

for several miles to enable the steamer to go up as far as Tieke, there being good, quiet reaches of water, without bad rapids.

Generally, it may be pointed out that this river gives opportunity for a good highway to the unoccupied lands acquired, or to be acquired, by the Government along the river on both sides.

It has been found that floods do not damage the permanent stonework improvements, and also that when the snags, which have so long lain in the river, are once removed, very few new snags are deposited in the cleared channels, and the removal of any new snags from time to time would come within a moderate maintenance.

The character of the Wanganui River, in the portions referred to, being generally that of well-defined and durable banks, not liable to any extent to scour or wash away, and the navigable channels seldom altering, is what renders it of a nature adaptable to improvement for light-draught navigation, and promises that works judiciously executed will be of a permanent and lasting nature, and easily maintained.

A survey, with longitudinal section of the river, showing the rapids, &c., extending upwards from tidal influence as far as may be deemed necessary, is contemplated, and will afford valuable information.

JOHN T. STEWART,

Chairman, Wanganui River Trust.

APPENDIX No. 11.

CORRESPONDENCE BETWEEN THE AGENT-GENERAL AND THE NEW ZEALAND, AND SHAW, SAVILL, AND ALBION STEAM SHIPPING COMPANIES SHOWING THE CONDITIONS UPON WHICH REDUCED PASSAGES TO NEW ZEALAND MAY BE GRANTED TO PERSONS APPROVED BY THE AGENT-GENERAL.

(No. 408.)

Westminster Chambers, 13, Victoria Street, London, S.W.,

SIR,—

16th April, 1895.

Referring to your letter (numbered 18527/18) of the 13th November last, relating to the renewal of the arrangements under which persons with capital approved by me are provided with passages to New Zealand at reduced rates, I beg to transmit herewith copy of correspondence by which it will be seen that an arrangement has been made under which the New Zealand Shipping Company and the Shaw, Savill, and Albion Company will take passengers thus approved by their direct steamers at reduced rates for second- and third-class passages.

I have, &c.,

W. B. PERCEVAL.

The Hon. the Premier, Wellington.

DEAR SIR,—

13, Victoria Street, S.W., 24th January, 1895.

At our interview of last week you placed before me particulars as to certain arrangements which it is proposed to make as regards passages to New Zealand both direct and *via* Australia, and at the same time you were good enough to indicate the terms which it was in the power of your company to make in concert with the Shaw, Savill, and Albion Company (who are willing to co-operate with your company in any new arrangement that may be agreed on) under which passengers approved by me would receive passages at reduced rates by the steamers of both companies. I understand that these terms are as follows, namely:—

The reduced rates to apply to the second and third classes only, the second-class fare being at the rate of £31 10s. per statute adult (the ordinary rate being £36 15s.), and the third-class at the rates of £14 14s. in four-berth cabins and £16 16s. in two-berth cabins, with a free ship outfit (bedding, &c.), the ordinary rates being £17 17s. and £19 19s. respectively. I also understand that the companies are prepared to make additions to the dietary scale, and improve the accommodation of the third class.

I consider that it is a matter of regret that the companies are not able to continue the scale of fares at the reduced rates hitherto in force, as, in my opinion, it would have been to the interest of the companies as well as of the colony that the fares should have been even further reduced (the second cabin, say, to £25) rather than increased.

I would draw your attention to the paragraph in the letter which was laid before me in November last, which stated that the increase would be from £28 to £30. I would also ask whether in taking families the companies would consent to some allowance off the total amount of passage-money. I understand that the companies are willing to continue the payment of 5 per cent. commission on all passengers thus approved by me for the reduced rates.

With regard to advertising, I may state that the distribution from this office of pamphlets, leaflets, &c., containing full particulars of the arrangement, has given as much publicity to it as the insertion of advertisements in the newspapers, and in dealing with this part of the question the cost of this should be taken into consideration. Possibly it would be desirable to fix an amount, say, £600, to be expended in giving publicity to the arrangement, the New Zealand Government to expend £200 and the companies £200 each. I estimate that at least £100 represents the cost of advertising in the pamphlets, leaflets, &c., published and circulated at the expense of this office, leaving £100 in addition to the companies £400, say, £500 in all for advertising in newspapers. As soon as the arrangements between the companies are completed, I shall be glad to confer with you further on the matter with the view of finally concluding it.