

I believe the introduction of skilled artisans and agriculturists into the Colony from Belgium cannot fail to have a most beneficial effect; and if it be as Mr. Beethre states, that Antwerp would be the most convenient port of embarkation for immigrants from South Germany, you may be enabled there to procure a class of emigrants conversant with special industries such as vine-growing, manufacture of sugar from beetroot, and others, at present undeveloped here, which your intimate knowledge of the climate and capabilities of the Colony will suggest to you.

Immigration Office, Wellington, N.Z., 27th June, 1873.

G. MAURICE O'ROKKE.

### Enclosure 1 in No. 113.

MR. BEETHRE to the Hon. the COLONIAL SECRETARY.

SIR,—

Melbourne, 28th May, 1873.

The conditions on which emigrants can come out to New Zealand are very liberal, and of such a nature that I may venture to say that, if they were properly expounded on the Continent of Europe, they would no doubt make a favourable impression upon the masses. Several shipments of German emigrants that have come out to the Colonies tend to support this view. Still, the flow has not been so free as one would have expected under the circumstances. In looking into the question to find a rational cause for this fact, I have come to the conclusion that it is due to the expenses, discomfort, and difficulties that are unavoidable to immigrants that have often to travel several hundred miles before reaching their port of shipment.

The efforts hitherto made to obtain emigrants from the Continent have been almost exclusively confined to Germany. When one considers that by far the largest number of emigrants from Germany come from the South, and that they have to move northward to Hamburg, Bremen, Liverpool or London to be able to embark, one is not far off the real reasons that regulate the movement of emigration to Australia in these quarters. The voyage to Liverpool or London is particularly fraught with great difficulties and hardships, in the numerous changes of direction that are to be encountered and overcome, as well as in the necessity for the use of foreign languages. To all the four ports above named the expenses are great, but particularly to the English, to reach which the emigrants have to lay out nearly as much for their transit from their abode as for the voyage to Australia itself. It is true that they find some compensation in the superiority of the English passenger ships over all others. On the other hand, should they ship from Bremen or Hamburg, they have to be content with an unusually long passage, and all the risks, dangers, and inconveniences that attend a protracted voyage, particularly for females and children, of which the recent fate of the "Alardus," is but a mild illustration.

If it be thus possible to find a shipping port that could exempt intending emigrants from the drawbacks I have just mentioned, it might be admitted that humanity would be greatly benefited, while emigration would derive from it a corresponding impetus. This port, I beg to state for the consideration of the Government of New Zealand, will be found in Antwerp. By its central position it is the natural terminus of all the Continental railways, and particularly so of the lines that connect it with South Germany, from which it is only distant a day's journey without breaks. The tongue that is there spoken (Flemish) is derived from the German, and the expenses of travelling to, or of temporary residence at this town, compare most favourably with those of any other route. As an indication that Antwerp is the natural outlet for emigrants from the southern parts of Germany, I may note here, from official records, that in 1871 about 11,000 emigrants shipped for Liverpool and Glasgow, and that this number was composed of 6,000 Germans from the South, the balance being Swiss and natives of Alsace and Lorraine. The question of ships, on the other hand, being of paramount interest to emigrants, I have no hesitation in saying that English ships would be easily obtainable in Antwerp, where all port charges are exceedingly moderate, and there are always some hundreds of tons of freight obtainable for Australia. By the same official records already mentioned, it is established that, on an average, 900 sailing ships and 1,300 steamers, navigating under the English flag, out of a total of 5,164 ships of all nations, annually visit the port of Antwerp.

Should you think, after perusing the above, that I have made out a case worthy of the attention of the New Zealand Government, I shall be much obliged if you will take an early opportunity to bring the question under consideration; and should the Government look upon the matter in the same light, and deem it advisable to frame instructions accordingly to the Agent-General in London, I may venture to surmise that the Belgian Government would afford all the support in its power towards the carrying out of the plan, on being requested to do so. You will no doubt perceive that I have remained silent on Belgium itself, as a fair field for obtaining emigrants, being the most densely populated country of Europe. Its population is composed of a frugal, hard-working, and saving people, skilful in almost every branch of agriculture and industry. Living under a most paternal rule, and institutions equal in freedom to those of Great Britain, the inhabitants are, however, very much attached to their native country, and are very unwilling to leave it. Could they be induced to do so, no better elements for colonization could be available, and it might be a further inducement to consider the question I have tried to explain.

I have, &c.,

GUSTAVE BEETHRE.

### Enclosure 2 in No. 113.

The Hon. G. M. O'ROKKE to Mr. BEETHRE.

SIR,—

Immigration Office, Wellington, New Zealand, 28th June, 1873.

I have perused with very great pleasure your letter of 28th May ultimo, and desire to thank you for the pains you have taken in communicating to the New Zealand Government your views upon the question of immigration to this Colony. A copy of your letter will be forwarded to the Agent-