

go through the United Kingdom selling the book. I believe that four or five such agents would find themselves well remunerated under such an arrangement, and that, in conformity with what has been found to be the case in America, the Handbook would be bought and read by many who would make valuable settlers, but who would never be reached by any other mode of publication, nor influenced by any ordinary agency. In whatever you add to the Handbook concerning your regulations, &c., you should make it clear, as is already stated in the Handbook, that the Government do not undertake to continue to grant free passages.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

No. 73.

The Hon. J. VOGEL to the AGENT-GENERAL.

(No. 135.)

SIR,—

Immigration Office, Wellington, 22nd May, 1874.

I have the honor to forward for your information copy of correspondence which has taken place with the Chairman of the New Zealand Shipping Company, in March last, respecting their combination with other firms engaged in the New Zealand trade, to raise the rates for conveyance of emigrants to the Colony. But for an accidental omission, this correspondence would have been forwarded to you at an earlier date.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

Enclosure 1 in No. 73.

The Hon. J. VOGEL to the CHAIRMAN, New Zealand Shipping Company, Christchurch.

(Telegram.)

Wellington, 9th March, 1874.

By telegram from London, we are informed that the New Zealand Shipping Company have joined with the Albion Company and Shaw, Savill, and Co., to ask the Government of New Zealand £16 for carriage of emigrants. It has also been publicly stated that the combination extends to the rates chargeable for freight. When all the protestations of the New Zealand Company against such a combination, all its declarations that its object was to upset and destroy a baneful monopoly, and the consequent arrangement which the Government made with it, with the desire to assist it in resisting such a monopoly, are borne in mind, you may gather the feeling with which this intelligence is received by the Government. If it be true, then the monopoly which the Government temporarily granted to the Company was obtained on a false understanding, and instead of the Company being a benefit to the Government and people of the Colony, it will only add to the difficulty of the Government, and to the cost of carrying on the business of immigration and public works. I place before you the feelings of the Government on the subject, in order that you should fully realize the importance which I attach to the answer I have to request you to make to the following question:—Is the Company prepared to give me the assurance that it will immediately cable home, absolutely instructing its officers to withdraw from all combination with other firms, and that it will in future conduct its business independently? I am aware of negotiations between the Company and the Albion Company, but looking at what took place in respect to the Auckland Company, and all the surroundings and circumstances, there would seem to be ample reason to suppose that the Albion Company's London business has been constituted for the purpose of forming a link between Shaw, Savill, and Co., and the New Zealand Shipping Company, and disarming the latter.

JULIUS VOGEL.

The Chairman, New Zealand Shipping Company, Christchurch.

Enclosure 2 in No. 73.

The CHAIRMAN, New Zealand Shipping Company, to the Hon. J. VOGEL.

(Telegram.)

Christchurch, 9th March, 1874.

YOUR telegram too important for me to answer without consulting the Board. Personally, I should object to pledge the Company to the course you propose, nor should I be prepared to advise the Board to do so.

The Hon. the Premier, Wellington.

W. REEVES, Chairman.