

the country (3.) It would save storage and other expenses. (4.) Steamers could not wait, therefore could not afford much convenience. (5.) Shippers would not pay more than sailing-vessel rates, except in case of a comparatively few goods. (6.) In my opinion, no subsidy should be given by the colony, unless for mails. This could be arranged for either *viâ* Melbourne or San Francisco. I notice for a very efficient service *viâ* San Francisco the net cost was only £8,166 for last year, and this is likely to be reduced. (7.) I think if the colony subsidized a direct steam mail service, that Wellington should be the port of arrival and departure, as most convenient for distribution. (8.) If steamers were subsidized for cargo purposes (which I think unnecessary,) owners would arrange to arrive and depart from ports where cargo was most easily procured. (9.) Frozen meat, no doubt, would occasionally form a portion of cargoes, but I doubt if the colony could send for some years any considerable quantity. (10.) New Zealand, so far as a direct service is concerned, labours under disadvantages, as compared with Sydney and Melbourne, inasmuch as we have so many ports; the getting to and from each is costly and occupies much time. (11.) If immigrants are brought by steamers the cost to the country will be very much increased, as I see by the papers the estimated charge is £18. (12.) With the present services between England and Melbourne, coupled with the services between here and Melbourne, I think we are very well served so far as passengers are concerned, and also fancy goods for early season. (13.) With a partial service, such as that named in the correspondence, I would not be surprised if the cost of homeward freights increased. (14.) Cargo which now comes per steamers to Melbourne would not come by a direct line at intervals of two months; as at present it comes weekly, is more convenient, and is done cheaply. (15.) I believe freights of this character will be soon delivered at a cheaper rate, as I understand the French and German Governments have subsidized lines to Australia. (16.) These boats may, most likely, take up this service without subsidy. (17.) We should not commit the country to a large subsidy until the Panama Canal is finished.

APPENDIX D.

SUMMARY of the Direct IMPORTS, EXPORTS (including Frozen Meat and Dairy Produce), and PASSENGER TRAFFIC between the under-mentioned Ports of New Zealand and the United Kingdom, for the Year ended 30th June, 1881. (From replies to Circular Telegram of 18th August, addressed to the Collectors of Customs.)

Ports.	Passengers.		Tonnage.				Value.		Frozen Meat, &c.
	In.	Out.	In.		Out.		Imports.	Exports.	
Auckland ...	1,613	51	...	21,077	...	8,120	£ 739,721	£ { 316,274 47,077	Colonial produce, including £675 butter. Foreign produce. Frozen meat, 100 carcasses probable first shipment.
Lyttelton ...	1,289	308	26	26,382	68	67,197	721,293	1,312,484*	Including £6,094 dairy produce. Frozen meat, <i>nil</i> .
Dunedin ...	1,119	143	33	34,776	18	20,361	1,257,198	1,395,881	500 tons each steamer.
Wellington ...	1,058	135	26	23,241	12	11,679	603,602	811,206	To extent of remunerative market.
Invercargill ...	...	27	1	836	9	8,033	67,898	219,099	No data.
Napier ...	8	36	...	...	...	5,293	91,756	552,609	<i>Nil</i> .
Nelson ...	50	50	No data		...		100,050	7,198	Considerable.
Timaru ...	...	17	No data		...		79,685	120,628	No data.
Oamaru ...	...	...	...	...	5	2,204	34,610	55,283	Probably go <i>viâ</i> Dunedin.
Totals ...	5,137	767	86	106,312	112	122,887	3,695,813	4,837,739	

* Including £70,000 specie.