mails probably being a full equivalent.

I have, &c.,

W. R. MORRIS, Secretary.

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

[P. & T. 36/32.]

No. 142.

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

SIR,—

General Post Office, Wellington, 1st April, 1914.

I have the honour to inform you that Government has decided that it cannot see its way to continue to pay the subsidies of £1,200 and £1,690 per annum respectively for the Auckland-Rarotonga-Tahiti and Auckland-Fiji mail-services, as the services are not now required for mail or trade purposes. The subsidies will, therefore, be abolished at the end of June next.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Acknowledged 8th April, 1914.]

THE PROPOSED ALL-RED ROUTE.

No. 143.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 7th August, 1912.
I have the honour to enclose copies of four letters I have received from the British Imperial Council of Commerce containing resolutions on the subjects mentioned hereunder adopted by the Eighth Congress of Chambers of Commerce of the British Empire, held in June last, for communication to yourself and the Postal Department of the Dominion:—

* * * * *

2. For communication to Postal Department, on all-red mail-route connecting Great Britain with Canada, Australia, and New Zealand.

* * * * *

A copy of the official report of the proceedings, containing the discussions referred to in the letters, is also attached [not printed].

I have, &c.,

C. F. W. PALLISER,

For the High Commissioner.

The Hon. the Prime Minister, Wellington.

[P.O. 12/3729.]

Enclosure in No. 143.

The SECRETARY, British Imperial Council of Commerce, London, to the HIGH COMMISSIONER, London.

The London Chamber of Commerce, Oxford Court, Cannon Street,
London E.C., 31st July, 1912.

SIR,— I have the honour to request you to kindly communicate to the Postal Department of New Zealand the terms of a resolution on the subject of an all-red mail-route adopted by the Eighth Congress of Chambers of Commerce of the British Empire held in London in June of the present year. The resolution is as follows: "That this Congress urges upon the Imperial and Dominion Governments the desirability of establishing an all-red mail-route connecting Great Britain with Canada, Australia, and New Zealand." I would refer you in this connection to the actual discussion upon this subject, which you will find in the accompanying official report of the proceedings [not printed].

I have, &c.,

CHARLES E. MUSGRAVE, Secretary.

The High Commissioner for the Dominion of New Zealand, 13 Victoria Street S.W.

No. 144.

[Newspaper extract, 3rd May, 1913.]

SIR WILFRID LAURIER referred to the all-red steamship scheme, and hoped that the Borden Government would carry it out. There should be direct lines of communication from Vancouver to Australia and New Zealand, and such were absolutely necessary.

The Hon. J. Allen concurred with Sir Wilfrid Laurier in the necessity for such a steamship service.

[H.I. Vol. 8, p. 336.]

PANAMA CANAL ROUTE.

No. 145.

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

SIR,—

General Post Office, Wellington, 18th June, 1913.

I have the honour to request to be apprised with as little delay as you may find necessary of the intentions of your Administration with regard to the continuance of the mail-service between the United States and New Zealand, now that the Panama Canal may be counted on as a transit route at an early date.

If it appears advisable to you to continue the present direct trans-Pacific service I am not at present informed of any difficulty which should be allowed to interrupt that service.

But it may be that your Department contemplates the institution of a contract service to these shores, and I seek enlightenment in view of the fact that the contract for the Wellington—San Francisco service expires in a few months. It therefore is a matter for immediate consideration whether the service should be renewed or should be extended only temporarily in view of contingencies naturally to arise on the opening of the canal.

I have, &c.,

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

W. R. MORRIS, Secretary.

[P. & T. 36/6.]

No. 146.

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

SIR,—

General Post Office, Wellington, 18th June, 1913.

I have the honour to advert to the approaching opening of the Panama Canal for the purposes of international traffic, and to inquire whether it is the intention of your Department to use the canal for the purposes of mail transit, and, if so, to what extent.

The contract of this Department with the Union Steam Ship Company for the carriage of mails to and from San Francisco will terminate a few months hence, and the question of renewal or extension must therefore receive early consideration. It will be of material assistance to hear of the intentions of your Administration with regard to the United Kingdom—New Zealand mail transport. If it is the intention to use the canal regularly or under contract for the mail traffic this Department would naturally make a temporary arrangement for the continuation of the present service on the Pacific. If, on the other hand, you are of opinion that the present Atlantic, American continental, and Pacific transport is the more expeditious, this Department would prefer to act in concert with yours in prescribing the route of the mails.

I shall be obliged to you for an expression of your views at an early date.

I have, &c.,

The Secretary, General Post Office, London.

W. R. MORRIS,

For the Postmaster-General.

No. 147.

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

Post Office Department, Second Assistant Postmaster-General,

SIR,—

Washington, 30th July, 1913.

Referring to your letter of the 18th ultimo, I have the honour, by direction of the Postmaster-General, to inform you that at present this Administration is not contemplating any changes in the near future in connection with the mail-routes from this country to New Zealand and Australia.

I have, &c.,

JOSEPH STEWART,

Second Assistant Postmaster-General.

The Hon. the Postmaster-General, Wellington.

No. 148.

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

SIR,—

General Post Office, London, 19th September, 1913.

With reference to your letter of the 18th June last, inquiring whether this office intends to use the Panama Canal for the transmission of mails for New Zealand, I am directed to inform you that this Department has no contract with any shipping company for the conveyance of letter mails to the Dominion, and it is not proposed at present to vary the arrangement by which this office pays at Postal Union rates to your Administration for the use of the service from San Francisco and to Canada for the service from Vancouver.

The Postmaster-General is not aware of what conditions in the future may render a modification of the present practice desirable, but should it appear that the institution of any fast communication between this country and New Zealand by way of the Panama Canal would materially accelerate the mails he will not fail to consult you on the question of its adoption.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

MISCELLANEOUS.

ARRIVAL OF NEW ZEALAND MAILS IN LONDON : NOTIFICATION

No. 149.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 16th May, 1913.

I have the honour to enclose herewith copy of a letter received from Messrs. Gilbert Anderson and Co., Colonial Agents, of Terminus Chambers, 6 Holborn Viaduct, London E.C., with reference to the delay of mails from New Zealand. The paragraph from the Post Office Daily List referred to in the above-mentioned copy reads as follows:—

“Mails from New Zealand, &c., via Vancouver.”

“In consequence of the late arrival at Vancouver of the steamer ‘Makura,’ scheduled to leave New Zealand on the 11th ultimo, the mails from New Zealand, &c., via Vancouver, due in ordinary course on the 12th instant, will probably not reach this country until the 16th instant.

“Mails from New Zealand via Italy.”

“In consequence of failure to connect in Australia with the packet leaving for this country, the mails despatched from New Zealand on the 4th of last month, and due in ordinary course on the 11th instant, will probably not reach this country until the 18th instant.”

I shall be glad to have your reply with reference to these late arrivals of mails from the Dominion, in order that I may be in a position to communicate with the above-named firm.

I have, &c.,

THOS. MACKENZIE.

The Hon. the Prime Minister, Wellington.

[P. & T. 37/43.]

Enclosure in No. 149.

Messrs. GILBERT ANDERSON AND CO., London, to the HIGH COMMISSIONER.

SIR,— Terminus Chambers, 6 Holborn Viaduct, London E.C., 13th May, 1913.

The enclosed paragraph from the Post Office Daily List is very significant in view of our previous correspondence [see No. 217, F.—6, 1912]. That there may be very serious loss and inconvenience is more than probable from the fact that the following vessels are all due to arrive with very valuable cargoes which have to be dealt with: s.s. “Buteshire,” “Ruahine,” “Waimana,” “Star of Ireland,” “Indralema,” all due between the 15th and 18th of this month.

We have, &c.,

GILBERT ANDERSON AND CO.

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

No. 150.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 9th June, 1913.

With reference to my memorandum of the 16th ultimo, with regard to the delay of mails from New Zealand, I have the honour to enclose herein copy of a letter received from the New Zealand Agents' Association, of Cecil House, Holborn Viaduct, London E.C., on the same subject. The reply asked for in my above-mentioned memorandum will doubtless also enable me to communicate with the association referred to.

I have, &c.;

The Hon. the Prime Minister, Wellington.

THOS. MACKENZIE.

Enclosure in No. 150.

The CHAIRMAN, New Zealand Agents' Association, London, to the HIGH COMMISSIONER.

SIR,— Cecil House, Holborn Viaduct, London E.C., 2nd June, 1913.

At a meeting of the members of the above association on the 29th instant, the subject of the irregularity of New Zealand mails was discussed, and it was resolved to solicit your good offices with the Dominion Government towards obtaining a more regular service.

The mails delivered in London on the 19th instant—three in number—were variously dated in New Zealand from the 1st to the 12th April. One mail was ten days and another seven behind scheduled time.

As can be readily imagined, this caused great confusion at the offices of importers, and in the bill departments of the various banks, owing to the fact that several steamers were in dock and no relative bills of lading had arrived.

It has no doubt come to your notice that some of the faster direct liners arrive in London before the Suez mail carrying the relative bills of lading.

Assured of your favourable consideration,

I have, &c.,

J. N. NEWMAN, Chairman.

The Hon. Thos. Mackenzie, High Commissioner for New Zealand.

No. 151.

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

Canterbury Chamber of Commerce (Incorporated),
Christchurch, 25th June, 1913.

SIR,—

The following letter has been received by a local merchant from his London correspondent:—

“ Regular Mail-service.

(See Enclosure 2 in No. 152.)

I am sure that I need only bring the matter under your notice for it to receive the attention which the importance of the subject deserves.

It seems to me that it would help matters greatly if information was given through the public Press when the outgoing New Zealand mail failed to connect at the Australian port.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

R. HILL FISHER, President.

No. 152.

The MANAGING DIRECTOR, Wellington Farmers' Meat Company, Masterton, to the Hon. the POSTMASTER-GENERAL, Wellington.

Wellington Farmers' Meat Company (Limited),
Masterton, N.Z., 26th June, 1913.

SIR,—

I am enclosing copies of letters which we have received from our agents in London, Messrs. Gilbert Anderson and Co., bearing on the non-arrival to time of the New Zealand mails in London.

As you will see by the letters in question, the erratic arrival of the mails is causing a great deal of inconvenience, and also loss to exporters from New Zealand.

In our own case we have been fairly heavy losers by the fact that our bills of lading and other instructions to our agents have not arrived in time. It seems a most remarkable thing that the cargo tramps should arrive Home and beat the mails by several days.

Trusting you will look into this matter,

We have, &c.,

THE WELLINGTON FARMERS' MEAT COMPANY (LIMITED),

J. C. COOPER, Managing Director.

The Hon. the Postmaster-General, Wellington.

Enclosure 1 in No. 152.

MESSRS. GILBERT ANDERSON AND CO., London, to the SECRETARY, Wellington Farmers' Meat Company, Masterton.

SIR,—

Terminus Chambers, 6 Holborn Viaduct, London E.C., 14th May, 1913.

Owing to the failure of the mail-carrying steamers from the colony to connect, we are without the Italian mail, which was due here on the 11th instant, as also the Vancouver mail due here on the 12th instant, and they are not now expected until the 18th and 16th respectively. As, therefore, the above vessel is due on the 15th instant, we had to cable you yesterday requesting the numbers of the bills of lading covering orders 37/38/39, and thank you for your prompt reply in this morning.

Late arrival of mails is becoming quite a frequent occurrence, and in this instance and previously we have written strongly to the High Commissioner here. We trust, however, that you will take the matter up with the Head Office at Wellington, as we are sure you fully realize how important it is that the mails arrive in London in accordance with schedule, otherwise there is not only the expense of cabling, but danger with buyers *re* their documents

We have, &c.,

GILBERT ANDERSON AND CO.

The Secretary, the Wellington Farmers' Meat Company (Limited),
Masterton, Wellington, N.Z.

Enclosure 2 in No. 152.

MESSRS. GILBERT ANDERSON AND CO., London, to the MANAGING DIRECTOR, Wellington Farmers' Meat Company, Masterton.

SIR,—

Terminus Chambers, 6 Holborn Viaduct, London E.C., 16th May, 1913.

We wish to draw your special attention to the very erratic manner in which the mails from New Zealand are being delivered here. We have referred to this in the past, but instead of any improvement matters seem to be getting worse and worse.

The mails are so erratic and irregular in their delivery that we are put to very great expense from time to time, and even have to cable you for particulars in reference to documents which, with a regular service, ought to be in our hands in plenty of time for the requirements of business.

We have had no proper delivery of New Zealand mails since the 3rd May, although it is now the 16th. The Vancouver mail, which was scheduled to leave New Zealand on the 11th ultimo and to arrive here in the ordinary course on the 12th instant, has not yet put in an appearance. Along with this, the Brindisi mail which should have arrived on the 11th instant, owing to failure of proper service and arrangements for connecting in Australia, has evidently missed the latter, and will not now be delivered until the 18th instant. You will therefore note that two weeks will elapse without any information or any documents from New Zealand.

How serious this matter is may be gathered from the fact that the following vessels are all arriving between the dates mentioned above, carrying very large cargoes, and very great inconvenience and loss will be occasioned through the documents not being to hand to clear these vessels promptly: s.s. "Buteshire," "Mongolia," "Waimana," "Ruahine," "Star of Ireland," "Indralema."

The matter is of such importance that we must ask you to take it up at once with the Government, and also with the members for your district. We do not know of any country that is put to such inconvenience in regard to mail-service as we are with New Zealand, and this is all owing to the lack of proper arrangements.

This matter requires to be dealt with promptly, as the loss to the colony is very serious, and at the present moment may mean something very considerable. Not only is loss occasioned by additional expense incurred through storage of goods, and failure to forward them to their destination owing to the absence of documents, but it prevents firms representing New Zealand dealing with the goods to the best advantage according to the market position.

We trust that we have impressed you with the seriousness of this matter, and that there is no further need for us to elaborate on it.

It is so utterly unbusinesslike and contrary to modern ideas that the position should be taken up by strong agitation not only with the above, but also through the Chambers of Commerce.

We have, &c.,

GILBERT ANDERSON AND CO.

The Managing Director, the Wellington Farmers' Meat Company (Limited),
Masterton, Wellington, N.Z.

No. 153.

Messrs. CURRY, ELIOTT, AND CO., Auckland, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

101 Victoria Arcade, Auckland, N.Z., 26th June, 1913.

We have lately had several complaints from our English correspondents in reference to the irregularity of delivery of New Zealand mails in London, and the inconvenience to our clients, to say nothing of the expense incurred from time to time in cabling for particulars of shipments, has been very considerable.

For your further information we enclose copy of a letter [see Enclosure 2 in No. 152] we have received from a business house with whom we have large transactions in reference to the matter, and we feel sure we have only to bring the subject before you to have an immediate remedy.

We would add that in the meantime we do not propose to act on the suggestion to approach either the members for our district or the Chamber of Commerce, but will rely upon your efforts in the direction indicated.

We have, &c.,

CURRY, ELIOTT, AND CO.

The Hon. the Postmaster-General, Parliament Buildings, Wellington.

No. 154.

The SECRETARY, Wairarapa Branch, New Zealand Farmers' Union, Masterton, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

New Zealand Farmers' Union, Wairarapa Branch, Masterton, 1st July, 1913.

I have been instructed by my committee to write calling your attention to the erratic manner of the delivery of New Zealand mails in London. Several of our members state that their consignments of meat reach London by cargo steamer before the advice, which was posted ahead by the mail-steamers.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

D. HEBENTON, Secretary.

No. 155.

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

SIR,—

Postmaster-General's Office, Wellington, 4th July, 1913.

I have the honour to acknowledge the receipt of your letter of the 25th ultimo, forwarding copy of a letter from the London correspondent of a Christchurch merchant protesting against what he stigmatizes as the very erratic manner in which mails from New Zealand are delivered in London.

I can hardly help thinking the case is overstated. It is an unfortunate fact that at the particular time on which the London correspondent has animadverted a series of mishaps at this end did interfere with the regular receipt of mails in London, but an extraordinary coincidence of such mishaps can hardly be taken as a proof of the correspondent's assertions. The R.M.S. "Makura" was scheduled to leave Auckland for Vancouver on the 11th April last, but did not actually leave until 11 p.m. on the 12th. The vessel had reached Auckland from Sydney at 3 a.m. on the latter date, the late arrival being due to exceptionally heavy weather. It was on this voyage also between Sydney and Auckland that a fire broke out in the mail-room of the vessel. The "Makura" arrived at Vancouver two days late, and the mail reached London five days late—on the 17th instead of the 12th May—the explanation of the delay from the point of debarkation being no doubt due to missing connection with a fast steamer on the Atlantic.

The despatch of the 4th April from Wellington by the R.M.S. "Warrimoo" failed to connect at Sydney on the 8th, arriving next day, and in consequence the mails were six days late in reaching London. The "Warrimoo" experienced heavy weather on one day of her voyage, but the contractors explained that the failure was due to the poor quality of the coal supplied for the voyage, although they had done their best to get better. Under the circumstances it appeared not necessary to impose the penalty provided for the late arrival at Sydney.

The "Warrimoo" has been withdrawn from the Sydney run.

The failure to connect with the mail-train at Sydney is always notified through the New Zealand Press.

I need hardly say that I exceedingly regret the derangement of the time-table in however small a degree, not to mention the seriousness of the derangement here recorded, and my concern is not lessened by the serious consequences which the London correspondent reports. But over long sea distances and over considerable periods of time some irregularity must be contemplated. The remedy for the mishaps recounted—namely, the non-receipt of advices of goods shipped in cargo-carrying steamers—would appear to be the posting of such documents as much before the despatch of the cargoes as possible.

I have, &c.,

R. HEATON RHODES,
Postmaster-General.

The President, Canterbury Chamber of Commerce, Christchurch.

No. 156.

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

Palmerston North Chamber of Commerce,

SIR,—

Palmerston North, N.Z., 9th July, 1913.

By direction of my Chamber, I forward you herewith copy of a letter [see Enclosure 2 in No. 152] received by Mellsop, Elliott, and Co., Palmerston North, from Messrs. Gilbert Anderson and Co., London, with reference to the irregular manner in which New Zealand mails are being delivered in London.

You will note that specified dates have been given, in order to make it possible to ascertain whether the complaint is well founded or not.

If the statements made are correct, it is evident that a very serious cause for investigation is shown.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

G. HIRSCH, Secretary.

No. 157.

Messrs. MELLOP, ELLIOTT, AND CO., Palmerston North, to the SECRETARY, General Post Office, Wellington.

SIR,—

Palmerston North, New Zealand, 9th July, 1913.

We enclose letter we have received from London [see Enclosure 2 in No. 152] with reference to the irregular manner in which the New Zealand mails are being delivered in London.

You will note that specified dates have been given, so that it should be possible to ascertain whether the complaint is well founded or not.

If the statements made by Messrs. Gilbert Anderson and Co. are correct, it is evident that a very serious cause for investigation is shown.

We have, &c.,

The Secretary, General Post Office, Wellington.

MELLOP, ELLIOTT, AND CO.

No. 158.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,—

Prime Minister's Office, Wellington, 15th July, 1913.

I beg to refer to your memorandum of the 16th May last, forwarding copy of a letter from Messrs. Gilbert Anderson and Co. relating to the irregular arrival of New Zealand mails in London.

I much regret that the arrival of New Zealand mails in London occasionally is erratic. Within the last few months a series of mishaps has interfered with the regular delivery of mails

in London. The R.M.S. "Makura," which was timed to leave Auckland for Vancouver on the 11th April last, did not leave until near midnight on the 12th, having been delayed on the voyage from Sydney by heavy weather and by the outbreak of a fire in the mail-room. The result was that the mails were delivered at Vancouver two days late and at London five days late. If the mails do not arrive in time to catch the American mail-trains, and consequently the fast Atlantic steamers, delay must, unfortunately, always be apprehended in the London delivery.

It is much to be regretted that about the same time a delivery in Sydney of the mails via the East was delayed also. The "Warrimoo" did not arrive at Sydney in time on the 8th April, and the mails were six days late in reaching London. The "Warrimoo" is temporarily off the Sydney run in order to be refitted and made speedier.

As it has already been pointed out to correspondents more than once, over long sea distances and over fairly prolonged periods of time, it is impossible to look for absolute regularity in mail-delivery. In the present case there can be no question that much inconvenience must have been occasioned to consignees of cargoes through delay in London owing to the non-receipt at a previous date of the necessary advices of shipment from New Zealand. But advices can usually be posted ahead of the despatch of cargoes, and it has already been pointed out to London correspondents that the only way to be sure of avoiding trouble is to post advices as early as possible.

I have, &c.,

R. HEATON RHODES,
For the Prime Minister.

The High Commissioner for New Zealand, London.

No. 159.

The Hon. the POSTMASTER-GENERAL, Wellington, to Mr. R. McCALLUM, M.P., Wellington.

SIR,—

Postmaster-General's Office, Wellington, 18th July, 1913.

I have the honour to refer to your letter of the 4th instant [not printed], forwarding one (returned herewith) from Mr. P. W. Stuart, Napier, relating to the irregular arrival in London of mails from New Zealand.

At the particular time drawn attention to a series of mishaps interfered with the regular delivery of mails in London. The R.M.S. "Makura," which was timed to leave Auckland for Vancouver on the 11th April last, did not leave until near midnight on the 12th, having been delayed on the voyage from Sydney by heavy weather and by the outbreak of a fire in the mail-room. The result was that the mails were delivered at Vancouver two days late and at London five days late. If the mails do not arrive in time to catch the American mail-trains, and consequently the fast Atlantic steamers, delay must, unfortunately, always be apprehended in the London delivery.

It is much to be regretted that about the same time a delivery in Sydney of the mails via the East was delayed also. The "Warrimoo" did not arrive at Sydney in time on the 8th April, and the mails were six days late in reaching London. The "Warrimoo" is temporarily off the Sydney run, in order to be refitted and made speedier.

As it has already been pointed out to correspondents more than once, over long sea distances and over fairly prolonged periods of time, it is impossible to look for absolute regularity in mail-delivery. In the present case there can be no question that much inconvenience must have been occasioned to consignees of cargoes through delay in London owing to the non-receipt at a previous date of the necessary advices of shipment from New Zealand. But advices can usually be posted ahead of the despatch of cargoes, and it has already been pointed out to London correspondents that the only way to be sure of avoiding trouble is to post advices as early as possible.

I have, &c.,

R. HEATON RHODES,
Postmaster-General

R. McCallum, Esq., M.P., Parliament Buildings, Wellington.

[Letters in similar terms sent to H. M. Campbell, Esq., M.P.; the Wellington Farmers' Meat Company (Limited), Masterton; Messrs. Curry, Elliott, and Co., Auckland; Messrs. Mell-sop, Elliott, and Co., Palmerston North; the secretary, Palmerston North Chamber of Commerce, Palmerston North; the secretary, Wairarapa Branch, New Zealand Farmers' Union, Masterton.]

No. 160.

The Hon. JOHN DUTHIE, M.L.C., Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.

SIR,—

Wellington, 29th July, 1913.

Intending to give notice of questions as per enclosed, I had them typed, but the simpler course is to send to you direct. Would you bring them under the notice of your officers?

They should get the Union Company to attend to the American cabling.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

JNO. DUTHIE.

[Suez Conn. 13/103.]

Enclosure in No. 160.

QUESTIONS SUBMITTED TO HON. POSTMASTER-GENERAL BY HON. JOHN DUTHIE, M.L.C., WELLINGTON.

(1.) Whether arrangements will be made so that when the steamer with the mails for London fails to make connection at Sydney information will be promptly given by the Postal Department to the New Zealand Press, thereby enabling the importers incommoded to cable their correspondents.

(2.) Whether the Department will arrange to have the arrival of all mail-steamers from New Zealand, at either Vancouver or San Francisco, cabled and posted at Lloyd's, as also the later despatch of these mails from an Atlantic port. The present lack of this information, which is afforded by the Suez route, greatly detracts from the value to trade of these Pacific services.

[Suez Conn. 13/102.]

No. 161.

The Hon. the PRIME MINISTER to the HIGH COMMISSIONER.

SIR,—

Prime Minister's Office, Wellington, 1st August, 1913.

I have the honour to acknowledge the receipt of your memorandum of the 9th June last, forwarding copy of a letter from the New Zealand Agents' Association, London, on the subject of the irregular arrival in London of mails from New Zealand.

My letter of the 15th ultimo explains the circumstances to which were due late arrivals in London of mails despatched from the Dominion in April last.

I have, &c.,

R. HEATON RHODES,

For the Prime Minister

The High Commissioner for New Zealand, London.

& T. 37/43.]

No. 162.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. JOHN DUTHIE, M.L.C., Wellington.

SIR,—

Postmaster-General's Office, Wellington, 6th August, 1913.

I have the honour to refer to your letter of the 29th ultimo, inquiring whether arrangements will be made so that when the mails for the United Kingdom despatched by way of Suez miss the connection in Australia the Department will promptly inform the New Zealand Press; also whether arrangements will be made to have the arrival of the New Zealand mails at Vancouver and San Francisco, and their despatch from an Atlantic port, reported by cable to London, and the information posted at Lloyd's.

Arrangements have been in operation for a long time past whereby the Sydney Post Office informs the General Post Office, Wellington, when the steamer from Wellington carrying mails for London fails to make the connection at Sydney. The information, on receipt, is promptly distributed to the Press, as well as announced at post-offices.

The arrival of New Zealand mails in London is already reported to the General Post Office, Wellington, and the information is published. The arrival of the Pacific steamer is telegraphed from Vancouver and San Francisco, and the news is published here. So far as is known, the London Post Office receives no advice of the despatch of the mail-steamer from New York; so long ago as 1896 it saw no need for having the information cabled. But the matter will be taken in hand again, and it will be ascertained particularly what notices are received in London. It is to be assumed that if Lloyd's required the information it would arrange for obtaining it.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

The Hon. John Duthie, M.L.C., Parliament Buildings, Wellington.

[Suez Conn. 13/110-111.]

No. 163.

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

SIR,—

General Post Office, Wellington, 13th August, 1913.

I have the honour to inform you that this Department has been asked to arrange that the arrival of New Zealand-United Kingdom mails at Vancouver and at San Francisco and their despatch from an Atlantic port be reported by cable to London, and the information posted at Lloyd's. This Department is not aware whether your office now receives advice of the arrival of New Zealand mails at Vancouver and at San Francisco, and of their despatch across the Atlantic, and it will be glad to learn whether any of such advices are received, and, if so, whether Lloyd's is notified. If not, could the information be obtained and posted as desired?

I refer to your letter of the 18th February, 1896 [not printed], to the Agent-General for New Zealand, in London, in which you stated that there was then no necessity to obtain reports of the despatch from New York.

I have, &c.,

W. R. MORRIS,

For the Postmaster-General.

The Secretary, General Post Office, London.

[Suez Conn. 13/116.]

No. 164.

The Hon. JOHN DUTHIE, M.L.C., Wellington, to the Hon. the POSTMASTER-GENERAL, Wellington.
 Sir,—

Wellington, 15th August, 1913.

I have the honour to acknowledge yours of the 6th instant, and would thank you for the information that the Press is already promptly informed when connection with the homeward Suez mail is missed at Sydney. I will now follow that point up with our local newspapers.

In respect to the mails by the Pacific route, it appears that I have failed to make myself understood, due probably from my approaching the subject first in the form of a Council question. There are two stages over this question. First, I sought that the arrival of the contract mail-steamers from New Zealand at both Vancouver and San Francisco should be cabled to and published in London. This ought to be managed through Lloyd's, from which the London newspapers get and publish like information, and this should be arranged free of cost by your contractors, the Union Steam Ship Company. Next, the despatch of these mails, with the names of the carrying steamers from the Atlantic port, should be cabled to London and published. This may necessitate a cable message at a nominal cost sent on by the American Post Office. The High Commissioner is experienced in the ways of business London, and could put your Department in the way to there accomplish the object sought. If the information was furnished to Lloyd's and to the Baltic Chambers, to which merchants turn for hourly information, the intent would be accomplished.

Much merchant and manufacturers' business advised by cable is dealt with promptly by appointments prearranged by such fore-knowledge of mail arrivals, and in this respect the American route is regrettably inconvenient. When the Suez route is used the approach of mail-steamers is reported at Aden, Suez, and first European port, and so the delivery of their mails in London is known to the hour days before. Of our New Zealand mails by the Pacific nothing is known after they leave our shores, unless by an occasional but rare mention of an arrival at the Pacific port. As a rule this is all that is known in London until at some irregular date they are there delivered. Even the General Post Office of London can give no information as to where our mails are or when they may be really expected. From this and other causes the mails via America have never gained the confidence of London merchants, but I would thank you for your expression of intention to again see that the matter is further looked into.

I have, &c.,

JNO DUTHIE.

The Hon. the Postmaster-General, Wellington.

[Suez Conn. 13/117.]

No. 165.

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

Sir,—

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

I have the honour to inform you that this Department has been asked to arrange for the arrival of New Zealand—United Kingdom mails at Vancouver and at San Francisco, and their despatch from an Atlantic port, to be reported by cable to and published in London. It is desired that the advice give the dates of arrival at Vancouver or San Francisco and the dates of despatch across the Atlantic Ocean, and the names of the steamers, and that the information be posted at Lloyd's and at the Baltic Chambers, for the use of merchants. It is represented that much mercantile business is dealt with promptly by appointments arranged beforehand in knowledge of the probable time of arrival of mails, and that as the information asked for is not at present available, the mail-services from New Zealand via Vancouver and via San Francisco have never gained the confidence of London merchants.

In the circumstances I have no doubt that your company will agree to arrange for the despatch and publication of advices as desired, and I shall be glad to hear that you have done so.

I have, &c.,

W. R. MORRIS, Secretary.

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

[Suez Conn. 13/119.]

No. 166.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. JOHN DUTHIE, M.L.C., Wellington.
 Sir,—

Postmaster-General's Office, Wellington, 21st August, 1913.

I have the honour to acknowledge the receipt of your letter of the 15th instant, in the matter of your request that arrangements be made for the arrival of New Zealand—United Kingdom mails at Vancouver and at San Francisco, and their despatch from an Atlantic port, to be reported by cable to and published in London.

The Department is in communication with the Union Steam Ship Company.

I have, &c.,

R. HEATON RHODES,

Postmaster-General.

The Hon. John Duthie, M.L.C., Parliament Buildings, Wellington.

[Suez Conn. 13/120.]

No. 167.

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

General Post Office, London, 18th October, 1913.

With reference to your letter of the 13th August last, inquiring whether this office could arrange to obtain telegraphic advice of the arrival at Vancouver and San Francisco of mails from New Zealand for this country and of their despatch from an Atlantic port, in order that the information may be furnished to Lloyd's, I am directed by the Postmaster-General to acquaint you that, by arrangement with the Post Offices of Canada and the United States of America, this office now receives telegraphic notification of the name of the steamer by which such mails are despatched from Atlantic ports, except in the case of those conveyed to San Francisco by the steamers of the Oceanic Steamship Company; and public notices containing this information, together with the probable date of arrival of the mails in this country, are exhibited at the more important post-offices in the City of London as soon as possible after the receipt of the telegrams. A copy of each notice is also sent to the offices of the Union Steam Ship Company of New Zealand at Fen Court, London E.C.

No telegraphic notification is received as to the arrival of the mails at Vancouver and San Francisco. Such information would not be of any practical value to this office, and there does not appear to the Postmaster-General to be sufficient ground for obtaining it specially for communication to Lloyd's.

I am to add that, although telegraphic advice is received by this office from abroad regarding the whereabouts of mails from other countries than New Zealand, it has not hitherto been the practice to communicate any such information to Lloyd's, which, so far as this office is aware, is concerned only with the movements of ships.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

E. W. FARNALL.

[P. & T. 36/11.]

No. 168.

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

Union Steam Ship Company of New Zealand (Limited),
Dunedin, 22nd October, 1913.

SIR,—

With reference to your letter [No. 165], I have the honour to say that we have sent written instructions to our Vancouver, San Francisco, and London offices, and have no doubt that your proposal will be carried out. I hope to have the pleasure of confirming this in due course.

I have, &c.,

R. McK. McLENNAN,

For General Manager.

The Secretary, General Post Office, Wellington.

No. 169.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. JOHN DUTHIE, M.L.C., Wellington.
SIR,—

Postmaster-General's Office, Wellington, 29th October, 1913.

In continuation of my letter of the 21st August last, in the matter of your request that arrangements be made for the arrival of New Zealand—United Kingdom mails at Vancouver and at San Francisco and their despatch from an Atlantic port, to be reported by cable to and published in London, I have the honour to inform you that the Union Steam Ship Company has given instructions for the despatch and publication of advices as desired.

I have, &c.,

R. HEATON RHODES,

Postmaster-General

The Hon. John Duthie, M.L.C., Parliament Buildings, Wellington.

No. 170.

The Hon. the POSTMASTER-GENERAL, Wellington, to the Hon. JOHN DUTHIE, M.L.C., Wellington.
SIR,—

Postmaster-General's Office, Wellington, 4th December, 1913.

I have the honour to refer to my letter of the 29th October last, and to previous correspondence in the matter of your request that arrangements be made for the arrival of New Zealand—United Kingdom mails at Vancouver and at San Francisco and their despatch from an Atlantic port to be reported by cable to and published in London.

The London Post Office informs this Department that by arrangement with the Post Offices of Canada and the United States of America it now receives telegraphic notification of the name of the steamer by which the mails in question are despatched from Atlantic ports, except in the case of the mails conveyed to San Francisco by the steamers of the Oceanic Steamship Company. Public notices containing the information, together with the probable date of the arrival of the mails in the United Kingdom, are exhibited at the more important post-offices in the City of London as soon as possible after the receipt of the telegrams; and a copy of each notice is sent to the offices of the Union Steam Ship Company of New Zealand, at Fen Court, London E.C.

The London office does not receive telegraphic notification of the arrival of the mails at Vancouver and San Francisco. Such information would not be of any practical value to it, and there does not appear to the Imperial Postmaster-General to be sufficient ground for obtaining the information specially for communication to Lloyd's.

The London office adds that although it receives telegraphic advice from abroad regarding the whereabouts of mails from other countries than New Zealand, it has not hitherto been the practice to communicate any such information to Lloyd's, which, so far as is known, is concerned only with the movements of ships.

However, as the Union Steam Ship Company has given instructions for the despatch and publication of advices as desired, there is no need to make any further representations to the London Post Office.

I have &c.,

R. HEATON RHODES,

Postmaster-General.

The Hon. John Duthie, M.L.C., Parliament Buildings, Wellington.

No. 171.

The HIGH COMMISSIONER to the Hon. the PRIME MINISTER.

SIR,— Westminster Chambers, 13 Victoria Street, London S.W., 10th December, 1913.

I have the honour to acknowledge the receipt of your letters of the 15th July and the 1st August last, giving information as to the cause of the late arrival in London of certain mails. This information was duly communicated to Messrs. Gilbert Anderson and Co. and to the New Zealand Agents' Association, and herewith I enclose, for your information, copy of further correspondence thereon with them.

I have, &c.,

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

THOS. MACKENZIE

[P. & T. 37/43.]

Enclosure 1 in No. 171.

MESSRS. GILBERT ANDERSON AND CO., London, to the HIGH COMMISSIONER, London.

SIR,— Terminus Chambers, 6 Holborn Viaduct, London E.C., 22nd September, 1913.

We have to acknowledge receipt of your favour under date 19th September [not printed], and to thank you for the report of the Postmaster-General of the Dominion in reference to the arrival in London of the New Zealand mails.

We note that at the particular time referred to there were certain specific delays in the mails, and, although we readily admit that at the particular time the delay in the arrival of the mail in London was of more than usual duration, yet we believe there are certain points which have yet to be satisfactorily cleared up in order to put the business of the Dominion on a secure footing.

We are fully aware that delays are possible, but we believe that these can be overcome if the Australian mail-service was recognized as of considerable importance, and that it requires steamers of a class entirely different from the s.s. "Warrimoo" if the delivery of the mails is to be assured in time for Sydney.

We would, however, further point out that the circumstance of the mail having missed connection in Sydney would be known to the Postmaster-General, and we suggest that immediate cable advices should be sent to you so that agents in this country should be early advised and enabled to take such steps as they consider necessary to protect the shippers' interest.

We need scarcely point out to you that it is frequently impossible to post and despatch advice ahead, as the steamers load up a large bulk of their cargo and immediately leave direct for London. Should, therefore, the following mail miss the connection, considerable loss and inconvenience is experienced. We would therefore be pleased to learn that arrangements have been made for advice of any mails having missed the connection.

Thanking you for your report,
The High Commissioner, London.

We have, &c.,

GILBERT ANDERSON AND CO.

Enclosure 2 in No. 171.

The SECRETARY, High Commissioner's Office, to MESSRS. GILBERT ANDERSON AND CO., London.

GENTLEMEN,— 13 Victoria Street, London S.W., 23rd September, 1913.

I am directed by the High Commissioner to acknowledge the receipt of your letter of the 22nd instant, in reply to mine of the 19th, relating to late arrival of certain New Zealand mails in London. With regard to your suggestion as to cabling when a mail misses the Australian connection, I am to at once inform you that the New Zealand Post Office always cables to this office when a mail fails to catch the Australian steamer, and the High Commissioner immediately notifies the General Post Office in London, requesting that the information may be given due publicity. The last advice of a mail so missed was cabled to this office on the 11th April last, and the Post Office here was informed the same day.

C. WRAY PALLISER,

Secretary to the Department.

Messrs. Gilbert Anderson and Co., Terminus Chambers, 6 Holborn Viaduct E.C.

Enclosure 3 in No. 171.

The HON. SECRETARY, New Zealand Agents' Association, London, to the HIGH COMMISSIONER, London.

SIR,— Cecil House, Holborn Viaduct, London E.C., 10th October, 1913.

I had the pleasure of placing before the general meeting of this association on the 2nd instant the memorandum from the Postmaster-General of the Dominion which you were good enough to forward me.

I am directed to convey the thanks of the association for the explanation, and for your covering letter, and at the same time point out that regrettable delays still prevail.

The society does not doubt that the New Zealand Government appreciates the importance to trade and commerce in general of reliable postal communications, and, while fully aware of the uncertainties of long sea routes, trusts that the Government will spare no endeavour to perfect all means of contending with and overcoming as far as humanly possible the difficulties of communication.

I have, &c.,

W. V. ROBINSON, Hon. Secretary.

The Hon. T. Mackenzie, High Commissioner.

Enclosure 4 in No. 171.

The SECRETARY, High Commissioner's Office, London, to the HON. SECRETARY, New Zealand Agents' Association, London.

SIR,— 13 Victoria Street, London S.W., 17th October, 1913.

I am directed by the High Commissioner to acknowledge the receipt of your letter of the 10th instant, with regard to the arrival in this country of New Zealand mails, which shall be communicated to the New Zealand Government. In the meantime I would mention that the New Zealand Government always cables to this office when a mail via Australia fails to catch the steamer there, and the General Post Office here is immediately notified and requested to give due publicity to the fact. The last advice of a mail having so missed was on the 11th April of this year. In any future cases when cables are received reporting the missing of the steamers you will also be at once advised for the information of the members of the New Zealand Agents' Association.

I have, &c.,

C. WRAY PALLISER,

Secretary to the Department.

The Hon. Secretary, New Zealand Agents' Association, Cecil House, Holborn Viaduct E.C.

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