

1874.

NEW ZEALAND.

IMMIGRATION TO NEW ZEALAND.

(FURTHER LETTERS TO THE AGENT-GENERAL.)

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

No. 1.

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

(No. 129.)

SIR,—

Immigration Office, Wellington, 7th May, 1874.

I have the honor to forward herewith copies of the following documents relating to the ship "Woodlark," which arrived in Port Nicholson upon 29th March ultimo:—

1. Report of Immigration Commissioners.
2. Report by Surgeon-Superintendent.
3. Memorandum by the Immigration Officer, addressed to the Superintendent of Wellington, and His Honor's minute thereupon.
4. Report upon Immigrants ex "Woodlark," by the Officer in Charge of the Dépôt at Wanganui.
5. Certified List of Deaths upon the voyage and in quarantine.
6. Memorandum by the Immigration Officer, addressed to the Under Secretary for Immigration.

2. I regret to have to call your particular attention to the very unfavourable character of the reports by the Commissioners and Immigration Officer relative to some of the immigrants by this vessel, and which have been fully borne out by the subsequent conduct of several of the single women, both here and at Wanganui (see report of officer in charge of dépôt, forwarded herewith). Drunken, dissipated, and immoral, they reflect most strongly and unfavourably upon the department which selected and shipped them to this colony.

3. The Commissioners' report with regard to the medical inspection of the immigrants by this vessel, which is borne out by the surgeon-superintendent, *vide* paragraphs 3 and 4 of his report, is very unsatisfactory. They speak of this inspection as only a "cursory one," whilst the surgeon stated "medical inspection was an impossibility." Under such arrangements, I am not surprised that ship after ship arrives with disease on board, and with large mortality on the passage. Your attention has again and again been directed to the insufficiency of the medical inspection, but the case of the "Woodlark" proves to a demonstration that no practical result has followed, but that the inspection is still confined to "a hurried march past Dr. Humphries."

4. I have also to direct your consideration to paragraph 9 of the Commissioners' report, in which they allude to the embarkation of the emigrants "in a dense fog," and the discomfort consequent thereupon. The surgeon, you will observe, expresses his opinion that "the spread of the scarlet fever was greatly accelerated by the dampness of the bedding and clothing, caused by exposure to the fog." It may sometimes, no doubt, be necessary, in consequence of shipping arrangements, to embark emigrants upon an unfavourable day as regards weather, but it appears that in this case the ship was not ready for their reception, as "the bedding and luggage was strewn about the decks for hours, exposed to the falling fog, whilst the people themselves were huddled together in groups wherever they could find the least shelter, many of them not having anything to eat until late in the evening."

5. With regard to the children's dietary scale, upon which the Commissioners and the surgeon-superintendent remark at some length, I have already instructed you, in my letter No. 37, of 11th February, to the effect that your ships should be victualled according to the number of children on board, and not according to the number of statute adults; and you have no doubt carried my instructions into effect. The report of Dr. Meadows is altogether a very valuable one, and I trust will receive at your hands the consideration it merits.

6. The Immigration Officer directs attention, in a memorandum, copy of which is enclosed, to a most extraordinary proceeding on the part of your agent at Portadown, Ireland, who, it would appear, issued contract tickets for the "Woodlark" to emigrants proceeding to Canterbury, by which ship they embarked at the very time when a vessel for Canterbury must have been lying in the docks. I must request that you will inquire into and report upon this matter.

7. In conclusion, I must impress upon you that the character of the class of immigrants now arriving is a source of very grave anxiety to the Government, and is creating great

uneasiness in the colony. I have already been officially informed that the shipment by the "Asia" to Dunedin includes a number of girls out of the Cork workhouse, some of whom are notoriously loose. I am cabling you on the subject, drawing your attention to the report of the proceedings of the Cork Board of Guardians, a copy or *précis* of which the Superintendent of Otago has telegraphed to me at my request, and of which I enclose copy. It is evident, by that report, that these women were sent because the Board despaired of their adapting themselves to a useful life at home. It is difficult to believe that you could sanction such emigration; whilst, on the other hand, it is as difficult to believe that you could be unaware of the published proceedings of your agent, the woman Howard, whom, by-the-by, you seem to have employed after informing me that you would not do so, *vide* your letter No. 551, of 29th November, 1872. At another Board meeting, a copy of report of which I also enclose, legal proceedings were actually threatened in your name to enforce completion of the miserable bargain entered into by Howard. I endeavour to think that you knew nothing about the matter; but, if so, how singular must be the organization of your department, that, with a proceeding so canvassed in the place, with a ship calling off the town, and, it is to be presumed, some of your officers in attendance to see the emigrants off, you should have to be informed from New Zealand of what occurred under the immediate notice of your officers. I find it impossible to adequately characterize the indignation such a shipment produces, or the alarm which is felt at the intention which is apparent of sending further similar shipments.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

NOTE.—Nor Enclosures *vide* D. 2, pp. 45–49.

No. 2.

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

(No. 142.)

SIR,—

Immigration Office, Wellington, 1st June, 1874.

Referring to my letter No. 61, of 14th March, I have the honor to forward herewith copies of the report of the Royal Commission upon the s.s. "Mongol," with the evidence taken, and of other documents in connection therewith.

1. As the circumstances under which the ship "Scimitar" was despatched were almost identical with those of the "Mongol," I defer making any remarks upon the present report until I receive that upon the "Scimitar," which has been unavoidably delayed owing to the illness of one of the Commissioners.

2. I desire, however, to inform you that I do not entirely concur in the censure the Commissioners express on the conduct of the surgeon, Mr. W. J. Davison, and that I do not think there is anything in that conduct to prevent you giving him charge of another ship, which I understand he is desirous of obtaining. He displayed great zeal, patience, and ability in charge of the quarantine station at Dunedin.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

NOTE.—For Enclosures *vide* D. 2, pp. 30–36, and 51–55.

No. 3.

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

(No. 158.)

SIR,—

Immigration Office, Wellington, 3rd June, 1874.

Herewith I have the honor to forward the following papers respecting the ship "Asia," which arrived in Port Chalmers April 27th, 1874:—

- (1.) Immigration Commissioners' Report.
- (2.) Certified List of Births and Deaths on the voyage.
- (3.) Reports by the Immigration Officer upon the character and behaviour of some of the immigrants.

1. In my letter No. 129, of May 9th ultimo, I have already called your attention to the fact that the shipment by this vessel included a number of girls out of the Cork workhouse, and I took the opportunity of remarking upon the very undesirable character of such immigration. A perusal of the report of the Immigration Officer at Dunedin, addressed to my colleague the Hon. Mr. Reynolds, forwarded herewith, will, I think, convince you how very disastrous it is likely to prove to the cause of emigration if such modes of selection as those adopted by Mrs. Howard are, under any circumstances, permitted. A few disreputable, noisy women of the class which are to be found in the workhouses, are sufficient to destroy the comfort of a whole shipload of respectable people, and the knowledge that there is a chance of such company will deter the better sort, whom the colony really wants, from taking advantage of the emigration scheme. The result in the colony of the landing and distribution of such women as these complained of, and of such immigrants as the "young men" whom Mr. Allan states he has ascertained to be "professed thieves, and one of them a ticket-of-leave man," is naturally a feeling of indignation and dismay, and you will be good enough in each case to cause a searching inquiry to be made, and report to me fully the whole circumstances which led to the arrangements with the Cork workhouse authorities for shipping their paupers as emigrants, and also inform me what officer of your department accepted as free emigrants the young men, H—, T—, R—, M—, and S—, and upon what certificates and recommendations.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

NOTE.—For enclosures *vide* D. 2, pp. 60–61.

No. 4.

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

(No. 177.)

SIR,—

Immigration Office, Wellington, 26th June, 1874.

Herewith I forward copies of the following documents relative to the ship "Scimitar," which arrived at Port Chalmers upon the 5th March, 1874:—

1. Report of Immigration Commissioners.
2. Certified List of Births and Deaths.

I address you relative to this ship in a separate letter, covering report of the Royal Commission appointed to inquire into the origin of the outbreak of infectious disease during the passage.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

Enclosure in No. 4.

Report by IMMIGRATION COMMISSIONERS on "Scimitar."

SIR,—

Dunedin, 26th March, 1874.

We have the honor to report that the ship "Scimitar," Captain Fox, arrived from London on the 5th instant, with Government immigrants, having made a splendid passage of seventy days.

On our going alongside we found that measles and scarlet fever prevailed on the passage, and that twenty-six deaths occurred. The ship was thereupon placed in quarantine, and the Board of Health communicated with as to future proceedings.

The ship having been admitted to pratique on the 18th instant, we minutely inspected every compartment of the ship, and found her both well fitted and well ventilated: indeed, we have seen very few ships equal to her for carrying passengers, her 'tween-decks being 8 feet 6 inches in height. We made the following notes:—

Single Women's Compartment.—Bunks fore and aft. Ventilation by three side scuttles and shaft through deck. Compartment very clean and well kept.

Married People's Compartment.—Bunks fore and aft. Compartment ventilated by twenty side scuttles, four shafts from deck, and main hatch. Compartment evidently well kept.

Single Men's Compartment.—Bunks fore and aft. Ventilation by eight side scuttles, two ventilators through deck, and two hatchways. The compartment was clean and comfortable.

The surgery and lying-in hospital occupied a part of the poop; and the fever and other hospitals were on the main deck.

The condenser was in good order, and condensed 800 gallons of water in every twenty-four hours.

The galley also was quite equal to the requirements of the passengers. We believe that both Captain Fox, his officers, and Dr. Hosking, the surgeon-superintendent, used every effort to add to the comfort of the immigrants in the trying circumstances in which they were placed by having had so much sickness on the voyage.

The whole of the immigrants without one exception expressed themselves as fully satisfied with their treatment.

We recommend that the usual gratuities be paid to the surgeon-superintendent, the captain, and officers of the ship.

We have, &c.,

COLIN ALLAN,	} Commissioners.
WM. THOMSON,	
DAVID O'DONNOGHUE,	

His Honor the Superintendent, Otago.

No. 5.

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

(No. 180.)

SIR,—

Immigration Office, Wellington, 29th June, 1874.

I forward herewith copies of the following documents relative to the "La Hogue," which vessel arrived at Port Nicholson upon May 26th ultimo.

- (1.) Report of Immigration Commissioners.
- (2.) Memorandum by the Surgeon-Superintendent, addressed to the Commissioners.
- (3.) Certified List of Births and Deaths during the voyage.

2. The report of the Commissioners is in all essential matters confined to the bringing prominently under notice of the Government, the very important information derived from the surgeon-superintendent, Dr. Russell, and the suggestions contained in his memorandum. I shall therefore make this latter document the basis of the remarks I have to make regarding the despatch of the ship, and the general arrangements on board of her with regard to the emigrants.

3. The medical examination of the emigrants appears to have been, as usual, of a very superficial character. Dr. Russell, speaking of the death of an adult from phthisis, observes that "the cause is suggestive. Is any medical examination undergone by emigrants, or can a medical practitioner be found so ignorant or so culpable as to certify a phthisical invalid healthy?" I do not comment further upon the subject, as I have addressed you by this mail upon the necessity of a thorough reform in the present system of medical examination, in my letter enclosing the report of the Royal Commission upon the "Scimitar."

4. In order to facilitate the discharge of the duties of the surgeon-superintendents with regard to their clerical work, in the way of keeping account of the issue of medical stores and comforts, and the other necessary records, Dr. Russell recommends the use of certain forms, specimens of which he has been good enough to supply, and which are forwarded herewith. I think you cannot do better than adopt them for general use, and supply every surgeon, upon his appointment, with the books containing them. In many cases it has been brought under my notice that very little convenience is afforded to the surgeon for carrying out this very important section of his duties. It should be an instruction to the despatching officer, that the surgeon's cabin should be well lighted, and, where practicable, easily accessible to the quarter-deck.

5. The positions of the hospitals on board the ship seem to have been very badly chosen. I have previously on many occasions had to complain of this, but your officers appear determined to carry on their own course, notwithstanding repeated remonstrances on my part. Common sense, apart from professional experience, would lead any person to judge that contiguity to the water-closets was an absolutely dangerous element in the construction of hospitals, two of which were so placed on board the "La Hogue," whilst the third was a dark hole in the noisiest part of the 'tween-decks. It may be a very simple matter for the inspecting and despatching officers to slur over their work in the manner in which it is only too evident that they do, but it is serious for the poor sick emigrants, who in consequence are exposed to unnecessary suffering and hardship.

6. From a perusal of Dr. Russell's journal, I find not only that he condemns the position of the hospitals, but that when he embarked, a day or two before sailing, neither these nor the dispensary were fitted up, and that he had great difficulty in getting this done. In fact, the hurry and confusion which have been so frequently complained of in the despatch of our emigrant ships, appear to have been repeated to a culminating point on board the "La Hogue"; carpenters still at work fitting up the 'tween-decks when the emigrants embarked, consequently the fittings incomplete, rude and flimsy at the best; the gangways on the upper deck defective and unprotected, rendering the passage-way dangerous in bad weather; dead-lights all leaking; poop ladders not provided with rails, &c. Upon these subjects and other deficiencies the doctor notes, "Before a fatal accident occurs (many serious and trivial have already) I must record the fact of having complained, ere the ship was cleared, that the gangway arrangements were defective, but especially did I call attention to the absence of hand-rails to the poop gangway ladders—they were not however supplied; also to the flimsy description of fittings and utensils, and that many articles required by the contract were not placed on board." Amongst others, Dr. Russell mentioned soldering irons and requisites for the repair of water cans, &c., lead, nails, spare timber, tarpaulins, scales, and scrubbers. The sand and lime shipped, he also states, were bad, and neither holystones, brushes, or other requisites for cleaning the 'tween-decks appear to have been available. In fact, as the Commissioners remark, the whole journal discloses substantial reasons for complaining of the manner in which the charter was carried out, in the neglect of so many essentials to the comfort and health of the emigrants. With regard to the dispensary and hospitals, I quite agree with Dr. Russell that the surgeon should be in possession of them duly fitted with all requisites the moment the emigrants arrive on board.

7. In my letter already referred to, covering copy of the Commissioners' report upon the ship "Scimitar," I have taken occasion to remark upon the necessity of providing for and enforcing the personal cleanliness of the emigrants. You will observe that Dr. Russell expresses himself strongly upon this point: he says, "I cannot too strongly urge on the Commissioners the necessity for a bath-room for the single men. It is not sufficient that laving requisites be shipped (none were or are required by the terms of the contract), it is the privacy that is needed for other purposes, *e.g.*, the efficient treatment of *scabies*, a parasite disease too often prevailing amongst emigrants."

8. There are several matters in connection with the dietary scales upon which Dr. Russell makes useful suggestions, and to which I draw your attention. He condemns the quality of the Aylesbury preserved milk, and recommends the Swiss in preference, and also states that the quantity shipped as medical comforts was absurdly small, viz., eighty-eight tins for 434 souls, during a passage fairly computed at ninety days. I trust this will be remedied in future, as the health of the young children depends, as you must be aware, very much upon the quality of the milk supplied for their use. Another suggestion which I desire you will give effect to is, that a certain quantity of salt fish be in future shipped for the use of Roman Catholic emigrants, who, from the non-issue of this article of diet upon their fast days, are either deprived altogether of their dinners, or are driven, against their feelings, to transgress the rules of their Church.

9. The medicines Dr. Russell reports to have been of the highest class, but he recommends certain additions, of the necessity for which you will no doubt be able to judge. The practical character of the doctor's journal, which I perused with great interest, leads me to the opinion that his suggestions upon this and other professional points are worthy of great consideration, and this I trust you will be good enough to afford them.

10. There is another matter of some importance which has struck me in perusing the journal referred to, *i.e.*, that Dr. Russell made a full and complete statement of the deficiencies and bad arrangements on board the ship, in the form of a letter addressed to you and sent on shore by the Channel pilot. No notice whatever appears to have been taken of this communication, and you have not even informed me of its receipt, much less of any action you may have taken in consequence with Messrs. Shaw, Savill, and Co. I am led, therefore, to assume that this letter of Dr. Russell's has been laid aside as unworthy of attention, and that no closer inspection of the fittings and stores of ships which have sailed subsequently, has been thought necessary in consequence.

I think a copy of the surgeon's complaint should have been forthwith forwarded to me, with an explanation of the reasons which justified the despatching officer in embarking the emigrants before the ship was ready, and in sending her to sea without ascertaining whether all the articles required by the charter-party were on board.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

Enclosure in No. 5.

COMMISSIONERS' REPORT on Ship "La Hogue."

SIR,—

Wellington, 11th June, 1874.

We have the honor to report the arrival of the ship "La Hogue," on the 26th May, with 348 statute adults, and two stowaways who may be reckoned as immigrants, as they were coming to friends in the colony. There were five deaths (equal to two and a half statute adults) during the voyage, and six births. Owing to the arrival of the "Wennington" on the previous day, with a large number of immigrants, we were unable to make arrangements for immediately landing the passengers, there not being sufficient accommodation in the depôt for them; but we are happy to say we landed all by the 30th, and thus incurred no expense for demurrage beyond the lay-days allowed by the charter-party.

On inspecting the ship we found her well suited for the conveyance of emigrants, having large and numerous side ports and other means of promoting ventilation. The "La Hogue" is so well known in the Australasian trade that it is needless for us to say anything respecting her capabilities.

The single women were berthed in a portion of the saloon: they had plenty of light and ventilation, their bunks were in blocks, and the compartment was exceedingly clean and tidy. The matron had a comfortable cabin, and the closet and bath-room were good; but we regret to say that the hospital was badly placed, being next the water-closet.

The married people were berthed between the after and main hatches, having the use of both hatchways: the bunks were partly in blocks and partly in the centre of the ship, with alley-ways. Dr. Russell thus had an opportunity of expressing an opinion on both—he prefers the alley-way system. There was plenty of light and ventilation in this compartment, but all the new dead-lights in the ship leaked, having been carelessly fitted. The hospital was badly placed, and we cannot too strongly condemn its position, it being in the most noisy part of the ship in the 'tween-decks. We are at a loss to understand how it is, after the repeated remonstrances as to placing hospitals in the 'tween-decks, and so many ships having arrived lately in which the hospitals have all been on deck, that in a large ship like the "La Hogue" the old system should be reverted to. Is it that the cabins under the poop and the saloon were required for first-class passengers, of whom there were ten single men on board? The height of the 'tween-decks is 7 feet 3 inches, and there was plenty of cubical space in the compartment.

The single men were located under the fore hatch. Their bunks were in blocks, but the compartment was badly lighted and ventilated, and not very clean; but Dr. Russell explained that, owing to the roughness of the weather on the day the "La Hogue" arrived, water was shipped in this compartment, and in consequence of the excitement and confusion on arriving in port, he had not been able to get the compartment cleaned in the way he would wish.

The condenser (Graveley's) worked well, and there appears to have been a liberal supply of water. There were two galleys, which afforded ample convenience for cooking purposes; but we regretted to hear that, owing to there being so much deck hamper, the bakery could not be erected.

The immigrants had no complaints of any kind to prefer, and we are pleased to be able to report very favourably of them as a whole. There were several cases of organic disease amongst them, and although, fortunately (owing, we believe, mainly to the energy and ability of the surgeon-superintendent), there was no epidemic during the voyage, yet Dr. Russell had a great deal of sickness to contend with, there being at this moment four adult passengers under medical treatment, and two deaths occurred after arriving in port. The fact that there has been no difficulty in disposing of the immigrants by the last two ships speaks well for the character of the people. Some few cases of misconduct occurred amongst the single men during the voyage, but the surgeon did not prefer any charges against them on arrival. This portion of the immigrants seems to have been the worst conducted, many of them having come from the east end of London.

We append a summary, by Dr. Russell, of the more striking events of the voyage; but we would strongly recommend a perusal of his daily journal, nearly every page of which contains some practical suggestion, or points to some gross irregularity in the arrangements for the despatch of emigrant ships at home. It will be found that he remarks upon the hurry and confusion of the arrangements for embarking, the dispensary not even being fitted; the want of proper books and forms; defective gangways, with reference to which he remarks, "Before a fatal accident occurs (many serious and trivial have already), I must record the fact of having complained ere the ship was cleared that the gangway arrangements were defective, but especially did I call attention to the absence of hand-rails to the poop gangway ladders—they were not supplied;" flimsy description of fittings and utensils; and many articles required by the contract not placed on board, amongst others are mentioned soldering-irons and requisites for repair of cans, &c.; lead, nails, spare timber, tarpaulins, scales, scrubbers, &c. The sand and lime were bad; in fact, the whole journal discloses substantial reason for complaining of the manner in which the charter was carried out. But the greatest annoyance Dr. Russell had to contend with was the conduct of the first-class passengers. No less than four times does he refer to this in his journal in the most emphatic terms. Captain Carvosso has also, in the course of conversation with us, indorsed Dr. Russell's statements on this subject.

Dr. Russell furnishes manuscript forms which he was compelled to use during the voyage. We recommend that these should be printed and supplied to surgeon-superintendents of emigrant vessels generally.

In conclusion, we recommend the payment of all gratuities, and we feel that the thanks of the Government are due to Dr. Russell and Captain Carvosso for the admirable manner in which the immigrants were brought out. The utmost good feeling and cordiality existed between all, and yet order and discipline were maintained in a greater measure than in any immigrant ship which has yet come under our notice.

We have, &c.,

ALEXANDER JOHNSTON, M.D.,
H. J. H. ELIOTT,
JOHN HOLLIDAY, } Commissioners.

His Honor the Superintendent, Wellington.

Sub-Enclosure to Enclosure in No. 5.

MEMORANDUM by SURGEON-SUPERINTENDENT of ship "La Hogue."

GENTLEMEN,—

I have to report to you as follows in respect of the voyage of the ship "La Hogue," and with this report, which is of necessity too brief to be considered a summary of my journal, I shall embody such remarks and suggestions as may appear to me desirable in the interest of emigration.

I cannot fully express my satisfaction in being associated with a colleague so able, a friend so generous, as Captain Carvosso. His unvarying kindness and aid have enabled me to secure the satisfaction, nay more, the gratitude, of my charges, as evidenced in the address and testimonial presented me. The peculiar circumstances of the chartering of this vessel, which I need not enter on here, have often made me his debtor on their behalf; and with a generosity and promptitude I cannot forget, he has ever acceded to my wishes and supplied my wants. Of the able assistance of the officers of the ship I am fully conscious, and thank them for their co-operation. I acknowledge with gratitude the kind interest taken in the spiritual welfare of the emigrants by the Rev. J. Murphy, a saloon passenger. Of the efficiency of the matron, Mrs. Martin, the exceptionally good conduct of those under her can well testify.

Of the conduct of the emigrants I can speak in the highest terms. I exacted obedience to the regulations early, and relaxed none of them throughout. Their numbers, the births, the deaths, &c., are shown in the following table:—

Off list ...	...	350½ = 443	Deaths ...	...	5 = 2½
Births ...	...	...	Landed ...	...	446 = 350
Stowaways ...	...	2 = 2			
		352½ = 451			451 = 352½

Of these deaths one was that of a prematurely delivered infant, three (of children) from bronchitis—bronchitis and croup respectively, whilst the only adult succumbed to *Phthisis* after arrival in port. The cause of death is suggestive. Is any medical examination undergone by emigrants, or can a medical practitioner be found so ignorant or so culpable as to certify a phthisical invalid "healthy"?

I have throughout recorded every requisition for stimulants, every recipient thereof, and the exact quantity supplied each, together with a daily, monthly, and final summary. (Journal, pp. 82, 83, 87, 88, 90.) The advantages such exactitude claims are obvious; notably, that the balance can at any moment be determined, and all issues regulated accordingly; so that under any but very exceptional circumstances, the surgeon-superintendent need never exceed his supplies.

I have also, on the reverse of the official requisition sheets for stimulants, recorded my distribution of medical comforts, and this at the expense of time and patience that shows no commensurate result; yet the idea is sound, and, if matured, cannot but tend to the advantage of the surgeon-superintendent and his charges. In view of my suggestion being entertained, permit me to recommend to your notice two forms.

The first, p. 73 of my journal, which in size, &c., might be uniform with the official requisition book at present in use; this to be daily issued by the surgeon-superintendent to the storekeeper.

The second, p. 74 of my journal, should be supplied the storekeeper, with instructions to epitomize thereon every week's issue, that is, the sums total of forms No. 1 above referred to. Its size might be uniform with journal.

This system recommends itself in that it would check all issues not absolutely required when scarcity threatened.

I strongly advise the use of form p. 75 of my journal,—it explains and recommends itself.

I call attention to the manner in which I verified the issue of provisions to each mess, and cannot more fully illustrate its value than by begging your notice of a portion of such record book marked A herewith. The necessity of such may be a matter of opinion, but its desirability admits of no doubt, since it is a written and existing reply to any subsequent complaint of short issue.

The temperatures I have recorded with much care. (*Vide* Journal, pp. 84, 85, 86, and 87.) You will there find evidence of my assertion that the single men's compartment was badly ventilated. With this exception I am convinced the ventilation was perfect throughout the ship.

I condemn the position of all the hospitals: two were contiguous to water-closets; the third 'tween-decks, under the main hatch, and within a few feet of the issuing-room,—of necessity the most noisy position in the ship; so dark, moreover, that during its occupation I was compelled to burn candles continually. I recommend an interval between the berths and the skin of the ship.

I recommend that holystones, brushes, and every requisite for cleansing should be placed in the charge of the storekeeper. In the case of this ship they were not: the result would have been lamentable but for the captain's kindness.

The surgeon should be empowered to recommend gratuities beyond his instructions. I strongly advise a gratuity of not less than £5 be given to King, the storekeeper.

I condemn the practice of conveying saloon passengers in emigrant vessels, and that—as will be seen by my journal—in the most emphatic terms. This applies only to the single: married couples ever exert a favourable influence on board ship.

I cannot too strongly urge on the Commissioners the necessity of a bath-room for single men. It is not sufficient that laving requisites be shipped—(none were, nor are any required by terms of contract)—it is the privacy that is needed, and that for other purposes, as—to furnish an example—the efficient treatment of *scabies*, a parasite disease too often prevailing amongst emigrants.

The moment emigrants arrive on board, the surgeon should be in possession of his dispensary and at least one hospital: more in reference thereto, if required.

To refer to the stimulants. The stout was good, and sufficient in quantity; of it I issued 1,387 bottles. The sherry and port were indifferent; of them I issued 15 bottles and 2,091 ounces. The

brandy was a stimulant; of it I issued 5 bottles and 433½ ounces. And I recommend that, as a medical necessary, sherry be excluded the list, an equivalent of port being substituted, and that of a superior quality, even if this be done at the expense of quantity. (Journal, pp. 82, 83, 88, 89, 90.)

The salt provisions were excellent. The coffee was not good. Swiss preserved milk is preferable to that of the Aylesbury Company: the latter was on board, and in the tropics much of it was injured, though not absolutely decomposed. The quantity of it supplied as children's stores was adequate to their necessities, but that shipped as medical comforts absurdly small: eighty-eight tins for 434 souls, during a passage, fairly computed, of ninety days. *Ergo*. To be exact, a very few tins of Swiss milk were shipped. My official lists represent the whole to be of this brand.

The medicines were of the highest class, and to them should be added the following:—*Potassæ chloras*, *liquor epispasticus*, *carbo lignæ pulv.*, *bismuthi nitras*, *liq. sodæ chlor.*, and *chloral hydrat*. I can understand occasion often arises for a larger supply of the following, although I had sufficient, viz.:—*Pulv. doveri*, *hydrarg. chlor.* I required more of the following, and exhausted my supplies, viz.:—Methyd. spirit and linseed meal.

The water was excellent, and the engineer a thoroughly able and practical man.

The cabin of the surgeon should be furnished, and that on a recognized scale, from which no contractor should be allowed to deviate.

To consider my journal worthy perusal would be indeed presumptuous. It is, nevertheless, a record of fact, and contains many suggestions I have not time to reproduce here. Written at various times, under varying circumstances, it is, of necessity, irregular and disconnected. My exact transcript is, however, at least legible, which I forward under promise of return.

Finally, if, in the interest of future emigrants, a personal interview would be desirable, I will gladly see you, and if thereby advancing their prospects, I shall consider it but a poor return for the orderly conduct and universal courtesy and respect shown me by my late charges on board the "La Hogue."

I have, &c.,

W. H. RUSSELL, M.R.C.S., Eng., L.S.A., Lon.,
Surgeon-Superintendent, ship "La Hogue."

The Hon. the Immigration Commissioners.

No. 6.

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

(No. 181.)

SIR,—

Immigration Office, Wellington, 29th June, 1874.

Referring to my letter No. 62, of 14th March, 1874, enclosing you copy of the Royal Commission appointed to inquire into the origin of the outbreak of infectious disease on board the ship "Scimitar," on her voyage from Plymouth to Port Chalmers, I have now the honor to enclose you a copy of the report of the Commission and of the evidence* taken, which documents, owing to the illness of one of the Commissioners, only reached me upon the 6th June instant.

2. The report, the conclusions of which seem fully borne out by the evidence, discloses a state of things, with regard to the despatch of ships by your officers, and the medical inspection of the emigrants, which I very much regret, and confirms the opinion I had already been led to form upon the subject, and which in several letters I have already expressed to you, viz., that great carelessness, to say the least of it, is the rule rather than the exception in the despatch of ships; and that the medical inspection of the emigrants is of such a character as to be practically useless. In the case of the "Scimitar" the results have been of a very distressing character: the ship was sent to sea with the seeds of infection notoriously on board; fever broke out a few days after leaving port; and, under exceptionally favourable circumstances as to the character of the vessel herself, the conduct of her captain and officers, and the supply of water and provisions, she became a floating pest-house. More than half of the emigrants were down with one form of disease or the other, and twenty-six died.

3. If the evidence is reliable, upon which point the Commissioners do not appear to have entertained any doubt, it is difficult for me to express in terms of sufficient reprobation my opinion of the conduct of Mr. Smith, the despatching officer, and of Dr. Eccles, the Imperial Government Commissioner, who, in the face of the acknowledged fact of the existence of the infection of scarlet fever amongst the emigrants, and in defiance of the opinion of the surgeon-superintendent, Dr. Hosking, who strongly urged that these unfortunate people should be detained on shore for isolation and treatment until the epidemic had passed, are stated to have insisted on sending the ship to sea, arguing that the mortality afloat would not be worse than if the emigrants remained on shore. The Commissioners upon this very properly observe, "We do not concur in this, and believe that the fact of a number of persons being crowded together on board was unfavourable to the proper treatment of any epidemic disease, besides the danger to the Colony afterwards, by the introduction of disease." Any one who knows what the 'tween-decks of a crowded emigrant ship are under the most favourable circumstances, must of necessity agree with the Commissioners; and I may here inform you that a very virulent form of rubeola now prevalent in Dunedin, is generally believed by the medical profession to have been introduced by the "Scimitar" immigrants. It is my intention to cause a copy of the report and evidence to be forwarded to the Secretary of State for the Colonies, in order that the conduct of Dr. Eccles may be inquired into by the proper authorities; and I have to request that you will at once call upon Mr. Smith for an explanation of his share in the matter; and also direct a close investigation to be made into all the circumstances connected with the despatch of the ship. If the facts prove to be as stated by Dr. Hosking, Mr. Smith should be relieved of his duties in connection with your department; and you are authorized in such case at once to dispense with that officer's services, without waiting further communication from the Government.

* The evidence is presented in Manuscript.

4. The recommendations with which the Commissioners wind up their report are very valuable, and strongly confirmatory of many similar suggestions made at various times by the medical officers of our emigrant ships, Immigration Commissioners, and others. Many of these suggestions appear to me to be practicable, and the carrying of them out need not of necessity entail any important increase in the cost of passage. I proceed to detail those to which I specially direct your attention, with the view of your endeavouring to give them effect in your future arrangements with shipowners:—

(a.) “A supply of soft bread to be issued for women and children, and for the latter an abundant supply of farinaceous food.” The surgeon-superintendents who have brought out emigrants to this colony are, as you have no doubt observed by their reports, unanimous in the recommendation of the necessity of amending the children’s dietary scale in the direction indicated by the Commissioners. The very large amount of infantile disease amongst our emigrants has been almost universally attributed to the want of sufficient nourishing food. I wish it, therefore, to be distinctly understood that an abundant supply of such articles of diet is to be a *sine quâ non* in all future charter-parties.

(b.) “The children should be messed together by themselves.” It has frequently been brought under my notice that the children suffer from the negligence or ignorance of their parents, in improperly cooking the food, or in diverting to their own purposes the farinaceous articles of diet. I am not in a position to say how far a separate mess, under proper supervision, may be in all cases practicable, but the subject is a very important one, and I leave it for your consideration whether or not such an arrangement might not be made, at all events in ships carrying a large number of children.

(c.) “Abundant means for a bath should be supplied.” It is not to be presumed that the recommendation implies the construction of bath-rooms other than those already provided for in the charter-parties, but that strong tubs suitable for bathing purposes should be shipped, and canvas screens provided. All the compartments should be so supplied; and I would further suggest that, as great difficulty is sometimes experienced by the surgeons in enforcing cleanliness, that a rule to the effect that a complete bath be taken by every emigrant at least once a week, should be included in your “Regulations to be observed on board emigrant ships.” I am convinced, from perusal of the reports of surgeons and Immigration Commissioners, that a great deal of the disease and discomfort on board the ships has arisen from the neglect of personal cleanliness on the part of the emigrants, and therefore I am decidedly of opinion that this should be provided for and enforced.

(d.) “An ample supply of sawdust and sand, for the better cleaning of the lower deck, should be on board.” I would add to this “charcoal.” I have already, in a previous communication, directed your attention to the necessity for placing a supply of these on board the ships, and no doubt you have carried out my instructions.

(e.) “An exhaustive series of medical questions, as thorough as in a case of life assurance, should be prepared, to be put to intending emigrants, to be filled up by the examiner, and forwarded for consideration of the Agent-General’s Department. In addition, there should be a minute and careful personal examination before acceptance.” This points to a complete reform in the present system of medical inspection. Of the necessity of a reform I have no doubt whatever, but whether it should take the exact form recommended by the Commissioners, is a question upon which I am not prepared immediately to give an opinion. I desire, however, that you will give the matter your very earnest consideration, and lose no time in taking such steps as may most commend themselves to your judgment, in order to prevent, in future, the grave consequences of insufficient medical examination and inspection of the emigrants.

(f.) “An experienced medical officer should be attached to the Agent-General’s Department, who should make a personal inspection of the emigrants in London or at the depôt. At or immediately after entry at the depôt, a careful examination should take place. The habits as well as the health of the emigrants should be considered, and untidy persons rejected.” This, although much to the same effect as the recommendation under (e), is distinct upon one point, viz., the appointment of a medical officer permanently upon the staff of your department. I have for some time been of opinion that this would be a judicious arrangement, and I propose taking the opinion of the Assembly upon the subject.

(g.) The Commissioners make very reasonable recommendations with regard to the Plymouth depôt, and expressed their dissatisfaction with the site. I have already advised you, in my letter No. 157, of the 4th instant, that I am not all satisfied with your arrangements with regard to the projected depôt at Blackwall, which, so far as I am informed, is to be occupied upon the same terms as the one under consideration. The depôts should be exclusively for our own emigrants, and entirely under our own control, and I shall hope to hear from you promptly in reply to my letter referred to.

I have, &c.,

The Agent-General for New Zealand, London.

JULIUS VOGEL.

Enclosure in No. 6.

REPORT of ROYAL COMMISSION on Ship “SCIMITAR.”

To His Excellency the Right Honorable Sir James Fergusson, Baronet, a Member of Her Majesty’s Most Honorable Privy Council, Governor and Commander-in-Chief in and over Her Majesty’s Colony of New Zealand and its Dependencies, and Vice-Admiral of the same.

WE, the undersigned Commissioners appointed by your Excellency, on the 11th day of March, A.D. 1874, “to inquire into the origin, outbreak, and existence of any infectious or other disease or bodily ailment on board the ship called the ‘Scimitar,’ during her voyage from Plymouth, in England, to Port Chalmers, in the Colony of New Zealand, and into the state of health of the passengers, immigrants, and other persons at the time of their embarkation on board the said ship at Plymouth aforesaid, or immediately prior thereto; and also as to the mode and time of the medical examination of such passengers, immigrants, and other persons, before or after such embarkation as aforesaid; and into all the facts and circumstances attending the death of all or any of such passengers, immigrants,

and other persons as aforesaid on board the said ship during her said voyage; and into the compliance or non-compliance by all and every person and persons liable and chargeable in that behalf with the laws relating to or affecting passenger ships, in so far as the same affects the said ship 'Scimitar;' and generally into the provision made for the medical and other treatment, and the actual medical or other treatment, of the immigrants on board such ship during the said voyage," proceeded to examine such witnesses on oath as could best speak concerning the subjects under investigation, and having taken the evidence of twelve witnesses, and also personally inspected the said ship, respectfully report to your Excellency our opinion and conclusions, resulting from the said inquiry, of the several matters and things therein set forth, as follows:—

1. The "Scimitar" is a fine new ship of 1,225 tons burden, being particularly lofty between decks (8 feet 6 inches high), and altogether well adapted for immigration service. The vessel sailed from London for Plymouth, where 430 immigrants were taken on board from the depôt on the 22nd of December, 1873. The vessel finally left for New Zealand on the 24th of December, 1873, and arrived at Port Chalmers on the 5th of March, 1874, after an unusually quick voyage of seventy-one days.

2. The surgeon, captain, and other officers appear to have been specially attentive in the discharge of their respective duties.

3. The supply of water was good and abundant, the ordinary medical stores satisfactory, the medical comforts liberal, and the usual food plentiful.

4. On the fourth day after sailing (December 28th) a child named Brown was observed covered with scarlatina and removed to the hospital. Whilst under treatment an attack of measles supervened, and the child died on the eighth day (January 5th). The period of incubation of measles being usually fourteen days, this child must have been sickening of the measles before embarkation.

5. Both measles and scarlatina developed rapidly, especially among the children, and altogether there were fifty cases of scarlatina and one hundred cases of measles. The latter ceased about a month before landing, but the scarlatina continued during the whole voyage. There were twenty-six deaths in all, with one exception (a girl of seventeen), all children. Fourteen of the deaths were from measles, nine from scarlatina, two from dentition and diarrhoea, and one from bronchitis. This last child died on the fourteenth day of the voyage, having been ill before embarkation.

In addition to the cases referred to, there were 120 severe cases of diarrhoea, twelve of erysipelas, carbuncle, whitlow, and boils; thirty of bronchitis; numerous cases of stomatitis, quinsy, and ulcerated sore throat.

6. The number of cases prevented the possibility of isolating the infected in the hospital, and the major number were treated in their bunks, every precaution being taken, by disinfectants and otherwise, to prevent the disease spreading.

7. The seeds of both scarlatina and measles must have been in a state of vitality amongst some of the immigrants while in the depôt before embarkation, and there is no reason to believe that the origin of these diseases is at all to be attributed to the ship or the arrangements on board.

8. After embarkation, and before sailing, a family named Smith were sent ashore with strong symptoms of scarlet fever. A few hours before sailing, a child named Wolfrey was found covered with scarlet fever rash, and the whole family immediately sent ashore. This family came from Jersey, and there is reason to believe that several members of that family were only convalescent from scarlet fever before entering the depôt.

9. The infection of scarlatina had also been imported into the depôt by a family named Tanner, from Ireland. Four or five days after entering the depôt, a girl named Tanner became ill of scarlatina; and it appears that a young girl on board the steamer in which they came from Cork to Plymouth, was suffering under that disease. Some of the Tanner party were rejected from the ship "Carnatic" and others of them from the "Mongol"—both of which vessels sailed before the "Scimitar"—on account of fever symptoms.

10. The depôt at Plymouth is said to be damp, the bedding in many cases being damp. The situation is not a healthy one. The accommodation in the way of fireplaces was too limited, and the front of the stoves usually occupied by babies' clothes drying. The depôt at the time was over-crowded. The weather was very rainy, and the immigrants going out and in got wet. Colds and catarrhs were prevalent in consequence, and during the voyage the imperfect ventilation on board was also productive of colds and sore throats. The preserved milk issued did not agree with the children, and the navy biscuit provided for them was not suitable food. The large number of persons on board, the imperfect ventilation, and the unsuitable dietary for children, tended to aggravate the epidemic and other forms of disease in existence and latent at the time of embarkation.

11. These facts exhaust the full head of the inquiry, namely, "The origin, outbreak, and existence of any infectious disease or other disease or bodily ailment on board the said ship during her voyage," and lead us to the opinion that the infectious diseases had their origin from cases imported into the depôt, before the sailing of the "Scimitar," from Jersey and Ireland. That once being developed on board, they rapidly spread, owing to inability to insure isolation; and that the other diseases were partially caused by the wet weather at starting, and the crowding and dampness at the depôt, and partly by the usual limitations and discomforts of a between-decks voyage, in this instance accompanied by defective ventilation. We desire to add that in our opinion everything was done by the surgeon, captain, and officers, which was in their power, to arrest or mitigate the diseases on board.

12. In reference to the second head of the inquiry, namely, the state of the health of the immigrants at the time of embarkation, or immediately prior thereto, it is proved that on the whole the health of the immigrants was good, with, of course, the exceptions above referred to. The time of sailing was the depth of winter, and this must be considered as productive of bronchial and chest affections. There was no infectious fever within the depôt at the time of embarkation, so far as known, the rejected cases having been sent outside. It appears that the parents of the child Wolfrey, who were subsequently sent ashore, had, while in the depôt, been consulting a chemist in Plymouth, a fact they had carefully concealed, from fear of being left behind. While the health of

the immigrants generally was good at the time of embarkation, it is equally clear that epidemic disease was latent, if not in active existence, in the depôt. In the case of the child Wolfrey, there is every reason to believe that she was infected on arrival there. The other younger members of that family being only convalescent from scarlet fever, and that stage being a very infectious one, and it being unlikely that the infected clothes they had worn during illness were destroyed or left behind, these children must have been so many centres of infection likely to spread the disease. There is no evidence to show how measles were introduced into the depôt, but there is no doubt that disease was latent among the children in the depôt before embarkation. The precautions at the depôt against the spread of disease were not efficient. There were no sheets on the beds, and blankets which had been previously in use were issued to the "Scimitar" immigrants. Assuming this to be the practice, it is manifest that persons sleeping in used blankets are very liable to take any infectious disease the previous occupants may have had upon them.

13. The mode and time of the medical examination of the immigrants forms the next point of the inquiry. Intending immigrants appear to have been examined by a surgeon at the towns where they resided before being accepted. When accepted they proceeded to the depôt, where they were at once taken in without further investigation. This preliminary medical examination does not appear, in some instances, to have been searching enough. The witness, Francis Newson, had been an inmate of the Brompton Hospital for consumptive patients, where he was told his chest was affected. The examining medical officer at Woolwich had never examined his chest at all. The examiner of the Wolfrey's, at Jersey, ought to have made a special report concerning the children who had been infected with scarlet fever. In every instance before a free immigrant is accepted there should be a special examination, as if the person had been making a proposal for life assurance, or joining the army as a recruit. There is reason to believe some immigrants leave England for New Zealand to gain health. Attention should also be paid by the examiner to the personal appearance of the intending immigrant. Three Irish girls were deficient in clothing, and one of them so filthy in her habits that her bed and bed-clothes had to be thrown overboard. No person inspected to see that each had the prescribed quantity of clothing. The dirty condition of the girl referred to should have been noticed by the surgeon who examined her. A number of the immigrants were five and six days in the depôt without any medical examination. The medical examination at the time of embarkation seemed to have been as efficient as the hurried inspection at sailing usually is. There not being time at sailing for a careful examination of several hundred persons, greater care should be exercised on the occasion of previous examinations, first, before acceptance, and second, at or immediately after entering the depôt. The medical examination during the voyage appears to have been satisfactory, and the surgeon appears to have discharged a heavy weight of duty in a creditable manner.

14. The facts and circumstances attending the deaths have already been alluded to. Seven of the children who died were infants under a year old, some of whom must have succumbed to the hardships of the voyage in any circumstances. The want of milk and proper farinaceous food must have had a prejudicial effect on them and the other young children. Sixteen children were under five years of age; two, seven years; and one girl of seventeen. It is a satisfactory result, that with so many adults on board, there was not one death among them.

15. The laws concerning the inspection of the ship and passengers appear to have been complied with. When the ship was in dock, at London, the stores were inspected by the surgeon, accompanied by an Imperial Immigration Officer and the Despatching Officer of the New Zealand Shipping Company. Dr. Eccles, the Imperial Government Commissioner, latterly inspected the immigrants at the depôt. This does not appear to have been a very minute inspection. George Grigg stated—"Dr. Eccles' examination of myself and family occupied about five minutes." This was a week after his admittance. This witness stated that Wolfrey's child was ill at the time. This seems to have escaped the notice of the medical inspector. Dr. Hosking, the "Scimitar's" surgeon, made a more careful examination at the depôt afterwards, the immigrants being made partly to strip to show their vaccination marks and their chests. After embarkation there was an inspection by Dr. Eccles, Mr. Smith, and Captain Smail, R.N. The surgeon states the medical examination was "very careful;" the immigrants were passed one by one, the tongue examined, and in any doubtful case, the throat and skin of the chest. The witness, Grigg, characterized this as "a slight, general examination." On the assumption that he was a healthy subject himself, and easily passed, this does not conflict with the surgeon's testimony. It is doubtful whether the children were very carefully examined. To do this properly more time was necessary than was given, and the parents, being afraid of losing their passage, concealed any incipient illness. In the case of the Wolfrey's, scarlatina was detected and the family sent ashore. From what the surgeon saw at the general inspection he was not satisfied, and had doubts of the propriety of sending away so many infected people, and expressed his opinion to Dr. Eccles that they should, if practicable, have been detained ashore for isolation and treatment until the epidemic had passed. Dr. Eccles and Mr. Smith deemed this impracticable, and urged that the mortality afloat would be no worse than if they remained ashore. We do not concur in this opinion, and believe that the fact of a number of persons being crowded together on board, was unfavourable to the proper treatment of any epidemic disease, besides the danger to the colony afterwards by the introduction of disease. We are of opinion that the circumstances then existing should have induced a more stringent and careful examination, and that all suspected cases should have been detained for treatment on shore.

16. The provision made for the medical and other treatment on board was satisfactory, with the exception of the ventilation, the supply of means for baths, and the food for children. The medical stores were ample. The hospital was on the main deck, and in ordinary circumstances the accommodation would have been sufficient. The best was done for the treatment of patients in their berths, and the sick and convalescent were provided with fresh meat all the voyage. The energies of the surgeon must have been severely taxed, but his treatment appears to have been attentive and skilful, and, considering the number of cases of all kinds he had to deal with, very successful.

17. The foregoing details completely exhaust the points of this inquiry, and reference is made generally to the evidence of the witnesses examined. The following recommendations as applicable in

addition to the arrangements which existed on board the "Scimitar," which were generally satisfactory, are respectfully submitted for consideration, namely:—

(a.) A better mode of ventilation on board, so as to prevent the mischievous effects of top draughts, as well as the sickening influences below when the hatches are closed. Metal tubes might be employed, opening to the wind and leading to the lower deck; similar tubes turning the reverse way being used to draw off the vitiated air. The remarks of the surgeon of the "Scimitar" on this point deserve attention.

(b.) A supply of soft bread to be issued for women and children, and for the latter an abundant supply of farinaceous food, as well as a cow put on board to supply them with fresh milk.

(c.) The children should be messed together by themselves, under the supervision of their parents under a special dietary scale suitable for them.

(d.) Abundant means for baths should be supplied, to insure cleanliness and health.

(e.) The surgeon, as acting for the Government, should have an independent authority in many particulars, where not interfering with the discipline or navigation of the ship. This should be especially in the matter of the water supply and baths, and anything affecting the health or cleanliness of the immigrants. The school should be under the control of the surgeon. Circumstances may arise to render the assembling of the children together inexpedient.

(f.) An ample supply of sawdust and sand for the better cleansing of the lower deck should be on board.

(g.) An exhaustive series of medical questions, as thorough as in a case of life assurance, should be prepared, to be put to intending immigrants, to be filled up by the examiner and forwarded for consideration of the Agent-General's Department. In addition there should be a minute and careful personal examination before acceptance.

(h.) An experienced medical officer should be attached to the Agent-General's Department, who should make a personal inspection of the immigrants at London or at the depôt. At or immediately after entry at the depôt a careful examination should take place. The habits as well as the health of the immigrants should be considered, and untidy persons rejected.

(i.) The bedding at the depôt should be washed after use, and the mattresses and the apartments should be lime-washed on each occasion after use, and otherwise cleanliness observed. The smell of guano noticed should be overcome. In winter better fireplaces should be used. Children's clothes should be dried in the laundry or drying-room. The site of the depôt is not suitable, and it would be better were a site found near a railway station, a few miles out of town, where several inexpensive single wooden houses could be erected adapted for the purpose required.

We annex hereto the evidence of the several witnesses examined.

All of which we respectfully submit to your Excellency's consideration.

JOHN BATHGATE.

A. CHETHAM STRODE.

THOS. MORLAND HOCKEN.

No. 7.

(No. 182.)

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

SIR,—

Immigration Office, Wellington, 30th June, 1874.

Referring to my letter No. 142, of the 1st June, 1874, forwarding copies of report of the Royal Commission on the s.s. "Mongol," and other documents in connection therewith, I have now the honor to remark thereon.

2. The circumstances under which the emigrants were embarked on board the "Mongol," having been almost identical with the case of the "Scimitar," upon which by this mail I have written to you at length, it is unnecessary to here recapitulate what I have already said concerning the despatch, medical examination, and inspection of the emigrants, and the state and condition of the Plymouth depôt.

The Commission, in the case of both ships, entirely agree in the main fact that infection existed amongst the emigrants when embarked and sent to sea, and that the depôt was over-crowded and badly ventilated.

3. I desire, however, to call your attention to certain matters noted by the Commission, having special reference to this ship, embracing subjects of very great importance, although outside the direct scope of inquiry, viz., the conduct and treatment of emigrants on board the ship, and deficiencies noted in the dietary scales.

4. The hospital accommodation appears to have been entirely insufficient to meet the exigencies of the outbreak of infectious disease. If better arrangements could not be made in such a vessel as the "Mongol," it seems alarming to imagine what would have been the case in a ship of the ordinary size and construction, which would be qualified legally to carry the same number of emigrants. One would suppose that many sites could have been found for hospitals upon the spacious upper deck, or that, in a vessel specially taken up for emigrants, some portion of the cabin accommodation might, under the very serious aspect of affairs, have been appropriated for hospital purposes. The comfort of the cabin passengers should surely have been a secondary consideration. In view of the possible and, unfortunately from the experience of our emigrant ships, the probable outbreak of infectious disease, it is very desirable that the materials for erecting extra hospitals on deck should in all cases be shipped. These would take up very little room, and would prove of great service in such emergencies as not unfrequently occur.

5. The Commission again bring prominently under notice that a proper supply of provisions and medical comforts for the emigrants was either not put on board, or, if shipped, the former were so badly stowed as to render a most important part of them, that for the young children, useless during a great part of the voyage; whilst the latter must have been so carelessly issued as to exhaust the

stock of the principal articles before half the contemplated voyage was completed. This is a very serious matter, and, I regret to say, is one of frequent recurrence, and I trust that my repeated instructions in the matter have by this time received the attention of the officers of your department who are charged with the conduct of emigration. I further observe upon the subject, that the surgeon-superintendent states in his evidence that the quantity of bread for the children was wholly insufficient, whilst the biscuit was thrown away in large quantities. This biscuit could have been easily convertible, by soaking or otherwise, into palatable food; and it should be recollected generally, in dealing with the emigrants on board ship, that the class from which they are drawn are not ready of resource in novel situations, and consequently it becomes the duty of those under whose charge they are placed to suggest and enforce good arrangements.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

No. 8.

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

(No. 186.)

SIR,—

Immigration Office, Wellington, 1st July, 1874.

I have the honor to forward herewith copies of a telegraphic correspondence with the Superintendent of Otago, relative to the applications of a number of persons for land under "The Immigrants Land Act, 1873," and of the printed regulations which have been issued under my authority in the colony, in order to give effect to the provisions of the Act.

In my letter No. 218, of 21st October, 1873, enclosing you copies of the Act referred to, I requested that you would use your utmost exertions to insure that practical effect might be given to the provisions; and I discussed the whole measure at considerable length, in order that there might exist no doubt as to the intention of the Government in the matter. Up to this date, except a bare acknowledgment, which I referred to in my letter No. 97, of 10th April, 1874, I have received from you no information as to what action you may have taken, but find, from the correspondence enclosed, that an advertisement has appeared in the Scottish newspapers, setting forth that grants of land would be given to emigrants paying their own passages, but not quoting the very stringent conditions as to settlement, &c., which the Act contains, nor the necessity, as a first step, of procuring a certificate from yourself that the persons so emigrating are fit and suitable emigrants. This has been a very grave error, and at my suggestion, as you will observe, His Honor the Superintendent of Otago has telegraphed to Mr. Auld to set it right. I cannot but observe how disappointed I feel at your inaction in a matter which you are aware is considered of so much importance by the Government. Although some few persons have made application for land under the Act, not one of them has been able to produce your certificate, the receipt of which is a necessary preliminary to even receiving an application under the Act. If you have not already exerted yourself in the matter, I can only express my great disappointment, and request you to again read my letter of the 21st October. I am by the mail writing you on the subject of an application for land by Mr. U'Ren. I think the correspondence in this case supplies evidence, if evidence be wanted, that had you exerted yourself as I asked you in my letter already referred to, there would have been no lack of people glad to take advantage of the Act.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

Enclosures in No. 8.

TELEGRAMS between His Honor the SUPERINTENDENT, Otago, and the Hon. J. VOGEL.

Dunedin, 3rd June, 1874.

It is important that specific instructions should be given to some one to deal with applications for land by persons who have paid their own passages. Advertisements at home intimate that such grants will be made, without specifying any other condition than the payment of passage. A number have applied to the Immigration Officer here, and from getting no satisfaction they go to the Waste Lands Board and then to me. I should advise that printed directions be prepared, setting forth, in few words, the *modus operandi*.

Hon. J. Vogel, Wellington.

J. MACANDREW.

Wellington, 3rd June, 1874.

PRINTED forms and regulations have been prepared. Delay has arisen through the bookbinder. Necessary papers will be sent by first mail. The Act specifically requires that the Agent-General shall give to emigrants certificate of approval, but he has not yet advised me that he has approved of a single person under the Act. I gather from your telegram that advertisement published at home did not make known this condition. If so, a grave error has been committed somewhere. Shall be glad, therefore, in order that I may know where the fault rests, if you will telegraph me literal copy of advertisement to which you refer.

His Honor J. Macandrew, Dunedin.

JULIUS VOGEL.

Wellington, 13th June, 1874.

HAVE received advertisement headed "Free Emigration to Otago." As far as I am aware, the General Government are entirely free from any responsibility for the reference to free land grants. The Immigrants Land Act requires the Agent-General's certificate, and the land has to be cultivated, whilst the advertisement speaks of free grants. As the advertisement purports to be provincial I cannot interfere, but do you not think you had better cable home about it?

His Honor J. Macandrew, Dunedin.

JULIUS VOGEL.

Dunedin, 15th June, 1874.

I TAKE it for granted that Agent-General is cognizant of an authorized advertisement *re* free grants of land; at all events, it seems to me that he ought to have done so. I regard this as most important feature in scheme, which ought to be prominently held out at home. Of course I shall telegraph to Auld to withdraw this part of his notice, if you deem it expedient.

Hon. J. Vogel, Wellington.

J. MACANDREW.

Wellington, 15th June, 1874.

I CANNOT suppose the Agent-General to be cognizant of an advertisement which is so inaccurate as the one in question. The Act requires certificate of Agent-General in approval of emigrants, and requires that land shall be occupied a certain time before free grant is given.

Nothing could be more disastrous than for emigrants to arrive, and then find arrangements made at home cannot be carried out. All I suggest to your Honor to cable is, that certificate of Agent-General is necessary, and that there are certain conditions to be performed before Crown grant for land can be obtained. I would suggest cabling to this effect,—“Advertisement free grants land to immigrants paying passages will cause awkward results. Act requires Agent-General’s certificate approving emigrants; also performance certain conditions before Crown grants. See Featherston.”

His Honor the Superintendent, Dunedin.

JULIUS VOGEL.

Dunedin, 17th June, 1874.

Re land grants. I have telegraphed to Auld.

Hon. J. Vogel, Wellington.

J. MACANDREW.

No. 9.

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

(No. 187.)

SIR,—

Immigration Office, Wellington, 1st July, 1874.

I have the honor to transmit herewith, for your information, copy of a very interesting letter from Mr. J. T. Warlow Davies, of Auckland, upon the subject of Welsh emigration, and of my reply thereto. The classes indicated by Mr. Davies would appear to be likely to prove a very desirable class of emigrants; and I shall be glad if you will give consideration to his suggestions, and endeavour, through your agents and otherwise, to induce emigration from this Principality.

I have, &c.,

The Agent-General for New Zealand, London.

JULIUS VOGEL.

Enclosure 1 in No. 9.

Mr. DAVIES to the Hon. J. VOGEL.

SIR,—

Auckland, 18th June, 1874.

I take the liberty of bringing under your notice a source of emigration from which the agents for New Zealand have not as yet, I believe, drawn to any appreciable extent. I refer to the Principality of Wales.

I am able to state with confidence, based upon my intimate knowledge of the country, the people, and their language, that a better class of emigrants than the inhabitants of the district named is not to be found in the United Kingdom.

1.—*Population.*

The total population of Wales, according to the census of 1871, was 1,216,420. Of this number, South Wales contained 768,710.

2.—*Character of the Inhabitants.*

Taken as a whole, the people are hardy, frugal, and diligent. The comparative absence of crime has repeatedly called forth the commendation of the judicial bench. A maiden assize is not an unusual event in Wales.

3.—*Suitable Emigrants.*

(a.) *Farmers.*—In the agricultural districts there is a numerous class of small farmers, many of them being freeholders, admirably qualified to become successful settlers in a Province like Auckland. On a recent occasion, in Cardiganshire, numbers of these men were ejected from their holdings by landlords, in consequence of the adverse vote given by the farmers at the polling booths. A considerable fund was raised for their relief throughout the United Kingdom, and their case was brought prominently under the notice of the House of Commons. Had the opportunity been presented, many of them would, I have no doubt, be found here now beginning a new life.

(b.) *Servants.*—The daughters of the Welsh farmers commonly engage themselves as servants. They are in request in English families, and are deservedly valued for their honesty, respectful demeanour, and excellent domestic qualities. Whether as servants or as wives and mothers, they would prove a desirable addition to the population of New Zealand.

(c.) *Colliers and Miners.*—In the mining and manufacturing districts of Glamorganshire and Monmouthshire, this kind of skilled labour is obtainable in large quantity. For years past, and till recently, the condition of this class was very indifferent. Even the industrious and frugal miner had no brighter prospect before him than to become prematurely old before reaching fifty years of age, and then return to his native parish to spend his last days in the hated workhouse. The only alternative was emigration. During my residence as a minister of religion at Merthyr Tydvil, the centre

of the South Wales mining district, I have seen these men and their families leaving for America in an uninterrupted stream. The advance in the price of coal and iron has, of course, improved their position. But only a short time ago some 20,000 of these men were out on strike. They might have been brought to this Colony—had they come they would have been valuable in the development of our mineral resources.

(d.) *Seamen and Fishermen.*—On the seaboard of Wales, the coast of Pembrokeshire for example, a number of hardy fishermen might be obtained to assist in making our New Zealand fisheries the sources of wealth they should be. The seamen bred on the Welsh coast are equal, for daring and skill, to any sailors in the world.

(e.) Besides, the diffusion of sound and full information through the mineral districts, touching New Zealand, would not be lost upon the great capitalists of the mining districts.

4.—*How these Emigrants may be obtained.*

The people of Wales, like all mountaineers, are much attached to their country; they cling tenaciously to their ancient language, in spite of English being the language of business; and they are clannish. They move *en masse*, or not at all. There is only one channel by which they may be reached effectually. In Wales the ministers of religion are the leaders of the people in all matters. Their opposition would be fatal to any effort: their co-operation would secure success. This might be secured, (1.) By the appointment of an emigration agent for Wales. He would need to be well acquainted with New Zealand, and well known to, and trusted by, the people of Wales. I do not know where such a person may be engaged. A year ago I had some thoughts of visiting England. Had I gone, I should have been glad to have accepted such a commission, had the Government seen fit to entrust me with it. But I have given up that idea for the present. (2.) Should the appointment of an agent for Wales be impracticable, something might be done by forwarding full information about New Zealand to some of the leading ministers of various denominations in the Principality, and enlisting their interest. Should the Government think well of the matter, I shall be happy to name gentlemen in the Principality who will be of service.

I am anxious, for the sake of my countrymen, and also for the sake of my adopted country, that some steps should be taken in regard to this matter.

I have, &c.,

The Hon. J. Vogel, Minister for Immigration,
Wellington.

J. T. WARLOW DAVIES, M.A.,
Congregational Minister.

Enclosure 2 in No. 9.

SIR,—

Immigration Office, Wellington, 30th June, 1874.

I have the honor to acknowledge the receipt of your very valuable and interesting letter of 18th instant, upon the subject of desirability of inducing emigration from Wales.

I have to inform you that the Agent-General's attention was some time ago directed to this matter, and he has reported that he has increased the number of his local agents in that part of the United Kingdom, and taken other measures to make better known there the advantages offered by New Zealand for emigration.

A copy of your letter will be forwarded to him by the mail, for his information, with the recommendation to give it his earnest attention.

I have, &c.,

Mr. J. T. Warlow Davis, M.A., Auckland.

JULIUS VOGEL.

No. 10.

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

(No. 189.)

SIR,—

Immigration Office, Wellington, 2nd July, 1874.

I have the honor to enclose copy of a letter received from Messrs. J. Duthie and Co., of Wanganui, inquiring whether the Government will instruct the Agent-General to send a suitable number of emigrants by a ship which it is proposed to lay on in London for Wanganui direct; also of a letter from Mr. John Bryce, the member for the district in the General Assembly, upon the same subject.

I have informed Mr. Bryce that although I am not able to make a positive arrangement with Messrs. Duthie and Co., on account of not being in possession of your latest arrangements with regard to emigration, and not being able, of course, to guarantee that a sufficient number of emigrants could be obtained for Wanganui to complete the complement of a ship, I will send you a copy of the letters referred to, with instructions that, if you approve of the vessel when chartered, you are to send by her as many emigrants as you are able to procure, and as you consider desirable. I presume Messrs. Duthie's agents in London—Messrs. Brooker, Dore, and Co., 2, Rood Lane, E. C.—will place themselves directly in communication with your office.

I have, &c.,

The Agent-General for New Zealand, London.

JULIUS VOGEL.

Enclosure 1 in No. 10.

Messrs. DUTHIE and Co., to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Wanganui, 24th June, 1874.

We have the honor to inform you, that by the next outward mail we forward orders to our London correspondents equal to 350 to 400 tons measurement, and are desirous to secure direct freight for it to this port early in October, and would be prepared to repeat the order after an interval of two months.

The "Malay," a vessel of about 400 tons register, has made three voyages to this river from London, but a suitable vessel of larger tonnage without increasing the draught of water could probably be got, if emigrants were sent to occupy a portion of the 'tween-decks, and we have now the honor to inquire whether the Government will instruct the Agent-General in London to send a suitable number of immigrants by such opportunity.

We may add that the local agent of the New Zealand Shipping Company promises to assist by telegraphing to London, advising the agent there to look out for a suitable vessel.

We have, &c.,

JNO. DUTHIE AND Co.,

The Hon. the Minister for Immigration, Wellington.

General Importers.

Enclosure 2 in No. 10.

Mr. J. BRYCE, M.H.R., to the Hon. J. VOGEL.

SIR,—

Wanganui, 22nd June, 1874.

In reference to the introduction of immigrants to this portion of the colony, I have the honor to call your attention to the disadvantageous position which Wanganui at present occupies, owing to the fact that immigrants are not directly introduced into the district. Immigrants are, it is true, brought directly into Wellington, which is the chief centre of population in this province; but Wanganui is situated at a considerable distance from the city of Wellington, and can only receive a supply from those immigrants who have not succeeded in finding employment in the place of their first arrival, or who are willing to face a second sea voyage.

The evil I have alluded to has been, I am quite willing to admit, almost unavoidable, and I should not have thought of calling your attention to it, were it not that I think there is now an opportunity of obviating it.

Mr. John Duthie, a merchant of Wanganui, and an importer of goods to a large extent, is very desirous of promoting a direct trade between Britain and this place. With that object in view, he proposes, and is prepared by the next mail to instruct his London agent, to charter a suitable vessel and load it for Wanganui, if only he can receive from the Government an assurance that a number of emigrants, equal to the carrying capacity of the vessel, will be placed on board at the usual rate of payment per head. I have a very strong belief that if you can see your way to giving Mr. Duthie such assurance, it would prove of great benefit, in more ways than one, to Wanganui, and would at least save the Government the cost of their coastal voyage and contingent expenses of a number of people equal to the number which Mr. Duthie's vessel or vessels would bring out. I have also reason to believe that if a vessel were to sail from some part of Britain direct for Wanganui, under Government auspices as to emigrants, that many acquaintances and friends of Wanganui residents would take that opportunity of coming to the colony, although at present they hesitate for want of direct communication with the place in which their friends reside; and these people would, without doubt, form a valuable addition to the population. It may also be proper to mention that Patea, which is part of the Province of Taranaki, is within forty miles of the port of Wanganui, and is accessible by a good road. Immigrants therefore intended for that part of Taranaki could, with great advantage, be landed at Wanganui.

Unless you see some objection to the giving of such assurance as Mr. Duthie wishes, of which I am not aware, I very much desire, for the reasons I have stated, that you would do so; and if you could by any possibility inform me of your views and decision on the matter in time for the next English mail, which leaves on the 2nd of next month, I should feel greatly obliged.

I have, &c.,

JOHN BRYCE.

The Hon. the Minister for Immigration, Wellington.

No. 11.

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

(No. 190.)

SIR,—

Immigration Office, Wellington, 2nd July, 1874.

I have the honor to forward, for your information, copy of some very interesting communications which have been addressed to me by Mr. J. G. Corbett, of Wellington, upon the subject of emigration of the small-farmer class of people.

I have, &c.,

JULIUS VOGEL.

The Agent-General for New Zealand, London.

Enclosure 1 in No. 11.

Mr. J. G. CORBETT to the Hon. the MINISTER for IMMIGRATION.

DEAR SIR,—

Wellington, 21st April, 1874.

I take the liberty of enclosing, for your perusal, the copy of a letter I addressed to Mr. Gisborne (the then Minister for Immigration) in January, 1871. I am induced to do so from the impression that it may never have come under your notice; and that now, under the more liberal regulations you have established, the ideas I then expressed may be worthy of your consideration. The conditions I then sketched are, as a matter of course, subject to modification, but the principle is still the same,—“That it is more profitable to the colony to give free passages to families of the true agricultural type, possessed of a small capital, than to give free passages to paupers.”

I am the more convinced of this from personal observation of recent arrivals, and from newspaper reports, that while New Zealand is bidding so liberally for immigrants in the labour market of the world, a higher standard should be selected.

Trusting you will excuse the liberty I have taken in trespassing on your valuable time,

Believe me to remain, &c.,

J. G. CORBETT.

Sub-Enclosure to Enclosure 1 in No. 11.

Mr. J. G. CORBETT to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Wellington, 12th January, 1871.

In a recent conversation with the Hon. the Defence Minister, on the subject of immigration, Mr. McLean expressed himself so strongly in favour of any suggestions as to the class of people it was desirable to introduce, that I feel I should be remiss did I not go further and offer you my ideas on a subject of such importance to the Colony.

The class I suggested should be introduced was the small tenant farmer and leading farm labourer, many of whom, with a small capital, if liberally dealt with, would at once, on arrival in the Colony, settle and become producers. These, Sir, are the men whom the liberal land laws of the United States and Canada have drawn away in thousands from the United Kingdom, and who have contributed so much to the development of those countries; and unless New Zealand can offer more liberal terms than hitherto, I fear but few will be induced to come out.

The scheme I have the honor to submit for your consideration is as follows:—

Laying out hamlets of lots of 10 acres, not more than forty lots in each hamlet, surrounded by a small common; that again surrounded by larger lots abutting on the common extending outwards.

To every family of whatever class 10 acres of land, without any other condition than occupation for five years.

To every family which at the end of one year had fenced and cultivated the whole of the original lot, 10 acres in addition.

To every family which at the end of two years had cultivated the whole of the 20 acres, 20 acres again in addition.

To every family which at the end of three years had cultivated the whole of their 40 acres, a further grant of 40 acres.

Thus, at the end of five years, each family which had in each year fenced and cultivated its entire holdings, would have received in all 80 acres, making cultivation, not occupation, the title to the land.

Free steerage passages to all. Farmers of the better class desirous of the intermediate accommodation to pay the difference.

I believe a weatherboard cottage, 18 x 12, with door and two windows, could be contracted for by the Government for about £15, and if required by the immigrant should be supplied on condition of repayment by yearly instalments of £3; to be considered as rent and recoverable by distraint.

The cost of introducing, say, fifty families on this plan, I roughly estimate as follows:—50 men, 50 women, 150 children, say equal to 200 adults. Passages of 200 adults at £15, £3,000; value of 500 acres land at £1, £500; total, £3,500.

The revenue derived from 200 adults in five years, at much less than the present rate of taxation per head, would far exceed this sum.

The idea of introducing immigrants of this class, under engagement to work a stated time on the public works of the Colony, I can but view with alarm. Experience teaches me that congregating bodies of men on works engenders a demoralization never to be shaken off, as is the case on the railways in England, and nearer to us, to be seen on the diggings, and quite recently in the case of the military settlers, many of whom were well qualified for settlers, but were spoilt by their three years' service.

The task of obtaining the class of immigrants I have mentioned is no easy one, nor can they be obtained at once—many of them, being yearly tenants, can only leave on the termination of their occupancy—and much more could be effected by mixing with them, and in plain, unvarnished language (exciting no extravagant ideas) explaining the advantages to be gained, the aspect and character of the country and soil, the best way of commencing operations, than by giving elaborate lectures, one-half of which they would not understand. I would also suggest that to every hamlet or two, a schoolmaster, himself an immigrant, should be introduced, and a school-house erected at once.

The different land regulations in the provinces of the North Island render the scheme I have thus roughly sketched difficult of accomplishment; but surely, with the advantages to be gained, they would unite to assist the Government in removing the great obstacle to advancement.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,

J. G. CORBETT.

Enclosure 2 in No. 11.

The UNDER SECRETARY for IMMIGRATION to Mr. J. G. CORBETT.

SIR,—

Immigration Office, Wellington, 28th May, 1874.

I have the honor, by direction of the Hon. the Minister for Immigration, to acknowledge the receipt of your letter of 21st ultimo, in which you enclose copy of a letter you addressed in January, 1871, to Mr. Gisborne, then Minister for Immigration, upon the question of the class of immigrants it would be most desirable to introduce into the colony.

Mr. Vogel is strongly impressed with your suggestions, and will be glad if you can give him some further information respecting the class of people to whom you refer as being desirable immigrants.

I have, &c.,

J. G. Corbett, Esq., Wellington.

C. E. HAUGHTON.

Enclosure 3 in No. 11.

Mr. J. G. CORBETT to the UNDER SECRETARY for IMMIGRATION.

SIR,—

Wellington, 3rd June, 1874.

I beg to acknowledge the receipt of your letter dated 28th May, and in reply, have the honor to submit the accompanying memorandum for the information of the Hon. the Minister for Immigration.

The Under Secretary for Immigration, Wellington.

I have, &c.,
J. G. CORBETT.

Sub-Enclosure to Enclosure 3 in No. 11.

MEMORANDUM.

THE class of immigrants to which I alluded in my letter of January, 1874, was the small tenant farmer. These people are very numerous in the North of England, Scotland, Ireland, and also Wales. Most frequently they are men who, either themselves or their parents, have been labourers, who, by their industry and frugality, raised themselves to their present position. As a rule, the stock and other property on the farm is the property of the whole family, and while some work on the farm, others work at intervals for their wealthier neighbours, and the girls take service, their earnings going to the family purse. Very strong family affection exists among them, and when from circumstances the shoe begins to pinch, rather than scatter, the whole family emigrates, generally to America, as the nearest and the cheapest.

Since my letter of January, 1871, I have heard of two migrations of several families of this class from one estate.

To obtain these people, it would be necessary the agent employed be well introduced to large landed proprietors, who either themselves or their stewards being intimate with the affairs of the tenants, would at once be able to inform him of such as were likely to vacate their holdings, and to whom he could address himself.

They are very acute, and if their suspicions were once raised by any improbable stories, any agent would have but little chance of success. Coming to the colony with a little capital, they would at once become producers, having money to start with: the most frequent cause of failure in settlement is that, what with having to provide outfit, passages, and purchasing land, the small farmer falls into the hands of the storekeepers and usurers, from whom he too frequently fails to extricate himself.

While on this subject, the locating of such people on land suitable for their different occupations arises. To locate a thorough agriculturist on timber land simply means that he will soon leave it in disgust; he cannot believe in land covered with black stumps and logs, but would take even worse land that he could plough; while to the grazier and dairy farmer, the extraordinary milk-producing character of forest clearings would be a great attraction. Too great care cannot be taken to learn each family's specialities before locating them.

Wellington, 3rd June, 1874.

J. G. CORBETT.

No. 12.

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

(No. 191.)

SIR,—

Immigration Office, Wellington, 2nd July, 1874.

I have the honor to enclose you copy of a letter from the Superintendent of Taranaki, by which you will see that the Provincial Government have appointed Mr. W. M. Burton to be their Emigration Agent in England.

Mr. Burton's position will be similar to that of Mr. Duncan and Mr. Adam; and I have to request that you will in every way facilitate the objects of his mission, so far as may be consistent with your own arrangements and instructions.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

Enclosure in No. 12.

His Honor the SUPERINTENDENT, Taranaki, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, New Plymouth, 23rd June, 1874.

I have the honor to inform you that the Provincial Government of Taranaki have appointed Mr. William Mumford Burton, late Deputy-Auditor of this Province, to be their Emigration Agent in England. I shall therefore feel much obliged if you will be so good as to notify the Agent-General on this point. Mr. Burton will probably leave for England by the next outgoing mail.

I have, &c.,
F. A. CARRINGTON,
Superintendent.

The Hon. the Minister for Immigration, Wellington.

No. 13.

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

(No. 193.)

SIR,—

Immigration Office, Wellington, 3rd July, 1874.

I have the honor to acknowledge the receipt of your despatch of May 5th, enclosing copy of a letter from Messrs. Brogden and Sons.

3—D. 1A.

In reply, I have the honor to direct you to inform Messrs. Brogden and Sons that the Government is of opinion that they are not entitled to the relief they ask, nor to any relief whatever.

It is quite true that, in accordance with the requirements of the colony, the Government directed you, in October last, to grant free passages to emigrants. In taking this step they did not recognize that it gave any claim to people who had previously paid their own passages or given undertakings to do so. If such an obligation was involved, probably some 200,000 people might have made claims for the repayment of their passage money to the colony. But instead of this claim arising, the free passages were given by the authority bestowed on the Government by the representatives of the people of the colony, in Parliament. It was for the benefit of the colony and its people that the free passages were and are given, and whenever it seems desirable to adopt another system the colony has the right to do so, without the fear of ill-defined claims for compensation. In short, New Zealand will promote immigration from time to time, as it is found desirable, without admitting that any changes of system involve claims for compensation on account of previous arrangements.

The case of Messrs. Brogden and Sons is indeed not so strong as that of any persons resident in the colony who may have paid their own passages out, or that of their servants or employés. It is to be presumed that, on account of the large contracts they have charge of, the adoption of free immigration has been a great boon to Messrs. Brogden and Sons; indeed it would not be difficult to show that it has enabled them to economise expenditure. In respect to the immigration contract, it was arranged after much negotiation; and, to say the least, the colony would have had the right to feel disappointed, if, with the large contracts they received, free from the competition of public tendering, they had not imported labourers to carry them out.

In considering the amounts they were to be paid, Messrs. Brogden and Sons frequently referred to the expenses they might have to incur in importing labour, and the prices fixed included heavy margins for contingencies. Results since have shown conclusively, that if submitted to public tender the contracts made with Messrs. Brogden and Sons could have been let at cheaper rates. In employing Messrs. Brogden and Sons, the idea was that they could introduce to the colony something new. A London firm, Messrs. Clarke and Co., obtained a contract for the construction of a railway in Tasmania: they at once introduced labour to carry out their contract, without there being, I believe I am justified in saying, any clause in their contract requiring them to do so.

If Messrs. Brogden and Sons were unfortunate in their selection of men who disowned their liabilities, or if they advanced too largely, or failed to offer the highest rates of wages, and so led the men at their own risk to break any contract they had entered into, these are all matters between Messrs. Brogden and Sons and those with whom they arranged. The Government cannot think of interfering. Messrs. Brogden and Sons have the remedies, and their employés the rights, the laws of the colony afford, and to them they must be left.

You are at liberty to communicate to Messrs. Brogden and Sons any portion of this letter.

I abstain from replying to Messrs. Brogden and Sons' remarks about the railway corps on the Waikato extension, except to observe that their complaint on the subject is unwarranted, and has been fully investigated in the Colony. As to the general complaint about inducing responsible persons to incur large outlay, &c., I have only to observe, that Messrs. Brogden and Sons have received great consideration in New Zealand; they have had contracts given to them at exceptionally high prices, whilst, on the other hand, they have not carried them out with despatch.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

No. 14.

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

(No. 195.)

SIR,—

Immigration Office, Wellington, 4th July, 1874.

I have the honor to acknowledge the receipt of your letter No. 1214, of 4th May ultimo, with enclosures, respecting a request by Mr. Wm. W. U'Ren that a grant of land, under "The Immigrants Land Act, 1873," may be made to relatives of his, although they have not complied with the terms of that Act, and indeed could not, as they were unaware of the existence of the Act when they left England.

In reply, I have to state, that to depart from the precise provisions of the Act would be to establish a very inconvenient precedent, and that, therefore, I do not feel at liberty to comply with Mr. U'Ren's request.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

No. 15.

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

(No. 196.)

SIR,—

Immigration Office, Wellington, 4th July, 1874.

I have the honor to forward herewith copy of an agreement entered into by the Secretary for Crown Lands with Mr. G. V. Stewart, by which it has been concluded to set apart, for the purpose of a special settlement of farmers with capital, the Kati Kati Block, at Tauranga, comprising 10,000 acres or thereabouts.

I desire to call your particular attention to those conditions of the agreement which require to be fulfilled by Mr. Stewart in Great Britain,—and especially clause 4, which provides for the issue by yourself of a certificate to each of the emigrants selected by Mr. Stewart, that he is an eligible person

to form one of the special settlement party; clause 7, which has reference to the shipping the said party from a port in Ireland, all arrangements regarding which are left to be settled between yourself and Mr. Stewart; and clause 99, which provides for a payment of £5 to the Government for each individual to whom assisted passages are granted under the agreement.

I have to ask you to be particularly careful in the punctual and faithful fulfilment of your part of the agreement, so that, should Mr. Stewart fail in the performance of his part, he may have no cause of complaint against the Government.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

Enclosure in No 15.

MEMORANDUM of an Agreement made this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and seventy-four, between the Honorable George Maurice O'Rorke, Secretary for Crown Lands for the Colony of New Zealand, of the one part, and George Vesey Stewart, of Ballygawley County, Tyrone, Ireland, but now on a visit to New Zealand, Esquire, of the other part: Whereas the said George Vesey Stewart has proposed to organize and bring out from Ireland a certain number of families possessed of an adequate capital to occupy, improve, and cultivate land for the formation of a special settlement of farmers on certain lands hereinafter described; and in consideration that such proposal shall be effectually carried out, the said George Maurice O'Rorke has agreed, on the part of the Government of New Zealand, that the said lands shall be set apart for the said settlement upon the terms and conditions hereinafter mentioned: Now, therefore, this Agreement witnesseth, that each of the said parties, the said George Maurice O'Rorke and the said George Vesey Stewart, doth for himself respectively promise and agree as follows:—

1. That the said George Maurice O'Rorke shall and will cause to be set apart and kept, for the purposes of a special settlement of farmers with capital, to be founded by the said George Vesey Stewart, all those lands the property of the Crown situate in the District of Tauranga, in the Colony of New Zealand, and known as the Kati Kati Block, comprising ten thousand acres or thereabouts, as defined by the plan hereunto annexed.
2. That the said block of land shall be surveyed at the expense of the Government, and convenient roads laid out through the same, and divided into suitable allotments, so as to be ready for selection and occupation on the arrival from Ireland of the said George Vesey Stewart and the party selected to form the special settlement.
3. That the said George Vesey Stewart shall and will select and organize a party of farmers in Ireland, being married men with families, to emigrate therefrom to New Zealand, with adequate capital to occupy, improve, and cultivate the said Kati Kati Block as a special settlement.
4. Provided that no person shall be entitled to be considered as one of the said party, or to any of the rights and privileges under this agreement, unless and until he shall have received from the Agent-General, or some person appointed by him for the purpose, a certificate in writing that such person is accepted as an eligible person to form one of the said special settlement party.
5. That in consideration of the said George Vesey Stewart organizing the said party, he shall be deemed to be the leader thereof, and as such entitled to the special advantages hereinafter mentioned.
6. That the said party shall consist of a sufficient number of families to take up and occupy under this agreement the whole of the said block of land, not being fewer than forty families.
7. That the said George Vesey Stewart, together with his family, and the said party, or such part thereof as hereinafter mentioned, shall embark for the port of Auckland or Tauranga, in a vessel to be provided by the said Agent-General at a port in Ireland. The ports of embarkation and landing to be arranged between the said Agent-General and the said George Vesey Stewart.
8. That the said George Vesey Stewart shall be entitled to make a first selection out of the said block of five hundred acres, with an additional forty acres on account of his wife and forty acres on account of each of his children, provided that such land shall be taken in one block of a convenient form.
9. That each of the said party shall be entitled to an assisted steerage or third-class passage to Auckland or Tauranga, on payment for each individual of the sum of five pounds before embarkation. Single women between the ages of fifteen and thirty-five, children of parents having assisted passages, shall be entitled to free passages.
10. That each of the said party of the age of eighteen years and upwards shall be entitled to select and occupy forty acres, with an additional twenty acres in respect of each child between the ages of twelve and eighteen: provided that not more than three hundred acres shall be held and occupied by any number of persons forming one household.
11. That, as soon as conveniently may be after arrival, lots shall be drawn to determine the order in which the several persons shall be entitled to select the land to which they are respectively entitled, and a written permission to select given by the Waste Lands Commissioner accordingly.
12. That if any person, after receiving due notice, shall neglect, or refuse, or fail to attend to draw his lot, at a time and place to be appointed by the Commissioner of Waste Lands, the lots shall be drawn by those who attend, by themselves or by their agents; and those so failing shall, on application, receive from the Waste Lands Commissioner a written permission to select in the order in which the applications are made.
13. The right of selection shall be exercised as soon as conveniently may be after the lots are drawn, or after permission given as aforesaid, and in any event within ten days after those times respectively; and if any person fail to select within such ten days, his order of choice shall only entitle him to select after all those who are then ready to select have made their selections.
14. On a selection being made, the selector shall be entitled to receive from the Waste Lands Commissioner a certificate in writing authorizing him to occupy the land selected under the provisions and conditions of this agreement.

15. If any dispute or question shall arise in respect of the drawing of lots, or of any selection to be made under this agreement, the same shall be determined by the Commissioner of Waste Lands, and his decision shall be final and conclusive, and not liable to be questioned in any Court of law on any ground whatever.

16. At the expiration of three years from the date of the commencement of occupation, the said George Vesey Stewart, and every other occupier, shall be entitled to a Crown grant of the land, on his proving to the satisfaction of the Waste Lands Commissioner that he has, during the whole of the previous three years, been in the *bonâ fide* occupation of the said land by continuous residence thereon, and that at least one-fifth part thereof is under cultivation.

17. The holder of a certificate of occupation shall also be entitled to a Crown grant at any time prior to the expiration of three years, on proof to the satisfaction of the Waste Lands Commissioner that the whole of the land comprised in the certificate is fenced and cultivated and a dwelling-house erected thereon.

18. The Waste Lands Commissioner, on being satisfied that any land comprised in any certificate has been *bonâ fide* occupied thereunder, shall, at the request of the person named in such certificate, authorize the transfer thereof to any other person, and the transferee shall have and be subject to the same rights, privileges, and liabilities as the person named in the certificate.

19. If an original holder of a certificate, or his transferee, shall cease to be in *bonâ fide* occupation of the land, such certificate shall become and be null and void, and all rights and privileges thereunder shall absolutely cease and determine.

20. If any question shall at any time arise as to whether any person has continued or ceased to be in *bonâ fide* occupation of the land, or otherwise fulfilled the before-mentioned conditions, such question shall be referred by the Waste Lands Commissioner to two or more Justices of the Peace, and the decision of such Justices shall be final and conclusive, and not liable to be questioned in any Court of law on any ground whatever.

21. In the event of the death of the lawful holder of any certificate before the issue of a Crown grant, the rights, privileges, and liabilities of such holder shall pass to his appointee in writing, and failing such appointment, shall pass to his personal representative, provided that he claims the same within two years from such holder's death; and failing such claim, the land shall revert to the Crown free of all claims and liabilities whatsoever.

22. If the said George Vesey Stewart, together with his family, and at least thirty families, shall not arrive in one ship at Auckland or Tauranga, in pursuance and part fulfilment of this agreement, before the first day of January, one thousand eight hundred and seventy-six, this agreement shall cease, determine, and be void; and neither the said George Vesey Stewart, nor any other person whomsoever, shall have any claim or demand to or in respect of the said land, or any part thereof, nor for any compensation on any account whatsoever in respect of the same, or of this agreement, or any matter or thing relating thereto or in connection therewith.

23. That if such thirty families shall arrive, as by this agreement required, before the first day of January, one thousand eight hundred and seventy-six, they shall be entitled at once to select their land, and the settlement shall be deemed to have been formed under this agreement; but the remainder of the said block of land of ten thousand acres shall be available until the first day of January, one thousand eight hundred and seventy-six, but not afterwards, for such others of the said party as may arrive before that day, who shall be entitled to make their selection on arrival; and if two or more arrive at the same time, priority of choice shall be determined by lot.

In witness whereof the said George Maurice O'Rorke hath, on behalf of the General Government of New Zealand, hereunto subscribed his name; and the said George Vesey Stewart hath also hereunto subscribed his name, the day and year first herein written.

G. MAURICE O'RORKE,
Secretary for Crown Lands.
GEO. VESEY STEWART.

Signed by the said George Maurice O'Rorke, in the presence of—
THOS. BUDDLE,
Solicitor, Auckland.

Signed by the said George Vesey Stewart, in the presence of—
THOS. BUDDLE,
Solicitor, Auckland.

No. 16.

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

(Telegram.) Wellington, 6th July, 1874.
"ROOPARELL," "Ballochmyle," "Court," "Buckinghamshire," "Awe," "Northampton," "Atrato," "Stonehouse," "Dunedin," "Wishart," "Nations." Notwithstanding orders for Otago, Canterbury, completed July, send Otago during August, September, emigrants selected by Adam, Burns, to extent five hundred each month; and same to Canterbury, selected by Duncan. These numbers addition to previous orders.

Featherston, London.

VOGEL.

No. 17.

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

(No. 200.)

SIR,—

Immigration Office, Wellington, 7th July, 1874.

I have the honor to forward herewith copy of a certain resolution upon the subject of free emigration to the colony, which was passed during the last Session of the Provincial Council of Otago, and forwarded to me by His Honor the Superintendent.

I call your attention especially to the second resolution, which shows that the opinion of the Council is in exact accordance with what I have over and over again endeavoured to impress upon you, *i.e.*, the necessity of the greatest possible stringency in the selection of the emigrants.

I have, &c.,

The Agent-General for New Zealand, London.

JULIUS VOGEL.

Enclosure in No. 17.

RESOLUTIONS of PROVINCIAL COUNCIL of OTAGO.

1. That, in the opinion of this Council, the system of free emigration at present in operation from the United Kingdom of Great Britain and Ireland to this colony, is liable to great abuse, and in some respects very objectionable, and calculated to produce most injurious results, and that immediate action should be taken to remedy this evil.

2. That the selection of emigrants suitable to the requirements of this country should be a first consideration with the British Emigration Agents, and is of the most vital importance to the present and future interests of the colony.

3. That His Honor the Superintendent be respectfully requested to take such steps as may be deemed necessary to give effect to these resolutions.

Passed the Provincial Council 11th June, 1874.

JOHN L. GILLIES,
Speaker.

No. 18.

(No. 204.)

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

SIR,—

Immigration Office, Wellington, 16th July, 1874.

I have the honor to acknowledge the receipt of your letter dated Hamburg, 14th May, 1874, containing a statement of the facts connected with the combination of the New Zealand Shipping Company, Shaw Savill and Co., and the Albion Company, to raise the rate of freight to the colony, and of your action in arranging for the charter of vessels outside these firms in consequence.

2. I should not deem it necessary to comment on this letter did it not appear that you wholly fail to recognize that the course you have adopted, and which you describe therein, is one which has been repeatedly urged upon you from the colony, and which you have hitherto persistently either ignored or assumed to be impossible.

3. On the 13th May, 1872, Mr. Ormond wrote to you, giving you authority to charter vessels in D. 1, 1872, p. 40. order to break down the existing monopoly, and expressing the opinion that "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 interests of all classes of the colony would in such case be materially promoted by your doing so." On the 6th July following, Mr. Ormond again wrote,—“I would suggest that no further contract for ships for a lengthened period D. 1, 1872, p. 49. 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 13th May.”

4. When the contract you had entered into with Messrs. Shaw, Savill, and Co. approached its con- D. 5, 1873. clusion, you telegraphed for authority to continue it in the following terms:—“Unless Savill’s contract renewed, impossible carry on emigration present state. Requisite shipping unprocurable.” That authority was refused by telegram of 4th January, 1873, viz.,—“Do not renew Savill’s contract without express instructions.” And by telegram of 29th January, 1873,—“Having communicated with New Zealand, the Government instruct you absolutely not to renew contract with Shaw, Savill.” On the 12th April, I forwarded you a telegram approved in Cabinet, further instructing you D. 1, 1873, p. 64. not to employ Messrs. Shaw, Savill, and Co., and telling you not to let those gentlemen know when you wanted ships, but to arrange for each as wanted privately, through respectable owners or brokers. This suggestion you stated, in your reply of the 11th July, was impracticable; and in the same letter you said,—“I may add, that whenever I have attempted to charter a vessel privately for a lump D. 2c, 1873, p. 7. sum, the amount demanded would have invariably entailed a serious loss upon the Government, the cost of passage money per adult would have been raised to about £20, and the rates of freight would have been increased by about 100 per cent. The Government has no cargo to give except railway plant and rough measurement goods, and it would be in vain for them to attempt to compete with Messrs. Shaw, Savill, and Co.” Meanwhile you allowed yourself to be forced into paying the exorbitant rate of £17. The D. 28, 1873, p. 4. Government were thus most reluctantly compelled by your action and inaction to enter into arrangements with the New Zealand Shipping Company, to give them a monopoly for six months. It has not been concealed from you with what regret the Government felt themselves compelled to make that arrangement.

D. 1c, 1873.

5. On the 27th August, 1873, Dr. Pollen referred to the reluctance with which the contract was entered into, and expressed the opinion, "Had you arranged privately through respectable brokers for each ship you required, the Government think you might have employed Messrs. Shaw, Savill, and Co. only to the extent you considered desirable, and that you might have escaped their exorbitant demands."

6. In anticipation of the conclusion of the contract with the New Zealand Shipping Company, I wrote you on the 27th October, authorizing you to divide the business in London between the various companies and firms, if they were disposed to accept it on terms with which you were satisfied, but if not, instructing you to resist any pressure, and authorizing you to charter vessels. I quote from this letter several passages. Referring to your previous reply about chartering vessels, I wrote,— "Regarding the suggestion which you characterize as 'wholly impracticable,' I have to state that it was carefully considered in Cabinet. It was to this effect: 'Do not let Shaw, Savill, know when you want ships, but arrange for each as wanted, privately, through respectable owners or brokers.' I am under the impression that you did not realize the extent to which this direction was meant to empower you. It not only covered the power to arrange for passages or freights, but to engage ships. You surely cannot suppose that Messrs. Shaw, Savill, and Co. are so powerful that brokers will not engage ships without consulting them. If that is your opinion, pray undeceive yourself by consulting some respectable independent broker. He will tell you that in a few hours he can engage you a ship for any part of the world, without consulting Messrs. Shaw, Savill, and Co." Again: "I am prepared to admit that the chartering a ship outright would be an exceptional course; but, nevertheless, you must clearly understand the Government did desire you should adopt it, rather than be at the mercy of one firm, and be forced to enter into permanent contracts with them or pay them exorbitant rates. You must not, however, suppose that I agree with you that shipping brokers would be unable to procure you, without Messrs. Shaw, Savill, and Co.'s knowledge, the exact freight and passenger accommodation you require. Seeing how large a portion of the ship you are able to engage, and the profitable nature of the round trip after calling at a New Zealand port, I am of opinion that a broker would be able to arrange for your requirements ship by ship, though he might not be able to get persons to run the risk of possible competition during a prolonged period. * * * *

I give you the following alternatives, if you find you have to contend with a fresh monopoly:—You may either withdraw altogether from shipment from London, and ship from Liverpool and Glasgow, or you may charter vessels from London through brokers. You may, if practicable, charter them only to the extent of your requirements, or you may charter them outright for a voyage to New Zealand, and at your option for a return voyage. Supposing you charter a ship outright, you will have to put in the fittings, and provide the food and stores yourself. With respect to the spare freight, you would be able through a shipping broker to offer to take it at market rates, or, if there was a combination against you, at such reduced rates as would make it the interest of independent shippers to take advantage of them. Should you, however, not be able to procure more freight than that which you yourself have to ship, you must despatch the ship short-loaded. If you continue to show yourself determined, there would be no risk but that you would be able to dispose of all freight you could spare.

"Understand clearly, therefore, that you are to divide your London business between whatever firms are willing to take it on reasonable terms; and that, if threatened with an exacting monopoly, that refuses to do your business fairly, and requires you to enter into an exclusive contract extending over a period of time, you are either to withdraw all shipping business from London, or to charter ships yourself, if necessary chartering them upon terms that would necessitate your fitting and providing them."

D. 1, 1874, pp. 17, 22.

7. On the 24th December, 1873, and 16th February, 1874, I wrote authorizing you, in view of the danger of Shaw, Savill, and Co. again requiring a monopoly, to give a larger portion of the business to the New Zealand Shipping Company, but not varying my previous instructions as to what you were at liberty to do in case you were unable to make satisfactory terms. Further, in reply to communications from you to the effect that the Company and firms would not give you ships to the Bluff and Taranaki, I wrote you urging that "you should be in a position to control these Companies, and not to accept their dictation." To these last I have not yet received replies.

D. 1, 1874, pp. 37, 38.

8. On the 20th February you telegraphed that three shipping firms had combined and demanded £16 for each adult passenger, and asked for directions. My reply was, that the instructions previously given you were quite sufficient; and at length you brought yourself to exercise the power so frequently suggested to you. You found, as we always on this side were perfectly convinced you would, that this step on your part brought the various firms engaged to reason.

D. 3, 1874, p. 45.

9. I do not give this history so much because of the ground for complaint which the Government have of your disinclination to act upon advice given you from this side, as because of your quietly appropriating the credit of the transaction, without one word of regret for the lengthened period during which you failed to adopt similar measures when urgently required.

D. 3, 1874, p. 54.

10. I must also point out a singular discrepancy in the statements furnished by you. Writing on the 17th April, 1874, you stated,— "The only real difficulty is the scarcity of tonnage, since the New Zealand Shipping Company, Messrs. P. Henderson and Co., and Messrs. Shaw, Savill, and Co., combined to raise the rate of passage money from £14 10s. to £16 per statute adult. I have had brokers employed, but up to the present time they have not been able to charter a single vessel. I have also been in communication with shipowners in Liverpool and Bristol, but they one and all decline to enter into the New Zealand trade against such formidable competitors as the three firms just mentioned. I might probably have chartered the "Great Britain," and two other steamers of above 4,000 tons register, belonging to a company called the English and Australian Steam Company, but it was in each case a *sine quâ non* that they should be permitted to call at Melbourne. I have offered also to charter the steamers of Mr. Sloman, but the same objection is started: 'We have no mercantile connection

with the colony, and we therefore don't see our way to securing freight either outwards or homewards.' I am aware that the difficulty is not recognized by you. You believe, as you say in your letter of October, that any broker would any hour charter for me as many ships as I required; but I have little doubt that the late manager of the New Zealand Shipping Company, Mr. Turner, will disabuse your mind of this idea."

11. Your letter now under consideration seems to me to singularly conflict with the passage I have quoted. The circumstantial account you give of your proceedings in this letter contains no reference to brokers working for you whilst you were negotiating with the three companies. It states, moreover, that finding after several personal interviews that they were not disposed to yield, you placed yourself in communication with certain firms, and *instructed certain brokers to procure you ships on the best terms they could, and that in the course of a week or ten days five ships were offered to you. Subsequently you had easily engaged two or three more ships.* How this prompt action of the brokers is reconcilable with the passage in your letter of the 17th April, which I have quoted, I am at a loss to understand.

The Agent-General for New Zealand, London.

I have, &c.,
JULIUS VOGEL.

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1874.

[Price 1s.]

