

The accusations were formulated in categorical terms: (1) That "the great majority of the Government immigrants were sent by the Shaw-Savill line, and only a few by the New Zealand Shipping Company's steamers;" (2) That "a similar preference was given to a sailing ship of the Shaw-Savill line in a valuable shipment of ferrets;" (3) That "intending passengers were being recommended in this office to the favoured line, while the fact of there being a direct steam service was carefully ignored or concealed."

I disposed of the last of these three absurdities by the proofs transmitted in my letter of the 1st instant, showing that we were circulating leaflets by thousands, in which the New Zealand Shipping Company's direct line was expressly described.

As to the shipment of ferrets, the New Zealand Shipping Company were asked to let them be sent in one of their steamers, but they refused (I think very properly) on account of the offensive odour given out by those animals. For the same reason, no ferrets have ever been sent in our emigrant ships.

As regards the numbers of emigrants sent out by the ships of the two companies, I transmit herewith a memorandum by Mr. Kennaway; and also the minute of the 11th June last, whereby I settled the scheme on which the people were to be sent out up to the end of the present month of October. At that time there were 2,750 statute adults to be sent out, and the substance of that scheme was that, while I allotted 850 to the ships of the Shaw-Savill-Albion line sailing from the Clyde and 450 to their ships sailing from Plymouth, I allotted 500 to the New Zealand Shipping Company's sailing ships and 950 to their steamers.

Now the first mail that could have taken out that scheme would have arrived at the end of July. If, therefore, I had happened to send you a copy of the scheme then, and you had happened to lay it before Parliament, the authors of all that sensational story would have found themselves confronted, at the exact time of its circulation, by the evidence that they had been amusing themselves with a pure delusion.

In justice to my officers I hope you will allow this letter to be published.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,

F. D. BELL.

Enclosure 1 in No. 16.

SCHEME APPROVED by the AGENT-GENERAL.

Company.	Destination.	Port of Embarkation.	Date of Embarkation.	Number of Emigrants.	Approximate Date of Arrival in the Colony.	Description of Vessel.
1883.						
New Zealand Shipping ...	Wellington...	Plymouth	July 28	125	Sept. 25	Steamer.
" " ...	Canterbury	"	" "	125	" 25	"
Shaw-Savill-Albion ...	Auckland ...	"	" 25	250	Oct. 25	Sailing-ship.
" " ...	Otago ...	Clyde ...	Aug. 1	300	Nov. 1	Sailing-ship.
" " ...	Canterbury	Plymouth	" 15	200	" 15	"
New Zealand Shipping ...	Wellington...	"	" 31	200	Oct. 25	Steamer.
Shaw-Savill-Albion ...	Otago ...	Clyde ...	Sept. 15	250	Dec. 15	Sailing-ship.
New Zealand Shipping ...	Auckland ...	Plymouth	" 26	250	" 26	"
" " ...	Canterbury	"	" 29	200	Nov. 25	Steamer.
" " ...	Wellington...	"	" "	50	" "	"
1884.						
Shaw-Savill-Albion ...	Otago ...	Clyde ...	Oct. 20	300	Jan. 20	Sailing-ship.
New Zealand Shipping ...	Wellington...	Plymouth	" 27	100	Dec. 26	Steamer.
" " ...	Canterbury	"	" "	150	" "	"
" " ...	Add a ship for Canterbury to sail in October, with 250.	"	"	250	"	"
				2,750		

June, 1883.

W. KENNAWAY.

There would arrive in September, 1883, 250; in October, 1883, 450; in November, 1883, 750; in December, 1883, 750; in January, 1884, 550: total, 2,750.

There would be despatched to Wellington, 475; to Canterbury, 925; to Auckland, 500; to Otago, 850: total, 2,750.

The New Zealand Shipping Company's steamers would take 950, and sailing-ships 500, from Plymouth; the Shaw-Savill-Albion Company's steamers would take 450 from Plymouth and 850 from the Clyde: total, 2,750.

June, 1883.

W. KENNAWAY.