

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.

No. 115.

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.

W. REEVES,
Chairman.

The Hon. the Premier, Wellington.

No. 116.

The CHAIRMAN, New Zealand Shipping Company, to the Hon. the PREMIER.

(Telegram.)

Christchurch, 11th March, 1874.

THE Board have met, and after having given full consideration, state that they regret not to be able to comply with your request. They wish to point out that when the Company first contracted with the Government, they had no idea that the adoption of free immigration would follow, and more than double the shipping requirements of the Government. This has largely increased the difficulty and cost of supply, and yet we have carried out our engagements with a liberality which has involved us on many occasions in serious loss. That the Agent-General has not always shown a responding consideration for us, but has rejected ships that have satisfied the Imperial Government, thereby putting us to serious loss and inconvenience. That the Agent-General states he will send 30,000 emigrants during the coming year; that these will require at least 120 ships, and will tax the united efforts of all the firms engaged in the New Zealand shipping trade. That the ordinary exports to New Zealand, combined with the railway plant, will be quite inadequate to furnish all these ships with a fair proportion of cargo, and, therefore, that the cost of conveyance of the emigrants must, as a matter of course, become greater, specially as ships become every month more difficult to charter, the Company having now to pay a pound a ton more than it did eight months ago for the outward charter of the same class of ships. Actuated as we are by a desire to satisfy the Government requirements, and feeling that this can best be done by uniting with other shipowners in offering to do the work of the Government on the most reasonable terms, we do not feel justified in forbidding our London agents to act conjointly with others in this case. We would add that the terms offered, namely, £16 per adult, compare favourably with those paid by the Governments of New South Wales and South Australia, who give sixteen guineas, though the business of your Government is more difficult and arduous, from its extent, from the number of ports in the Colony, and the small choice of vessels offering for charter. Moreover, we learn that the Agent-General proposes to enforce a new dietary scale, costing at least 10s. a head more than the present. I may add that the Board has read with extreme regret that part of your telegram which implies that if the Company now joins with other shipping firms in an offer to conduct the Government business on reasonable terms, it will, in your opinion, have obtained a previous contract from you on something like false pretences.

The Hon. the Premier, Wellington.

W. REEVES, Chairman.

No. 117.

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

(Telegram.)

Wellington, 21st March, 1874.

IN reply to yours of 11th, there can be no doubt the monopoly was given temporarily to you on the understanding that it would assist you in starting, and in your object of upsetting the previous long-subsisting shipping monopoly. Repeated verbal communications, and correspondence which was commenced by the Chairman of the Provisional Directors, as well as the prospectus of the Company, show that the Company was to be managed from the Colony, and that its object was to upset the shipping monopoly. Indeed, the Chairman of the Provisional Directors expressly stated the objects to be, "To secure to the Colony increased shipping facilities; to check the absolute monopoly hitherto held by one shipowning and shipbroking firm, which is felt to be detrimental to the trade and general interests of the Colony; and to insure the employment of a good class of ships; but not to create within the Colony a monopoly which might prove more powerful, if not more injurious, than that which at present exists." I have only to add that it seems to me the large increase of business should have strengthened the Company in their principal object, and not have induced them to abandon it.

JULIUS VOGEL.

The Chairman, New Zealand Shipping Company, Christchurch.

No. 118.

TELEGRAMS between His Honor the SUPERINTENDENT, Canterbury, and the Hon. the MINISTER for IMMIGRATION.

Christchurch, 11th March, 1874.

PROVINCIAL GOVERNMENT recommend immigration depôt, Rangiora; cost not to exceed £900. Do
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