

CORRESPONDENCE

WITH

THE AGENT-GENERAL, LONDON.

II.—LETTERS FROM THE AGENT-GENERAL.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF
HIS EXCELLENCY.

WELLINGTON.

—
1872.

SCHEDULE OF CORRESPONDENCE FROM THE AGENT-GENERAL, LONDON.

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CORRESPONDENCE WITH THE AGENT-GENERAL, LONDON.

II.—LETTERS FROM THE AGENT-GENERAL.

NOTE.—*The letters advising the execution of orders for Railway Plant have with a few exceptions been omitted, but the details of the material arrived and on its way are, for convenience, Scheduled and inserted, with the Orders sent to the Agent-General, in Paper D.—No. 1.*

No. 1.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 43.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,
13th November, 1871.

SIR,—

I already find it is impossible to conduct emigration satisfactorily on the conflicting conditions and terms of the different Provinces; but I have it in contemplation to establish a uniform system for the whole Colony, based upon the principle adopted in regard to Scandinavian emigration. Before doing so I purpose having a conference with the Agents of the various Provinces, and two or three other parties I have already employed in feeling the emigration pulse. Any arrangement I may make, though acted upon at once, will of course be subject to the approval and sanction of the Government.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 2.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 44.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,
14th November, 1871.

SIR,—

I trust by an early mail to be able to inform you that I have succeeded in very considerably reducing the passage money of emigrants and the freight of railway plant.

But I am to a certain degree precluded from taking any decided action in the matter until I know the fate of the "Brogden contracts," and whether it has been decided that the construction of railways and other public works shall be undertaken by the Government. In the latter case, a reduction in the rate of passage money and freight of from 15 to 20 per cent. upon present rates may, I think, be safely calculated on.

A similar reduction may be anticipated in the cost of railway plant, if the Government is enabled to send large orders instead of small ones, for which it is difficult to obtain tenders except at absurdly high rates.

The emigration and the sending out of railway plant must be worked together. If the Government guarantee a certain number of emigrants (as they can do if emigration is carried out on a considerable scale) and a certain number of tons dead weight and measurement, a ship requires very little extra cargo; and I see no possibility of sending out a large quantity of railway plant at a reasonable rate, except by sending it in emigrant vessels. The latter will reduce the freight of the former, and the former will reduce the passage money of the emigrants.

The arrangements I have made for German and Scandinavian emigration will very materially assist in effecting this reduction.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 3.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 47.) 7, Westminster Chambers, London, 15th November, 1871.

SIR,—

With reference to your memorandum No. 13, dated 5th August last, in which you enclose copy of a resolution of the Provincial Council of Canterbury, relating to the despatch of ships with emigrants direct to Timaru, I have the honor to state that I have made careful inquiry, with the object of ascertaining whether it is possible to give effect to the resolution, and I regret to be compelled to report that, except at an extravagant expense to the Government, I should not be able to make the desired arrangement.

The principal difficulty arises from the objections, and in some instances the refusal, of shipowners to allow their vessels to discharge passengers in open roadsteads. It is alleged that great danger attends this proceeding, and that underwriters charge excessive premiums both on ship and cargo so destined.

Under these circumstances, I have thought it right to continue to send the Canterbury vessels direct to Lyttelton. The Government will, I hope, concur with me in the opinion that it is better to pay the comparatively small expense of sending to Timaru a proportion of the immigrants imported direct to Lyttelton, than to incur the grave risks which, I am led to believe, would attend the debarkation of passengers from off the town of Timaru.

I have directed Mr. Ottywell to collect eligible applicants for passages, with a view to their

despatch in a ship to sail during the first week of January, 1872. The passengers by this vessel will doubtless consist principally of nominated applicants and single women.

I have, &c.,

I. E. FEATHERSTON,

The Hon. W. Gisborne, Wellington, New Zealand.

Agent-General.

No. 4.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

16th November, 1871.

SIR,—

Since my arrival in England, at the latter end of July, my time has been mainly devoted to emigration, believing, as Mr. Vogel says, "That the keystone of success of the Public Works Policy is the contemporaneous increase of the population of the Colony."

I telegraphed on the 4th instant from Frankfort:—"Emigration during next two years of 6,000 Germans and Scandinavians arranged."

You will perceive from the brief report I now make of my proceedings that I have acted more from my knowledge of the mind of the Ministry than from any positive or definite instructions.

Finding that there was no emigration going on, except in miserable dribbles to Canterbury and Otago, I immediately employed agents to ascertain to what extent you might depend upon a stream of emigration from England and Scotland, availing myself of the services of the Revs. Peter Barclay and David Bruce, in Scotland; and of Mr. C. R. Carter, in England, directing him first to visit Cornwall, where I had been given to understand large numbers of labourers were disposed to emigrate. I also went myself, by invitation, to Aberdeen, with the view more especially of promoting the emigration of single women. I met a committee of ladies and gentlemen connected with the Industrial Institutions, but I soon found that the institutions could supply very few suitable female domestics, and that there was a disposition on the part of many of the ladies to get rid of the inmates of their Reformatories. The boys in all the industrial establishments were too young, and were not being taught any trade or calling that would be useful to them in a Colony. The same may be said of similar institutions in Edinburgh.

From the reports of the Rev. Peter Barclay, who has gone into the work with great zeal and enthusiasm, and of Mr. Carter, who is peculiarly qualified, from his personal knowledge of New Zealand, and of the condition of the working classes in the United Kingdom, for the mission intrusted to him, you will gather that the prospects of any large emigration from England and Scotland at present under the terms offered are not encouraging.

Having, during my former trip to Scandinavia and Germany, satisfied myself that some portion of the large stream of emigration which annually flows thence into America might be diverted to New Zealand, I determined to pay a flying visit to those countries, and I have no reason to be dissatisfied with the result. I only regret that my visit was not made two or three months sooner, as the emigration season closes about the beginning of December, both at Hamburg and at the Scandinavian ports.

At Hamburg I entered into a contract or rather agreement, for the contract is at present being drafted by Mr. Mackrell, with a highly respectable firm, for the selection and conveyance to such ports in New Zealand as the Government may from time to time indicate, during the next two years, of 2,000 emigrants. A copy of the contract I hope to send you by next mail.

The emigrants are to consist of as many single women accustomed to domestic service as they can secure, of not more than 200 unmarried men; the remainder to be young married couples, with not more than from one to three children to each couple; all to be selected from the rural districts, and to be subject to my approval. The passage money for single women to be £14 each; for all others, £10 per adult. All the emigrants, single women excepted, either to pay to the Government in cash, or give a promissory note for, £5 per adult. The Government is further to pay an agency fee of £1 per statute adult, which fee is to include all charges and expenses whatsoever.

Unless I had agreed to pay £14 a head for the single women, the passage money for the others would not have been fixed at less than £12 or £13 per adult. My chief object in making the difference was to hold out a strong inducement to the contractor to procure as many single women as possible. This contract will certainly not prove remunerative unless one-fourth or one-third are single women.

At Christiania I entered into an agreement, for it is not a contract, with the same firm which sent out the Norwegians last year, for the selection and conveyance to the port of embarkation to New Zealand, during the next two years, of a number equal to 3,000 adults. I made a similar agreement with a firm in Copenhagen for 1,000 Danes. It is more than probable that the offer I made to a house in Gothenburg, to enter into a like arrangement for 2,000 Swedes, will be accepted.

There are one or two points in these agreements, a copy of one of which I enclose, to which I am anxious to invite your attention.

1. All the Scandinavians have to pay the cost of their outfit for bedding and mess utensils, the expenses of their journey to Christiania or Copenhagen, and the cost of a between-deck passage to the port of embarkation, namely, for the present to either Hamburg or London. After paying these expenses, there was little chance of their being able to contribute in money towards the cost of their passage to New Zealand, except in the case of single men.

2. It seemed desirable, however, that every inducement should be held out to them to pay in cash, by requiring a considerably smaller contribution in money than on a promissory note. After mature consideration and repeated discussions with the agents in different parts of Scandinavia, I adopted the scale and modes of payment specified in the memorandum of agreement, the principle being that one pound in cash is deemed equal to two pounds on promissory note. It is simple, intelligible, and, I have reason to believe, will be deemed fair by the emigrants, while it will reduce the cost of emigration to the Government to a much lower amount than it has hitherto paid. You will perceive, however, that single men are required to pay in cash not less than £4, for the obvious reason that they can

probably afford it, that they don't constitute the most eligible class of emigrants, and that they can easily at any time leave the Colony. Single women and young married couples are fixtures; and, as the indebtedness of each individual will be trifling, and a large number of them will be employed on public works, there ought to be little or no loss on the promissory notes.

3. Either party may determine the agreement—the Agent-General on giving six months' notice; the Contractor on giving two months'.

4. I have also reserved to myself the right from time to time to alter and modify the terms and conditions of the arrangement.

If Ministers therefore should disapprove of the number of Scandinavians arranged for, or of the terms and conditions, the remedy is already provided.

I must not omit to mention that if the Scandinavians embark at Hamburg, the cost of the passage for married couples and single men will be only £10 per adult, while Messrs Shaw, Savill, and Co. have been charging £14 15s. per adult to Canterbury.

I regret exceedingly that time will not permit me to enter into and explain more fully these arrangements.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, N.Z.

Enclosure 1 in No. 4.

Mr. C. R. CARTER to Dr. FEATHERSTON.

SIR,—

London, 1st November, 1871.

I have the honor to report that in accordance with your instructions, I proceeded to Hayle, in Cornwall, and waited on Captain A. Anthony, the gentleman to whom Mr. Magniac, in his letter to myself, dated September 13, referred me to.

I found Captain Anthony to be possessed of a minute knowledge of the various rural localities in Cornwall, and, from his position and profession as mining broker and inspector of mines, well acquainted with the condition of the labouring people in his neighbourhood. With his concurrence I advertised in five of the local newspapers for from fifty to one hundred labouring families; I also had large posters, to the same purport, printed and distributed extensively in the outlying districts. These notices have been kept before the public for about six weeks, during which time I offered to attend and give explanations at meetings where forty or fifty persons would attend. The result was that there were a great number of inquiries and applications, but out of the whole of them there were only about twelve formal applications, and two applicants who signed and sent in certificates in due form.

In accounting for this paucity of applications, it must be borne in mind that there is not that redundancy of labour in Cornwall and other parts of England which existed twelve months ago. In Cornwall, the recent great rise in the price of tin has stimulated the search for and production of that valuable ore, to such an extent as to impart additional value to miners' work, and increase the demand for unskilled labour; add to that a general revival of trade throughout England, and unceasing emigration to the United States and Canada, and it will be admitted that the difficulties in the way of procuring emigrants have increased; but what operated most against my procuring eligible labouring families in Cornwall, were the terms I had to offer, and the poverty of the people I had to deal with.

My instructions were that each adult emigrant should pay down in cash £5, and sign a promissory note for £2 10s., making a total of £7 10s. for his passage money to Wellington. Under these regulations a family consisting of four adults would, with the expense of mess utensils, bedding, and travelling to the port of embarkation, be required to have in cash a sum of at least £30; yet this is an amount that nine out of every ten agricultural labourers in Cornwall, and other parts of England and Scotland as well, never expect to be possessed of. As regards Cornwall, the low rates of wages paid there to labouring men are higher than the rates paid in many rural districts of Great Britain, and yet the Cornish labourer can barely make all ends meet; nor are the small farmers here, who pay such high rents and local taxes, much better off, as may be understood from the rate of wages and rent of land given, as under:—

1. Farm labourers employed by farmers all the year round, generally receive 2s. per day, wet and dry, and a small cottage to live in.

2. Ordinary labourers, suitable for farm work and road-making, are paid 2s. 6d. per day for each day they work.

3. Miners, who make good roadmakers, can earn by piece work about 16s. per week. It must, in connection with these rates of wages, be taken into account that many of the three classes of labourers I have named are, from the fluctuations of the English labour market, often out of employment.

4. Young women, working in open sheds, manipulating the crushed tin ore, amidst damp and wet, are paid from 2s. 6d. to 3s. 6d. per week.

5. Small farmers pay from 50s. to 60s. per acre for their farm lands, and have to pay from 15s. to 20s. per acre for rates, tithes, and taxes. Near the towns the rent of land is even higher than this. The result is, that it is only a large family, with the father and grown-up sons working like common labourers, that enables this class to live a little better than the ordinary labouring man; but not, as a rule, to save money. Two small farmers, while I was in Cornwall, had their house furniture, farming implements, and stock distrained upon and sold off to pay their rent. They wanted to emigrate but had not the means to do so.

6. One respectable man, a hard-working general labourer, told me that, though generally employed at 2s. 6d. per day, with his small family and the greatest economy he could only contrive to save 6½d.

per week to pay into a sick club, which would assist him in case of illness. In old age, he said, he should have to seek relief from the parish.

There were some eligible persons, who had saved a little money, who were prepared to emigrate to New Zealand; but, while I asked £5 paid down, I found that there were several agents for the Province of Canterbury offering to take them, say, for £2 or £3. This placed me at a great disadvantage amongst a population to whom a very small sum of money is a great object, and certain to turn the scale in a bargain in favour of the agent who offers to take even 10s. or 20s. less for a passage to New Zealand than another agent would do.

Under the circumstances just enumerated, I venture respectfully but earnestly to suggest the desirability of there being but one code of Immigration Regulations for the whole of the Provinces of New Zealand.

To I. E. Featherston, Esq., Agent-General for New Zealand.

I have, &c.,

C. R. CARTEE.

Enclosure 2 in No. 4.

Rev. P. BARCLAY to Dr. FEATHERSTON.

MY DEAR SIR,—

Edinburgh, 30th September, 1871.

I have at last found time to write out my report on Skye, &c. For, since I saw you, I have had a great many things to attend to.

Beyond recommending a few girls for Hawke's Bay, to go out by the free-passage system, I think it better to do nothing *in re* for a time; although, indeed, I might advertise for those girls, and get a few more of them.

I think it better to send up Mr. Ormond's letter. I have not much head for business, and fear I do not understand his scheme thoroughly. Please return it, as it remains unanswered.

You are, of course, at liberty to do what you will with my report, to print it wholly or partly, to send it to New Zealand, &c. It should have been rewritten, but I am busy.

I have been occupied with Church matters since seeing you, to some extent.

Mr. Bruce leaves in the "Caduceus," about the 12th October; also a Mr. Sidey, who takes the Presbyterian charge at Napier, which I held; and a Mr. Hamilton, for Kaipara Settlement.

I have been occupied trying to get some help for the Napier people, who are to get up a Manse. As it is to be done by a bazaar in Napier, or rather partly done in that way, I shall be kept in Edinburgh for the next six weeks, corresponding, receiving goods, packing, &c.

Thereafter, if it were thought advisable, I might run down to Aberdeenshire and on to Stornoway. I am certainly not anxious to go on so far, but should not object if any good were likely to be accomplished.

Could you come to Edinburgh on the 18th October? The Free Church Committees meet on the 19th (Tuesday), and you might address the Colonial Committee, and have some conversation with the members thereof. It might do them a great deal of good, for they have much need, both clergy and laity, to hear common sense and truth about the Colonies. I am sorry to add that some of them are very slow to take in such goods. You could see a good many people in Edinburgh,—a good time to see them,—and perhaps run to Skye and Inverness.

There are Ministers and Committees of other Churches, also, who could be seen, especially those connected with the three large Presbyterian bodies of this land.

I am just summoned to run across to Fife for duty to-morrow. But I have written enough to you for one day.

I have, &c.,

P. BARCLAY.

Dr. Featherston, London.

P.S.—You will note I have freely expressed my opinions in the report, although I know that in some things they differ from yours. But it seems best to act thus. I shall be very glad if you can come about the 18th.—P. B.

Enclosure 3 in No. 4.

NOTES of a VISIT to SKYE, &c., in furtherance of Emigration to New Zealand.

It was arranged by Mr. Morrison that I should go to Skye, that I might speak of emigration schemes to the people there. As the Rev. D. Bruce, of Auckland, was in the country, I proposed that he should go with me, which was agreed to, £10 being allowed to each for expenses.

Our fixing on Skye as a likely place from which emigrants might be expected to go, was determined—

1. By the fact that I knew the Island to be over-peopled
2. By my being personally acquainted with Captain Fraser of Uig, &c., one of the chief proprietors of the Island. I had seen him recently in Edinburgh, when he kindly invited me to his residence in Skye, and expressed himself as much interested in the New Zealand emigration scheme, of which I spoke to him.

3. We could, in going to Skye, find easy access to Plockton, on Mr. Matheson's (M.P.) west coast property, at Loch Carron, &c., from which twenty-five emigrants had gone in May, after my writing at the request of Mr. Morrison, with whom Mr. Matheson had been conferring. We landed at Portree on Saturday, 26th August, and went on to Captain Fraser's, at Uig Lodge, in the northern part of the Island. With him and with Mr. Peacock, W.S., Edinburgh (Agent for Cluny Gordon), we had much conversation, and the impression left on our minds was that if the immigration scheme were cautiously and wisely worked, a good deal might be done in those parts. We had a meeting at Uig on

Monday afternoon, and though it was not so numerously attended as we could have wished, yet no doubt the substance of our addresses would be carried through among the people.

On Tuesday we came to Portree, the only town in the Island, taking advantage of a religious service to be held there. Here we had a very good meeting, at which we spoke at length on the scheme. The Sheriff and some of the principal people were present. The Sheriff seemed to think that good as the scheme was, it was barely workable, unless the people were helped in the matter of outfit, &c., telling us of a former emigration scheme (to Canada), which cost the country several thousand pounds. More than once we were told that it was quite impossible for the people to pay down £5 per adult.

At Portree we met the Rev. Mr. Macrae, a venerable Free Church clergyman from the Lewis, Sir James Matheson's property. He said that if we could have gone to Stornoway (the chief town in Lewis), we should have had a very large meeting indeed, particularly if it were known that we would begin by conducting divine service. This, of course, we should have gladly done, but it was quite impossible for us to arrange for going so far. Had it been at all convenient I should have arranged it, though I might have had to draw a little more money to cover the additional expense. Besides the season was not so very suitable, owing to many of the people being away to the fishing on different parts of the Scotch and Irish coast; for very many who have small patches of land, fish during the season. Of course, this applies to Skye also; still, as Mr. Bruce and I could not go at any other season, perhaps it was better we should go so far than not go at all.

From Portree we came to Steat, in the extreme south of the Island, where we had a small meeting in the Free Church of which the Rev. J. S. Macphail is minister.

Thence we came to Strome Ferry, on the Mainland, at the west termination of the Dingwall and Skye Railway. Hiring a boat we went down to Plockton. Although our coming was not known, a very good meeting was speedily convened. Here we met Mr. F. Macdonnell to whom I had written at Mr. Morrison's request in May. I believe, from what he told me was done there, that in that quarter considerable help would be given, that so many of the people might be able to leave.

Thence we came to Inverness. I thought we might have had a meeting at Culloden, but the harvest season is a bad time for such meetings; and besides, Culloden said his people had been leaving faster than he wished. However, I heard in Inverness that it was likely a good many immigrants might be got from Invermoriston on Lochness side. I called on Mr. Sinclair, the factor, but missed him. The proprietor is a minor, but I believe his mother and guardians are desirous to improve the property; and I am given to understand that while there is no wish to depopulate the district, there are more people than can procure a decent subsistence.

I rather think a good many immigrants might be obtained in Banffshire and Aberdeenshire. I had conversations with various people on the subject; but it was impossible to hold any meetings, as every one was busy at harvest. I was told that if I could come back in two months or less, I might have very well attended meetings, and work might be done. To sum up—

1. The people, especially in the Highlands and Islands, are so lamentably poor that it is quite impossible for them to pay down £5 per adult. This is the first proposal. In a recent letter to me from the New Zealand Agency Office, it is ruled that each adult pay £2 10s. additional during his first year in the Colony. It seems to me that it would be wise to reverse this, and ask payment of £2 10s. here, and £5 afterwards. I am sorry we did not know of the new proposal before we went to Skye, the terms being now less favourable than those we felt ourselves at liberty from former communications to propose.

2. From the extreme desire that Scotch people have to possess a bit of land, and from the not ill-founded idea that land grants would be attainable (though more wisely devised than the Auckland scheme of former years), Mr. Bruce held out the great probability—not the certainty—of such land grants being obtained. In this we may have gone beyond our commission, but I cannot fancy much harm has been done. I still think such a scheme would be a chief means of inducing many to go; and if the land could not be granted freely, it might be valued at 10s. or £1 per acre. Moreover, as the people are clannish, it would help the immigration scheme if 1,000 acres could be allocated for 100 families, who should be bound to cultivate a certain proportion within a certain time. A school could be at once set up by Government, and the home churches must provide a clergyman. Whereas if Gaelic people were scattered over a Province, such as Canterbury, it would be much more difficult to provide for them in this way than even in the case of others. There are, no doubt, some objections to locate so many in one place, but the advantages would be very many. They could engage easily on all public works within ten or twelve miles, and a large proportion of them, especially of the younger people, would engage in service or in public works over the country.

3. I had the idea that it would be well if a ship could be brought round to the sheltered bay at Isle Ornsay in Skye, not far from Plockton. But I am led to understand that this might be objected to by insurance agents, &c. If such objections could be overruled it would be well, for thus the poor people would be saved much expense and trouble. But if this cannot be, then the ship should be laid on in Glasgow.

4. It will be necessary to set forth the scheme very clearly, and it might be advisable to translate the whole into Gaelic. Then agents must be appointed who can always be on the spot to keep the scheme before the eye of the public, to invite and receive applicants, &c. I would advise that Mr. A. Macdonald, National Bank, Portree, should be appointed for Skye. If he cannot act himself he can get a substitute. Mr. Farquhar Macdonnell should be appointed for Plockton, on the West Coast, for Lochalsh, &c. Mr. Sinclair, factor on Invermoriston, Inverness, should be written to agent emigration from Lochness side. My brother, Mr. Barclay, Aberdour House, would probably consent to act for Aberdeenshire. An agent at Turriff, a thriving village with four banks, &c., in the midst of a rich agricultural district, might do good service. My brother could probably recommend some one to act as local agent there.

5. The proprietors in the Highlands should be consulted, such as Sir James Matheson, of the Lewis; Mr. Matheson, of Ardrross; Captain Fraser, of Uig, in Skye; also, Macleod of Dunvegan, and Lord Macdonald. There is also a Mr. Ramsay, in Islay, who recently removed about 300 people

from his estates there to Canada. This was done in so kind and generous a manner that no evil feelings were stirred up and no hardships entailed.

Many proprietors might not be able to do so much as he did, but some at least would be willing to give a certain amount of assistance. This must be gone about kindly and cautiously, as the scheme would be well nigh ruined in its working were it to be thought that the proprietors were very anxious to send away the people from the country. For the people have been rendered somewhat suspicious by things which may have been to some extent necessary, but which were not well or wisely gone about, such as *e.g.*, the Sutherland clearings many years ago, and some smaller clearances since.

But while some properties have been "cleared" far too much, others have far too many people residing on them. And I am sure that 10,000 could live better in Skye than 20,000, which is about its present population.

I do not know the Orkney and Shetland Islands, and I cannot say how the 60,000 inhabitants live there. But I saw lately in a newspaper that 500 people had left Shetland at one time lately. I may add that the people are Scandinavian Scotch, without much of the Celtic element, and that they speak English and not Gaelic.

There is also a Mr. Thos. Corbett, who has taken much interest in Glasgow charities and reformatories. He seems to be specially interested in the Home and Emigration Scheme for Destitute Children, to which he has been recently giving large benefactions. He has or had some years ago a brother in the medical profession. He will be found at 85, Gracechurch Street, E.C., London, and it might be well to communicate with him.

In Edinburgh there are several philanthropic men whom it might be desirable to see, such as Rev. Dr. Guthrie, William Anderson, Esq., of the *Courant*, author of several works on how to care for destitute children; A. B. Fleming, Esq., &c.

6. I have only further to say that it might be well for Dr. Featherston to visit various parts of Scotland soon, especially Edinburgh, Inverness, and Skye; and if he had time he might go round by Aberdour House, Aberdeenshire, where my brother would be glad to see him, and to render him any assistance in his power.

Enclosure 4 in No. 4.

Dr. FEATHERSTON to MESSRS. WINGE and Co.

GENTLEMEN,—

Christiania, 17th October, 1871.

I beg to state the terms and conditions on which the New Zealand Government will, for the present, assist emigration from Norway to New Zealand.

The emigrants to consist of unmarried females, accustomed to domestic service, between the ages of 16 and 35 years, of young married couples, with not more than from one to three children under 12 years of age to each couple, and of a limited number of young unmarried men.

All these emigrants must produce certificates of good moral character from the clergyman of the parish in which they reside, and of the religious denomination to which they belong; they must be selected from the rural districts, and the men must have been employed as agricultural labourers.

All emigrants must be in good health, of sound constitution, and have been vaccinated; no person is eligible who is above 45 years of age.

All emigrants will be required to pay the cost of their outfit for bedding and mess utensils, which will not exceed per adult 25s. (English money); they will also be required to pay the expenses of their journey to Christiania, and the cost of a between-deck passage from Christiania to the port of embarkation for New Zealand, which, for the present will be either Hamburg or London, as the Agent-General for New Zealand may decide. No emigrants will be allowed to embark unless they have provided themselves with suitable and sufficient clothing for the voyage.

The single females will be taken free of charge from the port of embarkation (Hamburg or London) to New Zealand, and will, on their arrival there, be maintained at the expense of the Government until they have procured engagements.

Each married couple will be required to pay towards the cost of their passages, either in cash £10, or if the whole in promissory notes, £20; or, if partly in cash and partly by promissory notes, in proportion to the above, that is, each married couple will have to pay in the way above stated the sum of £10 if all in cash, £20 if all in promissory notes, and in proportion if partly cash and partly in promissory notes, and will have to pay in the same proportion towards the passage of their children, two children between the ages of one and twelve years being reckoned as equal to one adult. Infants under twelve months go free. For children in excess of the number of three, the whole amount of the passage money will have to be paid under any circumstances; adult children having their parents on board pay like the parents. Single men will each be required to pay in cash £8, or in cash £4 and give promissory notes for £8.

The promissory notes will be made payable in the Colony on demand, but payment will only be required by four equal three-monthly instalments, the first of such instalments to be paid three months after arrival in New Zealand, unless the emigrants should propose to leave the Colony, when payment of the whole amount then unpaid of the promissory notes will be enforced.

The Agent-General for New Zealand reserves to himself the right from time to time to alter and modify the terms and conditions above specified, and also to determine any contract he may enter into for emigration from Norway to New Zealand, on giving to the contractor six months' notice. The contractor is also to have the power to determine any such contract, on giving to the Agent-General two months' notice.

The charge for agency (to include all charges and expenses whatsoever) to be fixed at one pound sterling per adult, and to be paid by the Agent-General on arrival of the emigrants at the port of embarkation for New Zealand.

All moneys received in Norway by the agents or contractor from emigrants, on account of their passage money, to be remitted without any deduction whatever to the Agent-General for New Zealand in London.

The date of the sailing of each ship from the port of embarkation for New Zealand to be fixed by the Agent-General, and two or three months' notice of the sailing of each ship to be given by him to the agent or contractor in Christiania.

Upon the above terms and conditions, I am prepared to enter into contract with you for the despatch during two years of a number of emigrants, equal to three thousand adults from Norway.

Messrs. Winge and Co.

I. E. FEATHERSTON,
Agent-General for New Zealand.

Enclosure 5 in No. 4.

Messrs. WINGE and Co. to Dr. FEATHERSTON.

WE agree to procure and send out to New Zealand, from Norway and Sweden, a number of emigrants equal to three thousand adults, on the terms and conditions specified in the above letter of the Agent-General for New Zealand.

Christiania, 17th October, 1871.

WINGE AND Co.

No. 5.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 135.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
8th February, 1872.

SIR,—

Referring to your memorandum No. 50, I have the honor to inform you that Mr. Friberg reported himself at this office on the 6th instant, but that, being fully occupied with the mail, I was unable to have any conversation with him on the subject of the mission entrusted to him.

I have, &c.,

The Hon. W. Gisborne, Wellington, New Zealand.

I. E. FEATHERSTON,
Agent-General.

No. 6.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 142.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
8th February, 1872.

SIR,—

I have the honor to acknowledge receipt of memorandum No. 54, of 25th November, 1871, from the Minister for Public Works, with its enclosures, relative to the foundation of special settlements.

As grave difficulties present themselves to my mind in the way of carrying out the views of the Government without involving it in serious embarrassments, and probably defeating their great object of promoting emigration, and as you have allowed me a wide discretion in the matter, I trust you will pardon me if, before submitting any remarks upon the scheme, I take further time to consider it, and to ascertain by inquiries how far it is calculated to stimulate emigration, or in the long run to operate as a hindrance and discouragement. I may say, however, that one of the chief fears I entertain is that if such special inducement is once held out, it will not be easy to withdraw it without giving a serious check to the stream of emigration.

I have, &c.,

The Hon. W. Gisborne, Wellington, New Zealand.

I. E. FEATHERSTON,
Agent-General.

No. 7.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 144.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
8th February, 1872.

SIR,—

I have the honor to acknowledge receipt of memorandum No. 56, of 25th November, 1871, relative to the contract which it was thought the Government would be able to arrange with Messrs. John Brogden and Sons, for sending to New Zealand a certain number of emigrants, but which contract (a copy of which I have received) has not been arranged. You request me, in consequence, to endeavour to come to some arrangement with the members of the firm in London.

In reply, I beg to inform you that in the interview of a few minutes, which I had two days ago with the Messrs. Brogden, they expressed their readiness to discuss the matter at an early date: they left, however, an impression on my mind that they were not disposed to enter into any emigration contract. At the same time I am satisfied that they could and would afford valuable aid in procuring emigrants.

I have, &c.,

The Hon. the Colonial Secretary, Wellington, New Zealand.

I. E. FEATHERSTON,
Agent-General.

No. 8.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 148.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

SIR,—

8th February, 1872.

I have the honor to enclose a copy of the emigration regulations I have framed and issued for the whole Colony, and upon which we are at present acting; but as it is possible that some modifications will shortly have to be made in them, and as certain other documents are not yet printed, I shall refrain at present from commenting upon them, more especially as I hope soon to be in a position to enter into the question of emigration in all its different bearings.

I may, however, mention that these regulations were only adopted after a full discussion of two days at a conference held here on the 1st and 9th December, 1871, and at which Mr. Auld, Mr. Morrison, Mr. Ottywell, Rev. P. Barclay, and Mr. C. R. Carter were present. Those gentlemen were unanimous in opinion, 1st, that it was quite impossible to carry on emigration on the scale contemplated by the Government, unless a uniform system was adopted; and, 2nd, that it was utterly beyond the power of the class of emigrants desired, to contribute any considerable amount, if indeed any, towards the cost of their passage in cash; and that, therefore, the adoption of the promissory note system was an inevitable necessity. The Sub-Agents have all given testimony to the same effect.

At the time I adopted these regulations, I was fully aware that I was exceeding my powers; but I took upon myself the responsibility, because I was convinced that unless I did so there was no possibility of my being able to make such arrangements as those I have already entered into. It is gratifying to me to find that I have merely anticipated the instructions conveyed in your memorandum No. 54.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

Enclosure in No. 8.

EMIGRATION TO NEW ZEALAND, UNDER THE CONDUCT OF THE GENERAL GOVERNMENT.

Applications for Assisted Passages should be addressed to the Agent-General, at 7, Westminster Chambers, London, S.W., from whom forms of application and all other information may be obtained.

ASSISTED PASSAGES are granted by the Government of New Zealand, until further notice, upon the following conditions:—

I. Passages are granted to Agricultural Labourers, Navvies, Shepherds, Country Mechanics, and Female Domestic Servants. They must be sober, industrious, of good moral character, of sound mind, in good health, and must be going to the Colony with the intention to work for wages,

II. Married Couples and Families can obtain passages on the terms undermentioned, viz.:—The sum of £5 per adult, in cash, will be accepted in full payment for the passage. If the emigrant is unable to pay the whole of the money before sailing, he will be required to sign a promissory note for a sum equal to double the amount remaining unpaid, thus:—

When only £1 per adult is paid in CASH, the sum to be repaid by Promissory Note will be £8 each adult.

When only £2 per adult is paid in CASH, the sum to be repaid by Promissory Note will be £6 each adult.

When only £3 per adult is paid in CASH, the sum to be repaid by Promissory Note will be £4 each adult.

When only £4 per adult is paid in CASH, the sum to be repaid by Promissory Note will be £2 each adult.

The Government will not give assisted passages to more than *two* children between one and twelve years of age *in each family*; but parents may pay full passage money for children in excess of that number. Every person above the age of twelve years is reckoned as an adult; children between *one and twelve* are reckoned as half an adult; and infants under one year are taken *free of charge*.

III. SINGLE WOMEN.—Passages without *pre-payment* are given to Cooks, Housemaids, General Servants, Dairy-maids, &c. They will be required to sign promissory notes for Five Pounds each, payable in quarterly instalments, the first payment to be made three months after their arrival in the Colony. These passages will be restricted to females who are not under 15 nor over 35 years of age.

IV. SINGLE MEN.—As respects single men, the sum to be paid in *cash* for the full passage will be £8 for each adult. If the applicant cannot give that sum, he may pay £4 in advance, and sign a promissory note for £8.

V. The Promissory Notes referred to in the preceding clauses will be made payable ON DEMAND; but unless the passenger dispute the debt, or shall attempt to leave the Province to which his passage is taken, payment will only be required in quarterly instalments, the first payment to be made three months after landing.

VI. In filling up the "Form of Application" the Applicant must be particular to state the sum which he is prepared to pay towards his passage. If his application be entertained, the Applicant will receive a form containing certain "Certificates," and unless he can obtain proper Signatures to these Certificates, he will not be accepted.

VII. No person will be allowed any assistance unless he shall have been approved of by the Agent-General. No Single Man above the age of forty years, and no Married Man above the age of forty-five will be allowed assistance. But any person so ineligible on account of age, and going with a family eligible for assistance, may receive a passage on payment of the entire expense incurred in providing it.

VIII. As soon as the intending Emigrant shall receive notice that he has been approved of, he must pay the sum he may have undertaken to pay. He will then forthwith receive a "Contract Ticket," naming the ship in which he is to sail, and the time and place at which he is to embark. If any part of the passage money is advanced by the Government under any of the preceding sections of these Regulations, he will be required to sign a promissory note for the amount so advanced.

IX. The filling up the accompanying "FORM OF APPLICATION" does not, nor does even the signature of the "Certificates," entitle the Applicant to a passage; and he is warned against leaving his employment, or making any preparation for emigrating, before he has received his "Contract Ticket." REPLIES ARE NOT SENT WHEN APPLICANTS ARE INELIGIBLE.

X. The Emigrants must pay all their own expenses to the Port, and up to the period of embarkation; including Dock Dues upon Luggage.

XI. If any false statement or false signature shall be found in the Form of Application or the Certificates, or if the Applicant shall fail to embark at the time and place required; or if, upon appearing at the place of embarkation, any Emigrant shall be found to have any infectious disorder, or any bodily or mental defect, contrary to the statement in the application, such Emigrant will not be allowed to embark, and will forfeit any deposit which may have been made on account of his passage money.

XII. The Emigrant should state the name of the Province to which he desires to proceed. On receiving this information, the Agent-General will acquaint him with the date of sailing of the next vessel.

SHIP'S REGULATIONS.

XIII. PROVISIONS, &c.—Provisions, Medical Attendance, Cooking, and Cooking Utensils, are supplied on board without charge to Emigrants.

The following is the Dietary Scale for each adult per week. Women receive same Rations as Men; Children between one and twelve years of age one-half:

Preserved Meats.	Beef.	Pork.	Biscuit.	Flour or Bread.	Rice or Oatmeal.	Peas.	Sugar.	Lime Juice.	Tea.	Coffee.
lb.	lb.	lb.	lbs. ozs.	lbs.	lb. ozs.	pint.	lb.	oz.	oz.	oz.
1	1½	1	3 8	3	1 8	½	1	6	1½	2

Butter.	Raisins.	Suet.	Pickles.	Molasses.	Mustard.	Pepper.	Salt.	Potatoes.		Water.
								Fresh or Preserved.		
oz.	lb.	oz.	pint.	lb.	oz.	oz.	oz.	lbs.	lbs.	qts.
6	½	6	¼	½	½	¼	2	2	½	21

Children between one and four years of age to receive preserved meat, instead of salt meat, every day, and in addition to the articles to which they are entitled by the above written scale, a ¼ pint of preserved milk daily, and 8 ozs. of arrowroot or sago weekly. Children under one year, 3 pints of water daily; and if above four months old, a ¼ pint of preserved milk daily, and 3 ozs. preserved soup, 12 ozs. biscuit, 4 ozs. oatmeal, 4 ozs. sago or arrowroot, 8 ozs. flour, 4 ozs. rice, and 10 ozs. sugar weekly.

XIV. No one will be allowed to embark with a less quantity of Clothing for each person than—

FOR MALES.	FOR FEMALES.	FOR CHILDREN.
6 Shirts	6 Chemises	7 Shirts or Chemises.
6 Pair Stockings	2 Warm and Strong Flannel Petticoats	4 Warm Flannel Waistcoats.
2 Warm Flannel or Guernsey Shirts	6 Pair of Stockings	1 Warm Cloak or Outside Coat.
2 Pair new Shoes	2 Pair Strong Shoes	6 Pair Stockings.
2 Complete Suits Strong Exterior Clothing	2 Strong Gowns, one of which must be warm	2 Pair Strong Shoes.
		2 Complete Suits of Exterior Clothing.

XV. OUTFIT, &c.—The requisite Mattresses, Bedclothes, Soap, and Utensils, will be provided by the Government at the following rates, which sums must be paid by the Emigrants before they can receive their contract tickets, viz:—

For Single Women	...	Twenty-five shillings each.
„ Single Men	...	Ditto.
„ Married Couples and Children	...	Twenty shillings each adult.

XVI. The Emigrants will be divided into three classes, and berthed in three separate compartments in the ship—1st, Single Men, that is, all unmarried males above twelve years; 2nd, Married Couples with Children under twelve years; 3rdly, Single Women, that is, all unmarried females above twelve years.

The Single Women will be placed under the Superintendence of a Matron.

XVII. LUGGAGE, &c.—All Luggage should be distinctly marked in paint with the name of the Passenger and the Ship; and boxes containing articles which will be required on the voyage should have the word "WANTED" written conspicuously upon them. The whole quantity of luggage for each Adult, allowed free of charge, is 10 cubic feet measurement, and this may be either brought on board by the Emigrant on the day of embarkation, or forwarded to the Docks previously. Luggage in excess of this quantity will be chargeable with freight at a rate not exceeding 1s. per cubic foot. Notice of the Number and Sizes of the Packages containing such extra luggage should be sent to the Shipping Agents at least five days before the day of embarkation. Emigrants must present themselves at the

Ship on the day named for embarkation on the Contract Ticket. As all boxes are put into the Hold of the Ship, and those marked "Wanted" can be got at about once a month during the voyage, the Emigrant should keep a supply of linen for immediate use in a canvas bag, which he can keep in his berth.

7, Westminster Chambers, London, S.W.,
February, 1872.

I. E. FEATHERSTON,
Agent-General for New Zealand.

N.B.—No notice will be taken of any application, nor will any answer be returned to any inquiries, until the "Form of Application" is returned to this office, properly filled up and signed.

No. 9.

The AGENT-GENERAL to the HON. the COLONIAL SECRETARY.

(No. 149.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
8th February, 1872.

SIR,—

While I am very confident that a stream of emigration will, within the next three or four months, be commenced not only on the scale at present contemplated by the Government, but capable at any time of large and almost indefinite extension, there is one matter with respect to which I am not so sanguine—I mean a material reduction in the rate both of the emigrants passage and of the freight of the railway plant.

The Government are aware that nearly the whole of the emigration to New Zealand from London has been for many years in the hands of Messrs. Shaw, Saville, and Co., and that Messrs. Henderson and Co. have, almost ever since the foundation of Otago (with the exception, I believe, of an interval of two years), conducted the emigration from Glasgow to Dunedin. This monopoly has enabled these two firms to charge whatever they thought fit, whether for emigrants or cargo.

With the prospect of a large emigration and of the shipment of large quantities of railway plant, and with the certainty that almost all (if not all) the ships despatched to New Zealand will secure return cargoes, it seems unreasonable that the past rates should be maintained. All attempts (and they have been many) hitherto made to break up the monopoly have failed. No sooner does a firm start, or propose to start, a line, than Messrs. Shaw, Saville, and Co. either buy them off, by undertaking to charter their vessels, or induce them to abandon their opposition by threatening to reduce the freights to a rate that could not possibly pay. They have done this more than once since my arrival in England. It is only right to add that the two firms I have mentioned have performed the emigration service so efficiently and satisfactorily, that I have felt myself bound to use my best endeavours to induce them to continue the service on terms demanded by the change of circumstances. The concessions they are disposed to make I deem wholly inadequate, or rather, no concessions at all.

I have, therefore, recently visited Glasgow, Newcastle, Liverpool, and Bristol, explained to leading firms in each town the large operations in which the New Zealand Government are engaged, the resources of the Colony, and the magnitude of the trade now being developed, with the view of inducing them to enter into the field.

Some of them have promised to send in tenders for the conveyance of both emigrants and railway plant. What the result may be remains to be seen; but I think you will agree that, considering that the Government will be in a position to give every vessel a full complement of emigrants, as much dead weight as she can carry, and a considerable quantity of measurement goods, in the shape of locomotives, carriages, &c., I should not have been justified in entering into a contract with Messrs. Shaw, Saville, and Co., and Messrs. Henderson and Co., of Glasgow, without making every possible effort to induce other firms to take up the service.

I am assured by Mr. A. Brogden that he will cordially co-operate with me in my endeavours to effect a reduction.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 10.

The AGENT-GENERAL to the HON. the COLONIAL SECRETARY.

(No. 168.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
7th March, 1872.

SIR,—

During my recent visit to Hamburg, I succeeded in definitely arranging, after some difficulty, the emigration contract with Messrs. Louis Knorr and Company, and have now the honor to forward a copy of it. Mr. Slomon, one of the wealthiest merchants and the largest shipowner in Hamburg, has made himself personally responsible for its due and faithful execution.

Two ships, each capable of carrying from 300 to 350 adults, are already advertised to sail in the month of May, and I have promised to inspect the first vessel myself.

You will observe that the Contractors are at liberty to send out the whole 2,000 emigrants as soon as they may find it convenient, but that they are bound to send out at least a number equal to 1,000 adults during the present season.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

Enclosure in No. 10.

ARTICLES of AGREEMENT entered into this seventeenth day of February, 1872, between Sir GEORGE FERGUSON BOWEN, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, as Governor and Commander-in-Chief of the Colony of New Zealand and its Dependencies, for and on behalf of the said Colony, by Isaac Earl Featherston, Agent-General of New Zealand, of the one part, and LOUIS KNORR and COMPANY, of the free City of Hamburg, of the other part :

WHEREBY the said Louis Knorr and Company, for the consideration hereinafter mentioned, agree with said Government as follows:—To procure and convey from Hamburg to any safe port of New Zealand, a number of emigrants, equal to two thousand statute adults or equal to such, to be shipped within two years from the present date, the said Louis Knorr and Company having the right to ship the whole number of two thousand emigrants as soon as may be convenient to themselves; the number to be shipped within the first twelve months from the present date to be, however, not less than one thousand adults.

The port of destination is to be named by the said Agent-General one month previous to the fixed day of sailing of each separate ship, and the number of emigrants for each port not to be less than about three hundred adults.

The day of sailing of each separate ship is to be fixed by the said Louis Knorr and Co., but no ship is to be dispatched except between the months of April and October, both inclusive. One month's notice of the fixed day of sailing of each vessel is to be given by Louis Knorr and Co. to the said Agent-General.

The emigrants shall consist of unmarried females between the ages of sixteen and thirty-five years, of young married couples with not more than from one to three children under twelve years of age (for any children in excess full passage money is to be paid by the emigrants), and of not more than ten per cent. of the whole number shipped in each vessel of unmarried men not over forty-five years of age. All the emigrants must produce certificates of good moral character from the magistrate or clergyman of the parish in which they reside, and of the religious denomination to which they belong; they must be selected from the rural districts, and the men must have been employed as agricultural labourers. All the emigrants must be in good health, of sound constitution, and must have been vaccinated. No person is eligible when above forty-five years of age. All emigrants will be required to pay the cost of their outfit for bedding and mess utensils, which will not exceed ten thalers, and which will be supplied by the said Louis Knorr and Co. No emigrant shall be allowed to embark unless they have provided themselves with suitable and sufficient clothing for the voyage, as customary in Germany.

The vessels used for the conveyance of such emigrants shall be first-class (at Lloyd's or French Veritas) fast sailing vessels.

The space allowed to each statute adult, as before defined, on board ship shall be fifteen superficial feet, English. The between decks shall be divided for passengers in three compartments only, namely, for single men, married couples, and single women; and there shall be at least one separate hatchway and ladder-way from each compartment to the upper deck. The unmarried emigrants of the one sex shall be separated from those of the other sex by proper bulkheads and the hospitals. The supply of the distilling apparatus or, in lieu thereof, one quarter-hogshead of water extra per adult, the lifeboats, fire-engines, and the fittings and general arrangements of the several ships in which the emigrants shall be conveyed, shall in all respects be in conformity with the Acts of the British Parliament relating to the conveyance of passengers or emigrants, and shall be such as shall be approved of in writing by the said Agent-General or the officer appointed by him. In all other respects, the laws and customs of the States of the German Empire shall be substituted for the English laws and customs, so far as may be deemed expedient by the Commissioner of the German Empire for the inspection of passenger ships, Captain Weickmann, of the Imperial German Navy.

The said Louis Knorr and Co. will during the voyages, and at their own cost, provide each statute adult, upon the days and at the times specified in the following scale, with provisions of the descriptions and quantities following, that is to say:—

For each statute adult, on every Sunday during the voyage, half a pound of preserved beef, and half a pound of flour for pudding, with four ounces of raisins. On Monday, half a pound of salt pork and half a pound of peas or sauerkraut; on every Tuesday, half a pound of salt beef and half a pound of barley or lentils; on every Wednesday, herring or half a pound of salt fish and half a pound of lentils or of haricot beans; on every Thursday, half a pound of preserved mutton and half a pound of flour for pudding, with four ounces of prunes; on every Friday, half a pound of salt pork and half a pound of peas for soup; on every Saturday, half a pound of salted beef, and half a pound of rice with treacle. Every day three quarts of water, besides such as may be required for cooking purposes, besides weekly for every passenger three pounds of potatoes, five pounds of white biscuits, five-twelfths of a pound of butter, two ounces of coffee, one ounce of tea, six ounces of sugar, four ounces of treacle, six ounces of lime juice, and the necessary vinegar, salt, and pepper. And will supply each ship with a stock of provisions of the different descriptions sufficient for a voyage of 154 days, allowing for each statute adult upon the said scale. The said Louis Knorr and Co. will also at the like cost provide every ship with the medical comforts of the descriptions and in the quantities following, that is to say:—For every hundred statute adults carried by such ship, twenty-eight pounds of Carolina rice, twenty pounds of oatmeal, ten pounds of arrowroot, thirty pounds of barley, twenty-five pounds of sago, ten pounds of tapioca, two pounds of Liebig's meat extract or two hundred and fifty portions preserved meat soup, forty pounds of preserved meat, twenty pounds of preserved beef and mutton in one pound tins, two hundred pounds of loaf sugar (Melis), thirty-six bottles of claret, eighteen bottles of sherry, twelve bottles of gin, twenty dozen bottles Bavarian beer, five gallons of vinegar, ten pounds of preserved milk, one hundred pounds of soap, three pounds of hops, one hundred pounds of quicklime. The said Louis Knorr and Co. will also at the like cost supply each ship with one chest containing the medicines and drugs usually found in a ship's medicine chest, the surgeon appointed to every ship providing his own instruments.

The said ships, with their fittings and arrangements, and all the provisions, medical comforts, and

drugs, shall, before the sailing of the several ships, be surveyed and examined by the said Agent-General or the officer appointed by him, who shall, when satisfied therewith, give to the said Louis Knorr and Co. a certificate of his approval thereof, as well as of the number of passengers carried by every ship.

The said Louis Knorr and Co. will give a free passage out and home to the surgeons appointed by the Agent-General as hereinafter mentioned, with a state-room and mess at the captain's table, but without wines or spirits, and also a free passage to any children under the age of one year, the relations of the statute adults who shall be conveyed by the said Louis Knorr and Co.

The ships shall, on arrival in New Zealand, proceed as far as the depth of water and her safety shall allow. The passengers and their luggage are to be landed, when the ship can go up alongside the wharf, free of expense, otherwise the expense of landing is to be borne by the said Government.

The said Government, in consideration of the agreement hereinbefore contained on the part of the said Louis Knorr and Co., agrees to pay the said Louis Knorr and Co. an agency of one pound sterling for every adult passenger, and besides this, a passage money of fourteen pounds sterling per adult for all single female servants and for about twelve vine-dressers with their families. For other emigrants the said Government will pay a passage money of ten pounds sterling per adult. Of these moneys, the agency of one pound per adult and one-half of the passage money shall be payable in London, in cash, fourteen days after the ship has sailed, or has been towed from port to proceed on her voyage, for every passenger embarked; the other half to be paid by the said Government, within seven days from the arrival at the port of destination of the ship, in bank bills at thirty days' sight on London at par, or in cash, at the option of Louis Knorr and Co., for every passenger disembarked.

The said Louis Knorr and Co. agree to receive from every passenger five pounds sterling towards their passage money, in cash or in promissory notes, and to transmit such payment or promissory notes to the said Government.

The said Government will provide a German surgeon for each ship, who shall receive his instructions direct from the Agent-General, and whose orders respecting the medical treatment and the arrangements regarding the comfort of the passengers shall be obeyed by the captain, officers, and crew; but no such surgeon shall interfere with the working of the ship to which he shall be attached. The surgeon to be appointed by the Agent-General may be of other than German extraction, provided he can speak the German language fluently.

The said Government agrees that all emigrants from Scandinavia engaged by the Agents of the Government in those countries, if shipped from Hamburg, shall be sent, on the same terms, in the ships despatched by Louis Knorr and Co. as far as they have room for the same.

In case of any breach of contract during the passage, *f.i.*, by well-substantiated misbehaviour of the captain, the said Government will retain, subject however to a legal decision in London, out of the passage money due in New Zealand, such amount of damages as they may consider themselves entitled to, not exceeding, however, in all one thousand pounds sterling. Such damages shall, however, in no way refer to the outfit and to the arrangements of the ship, nor to the number or description of the emigrants carried, it being understood that the Agent-General's certificate, or that of the officers appointed by him, is to be considered as a full discharge for the good and true performance of the contract in all points relating thereto by the said Louis Knorr and Co.

On arrival at the port of disembarkation, the master shall transmit a nominal list of all the passengers on board, signed by himself and the surgeon, to the Immigration Officer acting in that capacity. This list shall be a transcript of the list of passengers embarked, with a note against the name of each individual who, from any cause, may not be landed alive, stating the reason thereof, and added thereto the name and description of infants who may have been born on the voyage.

Five clear working or lay days shall be allowed for the disembarkation of the passengers, exclusive of the day of arrival. The Government of New Zealand shall pay demurrage at the rate of fourpence halfpenny per ton register per day for every day the ship is detained by them beyond the period, besides the expense of victualling the passengers on board. And until these lay days shall have expired, or all the passengers shall have finally quitted the ship, bulk shall not be broken, or the berths of the passengers disturbed, except with the consent of the Immigration Officer acting in that capacity. Fresh provisions in lieu of the ordinary rations, as provided hereinbefore, shall be issued to the passengers who remain on board during the five lay days already mentioned.

If, at the port of disembarkation, the ship shall be placed in quarantine, the passengers shall be victualled, as described hereinbefore, at the expense of Louis Knorr and Co., either in the ship or in any lazarette or receiving ship to which they may be removed during the five clear days allowed for disembarkation; but if the Government of New Zealand or their officers shall require the passengers to remain in the ship beyond this period, they shall be victualled at the expense of the said Government, and demurrage paid by them, as already provided. No second moiety shall be payable with respect of any passenger who, before the expiration of the lay days, may die in quarantine, either in the ship or in any lazarette to which he may have been removed.

This agreement, or the benefit thereof, shall not be assigned or transferred by the said Louis Knorr and Co. to any other person or persons without a previous consent, in writing, of the said Government.

The present agreement shall be taken to be made by the Agent-General of the Government of New Zealand in his official capacity only, and no liability whatever arising out of it shall attach personally to him or to his private estate or effects.

In case of war or prohibition on emigration on the part of the German or Swedish Governments generally, or to New Zealand in particular, this agreement is to be null and void for such part as may not have been then fulfilled.

As witness the hands of the said parties.

I. E. FEATHERSTON,
Agent-General for New Zealand.

Julius Horwitz, witness to signature
of I. E. Featherston, Esq.

LOUIS KNORR AND Co.

Julius Horwitz, witness to signature
of Louis Knorr and Co.

No. 11.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 170.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

7th March, 1872.

SIR,—

I have the honor to enclose a schedule of papers connected with the Emigration Department, and have also to advise you that two copies of each of these papers have been forwarded to you by book post.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

Enclosure in No. 11.

SCHEDULE of PAPERS connected with the Emigration Department, sent by Book Post, *via* San Francisco, 7th March, 1872. (Two copies of each.)

Conditions of Contract.
 Rates of Wages, Prices of Provisions.
 Applications for Passages.
 Application for Passages, Swedish.
 Large Bills for use in England.
 " " Scotland.
 " " by Scotch Agents.
 " " by English Agents.
 Small Bills, with map at back, for England:
 " " " Scotland.
 " " " Germany.
 " " " Denmark.
 " " " Sweden.
 " " " Norway.
 Instructions to Captains (part of Contract).
 " Surgeons "
 " Agents "
 Appointment of Local Agents.
 Schedule A. Schedule B.
 Instructions to Schoolmasters.
 " Matrons.
 Notification to Emigrants in England.
 " " " Scotland.
 Forms of Certificates of Character.

No. 12.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 173.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

7th March, 1872.

SIR,—

I have the honor to acknowledge the receipt of memorandum No. 57, of the Minister for Public Works, referring to the previous memorandum No. 38, in which the conditions on which it was proposed to locate the Scandinavian settlements were stated, and intimating that while the Government wished me to adhere to those conditions as closely as circumstances would permit, I was at liberty to modify them where necessary.

I so fully appreciate the confidence thus reposed in me, that, although the subject of special settlements is not new to me, but on the contrary is one to which my attention, as you know, has been for many years necessarily and almost forcedly directed; and although I am free to admit that my present impression is that it would be inexpedient and unwise in me to hold out the scheme of special settlements, or even the location of settlers on land on any terms whatever, as an inducement to emigrants, I am unwilling to express a decided opinion until my emigration arrangements are completed, and I am enabled to form a judgment of the probable results of the tentative measures I have already adopted in regard to emigration. You may, however, rest assured that no action on my part will prevent the Government carrying out any scheme they may deem desirable. It may be wise to carry out a particular scheme in the Colony, but very unwise to pledge the Government to it on this side of the globe, and I gather from memorandum No. 57 that such is the spirit of my instructions.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

No. 13.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 174.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

7th March, 1872.

SIR,—

I have the honor to acknowledge receipt of the Hon. Mr. Ormond's memorandum (No. 58) on the subject of applying uniform emigration regulations to the whole Colony.

You have already been advised that, soon after my arrival in England, I found the conflicting regulations of the Provinces so unworkable, that I was compelled (though doubtful whether my instructions warranted me) to adopt an uniform set of regulations for the whole Colony.

The regulations I framed, and am at present acting on, are simply a consolidation of the various Provincial regulations issued by the Governor. They are not such as I should have framed had I felt myself justified in going further beyond my instructions. They are, however, merely tentative. Emigration Agents condemn them as illiberal. I myself believe that they are too liberal; and, from the number of applications already coming in, I am satisfied that the Government will be justified in requiring increased contributions towards their passage money from the emigrants. But it was essential at the outset to start a stream of emigration, even if free passages were granted.

The object of the Government is to make the Emigration Fund go as far as possible, to recoup from the emigrants as much as possible of the passage money,—to make emigration, in short, in a great measure self-supporting. I believe this can be done in the long run.

With respect to providing for the comfort of the emigrants, the contracts forwarded by this mail will, I trust, show that your instructions have been fully complied with. I address you in a separate letter with respect to your recommendation that emigration contracts should not be confined to one "shipowner or firm." In fact, I have by the previous mail already informed you of the efforts I had made and was making in this direction.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

No. 14.

The AGENT-GENERAL to the HON. the COLONIAL SECRETARY.

(No. 175.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

7th March, 1872.

SIR,—

In my letter No. 149, 8th February, 1872, I informed you of the visit I had paid to Glasgow, Newcastle, Liverpool, and Bristol, for the purpose of inducing leading mercantile firms to tender for the conveyance of emigrants and railway plant.

Though several firms expressed their readiness to do so, I regret to state that I only received tenders from three firms, viz., Messrs. P. Henderson and Co., of Glasgow; Messrs. Gibbs, Bright, Brothers, of Liverpool; and Messrs. Shaw, Saville, and Co., of London.

The tender of Messrs. Henderson and Co. was at the rate of £14 5s. per statute adult to Otago, and £14 15s. to other safe ports in New Zealand; 200 emigrants to be guaranteed for each ship to Otago, and 300 for each ship to other ports.

Messrs. Gibbs, Bright, Brothers tendered at £13 13s. per statute adult to Auckland, Wellington, Lyttelton, and Port Chalmers, and at £14 14s. to the Bluff, Picton, Nelson, and Napier; the Government to guarantee a sufficient number of passengers to fill the 'tween-decks of each ship, and at no time less than 350 statute adults if required.

Messrs. Shaw, Saville, and Co. tendered at £13 3s.* per statute adult to Auckland, the Bluff, Wellington, Nelson, Lyttelton, Otago, and Napier; the Government to guarantee not less than 200 adults for each ship.

The same objection applied to all these tenders, viz., the condition that the Government should guarantee a certain minimum number of passengers to each ship. It would be easy to comply with this condition if all the emigrants were to be sent to the same port, as is the case in the Australian Colonies, but utterly impossible to comply with it, except at a ruinous expense to the Government, when the emigrants are to be distributed at some six or seven different ports in New Zealand.

After repeated interviews with these three firms, and also with other parties, and especially after satisfying myself that no firm could undertake such a service unless they first either secured the co-operation of Messrs. Shaw, Saville, and Co., or came to terms with them, I arranged the contract which I now send out, and which upon the whole will, I trust, be deemed satisfactory by the Government.

The passage money paid by the Canterbury Government, under their late contract with Messrs. Shaw, Saville, and Co., was at the rate of £14 15s. per statute adult; and by the Agent of Otago to Messrs. Henderson and Co., at the rate of £15 per statute adult. The saving effected by this arrangement is certainly not less than £1 12s. 6d. per statute adult, and it must be borne in mind that there has been recently a very considerable increase in the cost of provisions and in chartering of vessels, &c.

Although the contract is confined to emigration from England, emigrants can of course be brought from Scotland and embarked at London under this contract, should I fail to come to any arrangement with Messrs. Henderson and Co., of Glasgow, to whom I have offered the same terms, but which they have declined to accept.

I have not yet made any agreement for the freight of railway plant, but have rather purposely left the question in abeyance till I learn the nature of Messrs. Brogden's contracts, with whom it will be desirable to co-operate, but I shall hope to effect some reduction in the present rates.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

* Price finally contracted for is £13.

Enclosure in No. 14.

CONDITIONS OF CONTRACT made with the AGENT-GENERAL for the Colony of New Zealand (referred to as the party of the first part), by Messrs. SHAW, SAVILLE, and Company (referred to as the party of the second part), for the conveyance of emigrants from London and (or) Plymouth to New Zealand for twelve months ending the 7th March, 1873.

1. The ship shall be approved of by the party of the first part, and shall be fitted and provided to his satisfaction with sufficient scuttles, deck-lights, and ventilation. Also with proper bed-places, seats, tables, water-closets, urinals and shoots, hospitals, and dispensary, the latter to be exclusive of the space measured off for the passengers; a pump and hose for drawing water from the hold, cooking apparatus, oven, baking-troughs, and other requisites for baking bread, similar to those in use on board the ships employed by Her Majesty's Emigration Commissioners, to be approved of by the party of the first part. Also with the articles mentioned in Schedule A. hereunto annexed, and with whatever else the said party of the first part may deem necessary for the cleanliness of the ship, and the convenience and safety of the passengers.

2. The 'tween-decks shall be divided for passengers into three compartments only, viz., for single men, married couples, and single women; and there shall be at least one separate hatchway and ladder-way from each compartment to the upper deck.

3. An issuing room, of dimensions approved by the party of the first part, shall be provided, either on the passenger deck or on some part of the main deck, whence the provisions shall be issued daily to the passengers as hereinafter provided. The issuing room to be fitted with counter, scales and weights, and all other requisites.

4. Two hospitals shall be provided: one for men, which may be in the single men's compartment of the 'tween-decks, and another for women and children, which shall be in the married people's compartment. Such hospitals to be of the form and dimensions required by the Passengers' Act. A bath room with bath and proper appliances for obtaining a sufficient supply of water shall be provided for the use of the single women in their compartment, and to be in all respects to the satisfaction of the party of the first part.

5. The party of the second part shall at his expense, and to the satisfaction of the party of the first part, provide and fit up on a covered space in the upper deck an apparatus for distilling fresh from salt water, either Normandy's, Winchester's, Gravelly's, or Chaplin's, of a size calculated to supply not less than five hundred gallons of water in twenty-four hours; and shall provide a person competent to manage the apparatus, and shall keep the same working throughout every day at the ship's expense as long as there are any passengers on board; and shall make all issues of water to the passengers, as far as practicable, from the water so distilled; but in the event of any ship conveying less than 100 adult emigrants, it shall not be compulsory for the party of the second part to provide a distilling apparatus for such ship.

6. All the fittings shall be completed, the cargo, provisions, and water shipped and stowed away—space being left in an approved part of the ship for the emigrants' baggage, as hereinafter provided—the 'tween-decks cleared, and the ship in all respects ready for the reception of the passengers twenty-four hours before noon of the day named as the embarkation day. The passengers shall then be received on board with their baggage, and the victualling of them shall commence, and no other cargo shall be shipped.

And in the event of the ship not being ready in all respects, of which the party of the first part shall be the sole judge, the said party of the first part shall in his discretion provide the passengers with board and lodging on shore until these preparations shall have been completed to his satisfaction, and shall deduct the expenses so incurred out of the first moneys becoming due to the party of the second part under this agreement.

7. The party of the second part shall provide a purser, whose duty it shall be to issue to the passengers daily the provisions and water to which they are entitled, according to the underwritten dietary scale.

8. The party of the second part shall also provide for the exclusive use of the passengers a competent baker and a cook, and in case the ship shall carry more than three hundred statute adults, two cooks shall be provided.

9. The purser, baker, and cook shall be approved respectively by the party of the first part.

10. The party of the first part shall appoint a surgeon to each ship. The surgeon will be an officer of the ship, and be borne on the articles. Instructions will be issued to him (copy annexed) as respects the Government emigrants, and the party of the second part shall stipulate expressly with the captain that those instructions shall be respected and carried out. The surgeon shall be provided by the party of the second part with a separate cabin, and a first-class passage, with forty cubical feet of space in the hold for luggage, and an allowance of one bottle of ale daily, and three bottles of wine weekly.

11. The party of the first part will not interfere in the appointment of the captain or any of the officers or crew of the ship, but it shall be competent to him, if he should have good and sufficient reason to do so, to direct the removal of any or either of them, and the party of the second part shall remove them and appoint others. The party of the first part will also issue instructions to the captain, as respects the Government emigrants (copy annexed), and the like undertaking shall be taken by the party of the second part, from him, that they will be faithfully observed.

12. Excepting stress of weather, or some other sufficient cause, the ship shall leave the docks and proceed down the river on the day following that on which the passengers are placed on board, and shall be ready for inspection by the Government Inspector on the day following.

13. The party of the second part shall place on board the ship, on the embarkation day, a competent person approved of by the party of the first part, whose duty it shall be to superintend the embarkation arrangements, to put the passengers into their proper berths, to see that efficient provision is made for victualling them, and generally to do what is necessary to their convenience. The passengers shall be correctly messed on being placed on board, and the person now referred to

shall go down the river with the ship, and remain on board until she is cleared for sea. He shall see that the arrangements for messing the passengers are properly understood and acted upon, both by the officer charged with the serving out of the provisions and the passengers' cooks as well as by the passengers themselves, and shall do generally what is necessary for the establishment of order and regularity in these respects. These arrangements for the messing and general management of the passengers, as well as all others which concern their convenience and comfort, shall be completed to the satisfaction of the party of the first part, before the ship sails from _____.

14. When the party of the first part shall have signified his approval with regard to the matters referred to in the preceding section, the ship shall proceed with all possible despatch to her destination, and shall not touch at any intermediate port other than that to be designated by the party of the first part, except from urgent necessity.

15. Full rations, according to the following scale, shall be issued during the voyage, and until the passengers are landed at port of destination in New Zealand, to each male and female passenger of twelve years of age and upwards, and half-rations to children of one year and under twelve years of age. The water and all articles of food shall be of the best quality, and shall be in sweet and good condition when issued for the use of the passengers; that is to say:—

	Beef (a).	Pork (a).	Preserved Meat (b).	Suet.	Butter.	Biscuit (c).	Flour.	Rice or Oatmeal (d).	Potatoes.		Raisins.	Tea.	Coffee, roasted.	Sugar, raw.	Molasses (W. India)	Water.	
									Fresh or	Preserved.							
	oz.	oz.	oz.	oz.	oz.	oz.	oz.	oz.	pint.	lb.	lb.	oz.	oz.	oz.	oz.	oz.	qts.
Sunday ...	...	...	8	2	...	8	8	4	...	1	$\frac{1}{4}$	4	$\frac{1}{2}$	...	4	...	3
Monday ...	8	...	...	...	2	8	8	4	...	...	...	...	$\frac{1}{2}$	...	4	...	3
Tuesday (e) ...	...	8	...	...	...	8	8	4	$\frac{1}{4}$	...	...	...	$\frac{1}{2}$	...	4	...	3
Wednesday ...	...	...	8	2	...	8	8	4	...	...	...	4	$\frac{1}{2}$	...	...	...	3
Thursday (e) ...	8	...	...	...	2	8	8	...	...	...	...	$\frac{1}{2}$	...	4	...	...	3
Friday ...	...	8	...	...	...	8	...	4	$\frac{1}{4}$	1	$\frac{1}{4}$	...	...	$\frac{1}{2}$	...	4	3
Saturday (e) ...	4	...	...	2	2	8	8	4	...	...	...	...	$\frac{1}{2}$	4	...	...	3
Weekly Totals	20	16	16	6	6	56	48	24	$\frac{1}{2}$	2	$\frac{1}{2}$	8	$1\frac{1}{2}$	2	16	8	21

Mixed pickles $\frac{1}{4}$ pint.
Mustard $\frac{1}{2}$ oz.
Lime juice, while in the tropics, 6 oz.

Salt 2 oz.
Pepper $\frac{1}{4}$ oz.

(a a.) These articles are to be prime new Irish or American East India beef, and picked pieces of prime mess pork, either Irish, Dantzic, or Hambro'.

(b.) No part of this supply to consist of soup and bouilli.

(c.) The biscuit to be extra navy biscuit, and equal to sample furnished. At least two-thirds of the supply for the voyage shall be put on board the ship either in tanks or sound casks or barrels.

(d.) Equal weights of rice and oatmeal to be shipped, and the distribution to be made, as far as may be practicable, according to the preference of the passengers respectively.

(e e e.) The allowance of flour for these days is to be issued to the baker on the preceding days respectively, to be by him made into bread, and issued in lieu of flour, on Tuesday, Thursday, and Saturday in each week.

Children between one and four years of age are to receive preserved meat, instead of salt meat, every day; and in addition to the articles to which they are entitled by the above-written scale, a quarter of a pint of preserved milk daily and 8 oz. of arrowroot or sago weekly. Children under one year old, three pints of water daily; and if above four months old, a quarter of a pint of preserved milk daily, also 3 oz. preserved soup, 12 oz. biscuit, 4 oz. oatmeal, 4 oz. sago or arrowroot, 8 oz. flour, 4 oz. rice, and 10 oz. sugar, weekly. And to provide for the issue of the preserved milk and preserved soup, there shall be shipped 112 lbs. of desiccated milk and 30 lbs. of soup for every hundred statute adults. To infants under four months old, the surgeon may issue such nutriment as he may consider necessary. The surgeon may order an additional quart of water to be issued daily for the use of each person sick in the hospital.

While in any port of the United Kingdom, or in any port into which the vessel may put before completing the voyage, and for two days after leaving it, and while the emigrants remain on board in port of disembarkation, $\frac{3}{8}$ lb. of fresh meat, $1\frac{1}{2}$ lbs. of soft bread, and 1 lb. of potatoes per statute adult, are to be issued daily, with a suitable supply of vegetables, in lieu of other rations, except tea, coffee, sugar, and butter.

An additional quart of water, in excess of the quantity provided by the above-written dietary scale, shall be issued to each statute adult daily while the ship is within the tropics. These quantities to be net, exclusive of the water required for cooking the provisions which the Passengers' Act requires shall be served in a cooked state. Arrangements are to be made for the proper and efficient cooking of these provisions, and for the distribution of them among the passengers at the stated hours for meals.

16. In addition to the articles mentioned in schedule A hereunto annexed, medicines and other articles, as per annexed schedule B, shall be placed on board, under the charge of the surgeon, together with any extra medicines and articles which he may require.

17. The subjoined medical comforts shall also be placed on board, in the following proportions, to every hundred statute adults. A list of these articles, signed by the captain, shall be supplied to the

party of the first part, and they shall be issued by the captain on the requisition of the surgeon; viz. :—

28 lbs. Carolina rice.	24 quart bottles port wine.
20 $\frac{1}{2}$ -lb. packets best prepared oatmeal grits.	2 gallons brandy.
28 lbs. West India arrowroot.	5 ditto vinegar.
20 lbs. Scotch barley.	24 doz. imperial pints approved stout.
20 lbs. sago.	Malt and hops, or other approved materials
10 lbs. tapioca.	for leavening bread.
25 lbs. best preserved meat soup, in 1-lb. tins.	$\frac{1}{2}$ bushel quick-lime, in cask.
25 lbs. preserved broth, in ditto.	28 lbs. marine soap.
18 tins of desiccated milk in 1-lb. tins.	

18. The surgeon shall keep a medical journal and a list of the medical comforts issued, both of which shall be handed to the Immigration Officer on the arrival of the ship at its port of destination in New Zealand.

19. No second class passengers shall be taken on the 'tween decks in any of the ships employed for the purposes of this agreement, and no enclosed berth shall be fitted up in any part of the 'tween decks except that for a matron and the hospitals. No single female passenger, except the Government emigrants, shall be berthed in the 'tween decks, unless approved of by the party of the first part.

20. The passengers shall not be molested either on crossing the line or at any other time, and they shall be properly treated in every respect by the master, officers, and crew of the vessel. The master shall strictly prohibit and prevent, on the part of the crew or officers, any communication with the female passengers; and a special clause embodying these stipulations shall be inserted in the ship's articles. The master shall himself abstain from all improper and unnecessary communication with the female passengers; and he shall attend to all practicable suggestions of the surgeon calculated to promote the health and comfort of the passengers. The master and officers shall not directly or indirectly sell, or permit to be sold to the passengers, any article except tobacco, and this with the sanction of the surgeon.

21. The upper deck, excepting the space occupied by the spare spars and long-boat, shall be kept quite clear for the use of the passengers. The single women shall have the use of the poop-deck for exercise, and shall not be permitted, when on deck, to go into any other part of the ship; and no sail-making or sail-mending is to be permitted on the poop-deck during the voyage.

22. A proper space shall be set apart in the hold of the ship for passengers' luggage, at the rate of ten cubic feet for every statute adult; the whole of such space to be free of charge. Passengers to be charged for extra luggage beyond the said ten cubic feet at a rate not exceeding one shilling per cubic foot. The master shall cause such luggage as is marked "Wanted on the voyage," and required by any of the passengers, to be brought out of the hold every third or fourth week for the exchange of articles.

23. The party of the second part shall cause constables and others to be appointed, whose duty it shall be to maintain, under the directions of the surgeon and captain, order and cleanliness throughout the ship, and especially to keep the water-closets clean and in good order. One of such constables, who shall be a married man, shall be appointed in respect of every thirty single women, to attend to the drawing and the cooking of the provisions of the single women, and the delivery of them to their compartment of the ship as provided in the instructions to the captain and the surgeon [copy annexed]; and the party of the first part shall pay all gratuities of all descriptions attaching to these appointments as also provided in those instructions.

24. The party of the second part shall, when required, provide a second class passage in each ship for a schoolmaster, whose passage shall be paid for by the party of the first part; and shall provide in the single women's compartment an enclosed cabin for a matron, also to be appointed by the party of the first part. The matron shall be supplied with her food daily, in her own compartment, from the cabin.

25. On arrival at the port of disembarkation, the master shall transmit a nominal list of all the passengers on board, signed by himself and the surgeon, to the Immigration Officer acting in that capacity. This list shall be a transcript of the list of the passengers embarked, with a note against the name of each individual who from any cause may not be landed alive, stating the reason thereof, and adding thereto the names or description of infants who may have been born on the voyage. The master shall without charge land the passengers, with their luggage, as he may be directed to do by the Immigration Officer.

26. Five clear working or lay days shall be allowed for the disembarkation of the passengers, exclusive of the day of arrival. The Government of New Zealand shall pay demurrage at the rate of 4 $\frac{1}{2}$ d. per ton register per day for every day the ship is detained by them beyond this period. And until these lay days shall have expired, or all the passengers shall have finally quitted the ship, bulk shall not be broken, or the berths of the passengers disturbed, except with the consent of the Immigration Officer acting in that capacity. Fresh provisions, in lieu of the ordinary rations, as provided in one of the sections of article 15 of the present agreement, shall be issued to the passengers who remain on board during the five lay days already mentioned.

27. If at the port of disembarkation the ship shall be placed in quarantine, the passengers shall be victualled, as described in the said section of article 15, at the expense of the party of the second part, either in the ship or in any lazaretto or receiving ship to which they may be removed, during the five clear days allowed for disembarkation under article 26; but if the Government of New Zealand or their officers shall require the passengers to remain in the ship beyond this period, they shall be victualled at the expense of the said Government, and demurrage paid by them as already provided. No second moiety shall be payable in respect of any passenger who before the expiration of the lay days may die in quarantine, either in the ship or in any lazaretto to which he may have been removed.

28. The party of the second part shall be responsible for the conduct, acts, and defaults of the master, officers, and crew, the passengers' baker, and cooks of the ship, and for the proper and

considerate treatment of the passengers throughout the voyage, and for the performance well and faithfully of all the conditions and regulations expressed and implied in this agreement, and the Order in Council, dated 7th January, 1864, for the order and discipline of emigrant ships; the regulations of the Government of New Zealand relating to emigrant ships, and the instructions issued for the information and guidance of the captains and surgeons of those ships; copies of all which are annexed, and are to be taken as parts of this agreement.

29. The price of passage, including the expense of landing the passengers and their luggage, shall be thirteen pounds for each passenger of the age of twelve years or upwards, and half that sum for each child of the age of one year and under twelve years, but no charge shall be made in respect of children under one year; and beyond above rate no other charge whatever shall be made in respect of any of the Agent-General's passengers, or of extra fittings or alterations in the fittings of the ship at the port or time of embarkation, or of any expenses consequent on the ship's putting back or into any port from any cause whatever.

Subject to the faithful performance by the party of the second part of all the stipulations and conditions herein contained on his part to be performed, the passage money shall be paid as follows, that is to say:—

After there shall have been deposited with the Agent-General, at his offices in London, the following documents, viz:—

(1.) An account, in triplicate, signed by the party of the second part, stating full particulars of the claim.

(2.) A certificate, in triplicate, of the final departure of the vessel from Great Britain, signed by the captain, Agent-General's officer, and party of the second part, with a schedule of the names and age of every individual embarked.

Within fifteen days of receiving these documents, and after being satisfied that the vessel has finally sailed, the Agent-General shall pay all the passage money at the above rate on the number of passengers as may be certified to have finally sailed.

30. The party of the second part shall repay to the party of the first part the half of the passage money for each emigrant who may have died during the voyage or have left the ship previous to arriving at the port of disembarkation.

31. The party of the first part shall give in writing not less than six weeks' notice to the party of the second part when a ship is required for the conveyance of emigrants, and the party of the first part shall not despatch to the same port more than one ship in each month, unless three months' notice shall have been given to the party of the second part of his intention to do so.

32. Ten days prior to the sailing of each ship, the party of the first part shall furnish in writing to the party of the second part a list of the names and ages of the emigrants to embark, upon which data the party of the second part shall proceed to fit up the ship, and for any of the emigrants who may fail to embark the party of the first part shall pay to the party of the second part the moiety of the passage money on the number so short shipped.

33. Should hostilities occur between England and any Foreign Power during the currency of this agreement, it shall be optional with the party of the second part to suspend this contract.

34. The present agreement shall be taken to be made by the Agent-General in his official capacity only, and no liability whatever arising out of it shall attach personally to him or to his private estate and effects.

35. To the true observance by the said party of the second part, and by the owner, master, officers, and crew of the said ship respectively, of all the said covenants and stipulations herein contained, and on his or their part to be observed, the said party of the second part does hereby bind himself, his heirs, executors, and administrators, and the said ship, her apparel and furniture, unto the said Agent-General in the penalty of one thousand pounds and full costs of suit.

In witness whereof the said parties have hereunto set their hands respectively this seventh day of March, 1872.

Signed by I. E. FEATHERSTON, Agent General,

And by the said SHAW, SAVILLE, AND CO.

In the presence of JOHN MORRISON.

No. 15.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 177.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
7th March, 1872.

SIR,—

I beg to enclose you a statement of accepted tenders for rails during the period commencing June, 1871, and ending March, 1872, from which you will perceive there has been an increase in the cost, of nearly 50 per cent. I am advised by those best acquainted with the state of the iron market, that there is every probability of the present prices of iron being maintained for the next two years.

I believe I have some time ago called your attention to the fact that the majority of iron-masters decline to tender for the light rails of 40 lbs. per yard, and that the cost per ton of light rails is considerably greater than that of heavier rails.

It becomes a question for the consideration of the Government, under these circumstances, whether it would not be wise to adopt a heavier and more durable rail.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

Enclosure in No. 15.

NEW ZEALAND RAILWAYS.

Accepted Tenders for Rails for Canterbury Railways.

1. Northern Railway.—670 tons, 70 lbs., double-headed. £7 6s., per ton. Hopkins, Gilkes, and Company, June, 1871.
2. Great Southern Railway.—1,144 tons, 56 lbs., flange. £7 10s. per ton. Hopkins, Gilkes, and Company, June, 1871.
- October, 1871.

Tenders accepted for Supply of 40-lb. Rails for Dunedin and Clutha Railway.

Darlington Iron Company—

October, 1871.—1st order, 400 tons, @ £8 7s. 6d., free on board, London.

December, 1871.—2nd order, 750 tons, @ £8 17s. 6d., free on board, London.

The Llynvi Coal and Iron Company.—March, 1872. 3,080 tons, @ £10 16s. 3d., free on board, London. December, 1871.

Tenders received for the Supply of 420 Tons Steel-topped and 3,080 Tons Iron Rails.

The Aberdare Iron Company—

Price for 3,080 tons, free on board at Cardiff, £10 14s. per ton. Strikes excepted.

" 420 " " " £11 11s. " " "

Delivery—300 tons in March.

" 700 tons, end of August.

" 2,080 tons, December, 1872, and January, 1873, or earlier if possible.

The Llynvi Coal and Iron Company—

Price for 3,080 tons, free on board, London, £10 16s. 3d. per ton.

" 420 tons, cannot tender.

Delivery—500 tons in March; balance to suit convenience of purchaser.

The Ebbw Vale Steel, Iron, and Coal Company—

Price for 3,080 tons, free on board, Newport, £10 15s. per ton.

" 420 tons, cannot tender.

Delivery—None before July; but 500 tons per month from that date.

Messrs. Hopper, Radcliffe, and Company—

Price for 3,080 tons, free on board, London, £10 17s. 6d. per ton.

On condition, that the flange of the rail be reduced to 3 inch or 3¼ inch.

Delivery—500 tons per month.

List of Firms invited by Messrs. John Brogden and Sons to Tender for the Supply of 420 Tons Steel-topped and 3,080 Tons Iron Rails.

The Aberdare Iron Company.
 The Governor and Company of Copper Mines in England.
 The Nautygle and Blaina Iron Company.
 The Dowlais Iron Company.
 The Blaenavon Iron Company.
 The Llynvi Coal and Iron Company.
 The New British Iron Company.
 Messrs. Hopkins, Gilkes, and Company.
 The Rhymney Iron Company.
 Mr. Robert Crawshay.
 The Ebbw Vale Steel, Iron, and Coal Company.
 The Darlington Iron Company.
 The Bolchow Vaughan Company, Limited.
 The Consett Iron Company.
 Messrs. Whitwell and Company.

February, 1872.

No. 16.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 188.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

22nd March, 1872.

SIR,—

I had the honor to report, in my letter of the 8th ultimo (No. 135), the arrival of Mr. Friberg, commissioned by you to select emigrants in Scandinavia.

It is unfortunate that this appointment was made, and that he had left New Zealand prior to your being informed of the arrangements I had already entered into for Scandinavian emigration, for it seems very doubtful whether I shall be able to avail myself of his services.

By the laws of Norway it is enacted,—

"1. No person can engage as agent for forwarding emigrants from the kingdom to any foreign part of the world without having permission for so doing from the Chief of Police at the place where he has his principal office, or whence his operations otherwise emanate.

"2. Before such permission is granted, the party concerned must have given security, subject to the decision of the Chief of Police, for at least 2,000 (£450) and up to 7,000 specie dollars (£1,575), either by approved personal security or by the deposition of value.

"3. In determining the amount, regard shall especially be had to whether the business includes forwarding beyond the place of debarkation in the foreign part of the world; in which case the amount

must not be set lower than 500 specie dollars (£1,125). The security is liable for all engagements which the Agent may be subjected to as regards his contracts with the emigrants or infringements of this law.

"4. The security deposited cannot be demanded back before the responsibility of the Agent is assumed to have ceased, which is usually supposed to be after the expiration of six months from his having ceased to continue the business.

"5. In case he has undertaken to forward the emigrants to countries situated on the other side of the Cape of Good Hope or Cape Horn, this assumption shall not take place till after the expiration of one year.

"6. The security given may at any time be required to be increased up to the limit stipulated in clause 2.

"7. If any emigrant has complaint to make respecting non-fulfilment of the contract, such complaint should be immediately preferred to the nearest Consul.

"8. When a decision is given against the Agent, the Government will cause the compensation due to the emigrant to be made good so far as the security suffices."

By the laws of Sweden it is enacted,—

"1. The Emigration Agent, who must be domiciled in Sweden, cannot act without first having obtained a license from the 'Collegium.' On a license being granted, the Agent will be required to furnish security to an amount not less than £556, nor more than £3,336.

"2. The security given by Agents cannot be returned until after the expiration of two years from that for which it was rendered; and if at such time any demand for indemnification shall still be pending, an amount equal to the demand shall be retained by the 'Collegium' until the question is finally settled."

Regulations equally stringent are in force both in Germany and Denmark.

Mr. Friberg is of course not prepared to give any such securities, and I do not feel myself justified in entering into them on the part of the Government, having already engaged Agents in respect to whose proceedings no liability attaches or can attach to the Government.

Believing, however, that Mr. Friberg might be useful in procuring emigrants, especially in the country between Gothenburg and Stockholm, I have sent him to Sweden, in the hope that he may be able to make some arrangement with a licensed Agent, by which he might act on behalf of such Agent, without the necessity of giving any security.

Though he left some ten days ago, I have not received any report of his proceedings.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 17.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 169)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

7th March, 1872.

SIR,—

I have the honor to inform you that although I have had several interviews with the Messrs. Brogden, on the subject of the proposed emigration contract, I have not yet arrived at any definite understanding with them. Messrs. Brogden are, in fact,—owing to the non-arrival of the December mail,—so entirely without advices from Mr. James Brogden, that they scarcely feel themselves in a position to enter into any arrangement.

I have, however, reason to believe that on the arrival of the mail they will be prepared to agree to the proposals submitted to Mr. James Brogden, with certain modifications.

In the meantime they are engaging a considerable number of men on terms which appear to me fair and reasonable. They hope to send out 150 by the "Schiehallion," which will sail for Wellington on the 27th instant.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

No. 18.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 201.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

4th April, 1872.

SIR,—

I have the honor to inform you that no arrangement has been come to in respect to the emigration to be conducted by the Messrs. Brogden.

My proposal to them is, that they should take promissory notes from the emigrants to the amount of £16 per statute adult, and that they should give to the Government their own promissory notes for £12 per statute adult, payable over a period to be agreed upon. This allows them a nominal profit of 25 per cent. to cover their risk of recovering the whole amount of the promissory notes given to them by their emigrants.

But they demur to this, and intend sending in a counter proposal, which will (I gather from the conversations I have had with them) be to this effect:—They will take promissory notes from the emigrants for £16 per statute adult; will make certain specified reductions per diem from the wages of the emigrants employed by them; will pay over all such recoveries to the Government; and the Government shall reap the profit or bear the loss of such a transaction.

Until I receive their counter proposal it is useless to discuss it. I may, however, at once state

that I am not disposed to accept it, if it be such as I have represented. There is no finality about it, and such conditional engagements are, to my mind, pregnant of future disputes.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 19.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 206.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,

4th April, 1872.

SIR,—

I have the honor to report the arrival of Mr. Birch on the 11th March, and of Mr. Seaton on the 20th March.

Mr. Birch, previous to leaving Dunedin, drew upon me, through the New Zealand Bank, for £100, and on his arrival claimed a further sum of £50 on account of the expenses of his journey to England; but as in your memorandum No. 63 you informed me that it was never contemplated "that Mr. Birch should proceed other than by sailing ship," and instructed me, therefore, to take care "that the minimum payment for an overland through ticket was not exceeded," I did not feel myself justified in paying more than the £100.

It is, however, right to mention that Mr. Birch was unavoidably detained a month in America, in consequence of the railway between San Francisco and New York being blocked up by snow, and that whereas Mr. Friberg's travelling allowance of 18s. per diem commenced from the day of his leaving Napier, no such allowance had been granted to Mr. Birch.

Mr. Seaton, who came by a sailing vessel, only claimed £55 for the expenses of his voyage to London; and though I pointed out to him that in the case of Mr. Farnall, who is also coming by a sailing vessel, you had allowed him £80 for his passage, Mr. Seaton declined to make any further claim.

I fear that some misconception as to the terms and conditions upon which Messrs. Birch and Seaton have come to Europe, exists between them and the Government, and that I also have failed to glean from the correspondence the real intentions of the Government in regard to them.

From your letter of the 21st November, addressed to these gentlemen, I inferred that they were coming to England on private business, and that you had merely accepted the offer of their services during their sojourn here, in case I could render them available in promoting emigration. But Messrs. Birch and Seaton declare that they have not come on private business, but at the request of the Government, and upon the understanding that they were to act as Emigration Agents, and to receive an adequate remuneration for any services they might render, and that the fixing of the amount of such remuneration had, at their own request, been left by you to myself.

Previous to their arrival I had engaged a sufficient number of Agents competent to diffuse information by means of lectures, &c., respecting the Colony as a whole, and I had also appointed some one hundred and twenty local Agents accustomed to the work, and whose remuneration depended upon the number of eligible emigrants they might each procure, that remuneration being fixed at 10s. per statute adult for married couples and single women, and 25s. per adult for single men, so that the whole field was fully well occupied, and I experienced some considerable difficulty in availing myself of the services of Messrs. Birch and Seaton, without interfering with the operations of the local Sub-Agents.

I have, however, for the present requested Mr. Birch to work the Northern Counties of England and the Southern Counties of Scotland, and have allotted to Mr. Seaton the Western Counties of Scotland.

Pending instructions from you, I have agreed to give them the same remuneration as you have given to Mr. Friberg, viz., 18s. per diem for travelling expenses, and 10s. for every statute adult emigrant selected by them and approved by myself. I am bound to say that unless they are more successful in procuring emigrants than I anticipate they will be, this remuneration will be wholly inadequate to compensate them for their expenses and labour; and I should be glad if the Government would themselves assign them a fixed salary as long as they deem it desirable to retain their services.

I would further venture to point out, in reference to your very distinct announcement to Messrs. Birch and Seaton, "that there is no engagement as to the payment of their return passages," that it would be unusual and unfair to refuse to pay the return passages of gentlemen who have been sent by the Government on a special mission.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 20.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 203.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,

4th April, 1872.

SIR,—

I have the honor to inform you that the following vessels with emigrants will sail for New Zealand during April and May:—

"William Davie," from Glasgow to Otago, 5th April, with from 100 to 120 emigrants.

"Schiehallion," from London to Wellington, 9th April, with 130 emigrants, intended to be forwarded to Pictou.

"Celestial Queen," London to Auckland, 17th April, with from 120 to 150 emigrants.

"Halcione," London to Wellington, 24th April, with from 150 to 200 emigrants.

"Merope," London to Lyttelton, 1st May, with 200 emigrants.

CORRESPONDENCE WITH THE

A ship, Hamburg to Lyttelton, 15th May, with from 300 to 320 emigrants.

A ship, Hamburg to Otago, 30th May, with about 300 emigrants.

In all probability two other vessels will sail from Scotland about the end of May or first week in June, with full complements—one for Napier, the other for Otago. I also hope that a vessel will be despatched about the 1st of June from Christiania to Napier, with some 200 Scandinavians; and should Messrs. Brogden succeed in engaging the labourers they require, some 300 or 400 more emigrants may be expected to sail during the period above stated.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 21.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 211.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
18th April, 1872.

SIR,—

I have the honor to state that the ship "Celestial Queen" will sail for Auckland to-morrow, having on board a number of assisted emigrants, equal to about 90 statute adults. A further advice shall be sent to the Government after the lists have been finally made up. The object of this letter is to inform you that an advance of ten pounds (£10) has been made to the surgeon, Dr. J. de Courcy Young, to enable him to purchase the surgical instruments which he is required to provide. This sum should be deducted from the salary which Dr. Young will be entitled to receive after the arrival of the vessel, if the Government should be of opinion that his duties have been properly performed.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

No. 22.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 212.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
18th April, 1872.

SIR,—

I have the honor to advise you that the first party of emigrants who have made special engagements with Messrs. Brogden and Sons, sailed in the ship "Schiehallion," for Wellington, on the 13th instant. I enclose a list, furnishing particulars of the emigrants.* The men are all described by Messrs. Brogden as "labourers," and, with but one exception, they are Englishmen.

I do not forward with this advice the usual passage money account, as in all cases the terms on which the workmen are sent out have been arranged between Messrs. Brogden and the emigrants.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, New Zealand.

P.S.—The remuneration to be paid to the surgeon, Mr. J. W. Todd (if his duties should be properly performed), is the following, viz. :—

A salary of fifty pounds (£50), and head money at the rate of ten shillings (10s.) on each adult emigrant landed.

I have informed Captain Levack that I am not authorized to promise any gratuity to the masters of emigrant vessels proceeding to the Colony, but that the Government would be recommended to make an allowance to him if, in the opinion of the Inspecting Officer, his duties should have been discharged in a satisfactory manner.

I. E. F.

No. 23.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 218.)

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
19th April, 1872.

SIR,—

Referring to my letter of the 22nd ultimo, No. 188, I have now the honor to forward you a report from Mr. Friberg, from which you will learn that he has failed to make such arrangements as would enable him satisfactorily to discharge the duties of an Emigration Agent in Scandinavia.

Instead of allowing Mr. Friberg to return at once to New Zealand, as he was quite willing to do, I purpose retaining him, with the view of placing him in charge of some 200 Norwegians who, I hope, will leave about the 1st of June, in a vessel direct from Christiania to Napier.

In the meanwhile I have requested Mr. Friberg to proceed to Sweden, and to inquire into and report upon the manufacture of sugar from beet, the manufacture of paper from the white pine, and the preserving of milk—the three industries being carried on both successfully and on a large scale in Sweden.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

* Total, 124 statute adults.

Enclosure in No. 23.

Mr. B. E. FRIBERG to the AGENT-GENERAL.

SIR,—

London, 11th April, 1872.

In accordance with instructions, I left London for Sweden *via* Germany on the 9th March. Messrs. Shaw, Saville, and Co. had kindly provided me with a letter of introduction to a correspondent of theirs, M. August Behrens, in Hamburg. My object in seeing M. Behrens, in Hamburg, was, if possible, to come to some arrangements with him, who I understand is largely engaged in emigration business, as to overcome the difficulty that exists in the shape of security required by the Swedish Government of Emigration Agents. M. Behrens informed me that he, through his agent in Gothenburg, had rendered the required security—60,000 Swedish rixdollars, and, after having received an answer to some inquiries put to Messrs. Shaw, Saville, and Co., he declared himself willing to enter into the undertaking with me, on the conditions which I could preliminarily offer, namely, half of the capitation allowance coming to me. Our agreement was only a preliminary one; firstly, because I was bound by instructions to have any such arrangement sanctioned by you; secondly, because I desired, before making any formal agreement, to see M. Behrens' Gothenburg agent, Mr. David Lyons, to whom I received a letter of introduction. I may here add that I had no opportunity for delivering that letter, as Mr. Lyons had left Gothenburg for America in November last.

Already on the voyage from Germany to Sweden we experienced, for the time of the year, an extraordinary inclemency of weather, and on arriving at "Malmo," one of the southernmost ports of Sweden, our steamer had literally to work its way through ice. As it had begun there so it continued all through Sweden, where I visited the Provinces Smaland and West Gothland. The journey was a continuous repetition of stoppages caused by snow.

The named Provinces usually furnish a considerable contingent of the Swedish emigration, and I found also now a good many people preparing for removal to America. To my surprise, I was shown circulars from two agents in Gothenburg, purporting to be appointed by the Colonial Government, advocating emigration to New Zealand, and what is more, on terms far easier than those which I was empowered to offer. I have already had the honor to hand you one of these circulars, and also an English translation thereof. I doubt that these agents will be successful, even if they can fulfil every promise held out in their widely-spread advertisements and circulars; but it is at the same time my opinion that for some time it would be utterly useless for anybody else to attempt to work in the same cause, unless one could hold out far greater advantages than what are now offered, an opinion which Mr. John Millar and others in Gothenburg confirmed. Under these circumstances, I considered that a further stay would only be loss of time, wherefore I left Gothenburg in steamer for Hull, from which place I arrived here on the 8th instant.

The Agent General for New Zealand,
Westminster Chambers, London, S.W.

I am, &c.,
B. E. FRIBERG.

No. 24.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 219.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,
19th April, 1872.

SIR,—

I have the honor to inclose you a bill of lading for a case shipped per "Schiehallion," for Wellington, addressed to Dr. Hector, and containing some five hundred rooted vines obtained from some of the best vineyards on the Rhine, and selected with special reference to the climate of New Zealand.

I have sent out these vines with the view of facilitating the small settlement of vine-growers contemplated by the Hon. Mr. Ormond at the Rua Taniwha; and I hope shortly to send out some dozen families of vine-dressers from the Rhine, and probably a similar number from the district between Bordeaux and St. Nazaire.

The Hon. W. Gisborne, Wellington, New Zealand.]

I have, &c.,
I. E. FEATHERSTON,
Agent-General.

No. 25.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(No. 244.)

SIR,—

1st May, 1872.

I have the honor to inform you that I have arranged with the firm of Messrs. Galbraith, Stringer, and Co., for the despatch of a vessel from Christiania direct to Napier on or about the 1st of June, with Norwegian emigrants.

The ship, the "Hodvig," (capable of carrying 350 adults) will, I understand, take out 325.

The Provincial Government of Hawke's Bay has requested me to send out, during the current emigration season, 300 Scandinavian families, equivalent in round numbers to at least 1,200 souls, with a view of forming a special settlement at the Rua Taniwha, or in the Seventy-Mile Bush.

Should I succeed in inducing Messrs. Galbraith, Stringer, and Co. to lay on two other vessels direct, I feel confident of being able to send out the number applied for; but if I am obliged to bring them up to and finally embark them at London, the number may fall short of that desired, for the expense of the voyage to London is an important consideration with Norwegian emigrants, and the Emigration Agents, if connected with the shipping, are naturally anxious to send them direct in vessels either owned by themselves or for loading which they obtain a commission, and therefore have not the same interest in procuring emigrants to be embarked at London.

The employment of foreign shipping for the conveyance of emigrants must be regarded as an experiment (as far as New Zealand is concerned), which may or may not be successful. But it is worth trying for the following amongst other reasons :—

The emigrants themselves prefer embarking at a port in their own country, and in a ship belonging to their country and manned by their own countrymen; they like the diet provided for them by the emigration laws of their own country better than the dietary scale laid down in the Passengers Act of the Imperial Government; they save expense, and avoid the trouble and inconvenience of a second embarkation.

A large portion of the emigration from Germany and Scandinavia to America has all along and is still being conducted in German and Scandinavian vessels, and I cannot ascertain that it has in any respect been less satisfactorily conducted than that conducted in ships from the United Kingdom.

The Queensland Government has expressed the highest satisfaction with the class of emigrants sent out to them from Germany, and with the manner in which the conveyance of emigrants has been carried out by the shipping firms to which it has been entrusted.

All the European Governments are so adverse to emigration, especially at the present time, that they have placed every obstacle in its way by passing and enforcing the most stringent emigration regulations.

An examination of the emigration laws of Germany and Scandinavia will satisfy any one that the most ample provision has been made for the well-being, comfort, and health of the emigrants, and for a proper inspection of the vessels.

These reasons will, I hope, satisfy you that while I admit there are some disadvantages and perhaps risks in the employment of foreign vessels, I have not entered into these engagements without having very carefully considered the question.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 26.

(No. 255.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,
SIR,— 2nd May, 1872.

By a telegram just received, I learn that the first ship with German and Scandinavian emigrants, the "Friedeburg," will sail from Hamburg on the 18th instant.

In the absence of instructions, I purpose sending it to Lyttelton.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

No. 27.

(No. 256.) 7, Westminster Chambers, Victoria Street, Westminster, S.W.,
SIR,— 2nd May, 1872.

I have the honor to inform you that I have only this moment, after repeated discussions, come to an arrangement with the Messrs. Brogden, with respect to the emigrants to be sent out by them.

I trust to send you the agreement, duly executed, by the next mail. The main provision of it is, that Messrs. Brogden are to give the Government their promissory note for £10 for every statute adult, they taking a promissory note from the emigrants for £16.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. W. Gisborne, Wellington, New Zealand.

ERRATUM.

On page 23, line 30 from bottom, for 25s. read 5s.