

CORRESPONDENCE

D.—No. 1.

WITH

THE AGENT-GENERAL, LONDON.

I.—MEMORANDA FOR THE AGENT-GENERAL.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND
OF HIS EXCELLENCY.

WELLINGTON.

—
1872.

ERRATA.

Memoranda No. 74 (1872), page 46, should be dated 7th *June*, instead of 7th *May*.
Memoranda No. 85 (1872), page 47, should be dated 6th *July*, instead of 6th *June*.

SCHEDULE OF CORRESPONDENCE.

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1	Aug. 30, 1871 ...	Regulations for nominated and assisted immigration to Otago have been issued. Arrangements to be made through the Provincial Agent in Scotland, for introduction of 1,950 immigrants ...	3
2	Sept. 30, 1871 ...	Forwarding correspondence relative to location of Scandinavian and Western Highland special settlements in Seventy-Mile Bush and Ruataniwha Blocks ...	3
3	Oct. 28, 1871 ...	Details of scheme for special settlements in above-named blocks. Mr. Friberg will be sent home to assist the Agent-General ...	4
4	Nov. 25, 1871 ...	Correspondence relating to appointment of Mr. B. E. Friberg as Immigration Agent, to assist in promotion of Scandinavian immigration generally ...	5
5	Nov. 25, 1871 ...	Messrs. Birch and Seaton have been appointed in terms of recommendation of Superintendent and Provincial Council of Otago relative to a perambulating Home Agency, to give information respecting immigration ...	6
6	Nov. 25, 1871 ...	Forwarding memorandum of plant, &c., to be purchased in England by Messrs. Brogden.	7
7	Nov. 25, 1871 ...	The General Government having assumed entire control of immigration, the views of the Government are conveyed to the Agent-General. Remarks as to shipping arrangements. List of 8,000 immigrants to arrive during 1872 enclosed ...	8
8	Nov. 25, 1871 ...	Immigration arrangements with Messrs. J. Brogden and Sons to be settled between members of that firm in England and the Agent-General. Draft of unexecuted agreement enclosed ...	10
9	Dec. 12, 1871 ...	All Provincial Regulations for assisted and nominated immigration have been revoked. In future, the following will be rates for passages of nominated immigrants:—Adults, £5; children, half-price; young single women, free ...	12
10	Dec. 21, 1871 ...	It is important that orders for iron work should be shipped as soon as possible. List of orders, and extract from letter from Resident Minister, Middle Island, enclosed ...	12
11	Dec. 22, 1871 ...	Government have guaranteed passages of Messrs. Birch and Seaton ...	13
12	Dec. 22, 1871 ...	Copies of agreements with Messrs. J. Brogden and Sons for railway construction—1. Temporarily suspending Contract No. 2; 2. Providing for construction of lines of railway during the suspension of Contract No. 2. List of works to be undertaken under these contracts enclosed ...	14
13	Dec. 23, 1871 ...	Acknowledging telegram announcing arrangements for Scandinavian emigration. Necessity for continuous flow of emigration, always imperative, is still more so in consequence of arrangements entered into with Messrs. Brogden ...	20
14 & 15	Dec. 27, 1871 ...	Forwarding letter from Hon. Mr. Reeves, covering one from Mr. Coster and sundry Canterbury importers, relative to shipping monopoly ...	21
16	Jan. 18, 1872 ...	Forwarding letters from His Honor the Superintendent of Otago, and Mr. Pearson, of Invercargill, relative to proposed settlement on Stewart's Island ...	23
17	Jan. 20, 1872 ...	Forwarding Nominated Immigration Regulations. Success of the public works policy greatly depends on the arrival of a large number of immigrants ...	28
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20	Jan. 25, 1872 ...	Mr. H. W. Farnall appointed Immigration Agent ...	31
21	Jan. 23, 1872 ...	Order for railway plant sent by Hon. Minister for Public Works from Auckland. Specifications enclosed ...	32
22	Feb. 19, 1872 ...	It is desirable that the immigrants sent out should be suitable for public works. Government have no advice of steps taken to approve the immigrants selected by Continental firms ...	35
23	Feb. 19, 1872 ...	The General Government having taken over the Kaipara Railway, plant, &c., will be shipped through Agent-General instead of Mr. Dunlop. Memorandum of transfer of Kaipara Railway enclosed ...	36
24	Feb. 19, 1872 ...	It is proposed to introduce immigrants with small capital, say from £100 to £500, for whom land will be set apart on deferred payments (where necessary) ...	36
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28	May 13, 1872 ...	It is desirable that the Agent-General should forward full information relative to the class, numbers, date of sailing, and port of arrival, of immigrants expected this season ...	39
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30	June 5, 1872 ...	The Government express pleasure at receiving the details of the Agent-General's immigration arrangements, and recognize the many difficulties he has had to contend with ...	41
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34	June 6, 1872 ...	While the Government is gratified to learn that the Agent-General has succeeded in causing a reduction in the cost of passages and freights to be made, it nevertheless regrets that, for the present at least, the Colony is in the power of a single firm ...	44

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35	June 6, 1872 ...	Relative to terms of appointment of Messrs. Birch and Seaton ...	44
36	June 6, 1872 ...	Government have received with satisfaction letter of 4th April, containing first definite information of the number of emigrants he intends despatching ...	45
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38	June 7, 1872 ...	Referring to memorandum of 19th February, information is now forwarded of the conditions of settlement by small farmers on the confiscated lands at Tauranga and West Coast ...	46
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40	July 6, 1872 ...	Messrs. Brogden intend telegraphing to their firm, that arrangements for sending out labourers entered into in London cannot be continued ...	47
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43	July 6, 1872 ...	With reference to contract entered into with Messrs. Shaw, Saville, and Co., it is so evident that the subjection of the shipping arrangements to a single firm may be attended with prejudicial consequences to the commercial interests of the Colony, that it will be advisable to charter ships rather than enter into any further lengthened engagement ...	49
44	July 6, 1872 ...	Fuller information required as to emigration agencies engaged in the United Kingdom, pointing out the value of the Scotch Agency established by the Provincial Government of Otago, and suggesting that it be utilized ...	50
45	July 6, 1872 ...	Forwarding report of Mr. Halcombe relative to the capacity of Scandinavians for colonization ...	50
46	July 6, 1872 ...	Arrangements have been concluded with Messrs. Brogden for the construction of certain lines of railway, and others still under consideration ...	51
STATEMENT of Orders sent to Agent-General, London, for Railway Material, with Shipments reported up to date (16th July, 1872) in execution thereof ...			52
PLAN of Stewart's Island, showing Land intended for Settlement ...			25

CORRESPONDENCE WITH THE AGENT-GENERAL, LONDON.

NOTE.—*The Memoranda ordering Railway Plant have with a few exceptions been omitted, but the details of the material ordered and arrived are, for convenience, scheduled and inserted at the end of this paper.*

The Memoranda relating to the ship "England," and to the Hon. Colonel Feilding's arrangement on behalf of the Emigrant and Colonist's Aid Corporation, are printed separately.

No. 1.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 24, 1871.)

Public Works Office, Wellington, 30th August, 1871.

HEREWITH is forwarded copy of a correspondence with His Honor the Superintendent of Otago, relative to immigration to that Province, under the provisions of "The Immigration and Public Works Act, 1870." From it you will learn that His Excellency the Governor has issued regulations for the introduction into that Province of both assisted and nominated immigration, and that the Government have promised to instruct you to avail yourself of the services of the Provincial Agent in Scotland, in selecting and shipping, within the next twelve months, the following numbers and classes of immigrants, viz. :—

Single men,—	Adults	
Farm labourers (ploughmen)	600	
Gardeners	50	
Flaxdressers	25	
Ropemakers	25	
Coal Miners	50	
Single women,—	750	
Farm servants (dairymaids)	500	
Domestic servants	500	
Married couples	100	200
Total	1,950	

The immigration to Otago has been so long and successfully conducted by the Provincial Agent in Scotland, that the Government have no doubt you will gladly avail yourself of the services of that officer, and it is only necessary, therefore, for me to draw your attention to the following particulars, viz. :—(1.) That the regulations provide that the Provincial Agent in Scotland is to act under your direction. (2.) That it is desired that few, if any, immigrants should arrive in Otago during June, July, and August. (3.) That special encouragement is intended to be offered to flaxdressers and ropemakers by grants of land, of which the details are not yet prepared; and (4.) That the Superintendent and Provincial Council concur in recommending a perambulating home agency, consisting of one or more persons from New Zealand, thoroughly acquainted with the agricultural and pastoral pursuits of the Colony, and qualified to give reliable information.

This last point will very likely have engaged your attention before this reaches you, and the Government will probably shortly learn whether it is correct in anticipating that you would be likely to avail yourself of the services of some of the New Zealand residents now in Britain.

W. GISBORNE.

No. 2.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 37, 1871.)

Public Works Office, Wellington, 30th September, 1871.

REFERRING to the correspondence with His Honor the Superintendent of Hawke's Bay, relative to special settlements in that Province, forwarded in memorandum No. 4, of 7th July, (see No. 32, D. No. 3, 1871) I now enclose copy of a further correspondence on that subject. From it you will learn that, with a view to the location of Scandinavian and Western Highland immigrants on blocks of land situated in the Seventy-Mile Bush and Ruataniwha Blocks, you are instructed to procure and send out 300 families, 100 single men, and such young women as desire to accompany their relations, but that the Government are as yet unable to specify the exact terms which you will be authorized to offer to these intending immigrants.

The Government are aware that the gathering of immigrants for special settlements is a work of time; and the object of authorizing you to engage a definite number of immigrants for Hawke's Bay is, that you may feel yourself warranted in taking any preliminary steps which you may find desirable with that view.

W. GISBORNE.

No. 3.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 38, 1871.)

Public Works Office, Wellington, 28th October, 1871.

IN my memorandum No. 37, of the 30th September, I informed you of the intention of the Government to locate Scandinavian and Western Highland immigrants on blocks of land in the Seventy-Mile Bush and Ruataniwha Districts; and that although the Government were as yet unable to specify the exact conditions of settlement, yet, with a view to forward the scheme, you were authorized to procure and send out a definite number of immigrants, viz., 300 families, 100 single men, and such young women as chose to accompany their relations.

The consideration of the details has led to the conviction that as it is very desirable the immigrants should arrive in New Zealand with the least possible delay, in order to take advantage of the public works in the neighbourhood of the proposed settlements, it would be unwise to fetter you with rigid conditions, and the Government have determined to indicate only the main features which they propose to adopt.

1. It is intended that the Scandinavian immigrants should be located in three small settlements along the line of road through the Seventy-Mile Bush. The nationalities locating them will of course depend on the result of your labours in collecting the immigrants, but it is desired that, if possible, two of them should be Norwegian and one Swedish.

2. The three sites, of about 5,000 acres each, will be early and carefully selected. As far as can at present be judged, they will all be in bush, without any open land.

3. In each settlement there will be a village of ten acres laid out in quarter-acre sections. Reserves will be made therein for a church and school, and for other purposes; the remaining lots will be open for sale to tradesmen and others at the price of say £5 per section, payable in cash; the rest of the block will be laid out in 20-acre sections, a portion of which will lie on the main line of road and the remainder at the back.

4. As it may probably assist you in procuring immigrants if the names of the settlements to which they are emigrating are localized, you will be good enough to give such names to the villages and settlements as you may find to be most attractive to those intending to proceed to them.

5. Each family will be allowed to select one 20-acre section, for which will have to be paid the sum of £20 during the first three years, in monthly payments, the first payment to be made simultaneously with the receipt of the first month's wages. The order in which the selection is to be made is to be decided by lot on the immigrant's arrival. Each alternate section will be reserved from sale, and if the occupier of the adjoining section should desire to purchase it, he can do so during the fourth year by monthly instalments, provided he has paid for the original section during the first three years' occupation, but not otherwise. Should, however, an immigrant leave the settlement, or omit to pay up the monthly instalment for three consecutive months, then the section he occupied will be considered abandoned.

6. The immigrants will be conveyed from Napier to the settlement, and allowed, when they reach there, one or, if found necessary, two week's rations free, in order to give time for them to choose their land and house themselves.

7. Work on the road running through or near to the settlement will be provided, but not for the whole six days a week. Wages of 5s. a day of eight hours, for three or four days' work a week, will be given to good workmen, and less in proportion to capacity.

Those days on which they are not employed are intended to afford them time for clearing their own sections. The Government do not like to guarantee work for any stated period, because the road work must necessarily get further and further removed, and in time come to an end; but there can be no doubt that you will be safe in promising work for at least a year, if you find it necessary to make a definite promise at all. Piece work may perhaps, and probably will, be found preferable to day labour: if so, the price will be such as will enable a good workman to earn certainly not less than he would by day work.

8. It is found from the Palmerston experiment that single men are more attracted by the wages of settlers than by land, and as the object is to settle these immigrants on the land, families will be preferred, so that, instead of the 100 young men formerly mentioned, it is thought better to confine the immigration to families and to such single men and women as are attached to them or form part of them. An exception, however, to this rule, as relates to single men, will be stated presently.

9. The Government are anxious that the moral and religious well-being of the immigrants should be provided for from the commencement, and you are authorized to afford whatever encouragement may be necessary to induce a schoolmaster to accompany each party of immigrants. I am given to understand that a carefully selected schoolmaster would, in addition to his ordinary scholastic duties, supply the place of a clergyman until the immigrants have settled down, and are able to invite one to come out to them.

10. April is understood to be about the best month for collecting immigrants in Norway, as the leaseholds fall in and the re-engagement of servants takes place at that time; but although it is desirable that the immigrants should reach New Zealand as early as possible, so as to prepare for the spring planting, &c., yet, as they could do but little the first season, and their location in such an entirely new district in the middle of winter might be calculated to dishearten them, it is thought, all things considered, that it would be better that they should not arrive at Napier before the early spring—say August next. This will give them ample time to fell bush for the summer burning, and enable them to prepare an encouraging breadth of ground for the next season. It will probably be found that only a portion of the immigrants can start with the first ships, and that the remainder will not be able to follow until later in the year.

11. It is proposed that, if practicable, the immigrants for each settlement be sent out in separate ships, and on the voyage every inducement should be held out to them to short-draw their rations. The provision thus saved, or its value, will materially assist in first starting them on arrival.

12. The only other subject of importance is the amount which these immigrants are to pay for

their passage. The Government do not see their way to giving them free passages, and think it should be fixed at one-third the cost, or say £5. This is the amount which persons emigrating from the United Kingdom to Napier are required to pay, either by themselves or their friends. The Government think that passage money, at the rate of £5 per adult, should be paid before embarkation, or at any rate, that a promissory note should be given for the amount, to be paid in the Colony by instalments within the first year or two years after arrival. Single women can, however, have free passages; but single men, not actually members of families, should certainly be required to pay in cash at least one-third of the cost of their passage, and if this is done, the limitation imposed on their immigration under paragraph 8 can, to a moderate extent, be extended, as they will be usefully absorbed by the settlers in all parts of the Province. Still, however, as the obliging the immigrants to pay their own passages may imperil the whole scheme, and as the Government regard the establishment of pioneer settlements in the Seventy-Mile Bush by so suitable a people as Scandinavians as a matter of great importance, it has been resolved to leave the question of passage money to your discretion.

13. In order to assist you in selecting these immigrants, the Government have arranged with Mr. Friberg, an intelligent Norwegian settler of Hawke's Bay, to proceed to your address by next mail. He is a Hawke's Bay settler of several years' standing, has travelled through the Seventy-Mile Bush, and, being conversant with colonial life, will, I have no doubt, be able to render you assistance in promoting Scandinavian immigration to New Zealand generally. With reference to the terms of his engagement, I will inform you in a separate memorandum.

In communicating to you the above outlines, the Government will be obliged by your adhering to them as closely as you may find circumstances permit; but you are authorized to modify them where necessary.

While the Government are anxious to avoid raising undue expectations before starting, they are no less anxious to prevent disappointment to the immigrants after arrival: with this view they deem it desirable that the conditions you finally determine upon should be printed and circulated, and that copies and translations should be early forwarded to this department, so that steps may be taken here to fulfil whatever conditions you may promulgate.

With reference to the settlement of Highlanders in the Ruataniwha Block, I am not able to give you equally definite instructions. The block contains 20,000 acres, but only one-half of it would be laid out as a settlement. The size of the sections, and the mode of laying them out, will be the same as those in the Seventy-Mile Bush; but as the block is six miles removed from the public works, the immigrants will have mainly to depend for employment on the neighbouring settlers. The Government are prepared to authorize you to place the block of 10,000 acres at the disposal of any parties willing to colonize it on such terms as you might be able to arrange; or, if this is not practicable, it is open for the location of such Western Highland and other Scotch families as you may find willing to occupy it, on conditions similar to those offered to the Scandinavians, except that of employment on public works immediately contiguous. You are authorized to select and send out 100 families for this purpose. The character of this block is described by His Honor the Superintendent of Hawke's Bay as follows:—

"The Ruataniwha Block, of about 10,000 acres, is bush land, situate at the base of the Ruahine Range, and between the spurs of the Ruahine and the open plain of the Ruataniwha. There are already a considerable number of small settlers scattered along the edge of the bush, whose holdings join the block proposed to be given. The land is good, and either flat or low hills. The adjoining district is settled, and the road connecting it with Napier is excellent. The proposed railway from Napier to Wellington would be within a few miles."

I have already forwarded to you a sketch plan of the Ruataniwha Block, and I now enclose a small sketch map of the Province, showing it and the line of road through the Seventy-Mile Bush; but the probable localities of the three settlements in the latter are only approximately indicated thereon.

W. GISBORNE.

No. 4.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 50, 1871.)

Public Works Office, Wellington, 25th November, 1871.

REFERRING to my memorandum No. 38, of 28th October last, in which I explained fully the views of the Government in reference to the proposed settlements in the Seventy-Mile Bush, I have now to inform you that Mr. Bror Eric Friberg, a Scandinavian settler of several years' experience in Hawke's Bay, has been directed to proceed to London and act under your instructions in procuring Scandinavian emigrants proposed to be located thereon, and to assist in the promotion of Scandinavian immigration generally, in terms of his letter of appointment enclosed.

Mr. Friberg leaves by the present mail; but as it will be of advantage to him in his undertaking if he visits one or more of the settlements of his countrymen in America, he may probably on that account be detained a short time *en route*.

W. GISBORNE.

Enclosure in No. 4.

The UNDER-SECRETARY, Public Works, to Mr. B. E. FRIBERG.

SIR,—

Public Works Office, Wellington, 10th November, 1871.

I am directed by Mr. Gisborne to inform you that, on the recommendation of His Honor Mr. Ormond, the Superintendent of Hawke's Bay, the Government have determined to avail themselves of your services in procuring Scandinavian immigrants for that Province, and especially for certain proposed settlements in the Seventy-Mile Bush.

You have been verbally informed of the general conditions to be adopted in locating Scandinavians on the three blocks to be laid out for settlement; and, from the instructions to the Agent-General, in

which those conditions are embodied, you are aware that they are more or less subject to such revision as that officer may find it expedient to make.

You will be good enough to proceed by the first San Francisco steamer to London, and after reporting yourself to Dr. Featherston, the Agent-General, whose address is Victoria Street, Westminster, act under such instructions as he may from time to time furnish you with. Although no fixed term of engagement can be promised to you, the Agent-General will be instructed that, should he find your services useful in the promotion of Scandinavian immigration to New Zealand generally, he will be at liberty, if he thinks fit, to avail himself of them for that purpose, as well as for the more especial object in furtherance of which you have been engaged.

The remuneration which the Government will pay you is 18s. per diem, from the date of your departure from Hawke's Bay to your return, in lieu of all travelling expenses, except passages by sea, and ten shillings capitation allowance for such approved adult immigrants, and in proportion for children, as the Agent-General may certify to your having obtained; and further, although the Government are not to be understood as making an absolute promise of additional remuneration, yet, should your services prove highly advantageous to the Colony, they will be prepared, on your return, to consider any recommendation the Agent-General may make in your favour.

The paymaster at Napier is instructed to pay you £80, being the equivalent of a through passage from Hawke's Bay *via* San Francisco to London, together with £50 as an advance on account of your allowances, and the Agent-General will be instructed to pay you, in London, such moneys as you may from time to time become entitled to, and provide you with a free passage back to New Zealand whenever he may direct you to return.

Although, as above stated, the length of your engagement is left entirely to the Agent-General to determine, yet it is understood that, should the engagement not be previously terminated, you will, if you wish it, be allowed to return to New Zealand at the expiration of two years.

I have, &c.,

JOHN KNOWLES,
Under Secretary.

Bror Eric Friberg, Esq., Napier.

23rd November, 1871.

P.S.—To avoid misunderstanding, the following information is noted, so that you may be able to make a statement of accounts to the Agent-General.

The cost of passage to Liverpool is £80, which amount has been paid you, but you will have to charge in addition the railway fare from Liverpool to London. It having been necessary for you to come from Hawke's Bay to Wellington, the cost (£3) will have to be charged also.

The date of your leaving Hawke's Bay, the 17th November, is the day from which the allowance for travelling expenses is to date, on account of which expenses you have received £50.

JOHN KNOWLES.

No. 5.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 51, 1871.)

Public Works Office, Wellington, 25th November, 1871.

WITH reference to my memorandum No. 24, of 30th August last, in which I informed you of the recommendation of the Superintendent and Provincial Council of Otago, that "there should be a perambulating home agency, consisting of one or more persons from New Zealand thoroughly acquainted with the agricultural and pastoral pursuits of the Colony, and qualified to give reliable information," I have now to enclose copy of the appointment of Messrs. Thomas Birch and James Seaton, two settlers of many years' residence in Otago, both of whom are well qualified to render you valuable assistance.

I need not further refer to the terms of their engagement, which are fully set forth in the letters addressed to them respectively, than to point out that these gentlemen are directed to act implicitly under such instructions as you may see fit to give them.

I understand that both Mr. Birch and Mr. Seaton will proceed to London by an early vessel from Otago.

W. GISBORNE.

Enclosure in No. 5.

The UNDER SECRETARY, Public Works, to Mr. T. BIRCH and Mr. J. SEATON.

SIR,—

Public Works Office, Wellington, 21st November, 1871.

On the recommendation of His Honor the Superintendent of Otago, the Government have availed themselves of your intended visit to Great Britain, to appoint you an agent for promoting immigration to this Colony.

As it is impossible to determine the nature and extent of the services you will be called upon to render, I am directed by Mr. Gisborne to state generally that, on reaching London, you will be good enough to wait on Dr. Featherston, the Agent-General, whose address is 7, Westminster Chambers, Victoria Street, and take your instructions from him.

For the same reason, the Government have not fixed the scale of your remuneration; but the Agent-General will be instructed to determine it for such services as you may perform, and, if he think necessary, include in that remuneration the payment of your passage to London. It is, however, distinctly to be understood that such payment will depend on the fulfilment of your duties to the satisfaction of the Agent, and that there is no engagement as to the payment of your return passage to New Zealand.

Your long residence in New Zealand, and your acquaintance with its immigration wants, encourage the Government to hope that you will be able to render most valuable assistance in furthering the

colonization operations now being undertaken; and, as time is of importance, I am to request you to use every exertion to proceed to London by the first opportunity.

I have, &c.,
JOHN KNOWLES,
Under Secretary.

Thomas Birch, Esq., Dunedin.

[A similar letter was addressed to James Seaton, Esq., Dunedin.]

No. 6.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 53, 1871.)

Public Works Office, Wellington, 25th November, 1871.

I FORWARD herewith a list of railway plant which Messrs. Brogden have been requested to provide, for sundry railway works which it is in contemplation to undertake.

The rails, of which a plan and specification are enclosed, must be submitted for tender to not less than six manufacturers, in the manner indicated in the sixteenth clause of Contract No. 1, and are to be subject to Mr. Hemans' inspection before shipment.

A copy of the papers containing the contract above mentioned is also forwarded herewith.*

As no plans of the workshop tools are furnished, they will have to be prepared and submitted to Mr. Hemans' inspection before tenders as above are obtained, or the tools must be purchased from a manufacturer, approved by Mr. Hemans, and in either case submitted to his inspection before shipment.

These shipments, although intended for works to be undertaken by the Messrs. Brogden, are nevertheless in the meanwhile the property of the Government, and you will therefore have the bills of lading and policies of insurance made out to the order of the Minister of Immigration and Public Works for the time being.

A credit has been arranged by the Treasury, in your favour, for £38,000, which amount it is estimated will be ample to cover the cost of freight and all other charges of shipment.

W. GISBORNE.

* A.—No. 6,
Session 1871.

Enclosure 1 in No. 6.

MEMO. of PLANT to be purchased in England by Messrs. BROGDEN.

Workshop Tools.

- 1 lathe, 18" chuck, 20 feet length, with leading screw and change wheels.
- 1 punching and shearing machine, 1½".
- 1 drilling machine, double geared.
- 1 " " single
- 1 planing " to plain 8½" + 3½".
- 1 screw cutting " from ¾" to 2".
- 1 shaping " 11" stroke.
- 1 engine, 15 horse power.
- 100 feet 3-inch shafting, turned the whole length, with 12 plummer-blocks and 8 fast and loose pulleys.

The shafting will be placed on each side of the shop (50 feet on each side) and driven direct from the fly-wheel on 3-feet drums. It will be carried on plummer-blocks 10 feet apart placed on the beams of roof.

- 1 noiseless fan, 4 feet in diameter.
- 1 general joiner.
- 2 traversing hydraulic jacks, 20 tons.
- 1 saw bench.
- 1 hand lathe.
- 4 smiths' hearths.

The above in duplicate, one set to be shipped to Auckland and one to Dunedin.

Rails.

- 6 miles steel-topped rails, 40 lbs. to yard, 420 tons, with spikes and fish-plates.
- 52 miles iron rails, 40 lbs. to yard, 3,080 tons, with spikes and fish-plates.

The rails to be shipped as follows:—

- Greymouth 8 miles, iron.
- Wellington 10 " "
- Auckland 10 " "
- Picton 12 " " 3 miles steel.
- Bluff 12 " "
- Otago 3 " steel.

The fish-plates shall be according to drawing, and to fit the rails accurately. They shall be of best mild Bessemer steel.

Enclosure 2 in No. 6.

RAILWAYS IN NEW ZEALAND.

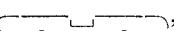
Specification of Rails.

THE rails are to be of the section shown in the accompanying drawing. A template must be submitted by the Contractor for the approval of the Engineer before the work is commenced, and in strict accordance with which the rails are to be made.

They are to be each 21 feet long, but a proportion, not exceeding 10 per cent., will be accepted in 18 feet lengths, cut from longer rails faulty at the ends. No deviation of more than $\frac{1}{4}$ in. from the proper length of the rails will be allowed.

The weight of the rails is to be 40 lbs. per yard; none will be received which weigh less than $39\frac{1}{2}$ lbs., and no allowance will be made for any excess over $40\frac{1}{2}$ lbs.

Each rail is to have marked distinctly on the side the initials of the maker, the weight per yard, the year of manufacture, and N.Z.R.

Two oval holes, $\frac{1}{16}$ in. by $\frac{1}{16}$ in. diameter, are to be punched in the vertical web of each rail at both ends, in the position shown in the drawings. In the rail a nick shall be cut in each flange $\frac{3}{8}$ in. wide and $\frac{1}{4}$ in. deep , to receive a spike and prevent crawling of the rail.

The holes must be clean and square through the rails. Any deviation from the correct sizes and positions of these holes will render the rails liable to rejection.

The quality of the rails, both as regards material and workmanship, shall be to the satisfaction of the Engineer appointed by the Agent-General to the Government of New Zealand.

They are all to be turned out perfectly true to the template and straight throughout; free from imperfect welds, splits, cracks, flaws, or other faults; the ends to be sawn off clean and square. Should any rails require to be strengthened when cold, they are to be done under presses, and not by a heavy hammer. The Engineer shall have power to test the rails, or the iron from which they are to be made, at the expense of the Contractor, at any time he may think proper. He shall also be at liberty to appoint inspectors, who are to have free access to all parts of the works, to carry out their inspection during the process of manufacture, or otherwise to see that the conditions of this specification are complied with.

The tests will be as follows:—(1.) Bearings 3 feet apart; dead load in centre, seven tons; deflection, after half an hour, not to exceed $\frac{1}{2}$ in., nor permanent set, $\frac{1}{8}$ in. (2.) Bearings 3 ft. apart; falling weight, 600 lb.; fall, 4 ft. 6 in.; rails to bear two blows without deflecting more than 1 in., and without breaking.

No rails shall be considered as accepted until the Engineer shall have given his certificate, in writing, that they are satisfactory; but, if defective, they are liable to rejection even after this certificate has been given, but not after leaving England for New Zealand.

The fish-plates shall be according to drawing, and fit the rails accurately.

They shall be of best mild Bessemer steel.

No. 7.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 54, 1871.)

Public Works Office, Wellington, 25th November, 1871.

I HAVE the honor to forward to you copy of "The Immigration and Public Works Act, 1871," and of the Financial Statement delivered by the Hon. Mr. Vogel, on 12th September, and to refer you to various debates during the Session (as reported in *Hansard*) upon the general policy of the Government.

From these documents and reports you will gather that the Government have now taken the entire control of immigration. As yet there has not been time to consider how far, if at all, uniform regulations will be applicable to the whole Colony, or whether it is desirable to modify, in respect to the different Provinces, those regulations which have already been sent home to you. But as it is of the highest importance to New Zealand that immigration should proceed without delay, I desire to inform you of the views, so far as they are yet matured, of the Government upon the subject, and also to instruct you concerning the discretion you should exercise with respect to the regulations which have already reached you.

It is the intention of the Government from time to time to establish special settlements in different parts of the Colony. It is proposed that each of those settlements shall consist of a limited number of immigrant families; that land shall be set apart for the purpose of settlement upon easy terms of deferred payments; and that, whenever practicable, employment on adjacent public works shall be offered, or in some cases that a particular industry or industries shall be encouraged in each settlement, in order that the settlers, at the outset of their career, may not find themselves in want of means of subsistence whilst their lands are being brought under cultivation.

The regulations for the several settlements will no doubt differ to some extent; but you may gather from what I have said, that the object of the Government will be to afford the settlers opportunities of making a fair start in the Colony.

Besides those immigrants who are sent out for the purpose of establishing these special settlements, it will be desirable that there should be introduced a number of immigrants who are fitted to take part in the ordinary industries of the Colony, and who will be ready to disperse themselves amongst the already settled communities.

I am not prepared to say at present how far the Government will be disposed to draw a distinction as to arrangements to be made at home between emigrants selected for already settled districts, and those intended to assist in the formation of special settlements. It will possibly be found convenient to give to a proportion of the intending emigrants the option of deciding, when they arrive in the Colony, which of the two courses they will follow. At any rate, this may be the case at first, whilst there may be a large demand for ordinary labour for the purpose of constructing public works.

I need not inform you that the public works which it is intended to construct will absorb, beyond the ordinary labour of the Colony, a large amount of imported labour for a considerable period; and very serious inconvenience to existing industries, not to mention great additional expense in carrying out the proposed works, would be occasioned, if for some time there was not a continuous flow of labour into the Colony.

The Government have already sent to you, on behalf of various Provinces, instructions to forward immigrants under regulations which have also been sent to you. Those regulations may embrace restrictions which will make it impossible for you to obtain the desired number of immigrants. I refer especially to the condition that the immigrants should pay in cash a stated portion of the passage money.

I attach hereto a list of the number of immigrants I desire should arrive in the Colony during the year 1872. Half of that number I desire that you will cause to be forwarded with the least possible delay.

You may deduct from the number stated in the attached list, those immigrants whom you have, since your arrival in England, sent out, or engaged to send, under the regulations already in your possession. The number stated in the list is to be independent of the immigrants to be sent out under arrangements with Messrs. John Brogden and Sons, particulars as to which will be separately addressed to you, and that number also to be independent of those whom you may send out under nomination by persons already in the Colony.

You will thus understand that the number stated in the attached list is the number of immigrants I desire should be forwarded by you to arrive in the Colony during all 1872, irrespective of immigrants nominated by settlers or sent under arrangement with the Messrs. Brogden, and reducible by the number of immigrants already despatched or arranged for by you at the time you receive this memorandum. I should prefer that, as far as possible, you should approach to a uniform system; and I have to suggest to you, in the absence of cash payments by the immigrants, that you should pay the whole amount of passage money, receiving from the immigrants promissory notes for repayments in instalments extending over five years from the date of sailing. In the case of families, the adult males should become responsible, as stated.

I desire that, as far as possible, families should be selected as immigrants; but you are at liberty to decide, in particular cases or generally, what proportion of male adults shall be sent out; but I beg you to understand that you are not to permit the precise letter, or even the spirit, of the instructions sent you, to prevent your sending out the number of suitable immigrants I have asked for. Especially, I desire that you send out, without delay, the half of the number required for the year.

Although I am not now able to forward to you the particulars of the plan of any special settlement except that proposed for Hawke's Bay, I wish you to consider yourself at liberty to arrange with some of the immigrants,—say one-third out of the whole number of families to be sent to the Provinces of Auckland, Hawke's Bay, Wellington, and Otago,—that the Government will, on their arrival, should they prefer that course, enable them to join a special settlement upon the general plan I have herein indicated, it being the intention of the Government to make arrangements, without delay, for several such settlements.

I do not give to you instructions as to providing for the comforts of the immigrants' wants during the voyage, nor as to the chartering of ships, because I am convinced that, by leaving you the fullest discretion, you will be able to make arrangements in every way more beneficial than would be the case were I to hamper you with directions and conditions which you might constantly find incompatible with the circumstances within which you have to act. But, speaking generally, it is of course the desire of the Government that the immigrants should be sent out in well-found first-class vessels, and should enjoy during the voyage all those comforts and conveniences suitable to their circumstances.

I should prefer your not confining your contracts to one ship-owner or firm, for there is a feeling in the Colony that it is desirable more attention should be directed to the shipping requirements of New Zealand than any single owner or firm will be able or willing to give. But in this matter, as in others to which I have already referred, I wish you to exercise the widest discretion.

You will, of course, keep the Government fully informed, in all respects, as to the steps you have taken or contemplate taking; and I request that you will be so good as to make any suggestions that may seem to you calculated to promote the objects I have explained, and which your knowledge of the intentions of the Government and the circumstances of the Colony so well qualify you to offer.

W. GISBORNE.

Enclosure in No. 7.

LIST of IMMIGRANTS required to arrive during the Year 1872, exclusive of those to be forwarded by Messrs. Brogden and Sons and of those nominated in the Colony, but inclusive of those already sent out under instructions heretofore forwarded under the regulations made for the various Provinces.

Auckland, families and single women equal to	...	...	800 adults.
Hawke's Bay	"	"	600 "
Wellington	"	"	1,000 "
Marlborough	"	"	100 "
Canterbury	"	"	2,250 "
Otago	"	"	3,250 "
Total	...	...	8,000 "

No. 8.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 56, 1871.)

Public Works Office, Wellington, 25th November, 1871.

THE contract which it was thought the Government would be able to arrange with Messrs. John Brogden and Sons, for sending to New Zealand a certain number of emigrants, and which contract is referred to in a memorandum, No. 54 of even date herewith, has not been arranged.

The terms which had been agreed upon with Mr. James Brogden were, that the firm should select about 2,000 able-bodied men, but that the families of the married men of the 2,000 being included, the total number of emigrants to be sent out should not exceed 6,000 persons; that they should be subject to the approval of the Agent-General, who should pay the passage money and should receive from Messrs. Brogden and Sons the promissory notes of the firm for the repayment of the total amount, with 6 per cent. interest added, in four equal sums, at two, three, four, and five years; Messrs. Brogden to take from the Government land upon which to settle the immigrants, which land should be supplied to them upon easy terms of payment.

At the last moment, however, Mr. Brogden declined to complete the arrangement, on the ground that the terms proposed were not so favourable as he believed his firm would be able to secure by dealing with you at home. It has, consequently, been agreed that the whole matter shall be remitted to England, and that you should endeavour to make an arrangement with the members of the firm of Messrs. Brogden and Sons now in England.

You have already been advised that the Government consider it would be a fair arrangement with emigrants, to take from them promissory notes for payment of their passage money extending over five years, the male adults being made responsible in the case of families; but at the same time, the Government have given you full discretion to do what you consider most advisable.

It is possible that you may determine to send out emigrants upon terms easier to themselves and more costly to the Colony than those before stated. It should, however, be borne in mind, in arranging with Messrs. Brogden and Sons, that the emigrants sent out by that firm will be, in part at least, persons whom the firm will require for the purpose of carrying on their works, and that, therefore, the firm as well as the Colony will be benefited by the introduction of the immigrants. The Government do not object that this should be so, but it must be remembered that, if the amount of passage money payable was reduced under an arrangement with Messrs. Brogden and Sons, there would be no security that a corresponding reduction would be made to the immigrants themselves.

Indeed, it might be anticipated that in order to cover their risk consequent upon giving their own promissory notes for repayment, Messrs. Brogden and Sons would make, as against the immigrants, some considerable charge in the nature of insurance. It could not, however, be permitted by the Government that immigrants should be able to say in the Colony that they had paid the full amount of their passage money to Messrs. Brogden and Sons, while the Government were to receive from those gentlemen only a portion of the amount in each case. On the other hand, as has been said, Messrs. Brogden and Sons could not be expected to incur the risk of giving their own promissory notes for repayment of the money, without making some charge to cover that risk. Of course, if the promissory notes were for the full amount of the passage money, and Messrs. Brogden and Sons chose, in order to cover their risk, to make some charge against the emigrants, the Government would not be affected thereby, because it would be fairly a matter of bargain between the emigrants and the firm.

These points have been stated in order that you may be enabled to realize what has been the difficulty in the way of concluding an arrangement with Mr. James Brogden, and with a view of aiding you in making such arrangements in England as you may, under all the circumstances, consider best.

The Government are very anxious that the emigrants whom it is contemplated to send should come to the Colony, supposing, as Mr. James Brogden has led the Government to believe, they are likely to prove of a superior class. On the other hand, the Government are not willing that any arrangement should be concluded, of which in your opinion the Assembly would disapprove.

The Government desire that in any agreement made by you with the Messrs. Brogden in England, there should be included a covenant binding the firm to purchase from the Government land upon which to settle a portion, if not all, of the immigrants. While the conditions of purchase should be easy, there should also be included in the agreement a condition that title shall not be given to any portion of the land except upon proof that such land has been settled on.

When it was found that an arrangement could not be completed with Mr. James Brogden upon the terms stated in a former part of this memorandum, the Government made to him a proposal—that for every pound sterling for which the firm gave their promissory notes as for repayment of passage money for emigrants, the Government should give to the firm a proportion in value of land on such land being settled. For example: supposing the firm give promissory notes for £10,000, the Government should give to the firm, for the purpose of settling emigrants upon and not otherwise, £5,000 worth of land at upset price. It is possible that you may consider such an arrangement advantageous to the Colony, and that the Messrs. Brogden in England may be disposed to enter into it. If you should, however, be of opinion that the Government can obtain suitable emigrants simply by payment of passage money and receiving in exchange promissory notes for the amount, it would not be right that Messrs. Brogden and Sons should be placed upon a more favourable footing in the matter than the emigrants themselves. Indeed, as will be gathered from the general tenor of this memorandum, the Government are of opinion that the tendency should rather be in the opposite direction.

A credit has been arranged by the Treasury in your favour for £37,500 on account of the immigrants which Messrs. Brogden will eventually send out.

W. GISBORNE.

P.S.—* * * The Government offered Mr. Brogden to take off ten per cent. of the amount paid for passage money from the promissory notes he was to give you, to cover his risk, but he would not accept. He continued saying he must be put upon the most favourable terms, in other words, that he, for the whole of his immigrants, must have terms as favourable as the terms granted

W. G.

ARTICLES OF AGREEMENT entered into this day of 187 ,
between Sir GEORGE FERGUSON BOWEN, Knight Grand Cross of the Most Distinguished
Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and
over Her Majesty's Colony of New Zealand and its Dependencies, of the one part, and
ALEXANDER BROGDEN, M.P., HENRY BROGDEN, and JAMES BROGDEN, all of Queen's
Square, in the city of Westminster, Railway Contractors, and hereinafter referred to
as "the Contractors," of the other part.

5. Contemporaneously with each such payment as aforesaid to the Contractors by the Agent-General, the Contractors shall and will deliver to the Agent-General, on behalf of the Colony of New Zealand, their promissory notes, of such tenor as hereinafter provided, for the amount of the sum so paid to the Contractors, together with simple interest at £6 per centum per annum; that is to say, one joint and several promissory note of the Contractors for one-fourth part of the amount so paid to the Contractors, payable at _____, to Isaac Earl Featherston, Agent-General for New Zealand, or his order, at two years after the date of such payment to the Contractors by the Agent-General as aforesaid, together with interest on the said fourth part of the said sum at the rate of £6 per centum per annum from the date of such payment to the Contractors as aforesaid, until payment of the said promissory note by the Contractors; and also one other joint and several promissory note of the Contractors for one other fourth part of the amount so paid to the Contractors as aforesaid, payable at _____, to Isaac Earl Featherston, Agent-General of New Zealand, or his order, at three years after the date of such payment to the Contractors as aforesaid, with interest on the said fourth part of the said sum at the rate of £6 per centum per annum from the date of such payment to the Contractors as aforesaid, until payment of the said promissory note by the Contractors; and also one other joint and several promissory note of the Contractors for one other fourth part of the amount so paid to the Contractors, payable at _____, to Isaac Earl Featherston, Agent-General for New Zealand, or his order, at four years after the date of such payment to the Contractors as aforesaid, together with interest on the said fourth part of the said sum at the rate of £6 per centum per annum from the date of such payment to the Contractors as aforesaid, until payment of the said promissory

note by the Contractors; and also one other joint and several promissory note of the Contractors for one other fourth part of the amount so paid to the Contractors as aforesaid, payable at to Isaac Earl Featherston, Agent-General for New Zealand, or his order, at five years after the date of such payment to the Contractors as aforesaid, together with interest on the said fourth part of the said sum at the rate of £6 per centum per annum from the date of such payment to the Contractors as aforesaid, until payment of the said promissory note by the Contractors.

6. That the Contractors consent and agree that all moneys from time to time due and payable from them under or in respect of the said promissory notes, may be set off against any moneys for the time being due to the Contractors by Her Majesty the Queen, or the Governor of New Zealand, or the Government of New Zealand, under or in respect of any contract entered into, in the name of the Queen or the Governor of New Zealand, by the authority of the local Government of New Zealand.

7. That the Contractors will convey the said immigrants to and land them at such ports in New Zealand as the Agent-General shall approve of; that is to say, the Agent-General shall have power to fix how many of such immigrants shall from time to time be conveyed to each of the several ports of Auckland, Wellington, Marlborough, Otago, and ; and the Contractors will conform to the decision of the Agent-General in the matter.

8. The Contractors will, so far as they are able, promote the settlement of the said immigrants in New Zealand, and to that end will purchase from the Crown such of the waste lands of the Crown in New Zealand as may be agreed between the Contractors and the Minister for Public Works in New Zealand for the time being, not exceeding acres for every of such immigrants, and will, so far as they are able, provide for the settlement of such immigrants on the lands so purchased.

No. 9.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 58, 1871.)

Public Works Office, Wellington, 12th December, 1871.

WITH reference to my predecessor's memorandum No. 54, in which you were informed that further consideration would be given to the practicability of uniform immigration regulations for the whole Colony, or to the modification of those which had already been sent home to you, I have now the honor to inform you—

1. That, as regards assisted immigration, it has been decided, in the absence of information as to what the prospects are of readily obtaining the labour required, not to fetter you with conditions which might possibly have the effect of nullifying the arrangements you have adopted under the wide discretion conveyed in the memorandum above mentioned. The views of the Government having been already fully detailed, I need only now inform you that the regulations issued by His Excellency, on the recommendation of the Superintendents of the several Provinces, have been revoked, and the Government await information from you before any new regulations in reference to assisted immigration are issued in their stead.

2. With regard to nominated immigration, the Government have decided to substitute one uniform system of regulations for those now in force in the several Provinces, viz., that adults shall pay £5 each on application, children half price, and single women free.

I have, &c.,

J. D. ORMOND.

No. 10.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 59, 1871.)

Public Works Office, Wellington, 21st December, 1871.

I HAVE to call your special attention to the importance of forwarding as early as possible the iron work ordered in various memoranda to be shipped to the Colony. You are aware that this iron work is required for works either now in progress or to be commenced immediately, and delay in its arrival will not only cause much serious inconvenience, but in many cases add materially to the cost of construction.

I enclose a list of the orders that have been sent for execution, and I wish to impress on you the necessity of the material being shipped so as to arrive in the Colony not later than the dates respectively mentioned therein.

The vessels now to be employed in the immigration service will probably furnish sufficient opportunity to enable you to comply with this instruction; but should they not do so, you will be good enough to take such other steps as may be requisite for that purpose.

If absolutely necessary, you can ship plant to some other port in the Colony than the one for which the plant is ordered.

W. GISBORNE.

P.S.—Since the above was written, I have received a letter from the Hon. the Resident Minister for the Middle Island on this subject, an extract from which I enclose.

W. G.

Enclosure 1 in No. 10.

MEMORANDUM of Orders for Plant, &c., to be procured through the Agent-General.

No.	Date of Order.	Nature of Orders.	Latest date of arrival at nearest Port in the Colony.	Remarks.
COLONIAL SECRETARY'S LETTERS.				
68	27th May, 1871 ...	Plant, Dunedin and Clutha Railway.	Say end of February, 1872.	
69	2nd June, 1871 ...	Plant Christchurch, Rangiora and Kaiaia Railway	Same date ...	Much wanted.
PUBLIC WORKS MEMORANDA.				
23	23rd August, 1871 ...	Further list of Waitaki Bridge Plant	June, 1872 ...	Wanted.
26	31st August, 1871 ...	Further order, Dunedin and Clutha Railway	June, 1872.	
27	1st September, 1871 ...	Rails, &c., Manawatu Tramway	...	Not in a hurry.
36	30th September, 1871 ...	Additional Girders, Waitaki Bridge	June, 1872.	
53	25th November, 1871 ...	Plant and Rolling Stock for Messrs. Brogden	August, 1872 ...	The rails ordered ought to be here in nine months if no delay in ordering them in England takes place; but if they arrive by the end of 1872 they will be in time. The workshop tools should arrive as soon as possible.

Enclosure 2 in No. 10.

The Hon. W. REEVES to the Hon. W. GISBORNE.

Office of the Resident Minister for the Middle Island,
Christchurch, 20th December, 1871.

SIR,—

(Extract.)

The only mode of hastening the railway is to expedite the shipment of the rails.

These have been ordered long since, and must all be ready for shipment. Contracts have been taken for their shipment in the usual way—that is, at the rate of about 100 tons per month—but no advices have yet been received of the shipment of any part. If the railway is to be finished quickly, instructions must be sent to the Agent-General to cancel the existing shipping contracts, and to substitute others by special charter.

By the ordinary vessels trading to New Zealand, all the rails will not reach Lyttelton at the earliest under from twelve to fifteen months. By special charter they might all be landed within six months: the cost would be increased, but the line would be finished nearly a twelvemonth sooner.

I trust, therefore, this plan will be adopted.

I have, &c.,
W. REEVES.

No. 11.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 63, 1871.)

Public Works Office, Wellington, 22nd December, 1871.

In my memorandum No. 51, reporting the terms on which Messrs. Birch and Seaton had been appointed Immigration Agents, I informed you that the payment of their passages to London was conditional, but I have now to inform you that the Government have guaranteed their passages, and you will accordingly pay them.

Mr. Seaton proceeds by the ship "Otago," to sail from Port Chalmers to-morrow. Mr. Birch proceeds by the present mail steamer *via* San Francisco. You will see from the enclosed letter that it was never contemplated that Mr. Birch should proceed other than by sailing vessel, and you will take care, therefore, that the minimum payment for an overland through ticket is not exceeded.

W. GISBORNE.

Enclosure in No. 11.

UNDER SECRETARY, Public Works, to Mr. T. BIRCH and Mr. J. SEATON.

SIR,—

Public Works Office, Wellington, 4th December, 1871.

His Honor the Superintendent of Otago having informed Mr. Gisborne that the terms of the letter I addressed to you on the 21st ultimo are not considered satisfactory, Mr. Gisborne has, on His Honor's recommendation, directed me to state that instead of making the payment of the passage

money to London contingent on the discretion of the Agent-General, the Government are prepared to authorize that officer to reimburse it to you on your arrival, it being understood that you leave by the first suitable vessel sailing from Otago.

I shall be obliged by your informing me of the probable date of your departure.

I have, &c.,

JOHN KNOWLES,

Under Secretary.

Thomas Birch, Esq., Dunedin.

[A similar letter was addressed to James Seaton, Esq., Dunedin.]

No. 12.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 66, 1871.)

Public Works Office, Wellington, 22nd December, 1871.

IN my memorandum No. 53, of the 25th ultimo, I forwarded a copy of the Parliamentary Paper (A. No. 6, 1871) containing copies of the two contracts which had been entered into in England with the Messrs. Brogden and Sons for the construction of railways in New Zealand, and you learned by the same mail, from *Hansard*, that the General Assembly had sanctioned an amendment of No. 2 Contract, which, subject to certain provisos, increased the amount for construction from £500,000 to £1,000,000, but failing the making of such amended contract, then the Government or Messrs. Brogden and Sons, on notice to that effect being given by either party, were to be bound to carry out No. 2 Contract.

I now enclose, for your information, copy of a preliminary agreement which has been entered into with those gentlemen, together with the list of the railways which the Government have decided to have constructed under that agreement.

W. GISBORNE.

P.S.—You will observe by the last paragraph of the letter to Mr. Brogden, dated 18th December, that the 10 per cent. agreed to be paid to them on the order for railway plant and workshop tools, dated 25th November ultimo, can, if it is so wished, be paid in London. Mr. James Brogden has verbally intimated his wish that it should be paid in London, and you are authorized to pay it accordingly.

Enclosure 1 in No. 12.

Articles of Agreement entered into between Her Majesty the Queen and Messieurs Alexander, Henry, and James Brogden, temporarily suspending Contract No. 2.

ARTICLES OF AGREEMENT entered into this eighteenth day of December, one thousand eight hundred and seventy-one, between Her Majesty the Queen, of the first part, Sir George Ferguson Bowen, Governor of New Zealand (hereinafter referred to as "the Governor"), of the second part, and Alexander Brogden, Henry Brogden, and James Brogden, all of Queen's Square, in the City of Westminster, in England, Railway Contractors (hereinafter referred to as "the Contractors"), of the other part:

WHEREAS by Articles of Agreement dated the twenty-first day of June, one thousand eight hundred and seventy-one (hereinafter referred to as Contract No. 1), made between the Governor and the Contractors, after reciting as therein recited, it is amongst other things declared that it was agreed between the Governor and the Contractors that he would, within eight years from the date of the Articles of Agreement now being recited, entrust to the Contractors the making of railways in New Zealand, and the providing of plant for such railways, to the extent in total cost of four million pounds: And whereas by Articles of Agreement dated the twenty-second day of June, one thousand eight hundred and seventy-one (hereinafter referred to as Contract No. 2), made between the Governor and the Contractors, after reciting as therein recited, it is amongst other things declared that it was agreed by the Governor that he would, with all convenient despatch, entrust to the Contractors the making of railways in New Zealand, and the providing plant for such railways, to the extent of five hundred thousand pounds; and that he would cause the necessary surveys and plans and sections of such railways to be declared, deposited, and proclaimed: And whereas by other Articles of Agreement purporting to have been entered into on the twenty-sixth day of June, one thousand eight hundred and seventy-one, between the Governor and the Contractors, after reciting amongst other things that the said Contract No. 1 and Contract No. 2 had not as yet been executed by the Governor, it was amongst other things agreed between the Governor and the Contractors that the Governor would, within a period of three months from the time when the said Contracts Nos. 1 and 2 arrived in New Zealand, execute one or both of them, and that, until the expiration of the said period, both of the said Contracts should be binding upon the Contractors as fully as if the Governor had executed both of them, and that, after the expiration of the said period, then, as the case may be, both, or, if the Governor should have executed one only of the said Contracts Nos. 1 and 2, such one only should be binding upon the Contractors: And whereas by other Articles of Agreement dated the twenty-sixth day of June, one thousand eight hundred and seventy-one, and made between the Governor and the Contractors, but executed by the said Contractors subsequently to the execution by them of the said thirdly hereinbefore in part recited Articles of Agreement, it was agreed between the Governor and the Contractors to the same effect and in the same terms as in the said thirdly hereinbefore in part recited Articles of Agreement, except that the period of six months was substituted for the period of three months in the last recited, and in the first clause thereof: And whereas on the day of , one thousand eight hundred and seventy-one, being within the said period of six months, the Governor did execute the Articles of Agreement secondly hereinbefore in part recited and referred to as Contract No. 2, and has determined and elected not to execute the first hereinbefore in part recited Articles of Agreement called Contract No. 1: And whereas, in accordance with the terms of the said two lastly hereinbefore

in part recited Articles of Agreement, certain securities have been deposited by the Contractors with the Bank of New Zealand, and are now held by the said Bank, for and on behalf of the Governor and the Colonial Treasurer of New Zealand, subject to the terms of the said two lastly hereinbefore in part recited Articles of Agreement, and as security for the due performance and fulfilment, by the Contractors, of the covenants and agreements by and on the part of the Contractors respectively contained in the said Contract No. 2: And whereas the House of Representatives, on the twenty-sixth day of October, one thousand eight hundred and seventy-one, resolved as follows:—"And further recommends that the Government negotiate with the Messieurs Brogden for the modification and extension of No. 2 Contract, or the substitution of one in its place as nearly as possible to the following effect:—That Messieurs Brogden and Sons construct such railways authorized or to be authorized by the Assembly as it may be agreed shall be offered to them, to the amount of one million pounds, at prices to be agreed to between them and the Government, such prices being within the limits fixed by the Legislature; Messieurs Brogden and Sons to state the price at which they are willing to construct each railway, and the Government to be at liberty to refuse or accept the offer. Payment to be made in debentures, bearing five and one quarter per cent interest, or in cash, at the option of the Government. In the event of the Government and Messieurs Brogden and Sons not being able to agree as to the construction of railways under these provisos, the Government or Messieurs Brogden and Sons, on notice to that effect being given by either party, to be bound to carry out No. 2 Contract." And whereas, with a view to carrying out the said recommendation of the House of Representatives, so far as the Governor thinks it expedient so to do, it is proposed that negotiations should at once be entered into with the Contractors for the construction of railways to the extent of one million pounds, and that, if such negotiations should eventuate in a Contract, the said Contract No. 2 should by the parties thereto be mutually released, cancelled and abandoned, and that, pending such negotiations, the said Contract No. 2 should be suspended: Now these presents witness that Her Majesty the Queen, for Herself, Her Heirs and Successors (all of whom are hereinafter included in the term "the Queen"), and so far as the covenants hereinafter contained are to be performed or observed on Her or their parts respectively, doth hereby covenant with the Contractors, their executors, administrators, and assigns (all of whom are hereinafter included in the expression "the Contractors"), and the Contractors and each of them, for themselves and himself, and their respective heirs, executors, administrators, and assigns (so far as such covenants hereafter contained are to be performed or observed on their parts), do and doth hereby covenant with the Queen, Her Heirs and Successors, in manner hereinafter appearing; and the Governor, for himself and his successors (all of whom are hereinafter included in the expression "the Governor"), so far as the covenants hereinafter contained are to be performed or observed on his and their parts respectively, doth hereby covenant with the Contractors, their executors, administrators, and assigns (all of whom are hereinafter included in the expression "the Contractors"), and the Contractors and each of them, for themselves and himself, and their respective heirs, executors, administrators, and assigns (so far as the covenants hereinafter contained are to be observed and performed on their parts), do and doth hereby covenant and agree with the Governor, his successors and assigns, in manner hereinafter appearing.

1. That, notwithstanding anything to the contrary contained in the said Contract No. 2, or in the said two lastly hereinbefore recited Articles of Agreement, dated respectively the twenty-sixth day of June last, the said Contract No. 2 shall not, so far as regards any of the covenants or agreements therein contained which are to be observed or performed either by the Queen or the Governor, or by the Contractors, be deemed to have come into or be in operation until the negotiations intended to be entered into pursuant to a certain Memorandum of Proposals already prepared and agreed to between the said parties, and intended to bear even date with these presents, but to be executed after the execution of these presents, shall have failed in manner therein particularly mentioned, and the Governor on the one hand shall have caused to be delivered to the Contractors, or the Contractors shall have delivered to the Minister of Public Works on behalf of the Governor, a notice in writing that such negotiations have failed and are deemed at an end, and any such notice to the Contractors which shall be delivered to any one of the Contractors in New Zealand, or to any Agent or reputed Agent of the Contractors in New Zealand, or be published in the *New Zealand Gazette*, shall have the same effect as if delivered to the Contractors.

2. The Contractors covenant that the said securities so deposited as aforesaid shall, notwithstanding anything contained in these presents, remain as now deposited during the suspension of the said Contract No. 2, and be held, as provided by the said Contract No. 2, as security for the due performance thereof by the Contractors in case the same shall come into actual operation.

In witness whereof the Seal of the Colony has hereunto been affixed, and the said Contractors have hereunto set their hands and seals, the day and year first above written.

G. F. BOWEN,
Governor.
(Seal of the Colony.)

Sealed with the Seal of the Colony,
and signed by the Governor, in the presence of

JULIUS VOGEL.

ALEXANDER BROGDEN,
By his Attorney, James Brogden.

(Seal.)

HENRY BROGDEN,
By his Attorney, James Brogden.

(Seal.)

JAMES BROGDEN.

(Seal.)

Signed, sealed, and delivered by the above-named Alexander Brogden, Henry Brogden, and James Brogden, in the presence of

WM. THOS. LOCKE TRAVERS,
Solicitor,
Wellington.

I, the within named James Brogden, of No. 4 Queen's Square, in the City of Westminster, in England, railway contractor, now residing at the City of Wellington, in the Colony of New Zealand do solemnly and sincerely declare,—

1. That I am the Attorney named in a certain Power of Attorney dated the nineteenth day of August, one thousand eight hundred and seventy-one, of which a copy is annexed to the within written deed.

2. That I have not received any notice or information of the revocation of the said Power of Attorney, by death or otherwise.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand, intituled "The Powers of Attorney Act, 1854."

JAMES BROGDEN.

Declared at Wellington this eighteenth day of December, 1871.

C. S. COOPER

A Justice of the Peace for the Colony of New Zealand.

To all to whom these presents shall come, we, ALEXANDER BROGDEN, Esquire, M.P., and HENRY BROGDEN, both of No. 4 Queen's Square, in the City of Westminster, Railway Contractors, send greeting:

WHEREAS two Agreements have been prepared and are dated respectively the twenty-first and twenty-second days of June, one thousand eight hundred and seventy-one, and are respectively expressed to be made between Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, and Governor and Commander-in-Chief of Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same (therein and hereinafter called "The Governor"), of the one part, and ourselves and James Brogden, of No. 4 Queen's Square aforesaid, Railway Contractors (therein called "The Contractors"); and those two Agreements have been executed by the Contractor but not by the Governor, and relate to projected railways in New Zealand: And whereas a third Agreement has been prepared, and is dated the twenty-sixth day of June, one thousand eight hundred and seventy-one, and is expressed to be made between the Governor, of the one part, and the Contractors, of the other part, and by which (after reciting that the first and second Agreements were a consequence of negotiations between the Honorable Julius Vogel, the Colonial Treasurer of New Zealand, and the Contractors, and that neither of them had been executed by the Governor, and that the said Julius Vogel had not authority to enter into them, but that he had, in token of his approval of them, agreed to execute the third Agreement as on behalf of the Governor, and to procure the Governor to execute one or both of the two first Agreements within a given time,) it was expressed to be thereby agreed that the Governor would, within a given period, execute one or both of the first and second Agreements, and that, until the expiration of that period, both should be binding on the Contractors, and after that period both, or if the Governor should have executed only one, then such one only of the first and second Agreements should be binding upon the Contractors; and other provisions were contained in the third Agreement, relative to a sum of twenty-five thousand pounds deposited, or agreed to be deposited, by the Contractors as security for performance of the two first Agreements: And whereas the terms of all or some or one of the said Agreements may be found to require modifications, or it may be found expedient to cancel all or some or one of the said Agreements, and to make some other Agreements or Agreement between the Governor and the Contractors relative to railways in New Zealand; and the said James Brogden is about to go to New Zealand on his own and our behalf, to definitely settle all terms between the Governor or other the authority in New Zealand competent on that behalf relative to railways; and we are desirous both to appoint him our Attorney for the purpose aforesaid, and to invest him also with full power to negotiate other undertakings in New Zealand. Now know ye, and these presents witness, that We, the said Alexander Brogden and Henry Brogden, do and each of us doth, by these presents, constitute and appoint the said James Brogden to be the true and lawful Attorney of us and each of us, for us and the survivor of us, and in the names and name of us and the survivor of us, jointly with himself, to do anything that he in his discretion thinks expedient for all or any of the purposes following, that is to say:—For entirely confirming or for entirely cancelling or annulling all or any one or two of the said three Agreements, or for altering all or any of the terms of all or any one or two of the said Agreements, in any manner and to any extent; or for making with the said Governor of the Colony of New Zealand any Agreement or any number of Agreements upon any terms and conditions on both sides or on either side, for the granting, by such Governor or competent department, to us or the survivor of us jointly with the said James Brogden, of the right and the acceptance by us, or the survivor of us jointly with the said James Brogden, of the duty of making railways in New Zealand, and furnishing all materials and things requisite for the making thereof, and for the carrying and conveying of goods and passengers thereon, and the right and duty respectively of working any such railways for any length of time, and for and concerning the payment and reward to be made or secured to us or the survivor of us jointly with the said James Brogden, whether in capital or in revenue, and whether in land or in money or in Government securities, or by way of subvention of subsidy, or in all of those ways, or in any other way, for every or any duty so accepted; and also for the undertaking by us or the survivor of us jointly with the said James Brogden, of the duty of importing immigrants into New Zealand, and the terms and conditions on both sides or on either side of such undertaking; and for making with the said Governor, or any such competent department as aforesaid, and others, any Agreement or any number of Agreements, on any terms and conditions, on either side or on both sides, for the granting to and taking by us or the survivor of us jointly with the said James Brogden, of coal and iron mines, and mines of and lands yielding or bearing precious or other metals in the said Colony, whether in fee simple or for a term or terms of years; and for the granting to and taking by us and the survivor of us jointly with the said James Brogden, of any rights, privileges, easements, or concessions whatsoever in the said Colony; and for all or any of the purposes aforesaid, to sign, seal, and, as our

act and deed, deliver, every agreement, contract, deed, covenant, conveyance, lease, counterpart of lease, and other instrument whatsoever, which the said James Brogden thinks fit and proper; and, for all or any of the purposes aforesaid, to appoint from time to time a substitute or substitutes, and to delegate to him or them all or any of the powers hereby given to our said Attorney, and every such substitution and delegation at pleasure to revoke. And for every purpose herein expressed, we do and each of us doth give unto the said James Brogden, entire, special, ample, and unlimited powers, and hereby ratify and confirm, and agree to ratify and confirm as valid and effectual, all and whatsoever our said Attorney or his substitute or substitutes shall or may lawfully do or cause to be done in or about the premises by virtue of these presents. And we and each of us do and doth hereby declare, that the death of or the revocation of this power by us or either of us shall not invalidate any act done under it with or towards the Governor or other the competent department aforesaid, or any persons or person, unless the Governor or the department, or such persons or person respectively, had at the time of the doing of the act, express notice of such death or revocation.

In witness whereof we, the said Alexander Brogden and Henry Brogden, have hereunto set our hands and seals, this nineteenth day of August, one thousand eight hundred and seventy-one

Signed, sealed, and delivered by the
above-named Alexander Brogden, in the
presence of

THOM. R. HARGREAVES,
Victoria Street,
Westminster,
Solicitor.

ALEXANDER BROGDEN,

(Seal.)

Signed, sealed, and delivered by the
above-named Henry Brogden, in the presence
of

E. C. JOHNSTON,
8 Ashbourne Terrace,
Cecil Street,
Accountant,
Manchester.

HENRY BROGDEN.

(Seal.)

Enclosure 2 in No. 12.

Articles of Agreement entered into between Her Majesty the Queen and Messieurs Alexander, Henry, and James Brogden, providing for the construction of Lines of Railway during the suspension of Contract No. 2.

ARTICLES OF AGREEMENT made and entered into this eighteenth day of December, one thousand eight hundred and seventy-one, by and between the Governor of New Zealand, in the name and on behalf of Her Majesty the Queen, of the one part, and the Messieurs Alexander, Henry, and James Brogden, Railway Contractors, of the other part (hereinafter referred to as "The Contractors"):

WHEREAS a Contract was made between the Governor of New Zealand, of the one part, and the Contractors, of the other part, for the construction of railways to the extent of five hundred thousand pounds, bearing date the twenty-second day of June, one thousand eight hundred and seventy-one, and which is hereinafter referred to as "Contract No. 2," which Contract was, on the day of , one thousand eight hundred and seventy-one, duly executed by the Governor: And whereas a Resolution having been passed by the House of Representatives in the terms following:— "And further recommends that the Government negotiate with the Messieurs Brogden for the modification and extension of No. 2 Contract, or the substitution of one in its place as nearly as possible to the following effect:—'That Messieurs Brogden and Sons construct such railways authorized or to be authorized by the Assembly as it may be agreed shall be offered to them, to the amount of one million pounds, at prices to be agreed to between them and the Government, such prices being within the limits fixed by the Legislature; Messieurs Brogden and Sons to state the price at which they are willing to construct each railway, and the Government to be at liberty to refuse or accept the offer. Payment to be made in debentures, bearing five and one-quarter per cent. interest, or in cash, at the option of the Government. In the event of the Government and Messieurs Brogden and Sons not being able to agree as to the construction of railways under these provisions, the Government or Messieurs Brogden and Sons, on notice to that effect being given by either party, to be bound to carry out No. 2 Contract:'"

And whereas, by deed of even date with but executed before the execution of these presents, and made and entered into between Her Majesty the Queen, of the first part, the Governor, of the second part, and the Contractors, of the third part, it has been mutually agreed between them that the operation of the said Contract No. 2 should, so far as regards the agreements and covenants to be performed or observed by the Queen or the Governor, or by the Contractors, be suspended as therein provided: And whereas the Governor of New Zealand, on behalf of the Queen, being desirous to carry out the terms of the said Resolution so far as herein appears, has made to the Contractors the proposals hereinafter set forth, which proposals the Contractors have accepted, subject to the terms hereinafter set forth:

Now the Governor, on behalf of the Queen, proposes, and the Contractors consent, as follows (that is to say):—

1. That, in the event of the Contractors agreeing with the Governor, as hereinafter provided, for the construction by the Contractors of railways to be specified by the Governor as hereinafter mentioned, at prices agreed upon between the Governor and the Contractors, amounting in the aggregate

to a sum not less than seven hundred thousand pounds, each railway to be paid for either in cash or in debentures, as shall be agreed upon between the Governor and the Contractors, as hereinafter mentioned (the several contracts for which railways are hereinafter referred to as Contract No. 3), then the said Contract No. 2 shall be annulled, cancelled, and be of no effect.

2. That the Governor will, within twenty-one days after the execution of these presents, specify in writing to the Contractors, the several railways which he is willing and proposes to have constructed by the Contractors under Contract No. 3, or from amongst which, in the event of Contract No. 3 not being entered into, the Governor is, under Contract No. 2, to entrust to the Contractors railways for construction to the extent in cost of five hundred thousand pounds, and such last-mentioned railways shall be such one or more of the railways so to be specified as aforesaid, for the purposes of Contract No. 3, as the Governor shall think fit. For the purpose of this clause such railways shall be sufficiently specified if the termini of each railway be specified.

3. That the Governor will from time to time, whenever he shall think fit, but not later than nine months from the date hereof, cause to be furnished to the Contractors all necessary and usual data for enabling them to estimate the probable cost of construction of each of the lines of railway to be specified as aforesaid for the purposes of Contract No. 3, and also the terms and conditions upon which each of the said railways is to be constructed; and the Contractors shall, after receiving the data in respect of each railway, tender to the Governor in writing for the construction thereof, and state the prices at which they are willing to construct each such railway, according to the plans and specifications and conditions submitted to them: the tender for each railway to be sent in to the Office, at Wellington, of the Minister of Public Works, within one calendar month after the Contractors shall have received the data of such railway, and the prices to be mentioned in such tenders are to be calculated upon the following contingencies (that is to say):—In the first place, upon the contingency of the Governor electing to pay for the work in cash; and in the next place, upon the contingency of the Governor electing to pay for the same in debentures, under “The Public Works and Immigration Loan Act, 1870,” charged upon the Consolidated Revenue of New Zealand, and bearing interest at five pounds per centum per annum, such debentures to be taken at par; and no notice shall be given by or to the Governor, that negotiations in respect of Contract No. 3 have failed, until the Governor shall have notified to the Contractors the rejection by him of such a number of the tenders sent in as will, in the opinion of the Governor, reduce the probable cost of the rest of the specified railways, including those as to which prices have been assented to by the Governor and those as to which tenders have not been sent in, below seven hundred thousand pounds; and it shall be lawful for the Governor, at any time after any tender has been rejected, to cause the railway tendered for to be constructed in any manner he may think fit, and for such purpose, if he thinks fit, to call for tenders generally; and, after notice has been given that negotiations have failed, it shall not be necessary for the Governor to supply data for the rest of the railways.

4. And whereas negotiations are now pending between the Governor and the Contractors for the construction of a railway from the Town of Blenheim, in the Province of Marlborough, to the Town of Picton, in the said Province, but such negotiations are as yet incomplete, and no contract has been entered into for the construction thereof by the Contractors; and it is proposed that, in the event of a contract being entered into for the construction of such railway, it shall be proceeded with without delay, and without waiting for the completion of Contract No. 3:

Now it is further proposed by the Governor and accepted by the Contractors, that, in the event of the said Contract No. 2 being cancelled and Contract No. 3 being entered into, then the said railway from Blenheim to Picton shall be deemed to be one of the railways to be constructed under Contract No. 3, and the amount of the contract price thereof shall be taken into account in making up the said amount of seven hundred thousand pounds; but if the said Contract No. 2 is not cancelled and Contract No. 3 is not entered into, then the construction of the said railway from Blenheim to Picton is to be deemed a subsisting but a separate and independent work, and not to be included in the works to be constructed under the provisions of the said Contract No. 2.

5. Pending negotiations with the Contractors for Contract No. 3, it is further proposed by the Governor, and accepted by the Contractors, that the Contractors shall, on the terms hereinafter specified, and according to such plans, specifications, and conditions as shall be fixed by the Governor, commence and proceed with the construction of such of the railways so to be specified by the Governor as aforesaid, for purposes of Contract No. 3, as the Governor shall think fit, or such part or parts thereof as the Governor shall think fit, the Governor providing for that purpose the cost of all necessary labour, skilled and otherwise, and of all necessary plant, tools, implements, and materials.

6. Such interim construction shall be carried out under the inspection and subject to the control and direction of an Engineer, appointed for that purpose by the Minister of Public Works, for each railway, and on failure by the Contractors to comply with any directions of such Engineer, then the Governor may at once take out of the hands of the Contractors the further construction, under clauses five, six, and seven of this agreement, of the railway as to which such directions shall have been given.

7. All intended expenditure on account of such construction shall be approved of by the Engineer so to be appointed by the Governor as aforesaid, and the money for such expenditure shall be provided and disbursed by the Governor, and the Contractors are to receive from the Governor, by way of remuneration for such construction, the sum of ten pounds for every one hundred pounds expended in manner aforesaid, and no more, but the Contractors are not to be entitled to receive such percentage on any moneys expended on plant or materials not actually consumed or used in or about the construction of work under the provisions of clauses five, six, and seven of these presents, nor upon plant or materials in respect of the expenditure for which he may have previously received such percentage either under the above clauses or under any separate or independent arrangement.

8. If Contract No. 3 is entered into, then all disbursements made by the Governor under the terms contained in clause five, six, and seven of these presents, and all percentages paid to the said Contractors, shall be deemed to be payments in cash under Contract No. 3 in respect of the railway upon which such disbursements have been made, if such railway shall be included in Contract No. 3. Provided that it

shall be lawful for the Governor, in lieu of including in Contract No. 3 any railway of which any part or parts has or have been constructed on the terms, mentioned in clauses five, six, and seven of these presents, to require the Contractors to complete such railway upon the same terms, in which case the estimated cost of such railway shall form part of the seven hundred thousand pounds payable under Contract No. 3, unless the Governor and the Contractors shall agree for the construction of some other railway in lieu thereof, the price of which shall be equal to such estimated cost, in which case, such estimated cost shall not be computed in such seven hundred thousand pounds.

9. If any railway, the construction of which has been commenced under the provisions of clauses five, six, and seven of these presents, is not included in Contract No. 3 or Contract No. 2, as hereinafter provided, the Governor may, if he thinks fit, take the same into his own hands for the purpose of completing the same; and, upon such possession being taken, the Contractors shall give up to the Governor or his Engineer all plant, materials, tools, and implements belonging to the Governor, or brought on to the works by any engineer, or workman, or other person employed by or on behalf of the Governor.

10. Provided further that if Contract No. 3 is not entered into, then in regard to any railway of which any part or parts has or have been constructed on the terms contained in clauses five, six, and seven of these presents, which is not included in the railways to be constructed under the said Contract No. 2, the Governor may, if he thinks fit, and so far as such railway or any part of it is not completed at the time of either party giving to the other notice that negotiations have failed to be made for Contract No. 3, require the Contractors to complete such railway or any part thereof on the terms contained in the said clauses five, six, and seven of these presents.

11. Provided further that if Contract No. 3 is not entered into, the Governor may include any railway, any part or parts of which has or have been constructed on the terms contained in clauses five, six, and seven of these presents, amongst the lines of railway to be constructed under the said Contract No. 2, and all moneys paid and disbursed by the Governor, under the clauses five, six, and seven of these presents, on account of such railway or any part or parts thereof, including all percentage paid to the contractors in respect thereof, shall form part of the capital or agreed cost on which guarantee is to be paid to the Contractors; but the Contractors shall forthwith, after the cost of the line of such railway is agreed on, for the purposes of the said Contract No. 2, refund to the Governor all moneys paid and disbursed by him under clauses five, six, and seven of these presents, on account of such railway or any part or parts thereof, and all percentages paid to the Contractors, and all moneys expended for plant and materials purchased for the purposes of such railway, whether such plant or materials shall actually have been used or consumed in such construction, or shall be ready to be so consumed or used, or shall have been purchased for the purpose and not delivered, and all percentages, whether under these proposals or not, paid to the Contractors in respect of any such plant or materials, and this provision shall extend to the plant and material ordered through the Agent-General of New Zealand, by letter of the twenty-fifth day of November, one thousand eight hundred and seventy-one, of which a copy is hereunto annexed and marked "A," so far as the same shall have been used or consumed in or for or appropriated to the purposes of such railway, together with all percentages paid to the contractors in respect thereof. In the construction of this Contract the term plant shall be deemed to include buildings; but for the purposes of clause (11) eleven, shall only include such buildings as shall have been erected for the purposes of any railway, with the mutual consent of the Contractors and the Engineer appointed by the Minister of Public Works under this contract.

In witness whereof the seal of the Colony has hereunto been affixed, and the said Contractors have hereunto set their hands and seals, the day and year first above written.

G. F. BOWEN. (Seal of the Colony.)

Sealed with the seal of the Colony,
and signed by the Governor, in presence
of

JULIUS VOGEL.

ALEXANDER BROGDEN,

By his Attorney, James Brogden. (Seal.)

Signed, sealed, and delivered by the
above-named Alexander Brogden, Henry
Brogden, and James Brogden, in the
presence of

WM. THOS. LOCKE TRAVERS,
Solicitor,
Wellington.

HENRY BROGDEN,

By his Attorney, James Brogden. (Seal.)

JAMES BROGDEN.

(Seal.)

I, the within named James Brogden, of No. 4 Queen's Square, in the City of Westminster in England, railway contractor, now residing at the City of Wellington, in the Colony of New Zealand do solemnly and sincerely declare,—

1. That I am the Attorney named in a certain Power of Attorney dated the nineteenth day of August, one thousand eight hundred and seventy-one, of which a copy is annexed to the within written deed.

2. That I have not received any notice or information of the revocation of the said Power of Attorney, by death or otherwise.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand, intituled "The Powers of Attorney Act, 1854."

JAMES BROGDEN.

Declared at Wellington this eighteenth day of December, 1871.

G. S. COOPER,

A Justice of the Peace for the Colony of New Zealand.

NOTE.—The Letter to the Agent-General, dated 25th November, 1872, alluded to in the above agreement as being marked A is printed *ante*, as memorandum No. 53. The power of attorney attached to this agreement is the same as that attached to the first agreement of same date.

CORRESPONDENCE WITH THE

Enclosure 3 in No. 12.

The Hon. W. GISBORNE to Mr. J. BROGDEN.

SIR,—

Public Works Office, Wellington, 18th December, 1871.

In reference to the stipulations contained in the agreement this day entered into between your firm and the Government, I beg to state that the Government will give you, not less than one month before the delivery of the data referred to in clause 3 of that agreement, in respect of each railway proposed to be constructed, a notice of the probable time at which the data for such railway will be supplied to you, and will, at any time after such notice, at your request, supply you with any information relative to the proposed work which the Government then have in their possession and may feel justified in supplying; but this letter is to be entirely without prejudice to the right of the Government to require you to accept the data afterwards actually delivered, as those upon which your tender for construction is to be based.

I also beg to state that if the tender for any such railway is posted in a registered letter within the time specified in the contract, and addressed to the Minister for Public Works at Wellington, or shall, within such time as aforesaid, be delivered to any person, in any Province or County, who shall be appointed by the Minister for Public Works for the purpose of receiving tenders from you for railways to be constructed within such Province or County, such posting or delivery shall be deemed a sufficient delivery of such tenders within the meaning of the said contract.

I have also to inform you that the 10 per cent. agreed to be paid you on the order dated 25th November last, will, if you wish it, be paid in London.

James Brogden, Esq., for the Messrs. Brogden.

I have, &c.,

W. GISBORNE.

Enclosure 4 in No. 12.

The UNDER SECRETARY, Public Works, to MESSRS. BROGDEN.

GENTLEMEN,—

Public Works Office, Wellington, 19th December, 1871.

I am directed by the Hon. the Minister for Public Works to forward to you the enclosed list of railways, which, in conformity with clause 2 of the agreement signed by you yesterday, it is desired to have constructed.

I have, &c.,

JOHN KNOWLES,

Under Secretary.

Messrs. Alexander, Henry, and James Brogden, Contractors.

Sub-Enclosure to Enclosure 4 in No. 12.

LIST OF RAILWAYS.

North Island.

Auckland to Mercer.

Wellington to Hutt Valley. (Twenty miles.)

Waitara to New Plymouth.

Napier to Paki Paki. (Twenty miles.)

Kawa Kawa to place of shipment. (Conditional on satisfactory arrangement being made with owners or lessees of coal mines by the Government.)

Middle Island.

Dunedin to Clutha. (Such portions of the entire line as are not under contract.)

Blenheim to Picton.

Rakaia to Ashburton.

Ashburton to Temuka.

Temuka to Washdyke.

Invercargill to Mataura.

Moeraki to Waitaki.

Brunner to Greymouth. (Conditional on satisfactory arrangement being made with owners or lessees of coal mines by Government.)

Public Works Office, 19th December, 1871.

No. 13.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 72, 1871.)

Public Works Office, Wellington, 23rd December, 1871.

THE Government have received your telegram informing them of your having arranged for the emigration of 6,000 German and Scandinavian immigrants for New Zealand during the next two years.

The memoranda which have been addressed to you by previous mails, will have informed you of the desire of the Government that emigration to New Zealand should be prosecuted with the utmost vigour, and they hope shortly to learn that you have been equally successful in making arrangements for the introduction of a large and continuous flow of emigrants from the United Kingdom.

The necessity for this immigration, always imperative as a part of the general policy of the Government, is now still more so in consequence of the arrangement entered into with Messrs. Brogden and Sons for the immediate commencement of several of the railways authorized last Session, and the

intention of the Government to submit others to public competition as early as they can safely do so without deranging the labour market. To this end you have already been left free to make such terms as to passage as shall in your judgment be sufficient to insure that supply of labour which the Government have indicated, and they confidently rely on your using every exertion to carry out the spirit of the instructions on this subject which have been from time to time communicated to you.

W. GISBORNE.

No. 14.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 76, 1871.)

Public Works Office, Wellington, 27th December, 1871.

REFERRING to the memoranda which have been forwarded to you in reference to immigration, and more especially to that numbered 54, which pointed out the urgency that existed for a large and immediate immigration, especially during the year 1872, and drew your attention to the desirability of extending the shipping contracts to more than one owner or firm, I enclose a letter which has been written by the Resident Minister for the Middle Island on these two subjects.

I have already so strongly urged the necessity of a large supply of labour being at once introduced, in consequence of the extent of the railway and other works which are now in course of being undertaken, that I feel it unnecessary to add anything in support of Mr. Reeves' remarks; and while I think with that Minister that advantage would accrue if the shipping for immigration and railway plant were in the hands of several firms, I must repeat what I have before written,—that the Government wish you, in this matter of shipping supply, to exercise the widest discretion.

W. GISBORNE.

Enclosure in No. 14.

The Hon. W. REEVES to the AGENT-GENERAL, London.

Office of the Resident Minister for the Middle Island,
Christchurch, 23rd December, 1871.

SIR,—

By the last mail you may probably have heard of my appointment as a member of the Executive. Since then I have been gazetted as Resident Minister for the Middle Island, and have been specially charged with the administration of the Public Works and Immigration Act in this part of the Colony.

At present I have been able to do little more than inaugurate my department by opening an office in Christchurch, and entering into preliminary negotiations with the Superintendent of Canterbury for taking over the work of immigration, and arranging the mode in which the new lines of railway about to be opened shall be worked. I am happy to say that I have hitherto met with the most cordial assistance from His Honor Mr. Rolleston.

I propose to visit Otago for the same purpose during the ensuing month, when I anticipate a similar reception from His Honor Mr. Macandrew.

As you are doubtless aware, immigration has been reduced of late years to a very low ebb in Canterbury, only 964 adults having been introduced during the fifteen months ending 20th December, 1871, of whom 376 were single women. At the same time it is only right to inform you that, owing to the general stagnation of trade, and consequently lack of enterprise, the labour market has been fairly supplied and wages kept at an even level. The recent extraordinary rise in the price of wool has already led to a general revival of confidence, and must soon bring about a renewal of enterprise and an improved demand for labour. As a proof that this is already commencing, I may mention that the last two batches of immigrants have all been engaged at full wages, within two or three hours after the admission of employers into the barracks.

I anticipate during harvest that labour will be found scarce both here and in Otago.

Recent telegrams received from you lead to the supposition that we shall receive no appreciable number of immigrants from you until the commencement of next spring, or say about September, 1872, when a steady supply may be expected. By that time I look forward to a steady and increasing demand for labour, as the joint result of the commencement of public works and the renewal of commercial activity.

It will be the purpose of my department to make full preparation for the reception and distribution of the immigrants as they arrive. I shall await with interest the receipt of letters conveying intelligence of your proceedings on the Continent and in England.

I enclose a letter from the New Zealand Loan and Mercantile Agency Company, relative to the shipping business between London and this Colony. Apart from the question of the individual interests of this or that firm or company, I consider the subject of sufficient general importance to deserve your special attention.

However necessary it might have been, in times past, to entrust the shipping business of any part of the Colony to one particular firm, I think the time for such an arrangement has long passed, and that its continuance can only serve to hamper the progress of commerce and impose a burthen on the public. Though not personally engaged in commercial affairs, I have long been aware that the monopoly enjoyed by Messrs. Shaw, Saville, and Co. has exercised an adverse influence on public and private interests, and has tended to divert our trade, to some extent, into the hands of the Victorian merchants.

I think, therefore, that if the large freight requirements of the Government can be used in the direction of opening the shipping trade, and inducing other ship-owners of repute to send their vessels to New Zealand, a very great boon will be conferred on the public.

Without absolutely indorsing Mr. Coster's opinion, that the monopoly enjoyed by Messrs. Shaw, Saville and Co. is so powerful as to render it necessary for the Government to offer distinct and special terms to some other firm of ship-owners in order to induce them to enter the lists, I am inclined to favour that view from the fact that attempts on the part of individuals to enter into competition with Shaw, Saville and Co. have repeatedly failed. If your inquiries lead you to this conclusion, I think it would be wise for you to give such encouragement as will induce some responsible firm, in addition to Messrs. Shaw, Saville, and Co., to run a regular line of vessels, for a year or two, to the chief ports of the Colony; after which it would be possible for the Government to submit its wants to public competition, with the certainty of having them supplied on the most advantageous terms.

Trusting that this important subject will receive your best attention,

The Agent-General for New Zealand.

I have, &c.,

W. REEVES.

Sub-Enclosure to Enclosure in No. 15.

New Zealand Loan and Mercantile Agency Company,
Christchurch, 22nd December, 1871.

SIR,

Understanding that the New Zealand Government will immediately, and during the next few years, require tonnage for the conveyance from London to the Colony of large numbers of emigrants and of considerable quantities of railway plant, I do myself the honor to place myself in communication with you on the subject. My object in doing so is to venture to suggest that the interests of the producing and trading classes in the Colony will be largely conserved and benefited if the Government will endeavour to arrange with some firm of ship-owners or ship-brokers, other than Messrs. Shaw, Saville, and Co., for, at any rate, a large portion of the tonnage they will so require. The firm alluded to have for so many years enjoyed the command of the outward traffic, London to New Zealand, that although those concerned have at various times endeavoured to secure the establishment of second or independent lines to nearly every Province in turn, their efforts have failed to succeed,—to, it is submitted, the injury of the trade of the Colony, and of the material welfare and prosperity of its producing and trading communities, from the high rates of freight charged and the paucity of tonnage provided.

At this moment a body of Canterbury importers (a list of whom I append) are endeavouring, through the medium of this Company, to induce some ship-owning or broking firm of repute to establish a new line to Lyttelton; but the vested interests of the firm at present controlling the field are so powerful backed, as they have hitherto been, by the influential support of the Provincial Government, that great difficulties are being experienced in the conducting of negotiations to a successful issue.

For some years past, producers in Canterbury have found it necessary, in the protection of their interests, to arrange for the carriage of their produce in independent vessels, and ships have been cast about for and obtained from other ports in this and neighbouring colonies; but the supply so obtainable is very uncertain, and it is undoubtedly felt that the producing interests continue to suffer from the want of shipping facilities to enable them to take advantage of the home and foreign markets.

It may be said that these are matters with which the Government have no concern, but that they should be left to adjust themselves; but I respectfully submit that, in the exceptional circumstances of the position, the very powerful influence of the Government may fairly and justly be appealed to, to this extent: that if contracts for the conveyance of emigrants and cargo can be entered into, without inviting public competition, which will compare favourably with the rates at present or of late being paid to Messrs. Shaw, Saville, and Co., the interests and wishes of a very large and important section of the population—large contributors to the public revenues—will be materially furthered by such being done. It is urged that contracts shall be so let, without tendering, for the following reasons:—

1. Because Messrs. Shaw, Saville, and Co., from the position which they occupy, and the extensive knowledge and ramifications which they have acquired in the trade, are placed in a position commanding overwhelming advantages over any other ship-owner or broker desiring to enter the trade.

2. Experience has proved that, when tenders have been invited for similar services on a smaller scale, ship-owners or brokers of repute have failed to find themselves in a position to seek to compete, much less to do so successfully; and that every individual combination for the establishment of second lines has failed of success from want of certainty of continuous and powerful support, in conjunction with a variety of other reasons which are sufficiently apparent.

3. It is submitted that if Messrs. Shaw, Saville, and Co. procure the extensive support now at the disposal of the Government on any terms, the people of the Colony as a whole will be made to directly suffer by the maintenance of the present monopoly of shipping, of high rates of freight on merchandise outwards and produce homewards, or possibly even their increase.

4. That such a state of things in shipping is highly opposed to the interests of traders and producers in the Colony, who at present appear unable, of themselves, to provide a remedy.

It is of course no object of mine to enter into the means by which the shipping firm at present controlling our commerce have obtained and maintained their power, to which it must be conceded their success entitles them; but I trust it may not be considered I have erred in inviting the attention of the Government in a direction in which, it seems to me, action on their part may result in great good to the mercantile and producing interests, and so to that of the Colony at large.

If the Government are disposed to favourably entertain the suggestion made, I beg the favour of their conveying their approval to the Agent-General in London by the outgoing mail, with whom I will desire the London Managing Director of the Company to place himself in communication on the subject.

I have, &c.,

J. L. COSTER,

for the N.Z.L and M.A. Company, Limited.

The Hon. the Resident Minister for the Middle Island, Christchurch.

LIST of CANTERBURY IMPORTERS who have promised support to a new line of Ships.

A. J. White.	Morrow, Bassett, and Co.	W. Langdown.
W. Cudden.	Duncan and Son.	Turnbull, Reeves, and Co.
T. Hancock.	J. W. Anderson.	W. Pratt.
J. P. Jameson.	G. Booth.	S. and H. Nashelski.
Morrison, Sclanders, Fletcher, and Co.	W. Strange and Co.	E. B. and T. A. Bishop.
G. L. Bealth and Co.	W. Neeve.	George Gould, John Lewis.
J. White and Co.	J. W. Oram.	Twentyman and Cousin.
Cobb and Sawtell.	Robert Black.	George Warner.
J. Anderson.	James Spensley.	L. E. Nathan.
	C. W. Turner.	

No. 16.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 2, 1872.)

Public Works Office, Wellington, 18th January, 1872.

It being in contemplation to establish special settlements on Stewart's Island, and in the neighbourhood of Catlin's River, and other places on the West Coast of the Province of Otago, I send you copy of a letter I have received from His Honor the Superintendent of that Province, enclosing a very interesting report on the prospects which Stewart's Island holds out for the location of certain classes of immigrants.

The original proposal was, that these settlements should be established under "The Otago Special Settlements Act, 1869," and the amended Act of 1871, of each of which I enclose a copy; but although the shape which the scheme will ultimately take is not yet decided, it is desirable that you should, in the meanwhile, direct your attention to the facilities for obtaining suitable families of the classes indicated.

W. GISBORNE.

Enclosure in No. 16.

His Honor J. MACANDREW to the Hon. W. GISBORNE.

SIR,—

Superintendent's Office, Dunedin, 28th December, 1871.

With a view of taking action towards the settlement of Stewart's Island, by virtue of the powers conferred under the provisions of "The Otago Settlements Act, 1871," I have requested Mr. Pearson, Commissioner of Crown Lands at Invercargill, to supply me with such practical suggestions on the subject as his experience places him in a position to do. Mr. Pearson has accordingly furnished me with a very valuable report, copy of which is enclosed herewith for your information. I also enclose a map, which so far illustrates the report, and which shows the localities best fitted for settlement tinted red. By next mail I hope to transmit, for His Excellency's approval, a draft of the regulations under which it is proposed to dispose of the land at Stewart's Island, and also on the mainland between Waikawa and Catlin's River.

I propose, in the first instance, to make the necessary provision for planting special settlements of Orkney and Shetland men, and Western Islanders, on that portion of Stewart's Island extending from Black Rock Point to Patterson's Inlet. I believe that at least a thousand families—if industrious—could make themselves comfortable homes and find profitable occupation in the locality in question.

So soon as the free grant regulations are completed, I propose to forward 2,000 copies, together with a like number of Mr. Pearson's report and map, to the British Agent of the Province, with a request that he may confer with the Agent-General as to the requisite steps to be taken towards the shipment, direct to Stewart's Island, of the class of emigrants referred to in the said report. Perhaps you will be good enough to direct the special attention of the Agent-General to this matter. I may state that Mr. Stout, the gentleman who has been communicating with you respecting immigration from Orkney and Shetland, has written to his friends and relations there, as also to the local Press, setting forth the advantages of Stewart's Island to those who desire to emigrate. I have requested Mr. Jameson, an old settler here, who is well known in the Western Islands of Scotland, to communicate with his fellow-countrymen there upon the same subject. All this will strengthen the hands of the agents at home, who I hope will have little difficulty in obtaining emigrants of the class best suited to occupy beneficially the territory in question.

The Hon. the Colonial Secretary, Wellington.

I have, &c.,

J. MACANDREW.

P.S.—I omitted to say that Mr. Pearson has repeatedly visited Stewart's Island.

P.S.—Since writing the foregoing, I have seen a native of the Western Islands, who has just returned by the "Christian McAusland," from a visit to his native country. He has given me the names of thirty families, chiefly his own friends and connexions, all of whom would have been glad to have accompanied him, had the existing regulations as to passage been in force. I shall send the list of names to the Home Agent, together with a letter from the person in question, which he assures me will have the effect of inducing the whole to emigrate to Stewart's Island.—J. M.

Sub-Enclosure to Enclosure in No. 16.

SIR,—

Crown Lands Office, Invercargill, 17th December, 1871.

I have the honor to acknowledge the receipt of your Honor's telegram of the 7th instant, informing me of the Government's desire to locate on Stewart Island, under "The Otago Settlements

Act, 1871," immigrants from Orkney, Shetland, and Western Islands, and requesting me to indicate the most suitable spots for location, together with the area to be allotted to each family,—and in reply, to furnish the required information.

Spots for Immediate Location.

From Black Rock Point to Port William; Port William, Horse-shoe and Half-moon Bays, and Paterson's Inlet.

These harbours are most easy of access from the main; have been tolerably explored by the settlers residing in them, some of many years standing; are the most sheltered of the harbours of the island; and are admirably adapted for the settlement of a body of men whose peculiar calling and training will enable them to utilize to the utmost the timber and fisheries.

Along the coast from Port William northward to Black Point Rock, there are several small harbours and sheltered beaches, such as Otahou, Murray River, Christmas Village, Lucky Beach, Orouti, in the vicinity of which the land is good.

These, scaling the Admiralty Chart, give a harbour and sea-board frontage as follows:—

Black Rock Point to Port William	...	...	...	...	15 miles.
Port William	...	...	...	...	4 "
Horse-shoe and Half-moon Bays	...	...	...	...	3 "
Paterson's Inlet	...	...	...	...	38 "
Total					60 "

which, with a depth of half a mile, gives 20,000 acres, or at a mile, double that quantity.

At least a third of the frontage, however, is too precipitous for settlement, so that probably then the available area may be roughly estimated at 25,000 acres. This can only be an approximate estimate, the chart of the island being on a very small scale, and though I have visited and inspected most of the harbours, the interior is almost a *terra incognita*.

There are, besides, Port Adventure, Lord's River, Port Pegasus—all good harbours, and remarkably well adapted for fishing settlements; the last, Port Pegasus, particularly so, the best fishing grounds being in its vicinity, while for boat or ship-building purposes it is unrivalled. On the west coast of the island there is a tolerable extent of fair and level land fronting Mason Bay and running into the interior.

While I am of opinion the principle of "free selection," as being more likely to satisfy the desires of the immigrants and conduce to the success of the undertaking, should be admitted, I think it would be advisable to locate the first batch of settlers in the four harbours already mentioned, more particularly Port William, where there is a small house, a police station belonging to the Government, which, with some other buildings, private property, would afford immediate shelter to the immigrants.

In Half-moon Bay there are several families located—two (Messrs. Harrold and Scollay) from the Shetland Islands, and some Germans—who would, I feel assured, afford every assistance to the strangers; while at the neck of Paterson's Inlet, and scattered about inside the harbour, temporary accommodation could be obtained. Thus, instead of being landed unshielded in the wilderness, the first pilgrims would have warmth and shelter for their families, and time to look about them for a choice of location. This, though apparently trifling, has no inconsiderable effect in cheering the spirits, raising the hopes, and producing a favourable early impression.

There is a fishery established in Paterson's Inlet, and one about to be started in Port William, at both of which some of the immigrants could no doubt obtain employment, if they are willing to charge moderately for their services.

Area for each Family.

Half an acre in a village or township, and 20 or 25 acres suburban land.

In encouraging such settlements as that under contemplation by the Government, I presume the chief object is to favour the sea and not the land;—any inducement offered by the Government calculated to divert the attention of the immigrants from that intention, will be likely to frustrate the successful operation of the undertaking.

The true policy to be pursued, in my opinion, as regards the immigrants themselves, is to let them understand from the first that they are to depend for subsistence on the produce of the sea and avocations in connection with it. As regards the Government, to avoid the possibility of closing the valuable fisheries by giving away the frontages on the coast and in the harbours to men who, from being too liberally supplied with free land, are tempted to turn their attention to it for a living; content to grow sufficient food, which, with an occasional draught of fish, will keep them and their families in indigent idleness, and prove as useless colonists as the Maoris and half-castes who have hitherto vegetated on the island, instead of a hardy, energetic people, who, while achieving an honourable independence, benefit the general community by developing a great industry.

In the homes they are leaving, they have, so far as I can gather, very small holdings, yet there, a good area of land for each family might be considered not unreasonable. The climate is severe, and in winter they are almost entirely prevented from pursuing their calling,—to have land, the cultivation of which would occupy their attention and keep their energies in healthy activity, would be an advantage; but at Stewart Island there need be no interruption in following their legitimate pursuits. The winters are not severe; fish can be caught and cured in any season, and may be tawled for between Port William and Saddle Point, however hard the south-west wind—the prevalent one—may blow, as, doubtless, also along the east coast of the island, by experienced fishermen, in well-appointed crafts; while in the numerous sheltered coves and inlets in the various harbours of the island, boat and ship building could be carried on throughout the year, or during those intervals when the weather might be considered too inclement to warrant the exposure consequent on deep-sea fishing. Nature has lavishly furnished the material for a hardy industry, and I think every action of the Government should carefully tend towards its vigorous development.



168°

F O V E A U S T R A L I A

Distance to the Bluff 16 miles.

STEWART

ISLAND

PLAN OF
STEWART ISLAND

NOTE. Area for Settlement shown thus
Native Reserves



47°

30°

47°

30°

168°

In each bay, with tolerable land in its vicinity, and shelter for anchorage of fishing-smacks and beaching of boats, I would recommend a village or township, consistent with its size, to be laid off in half-acre sections for the fishermen and their families to reside on and supply garden produce,—thus securing the principle of co-operation, which is of more than ordinary importance in their calling,—and outside this, a belt of suburban sections of 20 or 25 acres, according to number, for each household. This area would be quite sufficient, with careful culture, to supply the respective households with wheat for bread, potatoes, and grass for a cow.

The soil, from what I have seen of the cultivations presently on the island, is good, and can always be renovated by the best of manure (fish refuse and seaweed) without cost, further than the labour of collecting and putting it on the ground.

Such a free grant of land, while it secures to provident industry a sufficiency, will not prove a lure to idleness.

Fisheries.

To experienced thrift, the fisheries around Stewart Island promise not only comfortable subsistence but wealth. The occupation has hitherto been carried on in a desultory manner by a few residents, most of whom, partly from imperfect knowledge, partly from inadequate means, have been incapacitated from properly cultivating the rich field at their disposal. That they have been able to subsist at all, support their families, and in one or two cases make money, with the disadvantages they have laboured under, is the best evidence that the undertaking could be conducted to a most successful issue by men whose life training has rendered them adepts at the occupation, masters of the position.

The fishing has been pursued entirely with set-nets and fishing lines.

The bays and harbours are, during the summer months, frequented by shoals of “trumpeter” and “moki,” both fish of rare excellence. The latter will not take a bait, and can only be caught with nets laid in the shallow waters along the edges of the bays and kelp beds inside them. These nets could be laid down with ease by the wives or children of the fishermen, in any weather. I have frequently assisted in placing them in Port William, and in two or three hours caught from fifteen to twenty moki and trumpeter, averaging in weight 5lbs., to each net.

The blue cod, a fair fish when green, and one which cures splendidly, though caught in the bays, is found in largest numbers all along the north and east coast of the island from Rugged Point to Wilson Bay. The sea, looking through its clear, pellucid water, appears to literally swarm with them. Off Smoky Cave and other favourite localities, I have seen them pulled up with lines, three or four to each, as rapidly as the baits could be fixed and let down. I believe four good fishermen could fill a whaleboat in three or four hours, at any of these spots, without moving.

The groper, a lordly fish, is also largely caught with the hook on its favourite banks off the same coast, and in the vicinity of Mason Bay. The head and shoulders of this fish, boiled, equals the best home cod, and smoked or salted is excellent: it is of such large size, and its flesh so firm and compact, it can be cut and cooked like beef-steak.

The white cod also abounds, which, though from want of firmness, does not eat well green, is good dried and smoked. These, with barracouta—which cures well and is of size—may be considered the staple fish of the island; but I have no doubt, when the trawl net is substituted for the present imperfect fishing gear, new and good varieties will be discovered in the straits and vicinity of the island.

There is every evidence that the supply of fish, most of very superior quality, is inexhaustible, and, as I have already stated, no season appears to affect it.

Although the bays are partially deserted in the winter, by their inhabitants seeking the deeper water round the coast for warmth, any fish which takes bait can be caught as readily and as numerously in the middle of winter as in spring or summer.

“Curing” is in its earliest infancy. No one of training or experience has hitherto been engaged in this branch of the business; but the attempts, though imperfect, from ignorance and defective appliances, have been sufficient to determine the practicability of establishing a great and lucrative industry.

There is abundance of timber in each bay for buildings, smoking the fish, making barrels for exporting the salt fish, and all the utensils appertaining to the trade. Vessels of any tonnage can be built on the island. Spars of size can be obtained with ease and in quantity, particularly from Port Pegasus, as also naturally-formed knees and ribs of one of the toughest known woods, the rata, or iron wood, which clothes the shores of Ports Adventure, Pegasus, and Lords River in great luxuriance; while nature has supplied any number of dockyards in the numerous sheltered coves scattered throughout the various harbours.

Tinning fish for export ought, with moderately paid labour, to pay well. The moki and trumpeter in excellence of flavour would rival the preserved salmon so largely imported into the Australian Colonies, and with the groper certainly surpass the American tinned fish, besides possessing the advantage of freshness. I have tasted some prepared in this manner, as an experiment, by an amateur, so palatable that I feel sure it would prove a great success in experienced hands; while the crayfish, which is of large size and abundant in all the bays, fully equals, when tinned, the imported lobsters, and caught easily in any quantity.

Market.

The question of next importance to obtaining with facility any article of merchandise, is its ready disposal at a remunerative price. The local market at Invercargill is very limited, the wholesale prices are as follows:—Moki and trumpeter, which average 5 lbs., and run as high as 10 lbs. each, 12s. a dozen. Blue cod, averaging 4 lbs., though running as high as 8 lbs., 6s. a dozen; and groper, which averages from 30 to 40 lbs., reaching as high as 80 lbs., from 7s. to 12s. each. Smoked and salted fish threepence per lb., but sales are restricted by the sparcity of population and irregularity of supply.

In inviting special settlement to develop a particular resource, a far wider field than this for the consumption of its produce must naturally be anticipated, and there will be little difficulty in finding it.

Smart fore-and-aft cutters, with wells to carry live fish, could supply the Dunedin market, which is large, and the prevalent wind—the south-west—would enable the owners to make the run up in a few hours. In working back they could trawl, and bring the result to their homes on the island for curing; and it is to this branch of the business they must look to the full development of the industry the chief reward of their labours. Irrespective of driving out of the New Zealand market the salt and tinned fish imported at present from Britain and America, Australia will absorb large quantities. For some reason or other, with the exception of South Australia, where the trade is, I believe, principally in the hands of Chinamen, Australia does not appear to have been successful in its fisheries, though the consumption, from its mixed population—numbering largely Chinese and Roman Catholics—is far in excess of any supply from Tasmania.

When I was in Victoria, in 1866, having in view the utilization of the Stewart Island fisheries, I made special inquiry into the subject, and I feel convinced that properly cured fish, whether smoked or salted, could be sold by the cargo at from threepence to fourpence per pound. While I was in Melbourne a cargo from Newfoundland realized the last price: this ought to leave a margin of not less than 40 per cent. for profit.

Oysters.

Irrespective of its fishing banks, Stewart Island possesses a not inconsiderable source of wealth in its oyster beds. These may be said to have hardly been touched, though the Stewart Island oyster has been known for many years in the New Zealand and Melbourne markets. The trade, carried on at first almost exclusively by Maoris and half-castes, has lately assumed wider dimensions.

As the shallow beds, principally at Port Adventure, where the bivalve could at low water be easily obtained, became exhausted, deep-sea beds were discovered by European fishermen, and the dredge substituted for the hand as a means of gathering them. Some two or three of these beds have been found in the vicinity of Port William, near and running parallel to the coast, apparently of great thickness, the oysters of which are remarkably large and fine; but I have heard of indications of others in the deep water of the harbours and out in the Strait as far as Ruapuki, and have no doubt that, with a large settled population, the bottom of the Strait along the coast from Port Pegasus to Rugged Point and Ruapuki to the Titi Islands off Paterson's Inlet, will be found to be lined with this popular mollusc.

The Stewart Island oyster has an established reputation for superior excellence in every market it has been introduced into. In Melbourne it commands a higher price than any other, and I see no reason why the greater part of New Zealand and the whole of the Australian Colonies, where the oyster beds are being rapidly depopulated, could not be regularly supplied from the island,—the fishing smacks running across the Strait to the Bluff to meet the steamers either going North or to Australia, with barrels or kits of them for shipment. The supply will always equal the demand, to whatever proportions the trade may swell, or at any rate can always be made to do so by artificial cultivation; for in no part of the world could greater natural facilities for the construction of artificial beds be found, than in the harbours of this island. Preserving them in tins would be an occupation to be pursued during the open season, so as to secure a continuance of sale when, during spawning, the law forbids their being taken. Nearly fresh as they would be, they ought to command as ready a sale and as good a price as the preserved oysters imported from America and Europe, the toughness and tastelessness of which are doubtless considered by the exporters to be compensated in the respectability conferred by a good old age.

Minerals.

Little is known of the interior of the island: what is, favours the supposition that it is rich in mineral wealth. Copper has been found, as also lead ore impregnated with silver. The deposits of iron sand are considerable, not only in the harbours but, as I am informed, in the interior, particularly in a species of rift between Half-moon Bay and Paterson's Inlet, where the deposit is very great,—estimated to exceed that at Taranaki. A parcel of this was sent some time ago for assay to Melbourne; and the assayers for the Victorian Government and the Oriental Bank, after smelting and manufacturing a steel bar from it, reported that it was not only superior to the Taranaki sand, but contained a sufficient quantity of gold to pay the expenses of smelting.

This sand would form rich ballast for wool ships from Otago, and could be put on board with ease and at no great expense, as there is always deep water in the harbours. With plentiful labour at command, probably such a course will be adopted by captains of vessels, and the export form another source of employment; though I am inclined to think the richest deposits will, when the subject has attained greater notoriety, and leases can be granted, be worked by companies, obtaining the coal required for the works at a reasonable cost from the main, where it will, I am sure, be discovered ere long.

Quartz reefs of size, and well defined, have been discovered in various parts of the island, more particularly at the north end; and although the hasty, ill-advised, and worse conducted, enterprise started from Invercargill a few months ago, failed to discover an auriferous reef, it was owing mainly to the fact that while a great deal of money was spent by persons entirely unacquainted with the business, little or no real work was done. The few experienced reefers who went over at the time, have all expressed their confidence in the undertaking ultimately proving a success, and are only waiting to obtain a sufficiency of means to give it a good trial.

If payable reefs are discovered, it will prove in extent one of the largest and, from its admirable water communication, most economically worked gold fields in the Australasian group. But the introduction of a large population such as that in contemplation will prove the best means of testing this with the other supposed resources of the island. Keeping this in view, I would suggest the advisability of encouraging settlers from the coast of Cornwall: they are not only hardy, expert fishermen and boat-builders, but have a practical knowledge of mining and metallurgy, which, as they would be constantly in the localities, would prove of greater service in discovering any mineral wealth which may exist, than a higher grade of science visiting the island for a few weeks, though sent for the express purpose.

Miscellaneous Sources of Occupation.

Stewart Island is so singularly favourably situated for the proper class of settlers, that it is difficult to determine what they could not do. With good crafts, bold hearts, and skilful hands, the fishermen could, at the proper season vary the ordinary business of his life by the more exciting occupation of whaling and sealing. The waters in the vicinity of the island were at one time frequented by large numbers of the various members of the *Cetaceous* and *Phocidæ* families; indeed at Wilson's, or Broad Bay, there was years ago a very considerable whaling settlement, and from what I can learn the whales and seals are beginning to return to their old haunts. There is no occasion for him to confine his energies to his own territory: like the Vikings of old, he can, though with a more peaceful intent, steer his bark to foreign shores. He can wage war on the seal at the Auckland, Campbell, and McQuarrie Islands to the south, or seek it in the numerous caves in the deep sounds of the west coast of the main, from Preservation Inlet to Martin's Bay. He can cruise through Foveaux Strait and round his island home in pursuit of the richest fish the sea produces—the whale; or sail to the Snares for mutton birds, and albatross and other sea-fowl feathers. The first, dried and smoked, sell readily at from four to five shillings a dozen, wholesale, in the local market, for exportation to the North; and feathers—mutton bird, at five pence per lb., albatross, for considerably more. With a craft of his own the Stewart Islander can take his mutton birds not required for home consumption to the best market—the North Island, where the Maoris, I understand, give as high as twelve or more shillings a dozen for them; and he can, unlike the ordinary whaler, do all this without risk, danger, or loss of time,—always within easy reach of his home. While trawling, if he sees a whale, he can, if prepared, give chase, and if he gets his monster fish, tow it home and try it out at his leisure; if he loses it, go on trawling; always sure of a return of some sort. He lives in a genial climate, with the means of subsistence, nay wealth, at command, and surrounded with such comfort as few of his calling experience, either in the home country or in the bitter winters of Nova Scotia. To the fishermen the Government propose to bring out, or Nova Scotians, Stewart Island will prove a very paradise.

Surveys.

After experiencing the expense attendant on surveying the Martin's Bay special settlement, it becomes a question of serious consideration for the Government, whether its ability can compass the prosecution of similar undertakings in other parts of the Province, unless a radical alteration in this feature of the scheme can be devised. In the case of Stewart Island I propose the following:—

Authorized surveyors, according to requirement, to be appointed by the Government;—placed on the same footing, as regards free grants of land, with the other settlers, each having a half-acre in the town or village he resides in, with a 20-acre suburban lot. Here the responsibility of the Government ceases and the settlers' begins. These will cut their own lines and pay for the professional services of the surveyor, charged in accordance with a rate fixed by the Government, or its equivalent in kind, either in oysters, mutton birds, dried fish, &c., as may be most convenient to both parties to the contract. Thus, while the Government is at no expense, the cost to the settler will be trifling and easily met.

Each of the bays along the coast will be colonized by small communities, who, from ties of consanguinity, friendship, or interest, will desire to settle together for purposes of co-operation in pursuing their calling. The half-acre village lots and 20-acre suburban sections will therefore be laid off simultaneously; the trouble and expense to the surveyor and settlers being thereby greatly reduced. The surveys, of course, to be inspected by the District Inspector at Invercargill.

The survey of mineral lands which may be applied for under lease will be executed by the surveyor in the locality, as also any purchases which may be effected on the island, should it ever be deemed desirable to throw any part of it open for sale: for these, however, he will be paid in the usual way; in fact, the same system of district survey will be pursued there as has for years been so satisfactorily in operation in Southland, the only difference being that, as regards the settlers under "The Special Settlements Act, 1871," the circulating medium will be changed from money to marketable produce, which can be readily converted into money.

Though such a proposition may, from its novelty, induce the Government to doubt whether competent surveyors can be obtained to work for such remuneration, a little consideration will remove any misgivings on this head. The two objections which may be supposed to deter a surveyor of capacity from residing permanently on Stewart Island under any propositions are, the mode of recompensing his services, and a seeming banishment to an isolated part of the Colony, by which he steps out of the stream which may float him, sooner or later, a prize in his profession.

As regards the first, any payment in kind will be in articles of merchandise which command a ready and certain sale. In taking them, he will, doubtless, stipulate he suffers no loss on their sale, and will get them shipped to his agent at Campbelltown by the fishermen, in their crafts, when they visit the main on their own business. He will be paid liberally, and can make certain of being paid regularly, for the means will be before the door of every fisherman in the village he resides in, nor need he have any trouble in collecting his tithes. Thus, a very moderate amount of business capacity will enable him to secure himself, and with ordinary ability, tact, and temper, he must be master of the situation.

As regards the last, judging from experience, the prizes are few, and to ability, so far as remuneration is concerned, not of great moment, while there is always a pleasant uncertainty as to their retention; as at any meeting of a Provincial Council this may, at a moment's notice, be torn away.

On the island a surveyor can live in comfort, ease, and, above all, independence: he can support his family at small expense, for if he has the tact to make himself popular, he will find willing hands and grateful hearts to minister to his wants at trifling cost. He need not waste his substance in dress,—a charge a professional man in centres of population is forced into to a greater or lesser extent; in fact, he may, if he choose, save the greater part of whatever money he may make. If he has spare means, he will have an opportunity of sharing in fishing, whaling, or sealing enterprises. He may

start an artificial oyster-bed, which he can get stocked for next to nothing with the cultch and spat brought up by the fishermen while dredging for oysters, and which, instead of being thrown back into the sea, they would doubtless, if requested, carry free of charge to his "bed," in returning to their homes at night; and he will in three years' time be possessed of a good and certain income. Always on the spot, he will be the first to hear of any mineral discovery, and as a promoter obtain such a prize as he might wish for in vain, living on the main. Though at present, residence on the island means, in a great measure, isolation, if the success of the undertaking under discussion is at all commensurate with my expectations, there will be plenty of life shortly after it is fairly started—healthy, vigorous, hopeful life. Once a population settled there, independent of the frequent communication with the main by means of the fishing smacks, it will pay to run a small steamer between the Bluff and the island, which could, in addition, undertake the trade to the Toi Tois, Waikawa, and Catlin's River, to the east of Campbelltown, and westward to Riverton, Orepuki, Preservation Inlet, or any other settlement which may be formed on the west coast of Otago.

On the whole, I feel convinced that the status of a surveyor at Stewart Island, under this scheme, will compare favourably with that of his compeer on the main, either in the employ of the Government or practising on his own account. Living amidst some of the finest scenery on the face of nature, varying from the grandeur of the west side, with its lofty cones of bare granite, its weird rocky coast, to the sunny clime of an inland lake, with wooded shores and golden beaches, he can vary the monotony of his professional life by fishing, shooting and boating—pleasures which men travel thousands of miles and spare no expense to compass. He can bring up his children hardy from the contact of sea air in a healthy, salubrious climate, milder than at Invercargill, and make sure of a provision for their future; a position it is impossible to attain on the main with the £300 or £400 a year, the usual remuneration of a professional surveyor of standing and ability.

I have no fear of being able to get men on the conditions I propose: at any rate, the first one I spoke to, an authorized surveyor of twelve years' standing, and one of the best in Otago, expressed his willingness to undertake the duty, without hesitation.

General.

I think, for the present, the localities I have indicated will suffice amply for immediate requirements. The island is not open for sale at present, and there is no occasion to declare it as such until every provision is made under "The Settlements Act, 1871," more particularly as it will not be lying waste, for the best description of settlement will be progressing, and its resources developed far better than by the land being alienated to speculators.

I am getting the Admiralty survey of Stewart Island—which I found on my inspection of that portion of the Province pretty correct as to outline—enlarged sufficiently to enable the blocks of land which I have recommended for immediate settlement to be defined on it, and will forward it on completion to your Honor; and, in the meanwhile, beg to forward by this mail a chart of the island, with the land available for settlement coloured pink, together with a copy of my report on it written in 1867, giving an account of the general features and capabilities of the various harbours.

I purpose visiting the island towards the end of this summer, in connection with half-caste land claims and oyster-beds, and will endeavour to make arrangements with the settlers already located for the hospitable reception of the expected immigrants.

In conclusion, I beg to state, if your Honor will be good enough to give me timely notice of the arrival of the first ship-load of immigrants, I will make arrangements to go over to the island, and afford them every assistance in my power to locate themselves satisfactorily.

I have, &c.,

WALTER H. PEARSON,
Commissioner of Crown Lands.

See Provincial
Gazette of South-
land, No. 1, 21st
January, 1867.

No. 17.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 8, 1872.)

Public Works Office, Wellington, 20th January, 1872

THE Government have read with much interest the account of your immigration proceedings in Great Britain and Scandinavia, as detailed in various letters, and more particularly in that of 16th November. The small result of your efforts in Great Britain has not altogether been a matter of surprise, because the Government had previously been fully sensible of the evils that must ensue from the working of the varied Provincial regulations you were instructed to carry out, and which, until the legislation of last Session, the Government had no power to alter. By the first mail after the passing of "The Immigration and Public Works Act Amendment Act, 1871," you were informed that complete immigration powers had been conferred on the Government, and that one of the first defects they endeavoured to remedy was the putting of both classes of immigration, nominated and assisted, on respectively uniform systems.

Of the regulations issued in reference to nominated immigration, or that immigration which originates in the Colony, I enclose a copy; but, as you are already aware, the Government have, for the present, in the absence of the information necessary to guide them, devolved upon you the initiation of a uniform system of assisted immigration, or that immigration which originates in Europe.

The Government approve of the system you have set on foot in relation to immigration from the Continent, and of the highly satisfactory shipping arrangements reported; and they await with anxiety information as to the prospect there is of securing from Great Britain a proportionate immigration of the classes ordered under similar regulations, or, if need be, under others of a character even more favourable to them.

I need scarcely repeat that the success of the public works policy of the Government depends in a great degree on the early arrival of a large immigration, the commencement of many and most important works being delayed, and those begun progressing with comparative slowness, owing to the difficulty of procuring labour without deranging the ordinary avocations of the settlers.

W. GISBORNE.

Enclosure in No. 17.

Regulations for the Introduction of Immigrants into New Zealand, on the nomination of persons resident therein.

G. F. BOWEN, Governor.

Amended 1/3/72 Page 37/8

WHEREAS by "The Immigration and Public Works Act, 1870," it is, among other things, enacted that the Governor may, at the request of the Superintendent of any Province, from time to time make Regulations (as therein mentioned) for the conduct of immigration under the said Act into such Province, and for the nomination of Immigrants by persons resident therein, and for the distribution of funds provided by the said Act for immigration purposes, and for the introduction into and settlement in such Province of Immigrants, and for selling as special settlements for any such Immigrants any lands which he may acquire from any Province under the provisions therein contained, or any lands acquired under "The New Zealand Settlements Act, 1863," or the Acts amending the same, and for laying out and allotting any lands so acquired amongst any such Immigrants: And whereas by "The Immigration and Public Works Act Amendment Act, 1871," it is, among other things, enacted that so much of the thirty-ninth and forty-first sections of the said Act as provide that any acts, matters, or things are to or may be done by the Governor at the request of the Superintendent of a Province, is thereby repealed; and it is thereby enacted that the Governor may exercise all the powers, and do and perform all the acts, matters, and things in the said sections mentioned, without any request from any Superintendent of any Province or any other person or authority:

And whereas, in pursuance of the power and authority contained in the said first-mentioned Act, the Governor, at the request of certain Superintendents of Provinces, did make certain Regulations for the introduction of Immigrants from Europe into those Provinces respectively, on the nomination of persons resident therein: And whereas it hath been determined to make other Regulations in lieu of those so made as aforesaid:

Now therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the hereinbefore in part-recited Acts, and of every other power and authority enabling me in that behalf, do hereby make the Regulations set forth in the Schedule hereto for the introduction of Immigrants from Europe into the Colony of New Zealand, on the nomination of persons resident therein.

SCHEDULE.

1. Each applicant will be required to pay, at the time of making the application, the sum of £5 for each adult (except single women) and £2 10s. for each child between the ages of one and twelve years, whom it is desired to have introduced into the Colony. Infants in arms, under one year, free. This rate being only for the ship passage from London (or such other port as the ship may sail from) to the Colony, the cost of reaching such port of sailing in Europe and proceeding up the country to their friends after arrival in the Colony, will have to be defrayed by the Emigrants themselves.

2. Free passages will be granted to single women between the ages of 12 and 35, provided they are able to produce proof of good character to the satisfaction of the Agent-General in London.

3. In the event of any Emigrants applied for declining to emigrate, whatever money may have been deposited with the Government will be returned to the applicants so soon as the Agent-General in England shall have apprised the Government thereof; but in the event of any Emigrants applied for accepting the offer of a passage in a particular ship, and so, by failing to present themselves for embarkation at the time and port appointed by the Agent-General in England for the sailing of such ship, be left behind, the passage money and passages will be forfeited.

4. Applicants in the Colony, when writing to the persons for whose passages they have applied, should distinctly inform them that no part of the passage money paid in the Colony will be returned, if they omit to write to the Agent-General in London, telling him that they decline the passages offered to them.

5. The address of the Agent-General in London is as follows:—

The Agent-General for New Zealand,

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

6. All the ships employed in this service will be under the provisions of the "Passenger Act."

7. Notwithstanding anything herein to the contrary, the Agent-General in London will have power to refuse passages where the intending Emigrants are in ill health, or in any way unfitted, according to his judgment, to undertake the voyage.

8. Forms of Application may be obtained at any Post Office in the Colony, but passage moneys can only be paid at any money Order Post Office in the Colony.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House, at Wellington, this third day of January, in the year of our Lord, one thousand eight hundred and seventy-two.

W. GISBORNE.

No. 18.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 10, 1872.)

Public Works Office, Wellington, New Zealand, 20th January, 1872.

ADVERTING to that part of my memorandum No. 54, of the 25th November last, relating to the advantages which would accrue to the commercial interests of the Colony if you were able to make such arrangements, in regard to immigration, as would prevent any single firm from obtaining a monopoly of the shipping trade, I now forward to you extracts from a correspondence between the Provincial Government of Canterbury and Mr. Ottywell on this subject. You will probably have already seen that correspondence, but in case you have not, I enclose these extracts for your information, at the instance of the Resident Minister for the Middle Island.

The great advantage which it has hitherto been, to put on board only such a number of emigrants as the circumstances of the limited immigration to Canterbury enabled the Agent to collect at any given date, will not, under the entirely altered circumstances, continue in force. Still, I can only repeat that the Government "are convinced that, by leaving you the fullest discretion, you will be able to make arrangements in every way more beneficial than would be the case were they to hamper you with directions and conditions which you might find incompatible with the circumstances within which you have to act."

W. GISBORNE.

Enclosure in No. 18.

EXTRACT from a Letter of the Canterbury Emigration Agent to His Honor the Superintendent of Canterbury, dated 24th February, 1870.

"By last mail I forwarded to your Honor a copy of the emigration contract for the ensuing season; also copy of the notice inviting tenders for the service. The latter was very widely advertised, and the following, all well-known city firms, sent for copies of the agreement and particulars of the proposed service, namely:—Messrs. Lachlan and Co., ship-brokers, Cornhill; F. Powell and Co., provision merchants, Mincing Lane; Finnis and Fisher, provision merchants, Great Tower Street, Baltic Wharf; F. M. Mackay and Co. (Black Ball Line), Leadenhall Street; Stringer, Pembroke, and Co., owners of the line of ships from the Clyde to Dunedin, Austin Friars; Jno. Morrison and Co., ship-owners, Fenchurch Street; Anderson, Anderson, and Co., ship-owners (Orient Australian Line), Billiter Street; J. and W. Smith, ship-owners, Crosby Square; Tyser and Co., ship-owners, Crosby Square; Jno. Prowse and Co., Bishopsgate Street; Shaw, Saville, and Co.

"Several of the above firms, after examining the conditions of the contract, stated that, unless the Government were prepared to guarantee full complements of emigrants, ordinary ship-owners would be unable to compete on equal terms with the shipping firm at present conducting the whole of the New Zealand trade from London, and would not be likely to tender for the service. The Government will understand that by 'a full complement' is signified the statuteable number of emigrants which a ship can carry on her ordinary passenger deck. This would, in the ships usually employed in the Canterbury trade, be from 300 to 400 statute adults. There is, no doubt, great force in this objection. A firm of ship-owners newly engaging in the New Zealand trade could not reckon upon obtaining any considerable quantity of cargo, and it is probable they would not be allowed to get any except at very low and unremunerative rates. They would, therefore, require a guarantee of a full complement of passengers for each ship, to protect them from positive loss in carrying out the contract.

"It will not be necessary to explain to your Honor why, under our present instructions, we could not safely guarantee 300 or 400 emigrants by each vessel, nor, if no difficulties of this nature existed, is it likely that the Provincial Council would be prepared to pay, or the Government to receive and provide for, so large a number of emigrants.

"The day appointed for receiving tenders was the 22nd instant, and, notwithstanding the difficulties of which we were aware, and to which I have referred, we were not prepared to find that there was literally no competition for the service, for, with the exception of one from Messrs. Shaw and Saville, no tenders of any kind were sent in.

"Messrs. Shaw and Saville offered (as your Honor will observe from the copies of their letters enclosed herewith)—

"First, to perform the service by the following vessels, namely, 'Merope,' 'Hydaspes,' 'Zealandia,' and 'Crusader,' at the rate of £14 10s. per adult; or,

"Secondly, to put a smaller vessel at £13 10s. per adult.

"As we were informed that, if the latter offer were accepted, the vessels engaged would be chartered ships of an inferior class, we thought it right to accept the first-named offer, and I have accordingly communicated to Messrs. Shaw and Saville our decision to that effect.

"Under all the circumstances, considering that the rate of £14 10s. is 10s. per adult less than we are at present paying, and that we secure full-size first-class vessels for the whole of the ensuing season, the Government will, I trust, consider the result, on the whole, satisfactory."

Sub-Enclosure 1 to Enclosure in No. 18.

SIR,—

34, Leadenhall Street, E.C., 22nd February, 1870.

We hereby tender for the conveyance of emigrants to Canterbury, New Zealand, by the undermentioned traders, at the rate of £14 10s. per adult for each vessel:—

"Merope," A1, 16 years, 1,050 tons register, a new ship, to be commanded by Captain White, late of the "Blue Jacket."

"Hydaspes," A1, 18 years, 2,096 tons register, Captain Babot.

"Zealandia," AA1, 20 years, 1,115 tons register, Captain Rose.

"Crusader," AA1, 20 years, 1,058 tons register, Captain Kerr.

We also undertake to carry out all the requirements of the contract as stipulated in your conditions.

Albert O. Ottywell, Esq.

We have, &c.,
SHAW, SAVILLE, AND CO.

Sub-Enclosure 2 to Enclosure in No. 18.

SIR,—

34, Leadenhall Street, E.C., 22nd February, 1870.

We hereby agree to provide ships for conveyance of emigrants to Canterbury, of 800 tons register and upwards, and to perform the service in accordance with your stipulations, at the rate of £13 10s. per adult.

Such vessels to be first class, and to pass survey for the conveyance of passengers.

Albert O. Ottywell, Esq.

We have, &c.,
SHAW, SAVILLE, AND CO.

No. 19.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 11, 1872.)

Public Works Office, Wellington, 20th January, 1872.

I ENCLOSE a memorandum received from the Hon. the Resident Minister for the Middle Island, in which you are instructed to order a quantity of 30-lb. rails, sufficient for twenty miles of the Canterbury branch railways. The rails to be in accordance with the pattern therein sent, and the whole to be landed in Canterbury within six months after the receipt of the advice.

I am advised that the Hon. Minister for Public Works intends forwarding to you from Auckland instructions to order, for various parts of the Colony, about sixty miles of rails, particulars of which that Minister will at the same time furnish you with.

I am glad to learn, from your letter of the 14th November, No. 44, that you not only do not anticipate any difficulty in rapidly sending out all the iron work required for the public works of the Colony, provided your instructions with regard to immigration are such as will enable you to work those two elements of colonization together, but that you hope also to effect a material reduction both in freight and passage money.

The instructions in reference to immigration, contained in various memoranda, but especially in those numbered 54 and 56, of the 25th November, authorized you to send out such a number of emigrants as will, therefore, enable you to carry out the instructions in reference to railway material which have also been from time to time addressed to you, and more especially in memorandum No. 59, of the 21st December.

Were I not thus fortunately relieved from the necessity of now calling your special attention to the importance which attaches to the prompt arrival of the material sent for, I should have taken advantage of the present large orders again to urge the utmost expedition in their execution and shipment, as, unless this material arrives quickly, the works will be delayed and the plans of the Government deranged. The tenor of your memorandum above quoted, leads the Government, however, to perceive with much satisfaction that you are fully aware how absolutely necessary it is that your anxious attention should continue to be given to this subject.

W. GISBORNE.

No. 20.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 1, Auckland.)

Public Works Office, Auckland, 25th January, 1872.

THE enclosed copy of a letter addressed to Mr. H. W. Farnall, will inform you of that gentleman's engagement to proceed to England for the purpose of acting under you in connection with immigration; it also mentions the terms of the arrangement made with him by the Government.

You will observe that, as in the case of Messrs. Birch and Seaton, the remuneration to Mr. Farnall is made contingent on your being able to avail yourself of his assistance, and on the character of the services rendered.

Mr. Farnall sailed hence for England on the 18th instant, in the "City of Auckland," and his passage money was pre-paid here at his request.

J. D. ORMOND,
Minister for Public Works.

Enclosure in No. 20.

The Hon. J. D. ORMOND to Mr. H. W. FARNALL.

SIR,—

Auckland, 15th January, 1872.

Referring to the arrangement made with you to proceed to England by the "City of Auckland," for the purpose of acting under the Agent-General in connection with immigration, I have now to inform you that Dr. Featherston will be informed, by the next mail steamer, that you are accredited to him to act in the same capacity and on the same terms as Mr. Birch, of Dunedin, who, you are aware, proceeded to Europe on similar duty not long ago.

CORRESPONDENCE WITH THE

It is understood that your services will be available, either in Great Britain or on the Continent, as the Agent-General may require, and that the remuneration you will receive will be the same as is given to Mr. Birch; also, that the sum of £80 will be allowed you for passage money to London.

It is understood that you resign your seat in the House of Representatives on accepting this mission.

H. W. Farnall, Esq., Auckland.

I have, &c.,
J. D. ORMOND,
Minister for Public Works.

No. 21.

The Hon. J. D. ORMOND to the AGENT-GENERAL, London.

SIR,—

Public Works Office, Auckland, 23rd January, 1872.

I have the honor to enclose herewith a memorandum of plant and rolling stock for railways to be ordered in England, with respect to which you will be fully advised, by this mail, from the Public Works Office in Wellington.

I. E. Featherston, Esq.,
Agent-General for New Zealand, London.

I have, &c.,
J. D. ORMOND,
Minister for Public Works.

Enclosure 1 in No. 21.

MEMORANDUM of Plant and Rolling Stock to be ordered in England.

To be Shipped to Auckland, for Auckland and Mercer Railway.

3 Locomotive Engines, similar to those already ordered for the Dunedin and Clutha Railway, and with the same duplicate parts.

2 First Class Carriages	} As per specification sent herewith.
3 Second Class Carriages	
3 Composite Carriages	
10 Covered Goods Waggon	
20 High-sided Waggon	
20 Low-sided Waggon	
10 Cattle Waggon	
6 Timber Trucks	
3 Brake Vans	
3 Waggon Weigh-bridges	
36 Tarpaulins for Goods Waggon	

To be shipped to Napier, for Napier and Paki Paki Railway, or failing direct vessel, then to Wellington or Auckland.

2 Locomotive Engines, with duplicate parts, as per specification sent herewith.

3 Covered Goods Waggon	} As per specification sent herewith.
6 High-sided Waggon	
6 Low-sided Waggon	
2 Brake Vans	
2 Waggon Weigh-bridges	
12 Tarpaulins for Goods Waggon	
2 Composite Carriages	
1 Second Class Carriage	

To be shipped to Wellington, for Wellington and Masterton Railway.

Repeat list for Napier and Paki Paki Railway.

To be shipped to Wellington, for Waitara and New Plymouth Railway.

Repeat list for Napier and Paki Paki Railway.

To be shipped to Picton, for Picton and Blenheim Railway, or failing direct vessel, then to Wellington.

Repeat list for Napier and Paki Paki Railway.

To be shipped to the Bluff, for Invercargill and Maitauru Railway.

Repeat list for Napier and Paki Paki Railway.

PERMANENT WAY MATERIALS.

To be shipped to Napier, or failing direct vessel, then to Wellington or Auckland.

12 miles rails and fastenings for Napier and Paki Paki Railway.

To be shipped to Wellington.

11 miles rails and fastenings for Wellington and Masterton Railway.

10 miles rails and fastenings for Waitara and New Plymouth Railways.

To be shipped to Lyttelton, for Canterbury Railways.

15 miles rails and fastenings.

The above are to be in accordance with plans and specifications forwarded on 26th November, 1871.

There were ordered, on the 26th November, 1871, for Picton, 12 miles of iron rails and 3 miles of steel rails: these are to be sent to Dunedin, for the Dunedin and Clutha Railway, and 12 miles of new rails ordered for Picton.

The new Picton rails are to be of 30 lbs. weight per yard. They will be fastened by the same spikes as already ordered, but no fish-plates or bolts will be required. Instead of these, an American wrought iron seat-plate will be placed at each end of the rail, as per sketch annexed. The rail to have two notches at each end, as shown in sketch, and not to be otherwise cut.

Auckland, 10th January, 1872.

Enclosure 2 in No. 21.

MR. J. CARRUTHERS to the Hon. J. D. ORMOND.

PICTON and BLENHEIM RAILWAY.—Specification of Rolling Stock.

Passenger Carriages, First Class.

The passenger carriages, first class, shall be 25' long by 6' 6" wide and 6' 6" high, inside dimensions, and shall be straight in the side. There shall be an outside platform 2' 9" wide at each end. The seats shall be arranged in two rows, omnibus fashion, with a passage between them, 2' 10" wide, the whole length of the carriage. No arm-rests are required. There will be a sliding door at each end opening on to the platforms.

Above the seat back shall be a row of lights arranged to let down, and furnished with Venetian blinds, also arranged to let down, and with curtains of blue Orleans, sliding on brass rods.

A similar light with the same furnishing shall be placed in each door.

The seats and backs shall be on springs, and stuffed with the best curled horsehair, and trimmed with blue cloth or rep, with worsted lace finishings. The seat backs to be 2' high from seat rail. A parcel-net of string, with brass brackets, to be placed above each row of lights, and two rows of bands for suspending hats to be placed on the roof. The roof and sides above the lights to be furnished with light coloured wax cloth, finished in the angles with gilt mouldings.

The floor-boards to be painted dark brown, with a cocoa-nut matting along the central passage.

There shall be four roof-lamps provided, with springs. Three ventilators 18" × 12", with raised roof, shall be placed in the roof.

A sloping sun-shade board about 15" wide shall be fixed on the outside of the carriage, above the lights, as a shield against the sun and rain.

Second Class.

The second class carriages shall be of the same size as the above. The lights in the doors and sides shall be moveable; all without curtains or blinds. Ventilators and sun-shade boards as in the first class carriages. The seats and backs shall be sloping but without stuffing.

Composite Carriages.

One half of the carriage to be fitted as first class, the other as second class. A partition with a sliding door shall separate the two halves: the door to be fitted with a lock and key.

Underwork of First and Second Class Carriages.

The under frame to have sole bars of malleable iron, trough section $9\frac{1}{4}" \times 4" \times \frac{3}{8}"$ thick, and head-stocks $4\frac{1}{2}" \times 10"$ of teak; and of the inner work, the middle bearers are to be $9" \times 3\frac{1}{2}"$ and the diagonals $9" \times 3"$. These to be of well seasoned and selected oak.

The buffers and drawing apparatus shall be in the centre, and act through the same spring fixed on the inside of each head-stock. These springs to be "Stern's Junction Rubber springs."

The buffer-head to be of wrought iron, with the usual provision for coupling close up to an adjoining carriage, with a single link and pin.

The buffing and hauling bars, links, and pins to be of the best Yorkshire iron.

The centre line of buffers to be $2' 4\frac{1}{2}"$ above the rails.

The frame is to be strengthened with iron knee-plates and through bolts where necessary, in a thoroughly substantial manner.

The carriages are to be mounted on four wheels 2' 6" diameter and 11' 6" between centres. These wheels to be of cast iron, chilled on the tread to a depth of not less than $\frac{3}{16}"$. To be equal in toughness and in the hardness of the chill to the best American samples.

The axles to be of the best double-fagotted scrap, 4" diameter through the nave, $4\frac{1}{2}"$ at back of nave, and $3\frac{3}{4}"$ in centre. Journals to be $3\frac{1}{4}" \times 7"$ and 5' 1" between centres. The wheels to be keyed on to suit a gauge of 3' 6".

The axle-boxes to be for oil fed from below by a spring brush.

The bearing springs to be 6' long by 3" broad, with ten $\frac{3}{8}"$ plates and top plates $\frac{7}{16}"$, all of the best hammered spring steel, free from cracks and flaws. These springs to be placed in the trough of the iron sole bars, and to rest on the axle boxes by means of a pin. The body to be made of the best teak, properly framed, and strengthened with iron knees.

The whole of the wood work is to be coated with the best varnish, and the iron work to have three coats of good oil paint. The class of the compartment to be lettered on the door.

All fittings, and everything necessary for the complete equipment of these carriages working in a train, whether specified in detail or not, shall be provided by the contractor, to the satisfaction of the Engineer.

Brake Vans.

The frames of these are to be the same in every respect as those of the passenger carriages. The bodies also are to be the same as regards their outside dimensions, except the length, which will be 20'. A compartment for the guard is to be provided at one end, and ordinary second class passenger compartment at the other, 4' 6" wide in the clear, and the intervening central space to be left for goods, with two sliding doors on each side, of about 2' wide each.

The inside clear height to be the same as the passenger carriages. Brakes to act on both sides of both wheels on both sides of vehicles.

Covered Goods Waggon.

The under frames of these waggon to be the same as those for the passenger carriages, excepting that the length is to be 15', and the distance between the wheels is to be 9' centre to centre.

Wheels, axles, buffing and hauling apparatus, the same as the passenger carriages.

The bearing springs are to be 3' 3" long, 3" wide, 4" deep, with ten plates, and to be placed as in the passenger carriages, in the trough of the sole bar.

The inside height in centre of the body is to be 5' 6". Two sliding doors to be on each side of the waggon, having an opening of 4' 6" in the clear.

The floors are to be 1½" thick, side and roof boards ¾", ends ¾", of Memel deal. The body to be framed diagonally, and the whole securely fixed with iron knees, plates, and bolts.

To be fitted with outside lever brakes, with rack to levers.

Open Goods Waggon.

These are to be in all respects the same as the covered goods waggon as regards the frame, wheel, springs, buffers and hauling apparatus, and brake.

Planks in the sides and flooring are to be 2" thick; and the sides, 15" deep, are to be in the form of hinge doors for the whole length of the waggon. Four strong hinges to be to each door.

GENERAL CONDITIONS.

The whole of the stock to be furnished with Clarke's patent radial axles.

The whole of the work to be painted with four coats of good oil paint. All the bolts and iron-work which may be sent separately from the wood work, must be carefully protected against the effects of the sea voyage, and packed in strong cases of suitable sizes.

Tracings of the vehicles, based on the foregoing specification, must be submitted to the Engineer before manufacture.

The work is to be executed in every respect to the satisfaction of the Engineer appointed by the Agent-General to the Government of New Zealand, who is to be at liberty to inspect, in person or by deputy, the entire process of manufacture, and to reject anything which in his opinion is inferior in material or workmanship.

No work will be considered as accepted until the Engineer shall have given his certificate in writing that it is satisfactory; but if defective, it will be liable to rejection even after this certificate has been given, but not after the vessel in which it is shipped sails for New Zealand.

JOHN CARRUTHERS,
Engineer-in-Chief.

Auckland, 17th January, 1872.

Enclosure 3 in No. 21.

Mr. J. CARRUTHERS to the Hon. J. D. ORMOND.

PICTON and BLENHEIM RAILWAY.—Specification of Locomotive Engine.

General Description.

The engine shall be a four-wheeled contractors' engine, weighing 12 tons in working trim. Wheel-base not more than 6 feet.

Tubes to be of brass, of the best manufacture.

Boiler.—The boiler and shell of firebox to be of best Low Moor, Bowling, or Cooper's plates; all longitudinal seams to be double rivetted.

Firebox.—Inside firebox to be of copper, with copper stays. Working pressure to be 130 lbs. per square inch. To be suitable for burning wood.

Mud-holes.—An oval mud-hole shall be provided at each end at the bottom of firebox, and suitable brass washout plugs provided.

Cylinders.—The cylinders are to be 9½" diameter and 18" stroke. Discharge cocks to be fitted on each end of cylinders, and on low end of steam chest. The cylinder glands to be of brass.

Motion Bars and Connecting Rods to be of best faggotted iron.

Slides to be of gun metal.

Wheels to be 30" diameter, of cast iron, with Low Moor tires; to be all coupled.

Axles to be of best Yorkshire iron.

Axle-boxes to be of best cold blast iron, and fitted with brasses and with packing pieces to take up the wear of guides.

Buffers.—The buffers shall be central and combined with the drag, and shall be 2' 6" from rail.

Springs.—The springs shall be of the best hammered spring steel.

Regulator shall be swan-necked, fixed in the dome.

Steam-pipes shall be copper, and fitted with brass flanges.

Safety-valves to be fixed on the dome, and fitted to blow off at 130 lbs. per square inch.

Pumps.—There shall be one pump and one injector, both of brass. All connecting pipes to be of brass or drawn copper.

Foot-plate to be covered over with a cab, having windows in front and back.

Cleaving.—Boiler and firebox to be covered with strips of dry pine, and then with iron plates, No. 18, W.G., secured at joints with iron hoops 2" broad.

Brakes.—All the wheels to be fitted with powerful brakes.

Chimney to be fitted with a spark-bonnet.

Tank shall hold 300 of gallons water, and a coke box, to carry a due proportion of fuel, must also be provided.

Bell.—A bell-metal bell, 9" diameter, shall be placed on top of the boiler, with a rope reaching to foot-plate.

Cow-catcher.—A wooden cow-catcher to be placed in front of engine; to be strongly bound with iron, and to come within 3" of the rails.

Head-light.—A parabolic head-light, 13" diameter, similar to those used in Germany, to be provided.

Tools.—1 wooden tool-box with lock and key, 1 set of spanners, 1 shifting spanner, 1 monkey-wrench, 2 hand lamps, 6 iron tube plugs, 6 wood plugs, 1 tube bar, 1 chipping hammer, 1 lead hammer, 1 quarter hammer, 1 cross and 1 flat chisel, 1 tallow-box, 1 half-gallon tin oil can, 2 oil feeders, 1 set fireirons, 1 fire shovel, 2 screw-jacks.

Finish of Engines.—The engines shall be of the most approved modern construction, made of the best materials and workmanship, and to the satisfaction of the Engineer, who is to have full power of entering the works at any time, either in person or by deputy, during the progress of the work, and to reject anything he may deem imperfect either in materials or workmanship. Before leaving the works the boiler shall be tested with hydraulic pressure and also with steam before the cleaving is put on, and due notice to be given to the Engineer that he may be able to inspect them. After they are cleaved, all the working and other parts are to be fitted on the engine, and then the engines to be turned by steam, and due notice to be given to the Engineer.

Royalty.—All charges on account of royalty for patents, if any, are to be paid by the contractor.

Painting.—The whole of the engines to be painted, with the exception of polished work. All to have three coats of good oil paint, and the bright work must be protected from the influence of sea air or water in the best known manner, approved of by the Engineer. The whole of the parts of engines, except the boilers, tanks, wheels, axles, and frames, are to be packed carefully in strong, suitable boxes, bound with hoop-iron, and numbered for reference with list of contents.

The following duplicate parts and extra tools to be sent with every two engines:—1 set wheels, axles, axle-boxes; 1 set springs, 1 set tubes, 1 pair pistons, 4 sets piston packing, 1 pump with clacks complete, 2 buffers, 2 dozen gauge-glasses, 1 set copper stays, 1 pressure gauge, 1 set coupling and connecting rods, 4 lamps, 2 bottle-jacks, 2 traversing jacks, 2 crowbars, 2 jemmys, 2 striking hammers, 4 hand hammers, 6 flat chisels and 6 half round chisels, 1 plug rod, 2 tube drifts and 50 tube plugs, 1 split bar, 4 sets fire bars, 1 set ferrules for tubes, 4 hand lamps, 2 ratchet braces, 20 drills, 3 double-barrel force pumps, 1 portable forge, 30 feet hose with union joint and stop-cock.

For the following railways, engines, similar to the above and with similar duplicates and extra tools, are required, with the exception that the firebox is to be arranged to burn coal instead of wood, and therefore the spark-bonnet is not required.

Napier to Paki Paki Railway.

Wellington to Masterton Railway.

Waitara and New Plymouth Railway.

Invercargill and Mataura Railway.

The working parts of the different locomotives for the same railway are to be exact duplicates, and interchangeable.

Auckland, 17th January, 1872.

JOHN CARRUTHERS,
Engineer-in-Chief.

No. 22.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 28, 1872.)

Public Works Office, Wellington, 19th February, 1872.

IN noting the arrangements you have made in connection with the ship "England," as reported in your letters of the 12th and 14th December, I remark that, in the lists of immigrants, only their names and ages are mentioned, the occupations being omitted.

You will have gathered from the memoranda I have sent to you from time to time, that a large immigration is required in order to carry on the public works authorized by the Legislature, and that it is, in the first instance, mainly with a view to supply that want that your attention to immigration is so urgently called. In the shipments per "Celæno" and "England" last year, the immigrants by the first vessel only were, as a whole, fitted for employment on public works, and the ordinary labour required by country settlers; and although I hope those now to be sent will be entirely of these classes, you will readily perceive that it will materially assist me in arranging where to place immigrants on arrival, if I am previously informed of their *bonâ fide* occupations.

Not having received copies of the agreements alluded to in your letter of the 16th November, to the Colonial Secretary, I am unaware of the steps you have taken to approve the immigrants selected by the various Continental firms with whom you have contracted. It seems to me, however, that it would have been better, and more likely to have secured the class of immigrants desired, had the shipping firms provided only the passages, and other means been adopted for selecting the immigrants; and, should it be in your power to amend the contracts in this respect, I think it would be very desirable to do so, although the cost might be increased thereby. It would also be desirable that the selection should be made, in all cases, from rural districts, the importance of which has, I notice, already engaged your attention.

J. D. ORMOND.

No. 23.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 29, 1872.)

Public Works Office, Wellington, 19th February, 1872.

I LEARN from the Hon. the Colonial Treasurer that you have, several months ago, been requested, at the instance of His Honor the Superintendent of Auckland, to provide £12,000 for the purpose of the Kaipara Railway, and to that extent honor the certificates of Mr. Dunlop, covering invoices, bills of lading, and insurance policies for plant ordered by the Contractor to be purchased through his London agent, Mr. A. A. Watt.

I have now to inform you that the Government have taken over the Kaipara Railway as part of its general scheme, and such portion of the plant ordered as is not yet shipped, will have to be shipped through you instead of through Mr. Dunlop, as heretofore.

Mr. Dunlop will furnish you with the documents originally forwarded to him by the Superintendent of Auckland, and, on his doing so, you will be good enough to settle such equitable claims as you may consider him entitled to make.

J. D. ORMOND.

P.S.—Enclosed is a copy of the memorandum of the terms on which the Kaipara Railway is taken over by the Government, together with a copy of the Superintendent of Auckland's letter of the 3rd instant, assenting to the same.

Enclosure 1 in No. 23.

MEMORANDUM of TERMS of AGREEMENT settled between the Hon. the Minister for Public Works on the one part, and His Honor the Superintendent of Auckland on the other part, relative to the Kaipara and Waikato Railway.

1. The Superintendent, on behalf of the Province of Auckland, to be paid by the Colony such sums as he shall prove, to the satisfaction of the Minister for Public Works, to have been expended on behalf of the Province, up to the first day of February, 1872, in and about the surveying and construction of the Kaipara Railway. The Governor to be at liberty to commence the construction of the said railway on or at any time after the said first day of February.

2. A sum exceeding £20,000 having been expended, by or on behalf of the Province of Auckland, in the acquisition of land for the Waikato Railway, the sum of £20,000 in full payment to the Province by the Colony for all the land so acquired on behalf of the said Province for the said railway to be credited by the Colony in account with the Province of Auckland. The Colony also to credit the said Province with £6,000 in full payment for plant purchased for the said railway, and already delivered over to the said Minister for Public Works.

3. The sum of £25,000 out of the said two sums of £20,000 and £6,000 to be held by the Colony and paid over to the Harbour Board of Auckland, whenever the Minister for Public Works is satisfied the said Board has commenced harbour works approved of by the Governor, and entered into contracts approved of by the Governor, for the construction of such works.

4. The Minister of Public Works accepts the arrangements made under clauses 2 and 3, as a proper arrangement within the meaning of section 13 of "The Railways Act, 1871," for placing £25,000 at the disposal of the said Board.

5. Interest at the bank rate of 3 per centum per annum to be allowed by the Colony to the said Province, until paid over to the said Board.

6. The Minister of Public Works takes over and adopts the contracts entered into by the Provincial Government for the construction of the Kaipara Railway, and will hold the Provincial Government harmless in respect thereof.

Enclosure 2 in No. 23.

SIR,—

Superintendent's Office, Auckland, 3rd February, 1872.

I have the honor to acknowledge the receipt of your letter, No. 59, of the 1st instant, forwarding a memorandum of the terms on which the Kaipara and Waikato Railway have been handed over to the Colonial Government, and, in reply, to notify to you that I assent to the arrangement as therein set forth.

I have, &c.,

THOMAS B. GILLIES,
Superintendent.

The Hon. the Minister for Public Works, Auckland.

No. 24.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 30, 1872.)

Public Works Office, Wellington, 19th February, 1872.

As the labouring emigration to New Zealand now in progress cannot fail to direct the attention of other classes to the inducements offered by the Colony for settlement, it is proposed to indicate, as soon as circumstances will permit, sundry localities where land may be obtained on easy terms by small farmers or others, having a capital of, say, from £100 to £500.

It will be sufficient at present to inform you that the conditions of settlement will embrace

deferred payments (where necessary) and occupation and improvement clauses. The holdings will be fixed at from 100 to 300 acres, at the outside, and the price from £1 to £2 per acre.

When the conditions are determined, I will inform you further; meanwhile I shall be obliged by your making widely known the intention of the Government in this respect.

J. D. ORMOND.

No. 25.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 31, 1872.)

Public Works Office, Wellington, 19th February, 1872.

I GATHER from your letters by the two last mails, that there was no probability of your despatching any large emigration until the commencement of the season in March or April next; but from that date a constant stream of Scandinavian immigration, if of no other, will be maintained until the season terminates at the close of the year.

Now, however, that you are left unfettered by the Provincial or other regulations, I hope very shortly to hear that you have been able to make arrangements for at least a corresponding emigration from the United Kingdom. Indeed, there is a feeling that, desirable as a large Continental emigration is, emigration from the United Kingdom on a larger scale should at the same time be carried on; and it was to facilitate your efforts in this direction that the services of several Colonists were placed at your disposal, and those of others on the spot recommended to your attention.

The terms on which applications for passages are now received in the Colony were forwarded to you in my memorandum No. 8-72, of the 20th January; and although former communications have left the terms on which applications for passages are to be made in the United Kingdom entirely at your discretion, I nevertheless suggest that they should not be quite so liberal as those in force in the Colony. I understand it to be hopeless to expect any but a small money payment from the labouring classes in the United Kingdom; and if so, their payments by promissory notes should be greater in proportion to the payments in cash made by settlers in the Colony for the passages of their relatives and friends.

J. D. ORMOND.

No. 26.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 34, 1872.)

Public Works Office, Wellington, 16th March, 1872.

ENCLOSED are forwarded the new regulations for nominated immigration, dated 1st March, together with a set of the forms adopted in carrying them out.

These regulations will supersede those of the 3rd January as soon as the distribution, now in progress, to Post Offices throughout the Colony, is completed.

W. GISBORNE.

Enclosure in No. 26.

Regulations for the Introduction of Immigrants into New Zealand, on the Nomination of Persons Resident therein.

G. F. BOWEN, Governor.

WHEREAS by "The Immigration and Public Works Act, 1870," it is, among other things, enacted that the Governor may, at the request of the Superintendent of any Province, from time to time make Regulations (as therein mentioned) for the conduct of immigration under the said Act into such Province, and for the nomination of Immigrants by persons resident therein, and for the distribution of funds provided by the said Act for immigration purposes, and for the introduction into and settlement in such Province of Immigrants, and for selling as special settlements for any such Immigrants any lands which he may acquire from any Province under the provisions therein contained, or any lands acquired under "The New Zealand Settlements Act, 1863," or the Acts amending the same, and for laying out and allotting any lands so acquired, amongst any such Immigrants: And whereas by "The Immigration and Public Works Act Amendment Act, 1871," it is among other things enacted that so much of the thirty-ninth and forty-first sections of the said Act as provide that any acts, matters, or things are to or may be done by the Governor at the request of the Superintendent of a Province, is thereby repealed; and it is thereby enacted that the Governor may exercise all the powers, and do and perform all the acts, matters, and things in the said sections mentioned, without any request from any Superintendent of any Province or any other person or authority:

And whereas, in pursuance of the power and authority contained in the said first-mentioned Act, the Governor, at the request of certain Superintendents of Provinces, did make certain Regulations for the introduction of Immigrants from Europe into those Provinces respectively, on the nomination of persons resident therein: And whereas it hath been determined to make other Regulations in lieu of those so made as aforesaid:

Now, therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the hereinbefore in part recited Acts, and of every other power and authority enabling me in that behalf, do hereby make the Regulations set forth in the Schedule hereto for the introduction of Immigrants from Europe into the Colony of New Zealand, on the nomination of persons resident therein.

SCHEDULE.

1. The Immigration Regulations and Forms of Applications may be obtained at any Post Office or Immigration Office in the Colony; but applications and payments for passages are only to be made to

Money Order Post Offices or to the Immigration Officer at the capital town of each Province or County.

2. Any person resident in the Colony, desirous of nominating relatives or friends in Europe for passages to New Zealand, may do so by paying at any *Money Order* Post Office or to the Immigration Officers aforesaid the sum of £5 for each adult (except single women) under 50 years of age, and £2 10s. for each child under 12 years of age. Infants under one year, free. In certain cases, bills will be taken in lieu of cash payments, and passages will be provided for persons over 50 years of age. (See clause 6, secs. 1 and 3.)

Widows with families are, as a rule, not eligible, and applications for passages in their behalf are only to be made to the Immigration Officers aforesaid. (See clause 6, sec. 4.)

3. Free passages will be granted to girls of 12 years of age and upwards accompanying their parents, and to single women between the ages of 16 and 35, provided they are able to produce proof of good character to the satisfaction of the Agent-General in London.

4. Every single woman will be required, before embarkation, to pay to the Agent-General 25s., and every other adult 20s. (and children in proportion), for bedding, blankets, and mess utensils.

5. In the event of any emigrant applied for declining to emigrate, whatever money or bills may have been deposited with the Government will be returned to the applicant so soon as the Agent-General shall have apprised the Government thereof; but in the event of any emigrant applied for accepting the offer of a passage in a particular ship, and so, by failing to present himself for embarkation at the time and port appointed by the Agent-General for the sailing of such ship, be left behind, the passage money will be forfeited.

6. The Immigration Officer at the capital town in each Province or County (and he only) will receive applications as under:—

1. From persons who may wish to give bills for the passage money of their relatives or friends, instead of paying cash, as provided for in clause 1. The amount of the bills to be taken will be 50 per cent. over the amount above fixed to be paid in cash, and the bills will become due 30 days after the arrival of the immigrants sent for.
2. From persons who desire to leave to their agents in Europe the nomination of emigrants of any particular class. The terms will be the same as if nominated in the Colony.
3. From persons whose friends are over 50 years of age.
4. From persons whose friends are widows with children.

7. The above rates being only for the passage from the port of embarkation to the Colony, the cost of conveyance to such port and to the residence of their friends after arrival in the Colony, must be defrayed by the emigrants themselves.

8. All the ships employed in this service will be under the provisions of the Passenger Act.

9. It is to be distinctly understood that, notwithstanding applications may have been granted at *Money Order* Post Offices, the Immigration Officers aforesaid are empowered to object to any of the emigrants so nominated being sent out, either from unsuitability of occupation or from any other cause; and the Agent-General in London will have power to refuse passages where the intending emigrants are in ill-health, or in any way unfitted, according to his judgment, to undertake the voyage.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House, at Wellington, this first day of March, in the year of our Lord one thousand eight hundred and seventy-two.

W. GISBORNE.

No. 27.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 40, 1872.)

Public Works Office, Wellington, 16th March, 1872.

DUPLICATES are enclosed of the following memoranda sent to you direct last month by the Hon. the Resident Minister for the Middle Island:—

16th February, No. 1.—Forwarding copies of correspondence relative to certain emigrants proposed to be brought out at the request of Mr. Finlay Murchison and others, of Riverton.

16th February, No. 2.—Instructions relative to the emigrants to be sent out to Stewart's Island.

19th February, No. 3.—State of the labour markets in Otago and Canterbury.

19th February, No. 4.—Forwarding letter from Canterbury Flax Association.

19th February, No. 5.—A moderate number of tinsmiths and coopers required.

W. GISBORNE.

Enclosure in No. 27.

MEMORANDUM No. 2 for the AGENT-GENERAL, London.

Office of the Resident Minister for the Middle Island,

Christchurch, 16th February, 1872.

ANNEXED is a copy of a letter from His Honor the Superintendent of Otago on the subject of the introduction of immigrants into Stewart's Island, requesting me to forward instructions that a shipment should be forwarded direct to Port William, either from Orkney and Shetland or the Hebrides.

During the last month I have visited Stewart's Island, and, though my visit was short, satisfied myself that a moderate number of immigrants of the kind proposed by Mr. Macandrew might be introduced with advantage, provided proper steps are taken to meet their wants on arrival, and put them in the way of earning their living.

The natural features of the island correspond very closely with the description given in Mr. Pearson's report, of which you have, I believe, received a copy. The site of the first settlement will be fixed at Port William, a commodious and safe harbour, where the Government will have to erect a barrack capable of containing say 150 persons of all ages, the number which I propose should be brought out by the first ship.

As there is but little settlement on the island, and as, therefore, there would be no employers of labour, I think it would be unwise to hazard the experiment of more than one shipment during the first year. Even if, as proposed by His Honor, the first comers are provided with necessary food, tools, seed, and boats, it would take quite a year before they will be in a position to feed themselves and assist the next batch of incomers. By that time, if the first attempt succeeds, it may be practicable and politic to double the number of immigrants. But a great point will be gained if, in the course of the first year, the successful settlement of 150 or 200 people is effected on this hitherto neglected island.

The Agent-General will therefore consider himself instructed to prepare for the shipment of about fifty families from the Orkney or Shetland Islands, or Hebrides, to arrive at Port William about November next. Each adult will receive a free grant of twenty acres of land; but, as stated by His Honor, the intending immigrants should be impressed with the fact that it is to fishing they must look as their main source of prosperity, and not to the cultivation of the soil.

Originally, the settlement of the island was intended to be carried on under the provisions of the Otago Special Settlement Acts, 1869 and 1871; but as the business of immigration has now devolved upon the Colony, it is probable that some modification of those Acts must take place, in order to avoid the confusion which will certainly ensue under a dual system of management. At present, the Province finds the land and the Colonial Government introduces the immigrants. The Province also expects the Colony to erect barracks and supply boats, &c., if needed. Under these circumstances, it will be difficult to determine where the responsibility of the Colonial Government ends. It will probably, therefore, be necessary that the Province should hand over the land, in order that the whole management of the settlement may rest upon those who are really responsible for the welfare of the people they bring out.

You will be kept informed from time to time of all detail arrangements that may be made which will affect the interests of the intending emigrants.

Should you be unable to make arrangements for landing the immigrants at Port William—a contingency which the Government trusts will not occur, as the harbour is easy of access and perfectly safe—they will have to be discharged at the Bluff.

W. REEVES.

Sub-Enclosure to Enclosure in No. 27.

His Honor J. MACANDREW to the Hon. W. REEVES.

SIR,—

Superintendent's Office, Dunedin, 12th February, 1872.

With a view of losing no time in the introduction of immigrants into Stewart's Island, I have the honor to suggest that directions should be sent home by the outgoing mail, to the effect that steps may be at once taken towards obtaining a shipment, direct to Port William, either from Orkney and Shetland or the Hebrides.

The emigrants should be informed that, while each family and adult male will receive a free grant of twenty acres of land, they must look to fishing, and boat and ship building, as their main occupations.

The Government will be prepared to provide a supply of tools for boat and house building, also potatoes and grain for seed, and twelve months supply of oatmeal, and to allow, if necessary, one year for payment of such supplies.

The emigrants should also be informed that they will be allowed to occupy their land on the principle of free selection and priority of application, within certain limits to be defined,—they themselves to defray the expense of survey by a Government surveyor, who will be located on the spot, and authorized to charge certain moderate fixed rates.

Pending the arrival of the immigrants, I would suggest that the Provincial Government be empowered to erect, out of the Immigration and Public Works Loan, suitable barracks at Port William, to accommodate, say, one hundred families; and that one or more fishing boats be attached to the barracks for the use of the immigrants. By this means, they will be enabled at once to provide for themselves until such time as they can fix upon permanent locations.

I have, &c.,

J. MACANDREW,

Superintendent of Otago.

The Hon. W. Reeves.

No. 28.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 54, 1872.)

Public Works Office, Wellington, 13th May, 1872.

THE anxiety expressed in the various memoranda which have been addressed to you from time to time on the subject of emigration, leads the Government to learn, with much satisfaction, that you are very confident that a large stream will by this time be beginning to flow; and they are only awaiting your further promised communication, in order that your complete arrangements may be taken into consideration.

While I have no doubt that the overdue mail will contain full information as to your immigration prospects, the Government wish to impress you with the absolute necessity of placing them in posses-

sion of the amplest details connected with everything relating to the class, numbers, date of sailing, and port of arrival of the emigrants to be expected this season.

As many of the immigrants require to be located in special settlements, and employment has to be found for others on the public works, you will perceive that the Government are, in a great degree, prevented from determining what works are to be executed in the meanwhile.

In directing your attention to this matter, I have not overlooked the fact that, in your letter of the 8th February, you state that "you hope soon to be in a position to enter into the question of emigration in all its bearings." At that time, much of the result of the forthcoming season must have been more or less conjectural; but I need hardly repeat, that it is very necessary for the Government to receive the fullest detailed information of the actual results of your negotiations at the earliest possible period.

J. D. ORMOND.

No. 29.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 55, 1872.)

Public Works Office, Wellington, New Zealand, 13th May 1872.

THE Government have had under consideration your letter of the 8th February, detailing your efforts to place the shipping arrangements of the future on a better footing. Although they regret that you have for the present been unable to make any material reduction in the rate either of emigrants passage or of the freight of railway plant, they are nevertheless fully aware of the many and long-standing difficulties which have thus far rendered these efforts ineffectual.

The feeling against the shipping monopoly that has hitherto prevailed, which my predecessor mentioned in November last as existing in the Colony, has continued to increase, and the views expressed in the letter of Mr. Coster, forwarded to you through the Hon. Mr. Reeves, and again in that of Mr. Murdoch now enclosed, may to a certain extent be considered as representing the dissatisfaction which pervades the mercantile community. The Government are persuaded that no one feels the importance of increased shipping facilities more than you yourself do, and they rest assured that your continued attention will be given to the subject. But in the event of your not seeing your way to make permanent arrangements with any new firms, the Government authorize you to take the matter into your own hands, and, as a temporary measure, to charter vessels, say, to Auckland, Wellington, and Canterbury, and load them at such rates as may suffice to cover their expenses.

With the large tonnage for emigration and railway material at your command, there would probably be little difficulty in your despatching ships almost independently of ordinary freight, but this would not altogether answer the object in view. The advantage which would accrue to the Colony if the ordinary rates of freight and passage were reduced to something like those charged to Australia is obvious; and as this can probably be attained in the first instance only by your chartering vessels and throwing them open, the interest of all classes of the Colony would in such case be materially promoted by your doing so.

The system under which such an arrangement can best be given effect to, the Government leave to your own judgment; but you will please take care that all classes of ordinary shippers are placed on an equality.

As by the incoming mail you will probably have furnished further information on this subject, I will again address you next month.

J. D. ORMOND.

Enclosure in No. 29.

Mr. D. L. MURDOCH to the Hon. J. D. ORMOND.

N.Z. Loan and Mercantile Agency Company, Limited,
Auckland, 4th May, 1872.

SIR,—

I have been informed that Dr. Featherston has considerable difficulty in providing tonnage for his requirements in London; and in the interests of the Government, I have the honor strongly to recommend that Dr. Featherston be empowered to intrust to some agent the chartering of vessels for a lump sum, either for the outward passage only, or for the round to New Zealand and back to London, feeling assured that by such course the Government will get their emigrants and railway material conveyed at rates very considerably below those now paid. The trade to the principal ports of New Zealand has long been virtually a monopoly to the firm of Shaw, Saville, and Co., to the injury of commerce, and to the detriment of local interests in the Colony. Any attempt to upset this monopoly has hitherto proved futile, from many causes, but chiefly from the want of any well-sustained opposition, their policy being, as soon as an opposition vessel is put on the berth, to drop freights to a rate which inevitably leaves a loss to their opponents; but no sooner is the opposition withdrawn than rates are raised, to reimburse any temporary loss sustained by Shaw, Saville, and Co. I have little doubt that Dr. Featherston will ere now have experienced this, but with the amount of freight and passengers at his command, he is in a position to secure the very best terms for shipping to the Colony.

If the services of this Company can be availed of by the Government, they are very heartily at your disposal; and as we are now the largest exporters of wool from New Zealand, besides having the command of large amounts of other freights both from and to the Colony, we are in a position materially to assist in loading vessels for the Government. Our commission would be $2\frac{1}{2}$ per cent. on the charter party, and a like rate on freights other than such as are due by the Government. I will forward a copy of this letter to Mr. Larkworthy, our Managing Director in London; and if you favour the proposal now made, and will recommend Dr. Featherston to avail of the services of the Company,

he will find Mr. Larkworthy quite prepared to forward the interests of the Government to the best of his ability.

I have, &c.,

D. L. MURDOCH,

Managing Director.

The Hon. the Minister for Public Works, Wellington.

No. 30.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 59, 1872.)

Public Works Office, Wellington, 5th June, 1872.

I HAVE to acknowledge the receipt by the Suez and Californian Mails, on the 20th and 27th instant respectively, of your letters relating to this department, as per schedule enclosed.

Such of these letters as require notice will form the subject of separate memoranda; but the Government avail themselves of this opportunity to express the pleasure with which they have received the details of the arrangements you have completed for the furtherance of emigration, and generally for the efficient performance of those duties which have devolved upon you in connection with the public works now in progress.

The Government recognize the many difficulties you have had to contend with in organizing your plans, and the anxious attention you have given to render the execution of those plans advantageous to the Colony.

W. REEVES.

No. 31.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 60, 1872.)

Public Works Office, Wellington, 5th June, 1872.

REFERRING to your letter of the 22nd March, No. 188, in which you point out the difficulties preventing the employment of Mr. Friberg as an Immigration Agent in Scandinavia, the Government express their regret that those difficulties exist, and will not in future send home agents to carry on immigration from foreign countries.

W. REEVES.

P.S.—The appointment of Mr. Thystrupp, as Agent for Germany, has been cancelled.

No. 32.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 65, 1872.)

Public Works Office, Wellington, 5th June, 1872.

YOUR letter of 8th February, No. 148, and 7th March, Nos. 170 and 174, covering copies of the documents explanatory of your shipping and immigration arrangements, have been read with much interest; but as you state in the last-mentioned letter that they are to some extent only tentative, and that you may probably revise them so as to render emigration in a great measure self-supporting, the Government express the hope that, however desirable this object may be, you will not make any change in the direction of requiring an increased payment towards the cost of passage without first communicating with the Colony.

The Government are glad to notice the reduction you have effected in the price per adult to be paid the Contractors for passage, and that the conditions of the new contract are so much more full and satisfactory than those hitherto in existence. There are, however, some clauses of the contract entered into with Messrs. Shaw, Saville, and Co., in which experience suggests that I should point out improvements.

Clause 4.—The hospital requirements of the Passenger Act are suitable in nearly all cases where the sickness is merely that which is ordinarily incidental to a few hundred people; but in the event of contagious diseases breaking out, they are decidedly inadequate. When the hospitals are between decks, it is difficult to procure that amount of ventilation and isolation which is requisite, and, as a rule, they should always be fixed, whenever practicable, on the main deck. Where this is not practicable, provision must be made to secure isolation, should occasion for it arise.

Instead of two hospitals, as is usually the case, it is desired that there may be three—one for men, one for married women, and one for single women. Although it is not customary to have a separate hospital for single women, yet it must be obvious that it is desirable to do so; and I would say generally, that in the space devoted to hospitals and dispensary, it will be wise to err on the side of liberality, rather than confine yourself to the bare requirements of the Act.

Clause 6.—As circumstances will, without doubt, sometimes prevent ships being ready on the day appointed to receive the emigrants, it will be necessary to provide accommodation for them; but as it is very undesirable, both on physical and moral grounds, that some 300 emigrants, many of whom will be single women from the country, should be left without check in the immediate neighbourhood of any of the Docks, the Government are of opinion that it would be better in all cases to make Plymouth the port of embarkation.

In the memorandum No. 64, relating to the ship "England," I have given you instructions to G. No. 3, p. 43. endeavour to make arrangements with the Imperial Commissioners for the use of their dépôt at that port, and have pointed out the steps necessary to prevent infected persons being taken on board; but if neither of these arrangements can be made, then the Government direct you to hire suitable premises for the reception of the emigrants arriving in London, and place them under proper supervision, so as to reduce the chances of contagion and irregularity to a minimum.

I am aware that this will occasion considerable expense, but recent experience has shown that a single case of infection taken on board may, in addition to the loss of life, cause an expenditure on the quarantine of that particular ship larger than that which would provide suitable dépôt appliances for a whole season.

Clause 13.—The Government would prefer that the “competent person” who is to berth and take charge of the emigrants from the date of embarkation to that of their sailing should be in your employ rather than in that of the Contractors. Much of the convenience and comfort of the emigrants during the whole voyage will depend on first arrangements; and if these are conducted by an officer under your direct control, there will be a guarantee for uniform and systematic arrangements which could not otherwise be attained.

Clause 16.—The medicines should be obtained direct from Apothecaries’ Hall, and not supplied by contract. The difference in the quality of drugs under the two systems has sometimes been most marked.

Clause 22.—As noted in a subsequent portion of this memorandum, it is not desirable to charge for extra baggage, but, if necessary, it is to be paid by the Government, and added to the emigrant’s promissory note.

Clause 23.—The appointment of constables should rest with yourself. The “competent person” previously mentioned could select them in the first instance, to be removed by the surgeon on neglect of duty. This power would tend much to aid the surgeon during the voyage.

Clauses 29 and 30.—These financial arrangements are no doubt an important element in the cost of passage, and the Government do not wish, therefore, to disturb them; but they suggest whether it would not be wise to cover the passage money by an insurance, now that the whole of it is payable by you on the vessel’s final departure. This insurance seems to be the more desirable, because, while under the previous system the second moiety was not payable in the event of wreck or foundering at sea, no provision appears to be made in the present contract for the return, under such circumstances, of any portion of the whole amount paid as above mentioned.

The Government is glad to see, in the form of appointment of surgeons, that you have in great measure anticipated the instructions conveyed to you in previous memoranda.

The question of gratuities to ships’ officers has again been taken into consideration, and it has been decided to instruct you to adopt those hitherto in force in Canterbury. You will be good enough, therefore, to acquaint captains and other officers mentioned below, that on the certificate of the inspecting officers at the port of arrival that their respective duties have been satisfactorily performed, the following gratuities will be paid to them:—

Captain	...	...	...	...	...	...	...	£15
Chief Officer	...	...	...	...	...	...	...	10
Purser or person who serves out the emigrants’ stores...	...	...	...	...	...	...	...	5

The only other printed document I need call your attention to, is that containing the regulations for assisted passages.

Clause I.—It is desired that in this clause all the words after “health” be struck out, and the following paragraph added:—

“Passages may also be granted, at the option of the Agent-General, to persons of moderate means and suitable requirements, who may be desirous of settling in the Colony for the purpose of prosecuting their several callings.”

Clause III.—The demand for single women in New Zealand is so urgent, and the competition for them by all the colonies is so great, that it is incumbent on you to offer liberal terms to the agents who select, and to authorize them to hold out the inducement of passages entirely free, without payment of any kind, either at home or in the Colony. The age should also be reduced to twelve,—not, however, that any younger than fifteen should be accepted except those who are members of families. In such cases, all the single females of twelve and upwards should be free.

Clause VI.—Substitute “Colony” for the words “Province to which his passage is taken.”

Clause VIII.—It is not quite clear what is meant by the word “advanced” in the fifth line, but it is presumed that it refers to the second column of amounts in Clause II.

Clause X.—This clause is to be struck out. The cost of reaching the port of embarkation, the Dock fees, and the 20s. or 25s. per adult charged for mess utensils and bedding, together form an amount which, in a great number of cases, must prove an effectual barrier to the emigration of agricultural labourers and other suitable persons. Where emigrants can pay these amounts, they should do so; but I cannot too strongly impress on you the necessity there is that you should pay the railway fares and other charges for those who cannot pay for themselves, rather than lose desirable emigrants. I am informed that nominated emigrants, who have had small sums of money remitted to them for railway fares, have declined passages simply because they have been unable to raise the additional 20s. or 25s. per adult demanded for their bedding, &c.; and where the cost of railway fare has to be borne also, it must undoubtedly largely tend to a similar result.

As it would be unfair to make some pay and not others, you are authorized to add whatever amounts you pay on these heads to the promissory notes of the emigrant incurring them.

In confirmation of the views I have above expressed, I enclose a letter written at my suggestion by the Rev. G. C. Cholmondeley, a clergyman long resident in Canterbury, who, from his knowledge and experience of the condition of the agricultural labourer in the Old Country and in the Colony, is well qualified to offer an intelligent opinion on the subject of emigration. I send you the letter not only because I fully agree with him in thinking that it is necessary to furnish agricultural labourers and others with the cost of conveyance from their villages to the Docks, but because I think the suggestions he makes are, as a whole, worth your attentive perusal.

Clause XI.—If, as I hope will be the case, you are able to arrange with the Imperial Government for the use of the dépôt at Plymouth, this and other clauses will need corresponding alteration.

Clause XV.—This clause will require to be altered so that it may be rendered optional whether the emigrants pay the amount before embarkation or have it added to their promissory notes.

Clause XVII.—So many emigrants make mistakes in the quantity of baggage, and bring out more than the regulations allow, that while the printed clause may be retained as a check, it is deemed unwise to charge for any overplus they may have. It is, on the contrary, desirable to encourage emigrants to bring as large an outfit as they can; and in future contracts with shipowners a greater space than 10 feet per adult should be stipulated for, so as to provide for any excess of baggage.

The Government have noted with pleasure the care you have bestowed in making your shipping and other arrangements, and they have limited themselves to making only such alterations as experience on this side has shown to be desirable for their smooth and efficient working.

W. REEVES.

Enclosure in No. 32.

The Rev. G. C. CHOLMONDELEY to the Hon. W. REEVES.

DEAR SIR,—

Heathcote Parsonage, 20th May, 1872.

At your request, I reduce to writing the substance of some remarks on immigration lately made by me in conversation with you on that subject.

I then ventured to direct your attention to one or two special difficulties in the way of emigration from the Eastern Counties of England. It is, I believe, generally admitted that the best class of agricultural labourers is there to be met with; and although the rate of wages is lower, and the condition of the labourer and his family much worse than in other parts of England, yet comparatively few emigrate.

The reasons for this I believe to be—(1) The poverty of the working people; in the great majority of cases they would be unable to raise funds to proceed from their parish to the port of embarkation. (2) Their ignorance, and, as a result of this, their fear of moving from their native place. The farmers, who are the chief employers of labour, are not slow to take advantage of this timidity. Lest immigration should cause a rise in the price of labour, they discourage it as much as possible, infecting doubts into their workmen's minds as to the motives of emigration agents. It is well known how powerful is the influence of the farmers in those parts over their workmen, who are in fact almost entirely dependent upon them.

I would suggest that, in order to secure a supply of emigrants from these counties, a greater effort than appears to have been hitherto made is necessary to reach the working classes, and inform them of the inducements the Colony offers as a field of emigration; and that to such persons as are willing to emigrate but are unable to defray the cost of conveyance to the port of embarkation, the necessary funds should be advanced and the amount added to the bill for the passage money, to be repaid by instalments after arrival in the Colony.

There are numbers of the best workmen who can never emigrate until some such help is given them. I have good ground for making this statement. Thirteen or fourteen years ago I lived in Norfolk, as curate for a large parish. Wages then ranged from 9s. to 12s. per week; the people lived in great poverty, the children growing up in ignorance, as sheer necessity compelled the parents to send them early to labour in the fields.

Acting upon information obtained from me, one family from the parish I refer to emigrated to this settlement. They have prospered here, but they have not been followed by any of their former friends and neighbours.

In 1859 I lectured on New Zealand at Chepstow, Sydney, and one or two other towns in or on the borders of the Forest of Dean; in consequence, some 40 or 50 people came here in the first ship that sailed to Lyttelton from Bristol. These people have from time to time been followed by others, and there are now in Canterbury some 200 or 300 persons who have come from the Forest of Dean.

The difference in these two cases I attribute to the fact that the better circumstances of the Gloucestershire men enabled them to avail themselves of the Immigration Regulations of the Colony, while the Norfolk labourers, equally desirous of emigrating, were from their poverty unable to do so.

I venture to direct attention to the Isle of Man as likely to supply a large number of immigrants of a suitable class; the inhabitants are frugal, industrious, and quick in adapting themselves to circumstances. Large numbers are employed during the summer months at the herring fishing—during the winter they are occupied with farm work; and the varied nature of their employment gives them qualifications greatly in favour of their aptness as colonists.

In 1860 I went out to Melbourne as chaplain of a large emigrant ship. The ship sailed under the regulations of the Park Street Commissioners, which appeared excellent in every respect. Two features in their arrangements seem especially worthy of consideration—

1st. The employment of a staff of medical officers paid according to a graduated scale.

2nd. The whole accommodation of the ship devoted to the Government immigrants, no other passengers being taken.

This arrangement is greatly in favour of the preservation of good order.

The whole responsibility rests with the doctor, the captain to interfere only when his assistance is needed to carry out the directions of the medical officer.

I think that a small pamphlet or circular giving such information as is required by intending emigrants would be very useful.

The labouring classes correspond little with their friends at home; after a few years' residence in the Colony, the correspondence often ceases entirely, in a very large number of cases. They are unable to give in an intelligent form the information their friends require, but I think they would often be ready to endorse and send home a statement prepared for them.

I have, &c.,

G. C. CHOLMONDELEY.

The Hon. the Resident Minister, Middle Island.

CORRESPONDENCE WITH THE

No. 33.

MEMORANDUM for the AGENT-GENERAL.

(No. 66, 1872.)

Public Works Office, Wellington, 6th June, 1872.

REFERRING to your letter of the 7th March, No. 168, in which you enclose copy of contract made with Messrs. Louis Knorr and Co., for procuring and shipping from Hamburg 2,000 Scandinavian emigrants, I have the honor to draw your attention to the following suggestions:—

The main defect in the contract is that there is no specific arrangement for your exercising that supervision over the selection of the emigrants which the Government deem to be absolutely essential. In this, as in all other foreign emigration, the supervision should be most exact, and some officer should be appointed by you to examine and approve or reject the emigrants before embarking.

The Government are aware how great the temptation is to approve emigrants who have arrived at the port of embarkation, rather than expose them to the hardship which may result from their being rejected; but as the Government is not responsible for that hardship, your officers must be instructed firmly to refuse passages to any who may be physically or mentally unfit for the requirements of the Colony. However vigilant this examination at the time of embarking may be, it must necessarily be far from efficient, and it is therefore extremely desirable that you should take steps to have a proper examination before the emigrants are informed that their applications have been approved.

Although it is too late to alter the contract so far as regards the present season, yet care should be taken in future to retain the power of regulating shipments. Under the contract, Messrs. Knorr and Co. are at liberty to send the whole 2,000 out whenever they please; and while the Government have every confidence that you will insist that the shipments are spread over a reasonable period, yet it would be desirable to have the power of doing so specified. The Colony can readily absorb a certain number per month, but it would prove very inconvenient were six or eight vessels containing the whole number to arrive—to put an extreme case—within the space of a month.

I notice that the Contractors “agree to receive” from every passenger £5 either in cash or in promissory notes. In your letter of the 16th November, you excepted single women from payment, but I presume that you have since altered your intention in that respect. As I have already informed you in a separate memorandum (No. 65), that the Government are desirous for reasons there given that you should amend your regulations for the United Kingdom by granting free passages to single women, I need only remark that if the payment hinders in any way the immigration of Scandinavian females, you will be good enough to discontinue it in their favour also, and at the same time include as “single women” all the girls in families from the age of twelve. I further notice that while in the “Regulations” forwarded in your letter of 7th March, No. 170, both for the United Kingdom and Scandinavia, the payment by bills is double the amount required to be paid in cash, the emigrants to be selected by Messrs. Knorr and Co., are only to pay the same amount in either case. As the Government have a decided objection to placing Scandinavian immigration on better terms than that from the United Kingdom, they desire that this discrepancy may be at once harmonised. I am, however, in some doubt as to the meaning of the phrase “agree to receive,” on which the above remarks are founded; but if it means “undertake to obtain” (as I presume it does), it would be better in future to adopt this latter phrase in preference to the former.

As nominated immigration is now in full force in reference to Germany, that class of immigrants should be included in the shipping arrangements, if it is not already comprehended in the proviso by which Messrs. Knorr and Co. engage to convey the emigrants selected by other Agents than themselves.

W. REEVES.

No. 34.

MEMORANDUM for the AGENT-GENERAL.

(No. 67, 1872.)

Public Works Office, Wellington, 6th June, 1872.

IN acknowledging your letter of the 7th March, No. 175, containing the result of your efforts to obtain competition for the shipping required for the conveyance of emigrants and railway plant, I have the honor to inform you that, while the Government fully appreciate those efforts and express their gratification at the reduction you have effected both in the cost of passage money and freight, they nevertheless regret to find that you are obliged to admit that the Colony is, for the present at least, in the power of a single firm.

W. REEVES.

No. 35.

MEMORANDUM for AGENT-GENERAL, London.

(No. 69, 1872.)

Public Works Office, Wellington, 6th June, 1872.

I HAVE the honor to acknowledge the receipt of your letter of the 4th April, No. 206, in which you report the arrival of Messrs. Birch and Seaton. With regard to the claim made by Mr. Birch for £50 for expenses incurred on his journey to England, and which you state you do not feel yourself justified in paying, the Government is of opinion that no such claim can be reconciled with the instructions given to Mr. Birch, which were that he was to leave Dunedin “by the first suitable vessel sailing from Otago.” The payment already made to Mr. Birch, of £100 for the voyage, is a limit which the Government does not, therefore, feel it right to exceed.

I am sorry to learn that you consider some misconception exists on the part of Messrs. Birch and Seaton as to the terms and conditions upon which they have been engaged and despatched to England, and that you have found considerable difficulty in availing yourself of their services.

On the former point, it is certain that the Government was first led to believe that these gentlemen intended to go home partly on private business, though subsequent correspondence shows that this was a misconception. It is likely, therefore, that Messrs. Birch and Seaton left New Zealand under the impression that they were engaged to act exclusively as agents for the Government.

The object of the Government in engaging Messrs. Birch and Seaton was to comply with the urgent request of the local authorities, and with a very generally expressed public feeling in favour of employing persons as emigration agents who, from their local experience, would be able to explain most completely the advantages offered to intending emigrants. I trust, therefore, you will assist the views of the Government by finding employment for these gentlemen, even if you have to displace some of those whom you had previously engaged to diffuse information by lectures, &c., on the Colony, but who must necessarily be comparatively wanting in local information.

I have to request that you will pay these gentlemen on the same system as that adopted by you for other agents—viz., in proportion to the actual work done. The rate of remuneration will be left to your discretion, as you must necessarily be the best judge of the value of their services, and of the current rates for which you can obtain similar services in England. I must also ask you to determine whether it is for the public benefit that their services should be retained for a longer period than say one year; and in the event of your decision being adverse to their continuance, you are authorized to terminate the engagement. In either case, you will please pay Messrs. Birch and Seaton their return passage money.

W. REEVES.

No. 36.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 70, 1872.)

Public Works Office, Wellington, 6th June, 1872.

THE Government have received with much satisfaction your letter of the 4th April (No. 203), containing the first definite information of the number of emigrants you anticipate despatching, and their destination and date of sailing, during the months of April, May, and June; and they trust to continue to receive as encouraging and precise reports, as early as possible, from time to time.

The only observation it is necessary to make is in reference to the departure of two vessels for Napier (one from the Clyde and the other from Hamburg) about the same date. As the barrack accommodation, not only at Napier but elsewhere, is necessarily limited, I would suggest that, wherever possible, at least a fortnight's interval should always be allowed to take place between the dates of departure for any one port.

W. REEVES.

No. 37.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 71, 1872.)

Public Works Office, Wellington, 7th June, 1872.

ENCLOSED are the conditions which have been proposed to His Honor the Superintendent of Wellington by Mr. G. H. Engels, for planting a settlement of Dutch immigrants in the township of Fitzherbert, in the district of Manawatu.

The Government, being desirous of facilitating immigration and settlement in every suitable way, have informed His Honor that they will consent—

1. To pay £7 10s. towards the passages of the immigrants, and full passages of single women, in pursuance of clause 14.
2. To provide six months' employment on public works, in pursuance of clause 17.
3. To provide a cabin passage for a clergyman, should one accompany the expedition, in pursuance of clause 18.

You will observe that, although Mr. Engels proceeds to Europe in the service of the Provincial Government, the emigrants he collects are to be subject to your approval.

It would probably have been more satisfactory to you if Mr. Engels had been placed entirely under your control; but as the intended settlement of Fitzherbert is undertaken by the Province under "The Wellington Special Settlements Act, 1871," the Government had no power to do so. They have, however, assured the Provincial Government that you will cordially co-operate with Mr. Engels in carrying out the duties he has undertaken.

W. REEVES.

Enclosure in No. 37.

Mr. G. H. ENGELS to His Honor W. FITZHERBERT.

SIR,—

Wellington, 23rd April, 1872.

I beg to submit to your Honor the following proposal for introducing immigrants to colonize the township of Fitzherbert, Manawatu:—

1. Government shall set apart and reserve waste lands of the Crown in and about the township of Fitzherbert, Manawatu, to the extent of 2,500 acres, more or less, such lands to be hereafter more clearly defined.

2. Said land shall be reserved, under the provisions of "The Wellington Special Settlement Act, 1871," Part 2, for a period of eighteen months.

3. I understand that the block of land which the Government has at its disposal in the township of Fitzherbert, suitable for the purposes of the special settlers I propose, has been surveyed, and I request that I may be furnished with a plan, in order that intending immigrants may be made acquainted with the proposed subdivision.

4. Immigrants shall pay, for lands allotted to them, at the rate of £1 per acre, in manner following:—

£20 per centum after 12 months' occupation.

20	"	"	"	2	years'	"
20	"	"	"	3	"	"
20	"	"	"	4	"	"
20	"	"	"	5	"	"

5. When the whole of the purchase price for any allotment has been paid, a Crown grant to the holder, on payment of the usual fees.

6. Each adult male immigrant shall purchase at least one allotment.

7. The bush on the line of the road from Palmerston to Fitzherbert Town shall be fallen and cleared off at once, at the expense of the Government, so as to make Fitzherbert Town accessible for the immigrants and their chattels.

8. Government shall cause a good metalled road, or tramway, to be constructed along the said route, connecting Fitzherbert Town with Palmerston, immediately on arrival of the immigrants.

9. The immigrants to be introduced and settled on the above-mentioned lands shall consist of fifty married couples, more or less, with their families.

10. Such immigrants to arrive in the Colony about March or April, 1873.

11. Immigrants to be selected chiefly in Holland; 20 per cent., or 10 families, to be selected in Scotland.

12. Immigrants to be approved of by the Agent-General for New Zealand.

13. Government shall authorize me, as their Agent, to provide passages in suitable vessels from some port of shipment in Holland or Great Britain to New Zealand for each immigrant and his personal effects.

14. The sum of £7 10s. will be paid in Wellington to the charterers or owners of the ship on which the immigrants may arrive in respect of each adult immigrant, in aid of his passage money. The balance must be paid by the immigrant or his friends before embarkation, and the charterers or owners shall have no claim on Government in respect of any further amount than the said sum of £7 10s. The sum of £7 10s. shall be paid only on such immigrants as may be landed, and it is understood that the Government reserves to itself the right to refuse payment in case the immigrant passengers have not been provided for in terms of the "Passengers Act," the provisions of which Act must be made to form part of the conditions under which the charterers or owners agree to bring out the said immigrant passengers. Single women to be provided with passages free of all charge, at the expense of the Government.

15. Immigrants on arrival in the Colony shall be provided with barrack accommodation and provisions during their stay in Wellington, not exceeding two days, and their progress towards their destination to be facilitated.

16. The Provincial Government shall employ each able-bodied male immigrant upon some public works within six miles of the settlement, for a period of six months, at such rates as to enable each immigrant to earn at least £1 by four days' labour per week. Provided that, if any immigrant so employed shall fail to give satisfaction to the person employed by the Government, the Government shall have power to discharge such person, and all such obligation to employ him further shall thereon cease.

17. The General Government of New Zealand engages to provide employment on similar terms, for a period of not less than six additional months.

18. Should a clergyman or teacher of religion be induced to accompany the expedition, such person shall have provided for him a cabin passage free of expense, and shall receive on arrival 50 acres of land, for which he is to receive a Crown title after ministering during ten years to the spiritual wants of the community.

19. Government shall furnish me with the necessary authority to act as its agent, and on its behalf, in carrying out these proposals, and allow me as payment for such agency, £5 per centum on the purchase price of the land herein mentioned, or any other lands that may be sold by me, for and on account of the Government of the Province of Wellington, within a period of three years.

His Honor the Superintendent of Wellington.

I have, &c.,
G. H. ENGELS.

No. 38.

MEMORANDUM for the AGENT-GENERAL.

(No. 74, 1872.)

Public Works Office, Wellington, 7th May, 1872.

REFERRING to memorandum No. 30, of the 19th February, I have now to inform you that the Government have decided on indicating the confiscated lands on the West Coast, north of Wanganui, and Tauranga, Bay of Plenty, as those which they regard as suitable for settlement by small farmers and others on a system of deferred payment. The following are the conditions of settlement:—

1. At Tauranga, the blocks may vary from not less than 100 acres to not more than 500 acres, at the price of £1 per acre. On the West Coast, from 50 to 200 acres, at £2 per acre.

2. The purchase money to extend over five years, payable at the rate of £20 per cent. at the end of each year, excepting for the first year, which is to be paid to yourself in London, together with a further deposit of £20 per cent. as a proof of *bond fide* intention to occupy the land.

3. Towards the passage of the lessee and his family, the Government, through the Agent-General, will contribute one-third of the cost, provided such contribution does not exceed the amount received for the first year's payment under clause 2, and that the passages are either second or third-class.

4. The lessee will be required to give a promissory note for the amount advanced towards the passage of himself and family, which note will be enforced in the Colony, and the *bonâ fide* deposit forfeited should he decline to take up the land or neglect to occupy it during the first twelve months after arrival.

5. If occupied during the first year, the *bonâ fide* deposit will be credited as the second year's payment towards the purchase; but if not occupied during the first year, the privilege of occupation ceases.

6. Labourers or domestics under engagement to the lessee, if within the regulations for ordinary emigration for the time being, will be brought out thereunder.

7. The lessee shall reasonably satisfy the Agent-General that he is in a position to settle on the land on arrival.

These conditions having been drawn up specially to encourage the emigration of a class of settlers much wanted, you will be good enough to take whatever steps may be necessary to give them a wide circulation in the proper quarters.

W. REEVES.

No. 39.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 77, 1872.)

Public Works Office, Wellington, 8th June, 1872.

HEREWITH are forwarded the duplicates of the following memoranda, transmitted in original from the Office of the Resident Minister at Christchurch:—

March 16.—Relative to samples of defective iron shipped to your address.

April 13.—Covering letters of Messrs. Toomer and Sons, as to opening for boot and shoe hands.

April 16.—Amended regulations for nominated emigrants, and information on immigration matters generally.

W. REEVES.

Enclosure in No. 39.

MEMORANDUM for the AGENT-GENERAL, London.

Office of the Resident Minister for the Middle Island,
Christchurch, 16th April, 1872.

(No. 349, 1872.)

THE Immigration Officer's report, dated the 12th instant, sent herewith, will show that preparations for the reception and distribution of immigrants are in course of completion at the principal ports and centres of population in the Middle Island. The site of the new barracks at Dunedin has been definitely fixed, and the plans are nearly completed. The Christchurch barracks are being put into a complete state of repair, and the quarantine barracks at Port Chalmers and Lyttelton, are also being thoroughly overhauled.

By the time the stream of immigration promised in your letter of February last, begins to set into this Colony, I hope to have everything completely prepared for its reception.

Amended regulations for nominated immigration have been prepared, published, and distributed among the officers of the Post Office and others specially appointed to take charge of the work, and I have good reason to think that their active publication will result in a large influx of that—the best class of immigration, and so materially assist your efforts to increase the population of the Colony.

It is my intention to prepare a scheme of labour exchange throughout this Island, with the view of distributing the incoming stream of population with as little delay as possible, so as to meet the wants of employers and prevent any possible accumulation of surplus labour.

There is no particular change to record in the state of the labour market, but the fact that employment is general and work of all kinds plentiful at a time of year when it is often somewhat scarce hitherto, to the general well-being of the labouring classes, and tends to show that unless we have a steady increase of population, the turn of the year would probably bring with it an increase of the price of wages. The only exception to this quiescent state is the West Coast, where, owing to the signs of rapid development in quartz mines in the South-west Nelson District, the rate of wages on the Government roads has risen to twelve shillings a day, at which rate labour of a suitable kind is scarce.

W. REEVES.

No. 40.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 85, 1872.)

Public Works Office, 6th June, 1872.

REFERRING to the arrangement proposed by the Government to Mr. James Brogden, in Wellington, as fully advised in the memorandum of 25th November, No. 56-71, and to your letter of the 2nd May, No. 256-72, reporting the arrangement you had effected with Messrs. Brogden and Sons, in London, I am informed that in consequence of neither of them being satisfactory to Mr. James Brogden, that gentleman has resolved to telegraph to his firm by this opportunity, that the existing agreement is so unfavourable, as compared with the arrangement which each emigrant might make for himself, under the Home regulations, that it cannot be continued, and that he has not now time for a fresh arrangement with the Government before the departure of the present mail.

J. D. ORMOND.

CORRESPONDENCE WITH THE

No. 41.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 86, 1872.)

Public Works Office, 6th July, 1872.

In the memorandum No. 65-72, addressed to you on the 5th June, I omitted to call your attention to Clause VII. of the "Form of Application" to be filled up by intending emigrants. The Government are of opinion that the age fixed for married men should be extended in cases where the intending emigrant is the father of a suitable family accompanying him to the Colony.

J. D. ORMOND.

No. 42.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 88, 1872.)

Public Works Office, Wellington, 6th July, 1872.

HEREWITH are forwarded copies of a correspondence with Mr. A. G. Allan, of Dunedin, relative to immigration from the Highlands of Scotland. You will notice that Mr. Allan has been informed that his representation shall receive your attention.

Also, copy of a letter from the Immigration Officer at Christchurch, covering rates of wages, and demand for labour, in Canterbury and Otago, together with the retail prices of provisions.

J. D. ORMOND.

Enclosure 1 in No. 42.

Mr. A. G. ALLAN to the Hon. J. VOGEL.

SIR,—

Green Island, 29th May, 1872.

I do myself the honor of addressing you upon a subject of great importance to the Colony, viz., the desirability of introducing Highlanders and Islanders, on the General Government scheme, for the special settlements set apart in this Province, and also for labourers and farm servants.

A Highlander's society has been lately formed here, the object of which is to promote the emigration of their countrymen by means of assisted passages. In order to carry out the project successfully, the society respectfully solicits of the Colonial Government the appointment of an agent who is conversant with the Gaelic language, in order to represent properly the advantages the Colony offers to emigrants, and who would at the same time be subordinate to and act under the instructions of the Agent-General.

It is well known, the Highlanders and Islanders have proved themselves industrious colonists in Canada, Nova Scotia, Cape Breton, and Prince Edward's Island, and it is certain their brethren proposed to be introduced here would prove no less industrious. The Islanders, if settled upon the coast, would soon resort to their usual occupation of catching and curing fish, at which they are most expert; and there is reason to believe that, ere long, preserved fish would become a valuable colonial export.

From the price of labour now ruling in this part of the Colony, there is much discontent prevailing, settlers being unable to carry on agricultural work to any extent; therefore it is most essential to their success, that labour should be plentiful and at a reasonable price. Emigration from the Highlands would have the latter tendency, as thousands of them, excellent labourers and farm servants, work at the rate of one shilling a day.

By last mail, a petition signed by Highlanders—settlers in Taieri and Saddle Hill—was forwarded by His Honor the Superintendent to the Honorable Mr. Reeves, and it is to be hoped the prayer of their petition will be granted.

Should the General Government conform to the wishes of the settlers here, they earnestly desire, with the concurrence of the General Government, that I should undertake the agency. Although this would be at a considerable personal sacrifice, I would deem it my duty to undertake a mission which would be instrumental in getting out a select number of my countrymen, who, of a certainty, would contribute largely to the development of the resources of a colony, which is destined, if the colonial grand scheme is carried out in its entirety, to take a prominent position among those under Her Majesty's dominion.

I have, &c.,

A. G. ALLAN,

The Hon. Julius Vogel, Postmaster-General.

Hon. Sec., Highlander's Society.

P.S.—Appended, I enclose a letter, one of several letters which appeared on the subject of Highland emigration in the *Otago Daily Times*.

Sub-Enclosure to Enclosure 1 in No. 42.

COPY referred to in foregoing Letter of Mr. A. G. ALLAN.

A Field for Immigration Agents.

(To the Editor.)

SIR,—A gentleman long resident in this Province recently arrived from Scotland, after sojourning there for fourteen months. Remaining only for a short time in his native place, he resolved to visit some of the northern counties, that he might ascertain the social condition of the people, and their views on emigration to this Colony. On his travels he met with ample materials for colonization—crofters, fishermen, stout young men and women, passing a semi-idle existence, and mostly in poor circumstances. In his journeys, the sight of fresh meat was a great rarity, the high price ruling for that commodity precluding the people from indulging in it. The staple necessities of life were the inevitable oatmeal cakes, potatoes, and fish, and among the poorer classes little of either. Much ignorance prevails about New Zealand and its resources. In some parts of Invernesshire, which he visited, many had never

heard of the Colony, and others associated it with Maori cannibalism. One day last summer, the gentleman in question entered a respectable house in the County of Ross, in which he found an aged couple, with grown-up sons and daughters, in complete idleness and very poor, their whole worldly possessions consisting of a few articles of furniture and a solitary cat. Accepting of their hospitality for a night, he requested the neighbours to be collected, that he might give them information about this Province and the Colony in general. They were greatly surprised when told of the climate, the price of land, and the comforts enjoyed by the poorest here; and declared, with one accord, that they would emigrate as assisted passengers, but were totally at a loss how to obtain the necessary instructions. Many thousands are in the same position, and my informant recommends that the agents be supplied with Gaelic tracts for distribution among the people of these northern counties. But the great barrier to emigration from hence is the want of funds to defray their expenses to the port of embarkation. Nearer the centres of industries, he found considerable prejudices existing against the Province, no doubt in consequence of the discouraging letters sent occasionally to the newspapers.

Last week a few Highlanders who deplore the condition of many of their countrymen, many of whom are in indigent circumstances, met privately, and it was thought desirable to send a memorial to the General Government, praying for the same conditions being granted to poor Highlanders as to Scandinavians. It was also suggested that a Highland Society be formed here, for the purpose of rendering assistance in clothing, and defraying their expenses to the port of embarkation. In the meantime, it was suggested that the matter should be ventilated in the *Times*, and your able assistance obtained to advocate the cause.

I am, &c.,
OLD IDENTITY.

Enclosure 2 in No. 42.

To the Honorable Mr. REEVES, Minister of Immigration and Public Works for the Middle Island.

The Petition of the Undersigned,

HUMBLY SHEWETH,—

That your petitioners, settlers in Otago, from the Highlands and Islands of Scotland, would beg respectfully to bring before you the great desirability of including emigration from the Highlands and Islands, in the general scheme, and on a similar footing, as that from Scandinavia.

To enable it to be carried out successfully, it would be necessary to appoint an agent to those parts, who could speak the Gaelic language, and who has been resident in the Colony for some time, in order to set forth the advantages New Zealand offers to emigrants. While there is no doubt many would emigrate at their own expense, if the advantages which the Colony displays were properly represented, it is certain thousands of suitable emigrants would avail themselves of assisted passages. The Highlanders are well known to be good labourers and farm servants: the Islanders excel as fishermen, sailors, and crofters. Your petitioners would beg to bring before your Honor the anxiety which exists, among Highland proprietors, to have the people removed off the lands; and there is reason to believe that if the General Government would call attention to the matter, Highland proprietors would not only co-operate with the agent appointed, but also would materially assist intending emigrants. That it is now well known that our coasts abound with an endless variety of edible fishes, and therefore the Islanders would find lucrative employment at their old calling, and thus materially help to develop a grand colonial industry, and thereby not only enrich the Colony, but also enable it to export largely that necessary article of food to foreign markets.

Your petitioners, therefore, humbly suggest that your Honor would take the matter into consideration, for the introduction of this most desirable class of immigrants.

And your petitioners, as in duty bound, will ever pray.

DUNCAN MCCOLL, and 77 others.

Enclosure 2 in No. 42.

Mr. T. W. MAUDE to Mr. D. MCCOLL and Others.

Office of the Resident Minister for the Middle Island,
Christchurch, 11th June, 1872.

GENTLEMEN,—

I am directed by Mr. Reeves to acknowledge the receipt of your petition relative to including emigration from the Highlands and Islands of Scotland in the general scheme, and on a similar footing as that from Scandinavia, and to inform you that the attention of the Agent-General has already been directed to that part of North Britain which is pointed out by you, and he has been requested to offer such facilities for emigration from those parts as may appear to him to be required.

I have, &c.,

THOMAS W. MAUDE,
Secretary.

No. 43.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 89, 1872.)

Public Works Office, Wellington, 6th July, 1872.

In my memorandum of the 13th May, No. 55-72, I promised again to address you in reference to shipping matters, after receiving further information from yourself. In your letter of the 7th March, No. 175-72, you have reported the contract entered into with Messrs. Shaw, Saville, and Co., of London; but up to the last advices no final arrangement has been come to as regards the emigration from Scotland.

CORRESPONDENCE WITH THE

The Government have already, in the memorandum of the 6th June, No. 67-72, expressed their appreciation of your efforts, and the partial success which has attended them; but as it is so evident that the subjection of your shipping business to a single firm may be attended with prejudicial consequences to the commercial interests of the Colony, I would suggest that no further contract for ships for a lengthened period should be entered into, and that in place of so doing it would be more advisable to use the ships available from time to time, making arrangements for each vessel as required; and in the event of your being unable to make arrangements you deem satisfactory, that you then charter vessels, as proposed in my memorandum of the 13th May.

On the score of expense, and for other obvious reasons, the Government are disinclined to send Scotch emigrants in ships from London, and request that in all cases they embark from the Clyde.

J. D. ORMOND.

No. 44.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 90, 1872.)

Public Works Office, 6th July, 1872.

I NOTICE, in your letter of the 4th April (No. 206), that you have appointed several Agents "competent to diffuse information, by means of lectures, &c., respecting the Colony as a whole," and that, in addition thereto, you have "also appointed some 120 Local Agents accustomed to the work;" but it would have been convenient if you had given fuller information regarding the whole of them, the printed instructions to the Local Agents not enabling the Government to form an opinion as to what portions of the United Kingdom are being operated on, or the status of the individuals employed.

While the Government wish to interfere as little as possible with the details of your arrangements, they find that the absence of complete information raises questions as to whether modes of operation which commend themselves to the Government are or are not being carried out under your direction.

In memorandum No. 24, of the 30th August, 1871, your attention was directed to the emigration to Otago, which had been so long and successfully conducted by the Provincial Agent in Scotland, and the expectation was expressed that you would gladly avail yourself of the services of that officer. I am not fully aware what agencies you are employing in Scotland, but the Government are anxious that you should continue to keep up the Scotch agency above mentioned, and ship all the emigrants from Glasgow. Knowing the value of the Scotch agency hitherto, the Government are of opinion that very great advantage will result from its being utilized, but of course on the understanding that it is subject to your control.

The Government would suggest to you the advisability of establishing emigration branch offices in those counties where emigration is in vogue, as being more likely to secure successful results than the method pursued of employing a large number of Agents, not sufficiently remunerated to give the necessary time and attention required for diffusing information and securing passengers as well as emigrants. To this latter point the Government direct your special attention, as it is extremely desirable that no effort should be lost to secure colonists possessed of capital, as well as ordinary emigrants. The high price charged by shipowners for chief and second cabin passages has long been a subject of complaint, and one which I should be glad if you could, to any extent, at once remedy, and, in the event of your chartering ships on Government account, entirely obviate.

You will be good enough to regard these suggestions, and the many others already communicated to you, as the outcome of the anxiety which the Government feel in reference to the immediate development of a large immigration to New Zealand; and they desire that every means should be adopted to secure that essential result.

J. D. ORMOND.

No. 45.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 92, 1872.)

Public Works Office, 6th July, 1872.

ENCLOSED is a report from Mr. Halcombe, the Immigration Officer at Wellington, on the comparative suitability, as colonists, of the Norwegian and Danish immigrants who have arrived in the ships "Celceno" and "England" (2 voyages).

As I attach great weight to Mr. Halcombe's testimony, from the circumstance of his having had to receive and locate the three parties who have arrived at this port, and his duties having required him to keep up an intercourse with them to the present time, I trust you will be able to bring the Danish immigration to a close without any more delay than is necessary to carry out such engagements as cannot be brought to an immediate termination.

J. D. ORMOND.

Enclosure 1 in No. 45.

MEMORANDUM for the Hon. J. D. ORMOND.

Immigration Office, Wellington, 5th July, 1872.

IN a report on the Scandinavian settlement at Palmerston, I pointed out, last year, the marked contrast between the Norwegian and Danish immigrants, as to their qualifications for successful settlement in this Colony.

I pointed out then that the previous habits of life and the general character of the Norwegians, eminently fitted them to undertake the work of pioneers in bush country; while the Danes, on the other hand, showed less aptitude for the work of colonization than the average of English immigrants.

I also directed the attention of the Government to the evident want of care for the interests of the Colony shown by the Agent at Copenhagen in the selection of immigrants.

Further experience, both of the Palmerston party and also of immigration ex "England" (second voyage), confirms me in the opinion then expressed, both as to the relative character of the two classes of immigrants, and also as to the difference in the action of the Colonial Agents at Christiania and Copenhagen.

As a rule, the Danes are physically unable to contend with the hardships of a pioneer settler's life; and while the Norwegians house themselves comfortably with the rude materials at their command, are able to make good wages immediately on setting to work, and surround themselves with many simple comforts, and are, moreover, cheerful and contented as a rule, the Danes are shiftless, thrifless, unable to work with the axe and not very eager to learn, and are therefore unable to earn nearly as much as their neighbours, and, as a result, are discontented, unreasonable in their expectations from Government, and ready to magnify every little unavoidable difficulty into a great grievance.

Nothing can be more marked than the contrast presented at the Masterton camp between the two nationalities. The temporary huts of the two parties are erected close together, the Danes on the one side of a sort of street, the Norwegians on the other.

The houses of the Norwegians are comfortable, exquisitely clean, and in most cases even tastefully decorated, their inhabitants clean, cheerful, and contented. As the result of two months' work, the Norwegian party have paid their store account for their two months' supplies, in full, and they have to draw for one month's work besides, which will probably, most of it, be paid to the Government in partial liquidation of their debt for passage, &c.

The Danes, on the other side of the street, are comparatively poorly housed; there is no sign of comfort or thrift about their rooms,—their houses and persons are filthy. They are heavily in debt to the storekeeper, and though they have had, per head, nearly 50 per cent. more food supplied than the Norwegians, they complain that they are not allowed to run more heavily into debt.

Having in view the additional difficulty which must result to the Government in recouping itself advances for passages, &c., made to the latter class of men, and the fear that a large number of them will merge into the "loafing" element of the community, I desire to suggest the desirability of encouraging the Norwegian and discouraging the Danish immigration as far as possible, and of exercising a far more stringent supervision over the selection of the latter immigrants, than has obtained in the case of the two shipments already made.

I desire also to point out that the mixed emigration of Norwegians and Danes is a mistake, in consequence of the existence of a very bitter national feeling of animosity between them, which prevents their co-operating in anything, however much it might be to their mutual advantage to work together.

A. FOLLETT HALCOMBE,
Immigration Officer.

No. 46.

MEMORANDUM for the AGENT-GENERAL, London.

(No. 94, 1872.)

Public Works Office, Wellington, 6th July, 1872.

REFERRING to the memorandum of 22nd December, No. 66, in which I enclosed copy of a provisional agreement made with Messrs. Brogden and Sons, for the construction of railways in New Zealand—but under which a short length of the Auckland and Waikato Railway has been the only work executed, I have now to inform you that arrangements have been entered into with that firm for the construction, at fixed prices, of the following lines, namely, Auckland and Waikato, Wellington and Hutt, Picton and Blenheim, Dunedin and Clutha, and Invercargill and Maitaia; the line from Napier to Pahi Pahi, and a continuation of the Wellington and Hutt to the Upper Hutt, being still under consideration.

As these arrangements are now being put into legal form, I am not able to send you complete particulars, but will forward copies of the contracts immediately on their completion.

J. D. ORMOND.

CORRESPONDENCE WITH THE

STATEMENT of ORDERS sent to AGENT-GENERAL, London, for RAILWAY MATERIAL, with Shipments reported up to date (16th July, 1872) in Execution thereof.

ORDERS.			SHIPMENTS.			
Date of Order.	Description.	Quantity Ordered.	Date of Shipment.	Ship.	Quantity Shipped.	Invoice Cost.
ADDINGTON TO RANGIORA (CANTERBURY).						
1871. March 2...	34 Wagon-wheels, &c., complete	Tns. ct. qrs. lbs. ...	1871. Oct. 18 ...	"Charlotte Gladstone"	Tns. ct. qrs. lbs. ...	£ s. d. 2,108 0 0
	6 Wagon-wheels, without buffers	...		" " "	...	318 0 0
					...	2,426 0 0
	50 Tarpaulins, Dressing, &c.	...	July 25 ...	"Robert Henderson"...	...	117 8 5
	Rails, 70 lbs., double-headed	670 0 0 0	Nov. 7 ...	"Crusader" ...	185 0 0 0	1,350 10 0
			" 16 ...	"England" ...	184 7 2 0	1,345 18 9
			" 21 ...	"Wild Duck" ...	149 16 3 14	1,093 17 2
			" 28 ...	"Dover Castle" ...	146 12 0 17	1,070 4 8
			1872. Feb. 6 ...	"Agamemnon" ...	101 4 1 14	809 15 0
		670 0 0 0			767 0 3 17	5,670 5 7
	Fish-plates ... Screws, Bolts, Nuts, and Washers ... }	...	1871. Oct. 18 ...	"Charlotte Gladstone"	8 10 0 0	111 11 3
			Nov. 7 ...	"Crusader" ...	15 4 2 0	121 16 0
			" 16 ...	"England" ...	11 8 0 0	91 4 0
			1872. Feb. 6 ...	"Agamemnon" ...	3 17 3 17	34 1 8
		42 10 0 0			39 0 1 17	358 12 11
	Chairs, 25,000, 22 lbs. each	245 0 0 0	1871. Nov. 8 ...	"Crusader" ... 10,238	101 7 1 0	392 15 7
			Dec. 12 ...	"Helenslee" ... 3,728	36 16 0 21	142 12 9
			1872. Feb. 22 ...	"Napier" ... 5,073	50 0 0 0	198 15 0
			" 7 ...	"Agamemnon" ... 5,928	58 2 3 19	225 6 3
			Mar. 20 ...	"Benmore" ... 2,800	27 12 0 7	134 11 4
		245 0 0 0			27,767	273 18 1 19
	Spikes ...	26 15 0 0	1871. Oct. 18 ...	"Charlotte Gladstone"	27 12 0 4	274 5 11
	Wood Keys, 25,000	...	Nov. 11 ...	"Crusader" ... 25,245	...	138 16 11
			1872. Feb. 9 ...	"Agamemnon" 3,336	...	18 7 0
	1 Locomotive *				...	157 3 11
SELWYN TO RAKAIA (CANTERBURY).						
1871. Mar. 15 ...	56 lbs. Flanged Rails for 12 miles, and 1 mile Sidings	1,144 0 0 0	1871. Dec. 28 ...	"Helenslee" ...	143 2 2 25	£ s. d. 1,073 10 5
			1872. Jan. 3 ...	"Dover Castle" ...	140 13 3 7	1,055 3 7
			Feb. 6 ...	"Agamemnon" ...	50 0 0 0	375 0 0
			" 21 ...	"William Prowse" ...	120 0 0 0	900 0 0
			" 14 ...	"Napier" ...	121 15 1 22	913 5 10
			" 28 ...	" " ...	96 0 0 0	720 0 0
			Mar. 16 ...	"Benmore" & "Merope"	146 10 1 16	1,098 17 11
			" "	" " ...	96 4 1 5	721 12 3
		1,144 0 0 0			914 6 2 19	6,857 10 0
	Fish-plates and Bolts ...	54 0 0 0	1871. Dec. 28 ...	"Helenslee" ...	10 4 2 3	81 16 3
			1872. Jan. 3 ...	"Dover Castle" ...	6 2 2 21	49 1 6
			Feb. 6 ...	"Agamemnon" ...	2 0 3 17	16 7 3
			" 21 ...	"William Prowse" ...	5 4 0 14	41 13 0
			" 14 ...	"Napier" ...	5 4 0 14	41 13 0
			" 28 ...	" " ...	4 9 1 0	35 14 0
			Mar. 16 ...	"Benmore" & "Merope"	6 2 2 2	49 1 9
			" 16 ...	" " ...	4 9 1 0	35 14 0
					43 17 1 15	351 0 9
			Jan. 2 ...	"Helenslee" ... 4,200	2 14 3 6	36 6 2
			" 6 ...	"Dover Castle" 2,100	1 7 1 10	18 2 3
			Mar. 13 ...	"Napier" 2,100	1 6 3 3	19 14 11
			" "	" " ...29,300	2 4 3 6	32 15 3
			" "	" " ...13,650	8 18 1 13	118 3 4
		54 0 0 0			16 12 0 10	225 1 11

* Ordered by Province prior to transfer to General Government. Shipment delayed because of the excessive freight asked.

STATEMENT of ORDERS sent to AGENT-GENERAL, London, for RAILWAY MATERIAL, &c.—*continued.*

ORDERS.			SHIPMENTS.			
Date of Order.	Description.	Quantity Ordered.	Date of Shipment.	Ship.	Quantity Shipped.	Invoice Cost.
SELWYN TO RAKAIA (CANTERBURY)— <i>continued.</i>						
1871. Mar. 15 ...	Fang Bolts ...	Tns. ct. qrs. lbs. 41 0 0 0	1871. Jan. 2 ...	"Helenslee" ...	Tns. ct. qrs. lbs. 6,200 7 15 2 18	£ s. d. 95 16 7
			" 6 ...	"Dover Castle" ...	3,100 3 14 1 25	45 17 0
			Feb. 12 ...	"Agamemnon" ...	10,508 13 5 3 9	163 13 1
			Mar. 13 ...	"Napier" ...	11,969 15 2 3 7	186 8 4
					39 18 3 3	491 15 0
	Spikes (none specified in above order)	...	1872. Jan. 2 ...	"Helenslee" ...	12,200 3 14 0 23	45 13 8
			" 6 ...	"Dover Castle" ...	6,100 1 16 1 1	22 6 5
			Feb. 12 ...	"Agamemnon" ...	53,752 16 8 0 6	201 19 2
					6,600 3 13 1 9	41 18 9
					25 11 3 11	311 18 0
	Base-plates ...	...	1871. Dec. 23 ...	"Helenslee" ...	3,500 7 5 2 23	87 8 5
			1872. Feb. 9 ...	"Agamemnon" ...	12,000 10 6 3 1	124 1 1
				"Napier" ...	20,400 17 12 1 3	211 7 4
				" 78,824	16 8 3 23	197 7 5
					51 13 2 22	620 4 3
CANTERBURY LINES (GENERALLY).						
1872. Jan. 10 ...	15 miles Rails ...					
Feb. 17 ...	5 tons Chairs ...					
June 8 ...	92 miles 30-lb. Rails ...					
	12 Locomotives, 8 in. cyldr.					
	32 6-ton Iron Coal Wagons					
	100 sets Wagon Ironwork ...					
	10 small Break Vans ...					
	10 „ second-class Carriages					
	10 „ composite „					
	1 „ first-class „					
WAITAKI BRIDGE (CANTERBURY—OTAGO).						
1871. April 3 ...	110 33-feet Spans, Main Girders and Fittings	550 0 0 0	1871. Dec. 22-28	"Warwick" ...	48 299 15 2 21	3,421 4 3
			1872. Feb. 7-9 ...	"Bulwark" ...	48 296 7 3 4	3,396 14 11
			Mar. 13 ...	"Napier" ...	14 87 8 2 11	999 12 10
		550 0 0 0			683 12 0 8	7,817 12 0
Aug. 23 ...	Pile Shoes and Fittings ...	25 5 0 20	Feb. 14 ...	"Bulwark" ...	18 2 2 19	534 16 9
	Spikes ...	8 3 2 11	Mar. 14 ...	"Napier" ...	19 14 1 23	536 17 3
		33 8 3 3			37 16 0 14	1,071 14 0
Sept. 30 ...	15 33-feet Spans and Fittings	75 0 0 0	„ 18 ...	"Napier" ...	93 19 2 22	1,258 13 5
Nov. 26 ...	111 Piers and Fittings ...	557 4 0 0				
DUNEDIN TO CLUTHA (OTAGO).						
1871. May 27 ...	Rails, 40 lbs. ...	378 0 0 0	1871. Nov. 8-15	"Jessie Readman" ...	250 12 1 26	2,098 19 6
			" 30 ...	"Margaret Galbraith" ...	151 0 0 11	1,283 10 10
			Dec. 16 ...	"Warwick" ...	6 13 2 17	52 4 3
		378 0 0 0			408 6 0 26	3,434 14 7
	Fish-plates ...	16 10 0 0	Dec. 16 ...	"Warwick" ...	23 15 1 9	534 15 0
	Bolts and Nuts ...	2 8 0 0			23 15 1 9	534 15 0
		18 18 0 0				
	Fang Bolts and Nuts ...	8 5 0 0	Nov. 15 ...	"Jessie Readman" ...	6 3 1 0	95 10 4
		8 5 0 0	" 30 ...	"Margaret Galbraith" ...	3 16 3 0	59 9 8
					10 0 0 0	155 0 0
	Dog Spikes ...	7 10 0 0	Nov. 15 ...	"Jessie Readman" ...	5 0 0 0	71 17 6
		7 10 0 0	" 30 ...	"Margaret Galbraith" ...	3 0 0 0	43 2 6
					8 0 0 0	115 0 0

STATEMENT of ORDERS sent to AGENT-GENERAL, London, for RAILWAY MATERIAL, &c.—continued.

ORDERS.			SHIPMENTS.			
Date of Order.	Description.	Quantity Ordered.	Date of Shipment.	Ship.	Quantity Shipped.	Invoice Cost.
DUNEDIN to CLUTHA (OTAGO)—continued.						
1871.		Tns. ct. qrs. lbs.	1871.		Tns. ct. qrs. lbs.	£ s. d.
May 27 ...	Switches and Crossings 10	...	Dec. 18...	"Warwick" ... 10	...	142 10 0
	Signals ... 3	...	Nov. 24...	"Jessie Readman" 3	...	162 7 0
	Turntables ... 2	...	1872.	"Napier" ... 2	...	234 0 0
	Goods Cranes, 1½ tons 2	...	Feb. 28 ...	" " ... 2	0 15 0 0	64 10 0
	Engines, 17 tons ... 2	...	"			
	Carriages ... 4	...				
	Break Vans ... 2	...				
	Covered Wagons ... 2	...				
	Open " ... 4	...				
	Mineral " ... 6	...				
	Duplicate Engine Fittings...	...				
	Machine for dressing Sleepers	...				
Aug. 31...	Rails, 40 lbs. ...	700 0 0 0	1871.			
			Dec. 6-14	"Warwick" ...	91 0 2 24	807 18 11
			" 14-20	"Sir William Wallace"	209 19 3 23	1,863 14 7
			1872.			
			Jan. 24 ...	"Bulwark" ...	209 3 2 8	1,856 9 1
			Feb. 17...	"Ironsides" ...	240 0 2 19	2,130 5 11
		700 0 0 0			750 4 3 18	6,658 8 6
	Fish-plates ...	30 0 0 0	Jan. 18 ...	"Sir William Wallace"	8 15 2 25	197 13 10
	Bolts and Nuts ...	4 10 0 0	" 31 ...	"Bulwark" ...	8 12 0 20	193 14 0
	Steel Joints ...	...	Feb. 19 ...	"Ironsides" ...	6 16 1 21	153 9 10
		34 10 0 0			24 4 1 10	544 17 8
	Fang Bolts and Nuts ...	14 0 0 0	1871.			
			Dec. 20 ...	"Warwick" ...	4 5 0 0	68 0 0
			1872.			
			Jan. 11 ...	"Sir William Wallace"	5 6 1 0	85 0 0
			" 30 ...	"Bulwark" ...	5 10 2 0	88 8 0
			Feb. 24 ...	"Ironsides" ...	4 18 1 0	78 12 0
		14 0 0 0			20 0 0 0	320 0 0
	Dog Spikes ...	16 0 0 0	1871.			
			Dec. 20 ...	"Warwick" ...	3 10 0 0	52 1 3
			1872.			
			Jan. 11 ...	"Sir William Wallace"	4 10 0 0	66 18 9
			" 30 ...	"Bulwark" ...	4 10 0 0	66 18 9
			Feb. 24 ...	"Ironsides" ...	3 10 0 0	52 1 3
		16 0 0 0			16 0 0 0	238 0 0
	Switches and Crossings 10	...	Jan. 31 ...	"Ironsides" ... 10	...	157 10 0
	Signals and Fittings 4	...	Feb. 24 ...	" " ... 4	...	219 4 0
	Rail Presses ... 3	...	Jan. 19 ...	"Sir William Wallace" 3	...	45 0 0
	Plate-layer's Tools ...	...	" 5 ...	" " ...	...	27 15 2
	Turntables ...	...	Mar. 13...	"Napier" ... 1	...	117 0 0
	Goods Cranes ... 2	...	" 13...	" " ... 4	1 10 0 0	129 0 0
	Locomotive Engine, 17 tons 1	...				
	Carriages ... 4	...				
	Break Vans ... 2	...				
	Mineral Wagons ... 6	...				
Nov. 25...	1 Lathe, 20 ft. 18 in. ...	...				
	1 Punching and Shearing Machine	...				
	1 Drilling Machine, double-geared	...				
	1 Drilling Machine, single-geared	...				
	1 Planing " 8½ x 3½	...				
	1 " " ¾ x 2	...				
	1 Shaping " 11 inch	...				
	1 Engine, 15 h.p. ...	...				
	100 feet 3-in. Shafting ...	...				
	1 Noiseless Fan, 4 ft. ...	...				
	1 General Joiner ...	...				
	2 Traversing Hydraulic Jacks, 20 tons	...				
	1 Saw Bench ...	...				
	1 Hand Lathe ...	...				
	4 Smiths Hearths ...	...				
	10 miles 40-lb. Rails ...	...				
	6 " " steel-top Rails	...				

STATEMENT of ORDERS sent to AGENT-GENERAL, London, for RAILWAY MATERIAL, &c.—continued.

ORDERS.			SHIPMENTS.			
Date of Order.	Description.	Quantity Ordered.	Date of Shipment.	Ship.	Quantity Shipped.	Invoice Cost.
INVERCARGILL to MATAURA.						
1871.					tns. cwt. qr. lbs.	£ s. d.
Nov. 26 ...	12 miles Rails ...					
1872.						
Jan. 10 ...	2 Locomotives ...					
	1 Second-class Carriage ...					
	2 Composite " ...					
	3 Covered " ...					
	6 High-sided Wagons ...					
	6 Low " " ...					
	2 Break Vans " ...					
	2 Wagon Weighbridges ...					
	12 Tarpaulins ...					
OTAGO LINES (GENERALLY).						
1871.						
Nov. 26 ...	3 miles steel-topped Rails					
1872.						
Jan. 10 ...	15 " " "					
	3 " " "					
BRUNNER to GREYMOUTH.						
1871.						
Nov. 26 ...	8 miles Rails ...					
PICTON to BLENHEIM.						
1871.						
Nov. 26 ...	12 miles Rails ...					
1872.						
Jan. 10 ...	2 Locomotives ...					
	1 Second-class Carriage ...					
	2 Composite " ...					
	3 Covered " ...					
	6 High-sided Wagons ...					
	6 Low " " ...					
	2 Break Vans " ...					
	2 Wagon Weighbridges ...					
	12 Tarpaulins ...					
KAIPARA to AUCKLAND.						
1872.						
Jan. 10 ...	1 Locomotive, Fairlie ...					
AUCKLAND to MERCER.						
1871.			1872.			
Nov. 25 ...	10 miles, 40 lb. Rails ...	...	April 18	" Celestial Queen" ...	209 19 3 27	2,225 4 2
	1 Lathe, 20 ft. 18 in. ...					
	1 Punching and Shearing machine, 1½ in. ...					
	1 Drilling Machine, double geared ...					
	1 Drilling Machine, single geared ...					
	1 Planing Machine, 8½ x 3½ ...					
	1 Screw-cutting Machine, ½ to 2 in. ...					
	1 Shaping Machine, 11-in. stroke ...					
	1 Engine, 15 h.p. ...					
	100 feet 3-inch shafting, with blocks ...					
	1 Noiseless Fan, 4 ft. ...					
	1 General Joiner ...					
	2 Traversing Hydraulic Jacks, 20 ton ...					
	1 Saw Bench ...					
	1 Hand Lathe ...					
	4 Smiths Hearths ...					
1872.						
Jan. 10 ...	3 Locomotives ...					
	2 First-class Carriages ...					
	3 Second-class Carriages ...					
	3 Composite Carriages ...					
	10 Covered Wagons ...					
	20 High Wagons ...					
	20 Low Wagons ...					
	10 Cattle Trucks ...					

STATEMENT of ORDERS sent to AGENT-GENERAL, London, for RAILWAY MATERIAL, &c.—continued.

ORDERS.			SHIPMENTS.			
Date of Order.	Description.	Quantity Ordered.	Date of Shipment.	Ship.	Quantity Shipped.	Invoice Cost.
AUCKLAND TO MERCER—continued.						
1872. Jan. 10 ...	3 Break Vans ... 3 Weighbridges ... 6 Timber Trucks ... 12 miles Rails ... 2 Wagon Weighbridges ... 36 Tarpaulins ...	...	1872. April 18	"Celestial Queen" ...	Tns. ct. qr. lb.	£ s. d.
NAPIER TO RUATANIWHA.						
1872. Jan. 10 ...	12 miles Rails ... 2 Locomotives ... 1 Second-class Carriage ... 2 Composite " ... 3 Covered Goods Wagons ... 6 High-sided " ... 6 Low " " ... 2 Break Vans ... 2 Wagon Weighbridges ... 12 Tarpaulins ...					
WELLINGTON TO MASTERTON.						
1871. Nov. 26 ...	10 miles Rails ...		1872. April 8 ...	"Schiehallion" ...	153 19 3 1	1,664 19 10
1872. Jan. 10 ...	11 " " ... 2 Locomotives ... 1 Second-class Carriage ... 2 Composite " ... 3 Covered Goods Wagons ... 6 High-sided " ... 6 Low " " ... 2 Break Vans ... 2 Wagon Weighbridges ... 12 Tarpaulins ...		" 24 ...	"Halcione" ...	218 4 3 0	2,312 10 0
MANAWATU TRAMWAY.						
1871. Sept. 2 ...	3 miles 25-lb. Rails ... Spikes ... 2 sets Switches and Crossings	...	1872. Jan. 11 ... " 23 ...	"Thames" ... "Excelsior" ...	46 6 2 7 75 2 2 5 121 9 0 12	411 3 3 666 15 1 1,077 18 4
			Jan. 12 ... " 12 ...	"Thames" ... " " ...	3 5 0 0 ...	52 0 0 20 0 0
WAITARA TO NEW PLYMOUTH.						
1872. Jan. 10 ...	10 miles Rails ... 2 Locomotives ... 1 Second-class Carriage ... 2 Composite " ... 3 Covered Goods Wagons ... 6 High-sided " ... 6 Low " " ... 2 Break Vans ... 2 Wagon Weighbridges ... 12 Tarpaulins ...					