

1879.  
NEW ZEALAND.

# EMIGRATION TO NEW ZEALAND.

(LETTERS FROM THE AGENT-GENERAL.)

*Presented to both Houses of the General Assembly, by command of his Excellency.*

SCHEDULE OF CORRESPONDENCE.

No.	Date.	Subject.	Page.
1878.			
1	July 11	Forwarding correspondence with Albion Company <i>re</i> shipping from the Clyde ...	1
2	July 12	As to employing Rev. Mr. Berry ... ..	2
3	July 17	Relative to proposal to insure passage-money ... ..	2
4	July 18	Reporting interview with Messrs. Galbraith and Denny <i>re</i> proposal to establish line of steamers ... ..	3
5	August 8	<i>Re</i> selection of operatives for the Mosgiel Woollen Factory ... ..	3
6	August 9	Reporting interview with Mr. Bayley relative to manufacture of iron ores ... ..	3
7	August 9	Acknowledging letter thanking him for his paper on New Zealand and the South Sea Islands ... ..	4
8	August 12	Relative to single young men having saloon passages in emigrant ships ... ..	4
9	August 31	With correspondence from Mr. Holloway relative to system of nominated emigration ... ..	4
10	September 5	Acknowledging letter relative to setting aside land for small farmers ... ..	5
11	September 5	As to persons applying for passages who have relatives in the colony ... ..	5
12	September 10	Further as to the proposed bonus for beet-sugar ... ..	5
13	September 10	Further as to proposal to establish a line of steamers to the colony ... ..	6
14	September 12	Acknowledging letter relative to class of emigrants selected from Scotland and Ireland ... ..	6
15	September 12	Relative to sending emigrants to Southland. As to employing returned colonists to select emigrants ... ..	6
16	September 23	Has declined to give passages to nominated persons who have been in the colony ... ..	7
17	September 24	With correspondence from Mr. G. J. Potts, as to proposal to select emigrants from Canada ... ..	7
18	October 4	Acknowledging letter relative to the School of Agriculture ... ..	9
19	October 5	Relative to the employment of Mr. Barnes to select emigrants ... ..	9
20	October 5	Acknowledging circular to Immigration Officers relative to nominations ... ..	10
21	October 25	Reports having arranged with Mr. Broomhall relative to the Aroha Block ... ..	10
22	November 8	Acknowledging letter <i>re</i> proposed bonus on beet-sugar ... ..	11
23	November 21	Reporting "Piako" put into Pernambuco on fire, and correspondence thereon ... ..	11
24	November 22	Reporting strike of agricultural labourers in Kent and Surrey ... ..	13
25	November 22	Further as to proposal of Mr. Potts to select emigrants from Canada ... ..	14
26	November 29	With memorandum from Mr. Ottywell relative to factory girls having been sent as domestic servants ... ..	14
27	November 29	Relative to giving information to small farmers on the subject of land ... ..	15
28	November 30	Acknowledging letter <i>re</i> employment of Mr. Jeffrey in the selection of emigrants ... ..	15
29	December 5	With further correspondence relative to the "Piako" ... ..	15
30	December 5	With further correspondence relative to the "Piako" ... ..	18
31	December 18	Reports action taken to provide a steamer to convey emigrants ... ..	19
32	December 19	With further correspondence relative to the "Piako" ... ..	19
1879.			
33	January 2	<i>Re</i> employment of a steamer to bring out Kent and Sussex farm labourers ... ..	21
34	January 2	With further correspondence relative to the "Piako" ... ..	22
35	January 13	Acknowledging letter from Rev. C. S. Ogg as to sending Canadian axemen ... ..	24
36	January 13	With memorandum from Mr. E. A. Smith relative to supposed cause of fire on board the "Piako" ... ..	24
37	January 20	Acknowledging letter relative to the loss of the "City of Auckland." As to unsuitable emigrants, and proportion of nationalities ... ..	24
38	January 27	With memorandum from Mr. E. A. Smith relative to inferior class of vessels employed ... ..	26
39	January 28	Has published in English papers an account of the conduct of the Maoris at the wreck of the "City of Auckland" ... ..	26
40	January 29	Reports having accepted the s.s. "Stad Haarlem" to convey 600 emigrants ... ..	26
41	February 1	Monthly report for January. As to selection and despatch of Kent and Sussex labourers by "Stad Haarlem" ... ..	27
42	February 10	Suggesting revised scale of remuneration to Surgeon-superintendents of emigrant ships ... ..	28
43	February 13	Reports having joined the Board of Directors of the New Zealand Agricultural Company (Limited) ... ..	29
44	February 26	With correspondence reporting the sailing of the s.s. "Stad Haarlem" ... ..	29
45	March 1	Monthly report for February. Increase in number of applications for passages. Proceedings of Emigration Agents ... ..	31
46	March 6	With extracts from newspapers relative to the conduct of the Maoris at the wreck of the "City of Auckland" ... ..	32
47	March 21	Forwarding pamphlets on the coal and iron resources of the colony ... ..	32
48	March 22	With correspondence relative to testimonials to the officers of the "Piako" and "Loch Doon" ... ..	32
49	March 25	Further as to remuneration to Surgeon-superintendents of emigrant ships ... ..	34
50	March 25	As to New Zealand Shipping Company not having provided cargo ships when required ... ..	34
51	April 1	Monthly report for March. Further increase in number of applications for passages. Proposes to establish Mr. G. M. Reed in the north of Ireland ... ..	36
52	April 22	Reports Mr. G. M. Reed having gone to the north of Ireland ... ..	37
53	April 24	With memorandum from Mr. E. A. Smith as to probable cause of sickness on board the "Hermione" ... ..	37
54	May 1	Monthly report for April. Proposes to send out two vessels with a special class of emigrants ... ..	38
55	May 7	Acknowledging letter relative to giving information as to land. Further as to sending special class of emigrants ... ..	39
56	May 21	Further as to special ships employed to take out small farmers. Forwards copy of circular ... ..	40



1879.  
NEW ZEALAND.

# IMMIGRATION TO NEW ZEALAND.

(LETTERS FROM THE AGENT-GENERAL.)

*Presented to both Houses of the General Assembly by Command of His Excellency.*

## No. 1.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 11th July, 1878.  
Referring to my letter No. 563, of 20th June,\* I have the honor to transmit copies of further correspondence which has taken place between the Albion Shipping Company and myself, on the subject of their tender for shipping from the Clyde.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure 1 in No. 1.

Mr. GALBRAITH to the AGENT-GENERAL.

Albion Shipping Company (Limited), 15, St. Vincent Place, Glasgow,  
3rd July, 1878.

SIR,—

Referring to your favour of 18th ultimo, I may state I have not seen a copy of the New Zealand Shipping Company's Contract made in New Zealand, nor do I know what the terms are; but I pointed out very distinctly in my tender of 28th November last, for conveyance of emigrants from Clyde to New Zealand, how different to other ports than Otago we are situated here, from what the New Zealand Shipping Company, and Shaw, Savill, and Co., are in London, and how, consequently, it was impossible for us, and would be so to any one, to take emigrants at same rate as Otago to any of the other ports. I do not know what Government freight we could get hence to the Bluff, but of general freight we could not get £50.

To Oamaru there would be nothing in freight; and, moreover, this is not a safe place to send an emigrant ship to. We have not drowned anybody in our long service to Otago in the past, and we wish to keep up our credit in this way in the future.

The cheapest and best way is to send the Bluff and Oamaru emigrants from this *via* Otago. The Union Company will contract moderately to have a steamer, when wanted, to take them on, and we will much rather accept our Otago rate of passage to Otago than the increased rate I quoted for the other ports.

It will have to be understood, however, that we could not despatch two ships for Otago in one month—that, is one ship with the emigrants for the Bluff, and another with those to be landed at Otago, as there is barely sufficient cargo for one ship per month from hence.

Yours, &c.,  
JAS. GALBRAITH,  
Managing Director.

The Agent-General for New Zealand, London.

## Enclosure 2 in No. 1.

The AGENT-GENERAL to Mr. GALBRAITH.

SIR,—

7, Westminster Chambers, London, 5th July, 1878.  
I have to acknowledge the receipt of your letter of the 3rd instant, respecting the conveyance of emigrants to the Bluff and Oamaru.

\* No. 4, D.—2A., 1878.

I regret that you do not see your way to lay on a direct ship for the former place, or to land emigrants at the latter.

I understand, in reference to my letter of the 14th ultimo, that your Company is prepared to convey emigrants to Port Chalmers at the rates and under the conditions mentioned in your tender of the 28th November last, subject to the condition that, should the Government arrange for the carriage of emigrants by steamer, they may, by four months' notice, determine the contract.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

Mr. James Galbraith, Glasgow.

### Enclosure 3 in No. 1.

Mr. GALBRAITH to the AGENT-GENERAL.

Albion Shipping Company (Limited), 15, St. Vincent Place, Glasgow,  
9th July, 1878.

SIR,—

My absence from town has prevented your letter of 5th instant being replied to sooner.

I do not find that I received from you a communication dated 14th ultimo, in reference to conveyance of emigrants from Clyde to New Zealand.

However, I am prepared to carry out my offer of contract, as embodied in my letter to you of 8th November last. If you so wish, I have no objection to the proviso that should the Government arrange for the carriage of emigrants by steamer, they may, by four months' notice, terminate the contract, although the period of contract must, unless by immediate notice, have nearly terminated.

I have, &c.,

JAS. GALBRAITH,  
Managing Director.

The Agent-General for New Zealand, London.

### No. 2.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 12th July, 1878.

I have the honor to acknowledge the receipt of your letter of 23rd May, No. 96,\* relating to the services of the Rev. Mr. Berry in respect of emigration, on his return to England.

I will endeavour to make the best practicable arrangement with Mr. Berry. He will, however, arrive too late to be of any service for securing emigrants this season. If convenient to him, it will probably be desirable to postpone his operations to next year.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 3.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 17th July, 1878.

Referring to that portion of your letter No. 82, of 26th April last,† in which you direct my special attention to the omission of clause 50 in the printed Conditions of the Shipping Contract, I have the honor to inform you that I at once placed myself in communication with Messrs. G. D. Tyser and Co., and, having explained to them the state of the case, requested them to furnish me with the rate at which the risk sought to be guarded against by the omitted clause could be insured against. I herewith transmit copy of Messrs. Tyser's letter in reply, in which you will observe that the underwriters do not see their way to insure against this particular risk by itself, but that they offer to include it in the risk if we also insure, against risks of loss of ship, the half passage-money we pay here. At the rates we pay now, the insurance of half the passage-money against ordinary risk would be at the rate of 20s. They add 2s. 6d. for the risks under clause 50, though those risks are very slight—much slighter now that the vessels sail from Plymouth than formerly. I hardly think it worth paying the 2s. 6d. extra, but the half passage-money should be insured against ordinary risks of loss, and I await your instructions on the subject.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration,  
Wellington.

### Enclosure in No. 3.

Messrs. TYSER and Co. to the AGENT-GENERAL.

DEAR SIR,—

3, Crosby Square, London, E.C., 17th July, 1878.

In reference to our conversations on the subject of the clause taken out of the contract with the new Contractors, and which you wish covered by insurance, we have consulted with underwriters, and find they object to consider the risk in question by itself, in consequence of the difficulty of defining what is the liability they are asked to cover; they, however, would not object to take the risk

you wish insured against, in conjunction with an insurance in passage-money paid in advance, by the admission of a clause in the policy to cover all risk of loss legally incurred (except mortality), including the return of the moiety of passage-money arising in consequence of the ship's return from any cause after sailing from Plymouth, and not covered by the liability of the shipowner under the Passenger Act.

The policy covering passage-money advanced, and the risk contemplated by you, the underwriters would take at 22s. 6d. per cent., and at this very low rate of premium, we think it likely you may desire to insure the advance made by you against the risk of the loss of the vessel, in such casualties as might arise in consequence of the ship's putting back.

The Agent-General for New Zealand,  
7, Westminster Chambers, London.

We are, &c.,  
G. D. TYSER AND Co.

#### No. 4.

The AGENT-GENERAL to the Hon. the MINISTER FOR IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 18th July, 1878.

In continuation of my letter No. 509, of 17th June,\* in reply to yours of 16th April, 1878,† on the subject of a steam service to New Zealand, I have the honor to inform you that I requested Mr. Galbraith to see me as soon as he conveniently could; and, in response to this invitation, I have had a long interview with Mr. Galbraith and Mr. Peter Denny, whose name will be familiar to you as the well-known constructor and owner of steamships, and a large proprietor in the Albion and Union Companies.

I enclose you the copy of a letter since received from Mr. Galbraith, by which you will see he and Mr. Denny are going into the whole matter, and I hope they will shortly make me proposals which I can communicate to you. In the course of our conversation it appeared that both Mr. Galbraith and Mr. Denny considered that steamers should be specially built for the purpose, of from four to five thousand tons; that until you required the service for mail purposes there should be only six voyages a year; that there should be besides a subsidy, or guarantee of a certain number of emigrants yearly. Mr. Galbraith and Mr. Denny both expressed the opinion that a considerable subsidy would be necessary for some time to come, as there would not be paying cargo sufficient, with the other sources of revenue, to pay the expenses, interest on money, and depreciation. I urged, of course, the constantly progressive prospects of the service, and pointed out that, even if no profits were made to commence with, the enterprise would yearly improve, and that if they did not occupy the field some one else would. On the whole, I think Mr. Galbraith and Mr. Denny seriously entertain the project; indeed, this is proved by their coming specially from Scotland to see me, and I believe they will lay before me a proposal which I shall be able to submit to you.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### Enclosure in No. 4.

Mr. GALBRAITH to the AGENT-GENERAL.

DEAR SIR,— 8, Austin Friars, London, 17th July, 1878.

Referring to the interview which Mr. Denny and I have had with you on the subject of direct steam communication between this country and New Zealand, and the information we have derived from our conversation with you, and our perusal of the despatch addressed to you by the Hon. J. Macandrew on this matter, Mr. Denny and I will at once go into the details connected with the carrying out of such a project, in the view of being able to place a proposal before you. This we will endeavour to do with as little delay as possible, but, as the steamers suitable for such employment will have to be designed, and the whole details in relation to the service well considered and thought out, it will be some little time ere we can lay anything definite before you.

It is the desire equally of Mr. Denny and myself to heartily endeavour to carry out the views of the Government of New Zealand on this important matter, as far as such can be done by us with prudence and safety.

The Agent-General for New Zealand,  
7, Westminster Chambers, London.

I have, &c.,  
JAS. GALBRAITH.

#### No. 5.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 8th August, 1878.

I have the honor to acknowledge the receipt of your letter of 15th June, No. 108, in which you request me to grant passages to such operatives as may be selected by the agent in Britain of the Mosgiel Woollen Factory.

In reply, I have to inform you that your instructions in the matter shall have due attention.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

#### No. 6.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 9th August, 1878.

I have had a long and interesting conversation with Mr. Bayley, managing director of Brown, Bayley, and Dixon (Limited), a Company having very large manufacturing works in Sheffield.

Mr. Bayley informed me that his Company were preparing to largely use an ore of iron obtained in New South Wales, which, after many experiments, they have found to offer peculiar advantages for the production of iron of a superior quality. This ore is a hematite, containing a large quantity of silica. This admixture, which was supposed to be a great disadvantage, has, under a process employed by the company, proved of signal value.

Seeing how much enterprise the Company had displayed in this matter, it naturally occurred to me to bespeak its services in respect to the ores of iron found in New Zealand. Mr. Bayley expressed himself willing to give them a thorough trial. I first referred to the ores of the Parapara mine. I was not, however, able to say much about this enterprise, beyond that the ore and coal are closely associated. I have an impression that I saw in a New Zealand paper something to the effect that the company, through insufficient capital, was unable to prosecute its labours. I throw out the hint that it might be worth the while of the owners to send home samples of this ore, and such particulars as they desire to furnish, and I will see that they reach the Company.

Respecting the Taranaki ironsand, I was of course able to say more, and I am glad to add I enlisted Mr. Bayley's interest in it. Under the Bessemer process, an immense amount of surplus heat is generated, and I suggested to Mr. Bayley that, by introducing the sand into the receptacles containing metal already in a melted state, the great difficulty of dealing with pulverized ore might be got over. Mr. Bayley thought well of the suggestion, and agreed to give the sand a thorough investigation and trial, both in the laboratory and furnace, if sufficient were sent home for the purpose. If five tons are sent home, the Company will take delivery from the ship, and pay expenses from arrival in London to the works, the sand to be supplied to them free in London.

I need scarcely point out to you the importance of this matter. The use of the New South Wales ore will enable a profitable ballast to be supplied to all ships from New South Wales ports. It would be of great consequence if the same could be done from New Zealand. I understand that the New South Wales ore will cost something like £2 10s. to £3 in London, whilst Taranaki sand could surely be brought home in ballast for much less.

If you see fit to send home the sand, I will exert myself to see that it is thoroughly tried. Mr. Bayley also agreed to try the sand in combination with asphalt, for the purposes of roads and pavements, a suggestion which you may remember I long since threw out.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 7.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 9th August, 1878.

I have the honor to acknowledge the receipt of your letter of 23rd May, No. 106,\* relating to the paper read by me before the Royal Colonial Institute on New Zealand and the South Sea Islands.

I am pleased to find that the paper is approved by the Government; and am much indebted to you for the kind and flattering manner in which you speak of it.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 8.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 12th August, 1878.

I have the honor to acknowledge the receipt of your letter No. 107, of 12th June, on the subject of granting of passages to single men—saloon cabin passengers.

I am not sure that I correctly interpret your meaning to be, that I am not to make any special inquiry concerning the young men passengers, but am to rely on the care with which the emigrants have been selected, and upon the faithful enforcement of discipline on board the ship. It is possible, however, you may have meant the word "emigrants" to cover the cabin passengers, in which case, of course, you include them in the list of those concerning whom I am to make strict inquiry. I do not think this is your meaning, but I shall be glad if you will set the doubt at rest.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

P.S.—I enclose two blank forms, which are at present in use in this matter.—J.V.

#### No. 9.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 31st August, 1878.

I have the honor to transmit for your information copy of extract from a letter received from Mr. C. Holloway, respecting the system of nomination. Without agreeing with his opinion that the system

in question has more disadvantages than otherwise, I am inclined to think that great care should be taken, both in the colony and in this country, that the benefits to be derived from it are not abused.

The Hon. the Minister for Immigration,  
Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

### Enclosure in No. 9.

EXTRACT FROM LETTER FROM MR. C. HOLLOWAY.

\* \* \* \* \*  
A WORD upon the nomination system. My opinion is it may have some advantages, but it has more disadvantages—for instance, when I went from London to Yeovil the other day, I fell in with a young couple, with one child, going to Plymouth, to proceed as emigrants to New Zealand under the nominated system. They were not a very healthy-looking family, and the man by trade was a brass moulder, a trade not included in the list we are instructed to send out this season. I find, too, that several think of taking advantage of this system to get their friends out to the colony, who are, apart from this system, not eligible, and not at all suited to the requirements of the colony.

I think there should be just as much care exercised in sending out nominated persons, as there is with reference to sending out other emigrants—that is, if we only want to send out suitable persons to the colony.

This for your consideration.

\* \* \* \* \*

### No. 10.

The AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 5th September, 1878.

I have the honor to acknowledge the receipt of your letter of the 12th July, No. 126, in which you express the views of the Government regarding the suggestions I made for setting aside land, as a means of attracting to the colony persons of moderate capital. Seeing how very largely the value of land and the demand for it for small farms has increased in the colony, I am disposed to agree with the conclusion arrived at.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 11.

The AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 5th September, 1878.

From time to time I receive applications for free passages to New Zealand from persons who state that they have relations in the colony.

In cases where the applicants belong to one of the vocations mentioned by you as eligible for free passages, and are otherwise suitable, I, of course, entertain their applications.

As regards others, who either by vocation or otherwise are not eligible, I, in some cases, but not in all, direct the applicant's attention to the system of nomination existing in the colony, and suggest that they write to their friends, and ask them to apply to the Immigration Officer of the district in which their friends reside, and to endeavour to arrange for their passage. I wish you, however, to understand, that my acquainting persons in England with the system of nomination should not be considered as, in any way, recommending your approval of the nomination of such persons, and that it will be still necessary in such cases for the Immigration Officers to satisfy themselves of the eligibility of the persons on whose behalf the nomination is required. It appears to me that the acceptance of such nominations should depend, to a large extent, on the ability of the persons to receive their friends, and either finding or giving them employment on arrival.

In connection with this subject of nomination I may mention, that in some cases, the description given by the applicants themselves differs from that given in the nomination lists; and in some cases, where such discrepancies are of importance, I have thought it right to decline to entertain the applications, and to refer the nominations back to the colony.

It would be well, therefore, if the Immigration Officers specially warned the friends of those who are nominated, that they must be careful to give correct information, as far as they can, as regards age, occupation, number of children, health, &c., of the persons whom they nominate.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 12.

The AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 10th September, 1878.

In continuation of my previous reply\* to your letter of the 24th April, No. 78,† on the subject of a bounty to beet-root sugar producers, I regret to say that hitherto I have

not met with any success. As I before informed you, the notice of the proposed bonus received wide publicity—it appeared in hundreds of papers. It produced several applications for employment from those who were willing to give their services, if the Government found the capital. Of course applications of this kind could not be entertained. Three or four people called to talk over the terms with me, with some idea of going into the undertaking, and finding the capital; but not one has entertained the project. I was in hopes that Mr. Heritage would do so. He is the solicitor with whom I was in negotiation when I was in England in 1875. The correspondence with him appears, I believe, in the printed papers. He had, lately, a long interview with me, in company with the same gentleman for whom he acted before; and we almost agreed upon a telegram to be sent to you, the cost of which he was to defray. But I have since heard nothing from him on the subject, and I fear he does not entertain it.

There is no disguising the fact that the terms proposed do not constitute a sufficient inducement. At the present cost of labour in New Zealand beet-root sugar fit for use cannot be prepared so cheaply as imported cane sugar. After a time, I believe, it would, but in the meanwhile every ton would leave a loss, if there was an excise duty, or if the duty on imported sugar were remitted. Without a guarantee against the imposition of an excise duty, I do not believe you will find capitalists ready to embark in the undertaking. The bonus proposed on the first sugar produced would save loss and pay interest on capital for a very short term only. I think the fact has been quite lost sight of that beet-root sugar is utterly unfit for use unless refined, and that a refinery involves the employment of a great deal of capital. The capital for producing beet-root sugar is comparatively little, but without a refinery the sugar would be useless, unless I am very much misinformed.

I shall continue to do the best I can to give effect to your wishes.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 13.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 10th September, 1878.

In continuation of my previous reply to your letter of the 16th April, No. 75,\* on the subject of a direct steam service to New Zealand, I have to report that I have been in negotiation with several persons on the subject, and that I am disappointed I have not before this been able to communicate to you a direct proposal.

Mr. Peter Denny and Mr. James Galbraith are preparing elaborate plans and estimates, but I regret to say I am not able to send the result out by this mail. Mr. Galbraith informs me he cannot be ready in time. I hope to be able to telegraph you the substance of the offer shortly. In company with Mr. Larnach I saw one of the partners in the extensive and wealthy firm of Messrs. Green, and he promised us to submit a proposal, but he has not yet done so. We also saw Mr. Stringer, and he led us to believe he would make a further communication, but he has not yet done so. I also saw Mr. Anderson, one of the partners in Messrs. Anderson, Anderson, and Co., the founders of the Orient Line. He seemed inclined to telegraph to his brother, who is now in Melbourne, to go on to New Zealand to see you.

You may be sure I will not lose sight of this matter. I cordially agree with your own estimate of its importance to New Zealand. Excepting Mr. Galbraith and Mr. Denny, the other gentlemen proposed using steamers already built, but Mr. Denny and Mr. Galbraith were of opinion that special steamers of not less than 5,000 or 6,000 tons should be built for the purpose. My own opinion is that a line could only be made successful by the use of large and suitable steamers, and I believe it is difficult to exaggerate the benefit to the colony of a really first-class direct and rapid steam communication.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 14.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 12th September, 1878.

I have the honor to acknowledge the receipt of your letter of 11th July, No. 125,† in answer to my letter of the 21st May No. 419,‡ relating to the class of emigrants selected from Scotland and from Ireland.

I am sorry to find that I somewhat misapprehended the meaning of your letter, to which mine was a reply.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 15.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 12th September, 1878.

I have the honor to acknowledge the receipt of your letter, No. 118, of 5th July,§ enclosing copy of letter from Mr. Horace Bastings, Chairman of the Tuapeka County Council, also copies of

\* No. 11, D.-1., 1878. † No. 24, D.-1., 1878. ‡ No. 19, D.-2., 1878. § No. 23, D.-1., 1878.



telegrams which have passed between the Mayor of Invercargill and yourself, on the subject of emigration to that part of New Zealand.

On receipt of your telegram of the 4th July, I at once took the necessary steps to give effect to the instructions contained therein—namely, to send out 600 immigrants to Southland.

The ship "Waitara" has consequently already sailed for the Bluff with 229 emigrants; and, in order to attract further and special attention to the subject, I have issued advertisements stating that there is a large demand for farm labourers in Southland, and that a direct ship, conveying emigrants to that part of New Zealand, will sail from Plymouth October 25th, by which ship I hope to send about 300 emigrants.

With regard to the remarks in your letter on the general subject of selecting emigrants, I have to say that, were we to send out all the persons who apply for passages, we should have no difficulty in sending out as many thousands as we now do hundreds. Our regulations, however, are very restrictive, as besides those relating to the occupation and character of the persons, they (including all the members of the family) are required to be free from bodily defects, and we also require that there be not more than three children under twelve years of age to each family. The range of selection is also materially lessened by the short notice I am able to give, and by the limited period of the year within which passages are given—that period being during the months when employment is most readily found in the United Kingdom. I am aware that it is necessary to regulate the period of emigration to the time when it is most suitable the emigrants should land in the colony. As to the shortness of notice, I am in hopes that the strong representations which I have made to you on the subject will meet with your approval, and that next season you will give me earlier notice of your requirements. It would greatly be of advantage to let me have my instructions early in January.

Respecting the assistance which returned colonists may give to me in selecting emigrants, you will, I am sure, acquit me of disrespect in giving you my candid opinion on the subject. As a general rule I think, amateur assistance of the kind is not of much use. The sense of individual interest at stake, on account of the persons selected becoming future colonists, is too remote to make colonists, as a rule, proof against attacks on their good nature.

Frequently the friends of applicants refused, or who are ineligible, because of their not coming within the rules, get at returned colonists and ask for their influence. These gentlemen do not like to say "No." They speak highly of the colony: how are they to say that it is unsuitable to a family because there are too many young children, or because one of the members is maimed or in ill health?

Amateur selection often results in my having to refuse recommendations, or to accept them with reluctance. On the other hand, if a returned colonist really sets himself to the task of making selections, not trusting to the exceptional cases which may be brought before him on sentimental grounds, he may do much good. I think Mr. Adams, when he was Home, made some excellent selections. I am of opinion that Mr. Holloway does good service. I hope for good results from the service promised me by Mr. Barnes, of Dunedin, and by Mr. Andrews, of Wellington. I am also anxious to avail myself of the assistance of the two gentlemen specially recommended by you, the Rev. J. Berry and Mr. P. Day. If these gentlemen will specially set themselves to the task of selecting good emigrants, they may materially aid me. There is all the difference, in my opinion, between desultory and, so to speak, chance and accidental aid, and that aid that springs from a determination of the colonist acting to make his task of selection the object, for the time being, of his exclusive attention.

I think it right to add that, when colonists who have returned from New Zealand call at this office, their attention is called to the subject of obtaining emigrants, and they are, if they desire it, supplied with the conditions under which free passages are granted, and with the forms which applicants for such passages are required to complete, and such other information as may be necessary to enable them to assist in the selection of suitable emigrants.

I have also, in more than one case, appointed returned colonists as local agents.

The Hon. the Minister for Immigration,  
Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

#### No. 16.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 23rd September, 1878.

I have the honor to inform you that one or two cases lately came under my notice, in which the persons nominated in the colony for free passages have been ascertained to have been already in New Zealand.

As it must be contrary to the intention of the Government to grant passages to persons under such circumstances, I have declined to entertain their applications, and think it desirable to direct your attention to the matter, in order that the Immigration Officers may be directed to ascertain whether the persons on whose behalf nominations are applied for have not been already either in Australia or New Zealand.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

#### No. 17.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 24th September, 1878.

I have the honor to forward, for the consideration of the Government, copy of a letter I have received from Mr. George J. Potts, of Ontario, Canada, who is desirous of proceeding to New Zealand,

and who offers his services as surgeon of an English vessel, or as agent for the selection of emigrants from the Dominion. I also enclose you copy of my reply, from which you will perceive that I have informed him of my intention to refer the matter to the Government.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure 1 in No. 17.

Mr. G. J. POTTS to the AGENT-GENERAL.

SIR JULIUS,—

Belleville, Ontario, 3rd September, 1878.

Several years ago (1874), while you were the Premier of New Zealand, I addressed you on the subject of emigration to that province. Accompanying your reply, I received a copy of the "Official Handbook of New Zealand," edited by yourself. This little book contains an immense amount of information, and is one of the very best of the kind I ever read. As your reply did not demand an answer I had no opportunity to thank you, but avail myself of the present to do so.

I take the liberty of addressing you again on the same subject, in the hope that, as you are free from the cares and responsibilities of the Premiership, although still occupying a high position, you will be the more at liberty to give your careful consideration to the subject embraced in this communication.

In the first place, in order to put myself right with you, I refer you to all or any of the following gentlemen who have known me for a great many years—viz.: The Right Hon. Sir John A. Macdonald; the Hon. Charles Tupper, C.B.M.P.; McCameron, Q.C., M.P.P.; Hon. Edward Blake, Q.C., M.P., Ex-Minister of Justice; Hon. Richard J. Cartwright, M.P.M., Finance; M. Bossell, M.P.; William Henry Browne, M.P. (Senator); James Brown, M.P.; John White, M.P.; William Anderson, ex-M.P.; Hon. Lewis Wallbridge, ex-M.P., late Speaker, House of Assembly; and others I might name as well. Among the medical profession: W. B. Geike, M.D., M.R.C.S., Eng., and Edin.; George E. Fenwick, M.D., William Cunliffe, M.D., M.R.C.S., Eng., Professors of our representative medical faculties; Dr. Hope, President of the City of Belleville Medical Society; Drs. Burdett, M.B., M.R.C.S., Eng., Farley, Murphy, Ridley, Hamilton, Higginbotham, Dorland, Desuble, M.D.'s, with many others I might name. All or most of these gentlemen are known to our Canadian Financial Agent in London, England, Sir John Rose, Bart., K.C.M.G., to whom you can refer for information.

Having given you the names of these gentlemen for reference, I can, if required, obtain certificates of recommendation, &c., from any of them if so required. With this explanation, I submit the following for your consideration, viz:—

I have ascertained that the Government of New Zealand have given instructions to continue the system of free immigration conducted in former years—this season from Europe. It is on this subject I wish to invite your attention.

In 1852 I went to Victoria, Australia, to seek wealth, like many others, on the gold fields of Ballarat. I was successful beyond my most sanguine expectations, and, before my return to England, in 1854, I visited New Zealand, calling at Dunedin, Christchurch, Wellington, Nelson, and Auckland, and several other places in the provinces, remaining several weeks at most of the towns named. I had almost resolved to settle at Christchurch, Canterbury, but, having decided to study medicine, I finally returned to London, where I finished my studies. The four years put in at college necessarily brought about changes, and, at the expiration of my studies, war which prevailed in the East gave me opportunities for employment. I finally returned to Canada in 1867, and have been practising medicine and surgery in this city ever since. The climate does not agree with me, and my old love for New Zealand revived years ago. I am most anxious to go there with my family, numbering, with myself, nine persons—four boys, three girls, my wife, and self. It is my wish to purchase a farm and settle, but it would be out of my power to pay passages for my large family to New Zealand, and I want to take advantage of the opportunity now offered by your Government. I am *au fait* in agricultural matters, and, in fact, my life in Canada fits me for almost any sort of industry. My knowledge of Australia and New Zealand enables me to judge pretty accurately of what the country stands most in need of, and also what class of persons is required there. I know for a fact that there are quite a large number of Canadians who would gladly avail themselves of the opportunity afforded by your Government to emigrate, were the facts about the climate, agricultural prospects, land arrangements, wages, living, &c., &c., properly and truthfully placed before them.

Canadians make the very best class of emigrants for a new country, and, as you are aware, being educated to contend with the hardships and difficulties of this climate and its various interests, must necessarily excel in such a new country as Canterbury, Otago, or, in fact, any part of New Zealand. Thousands leave Canada every year for California and other parts of the United States of America, and I know that many of these would prefer going to New Zealand but for the great expense of the voyage, and their almost total ignorance of New Zealand. What I propose to you is to appoint an agent for Canada, and furnish him with the necessary papers, &c., to enable him to point out the advantages of New Zealand, &c., &c. Many of the younger sons of farmers, young married people in farming sections, and others, could easily be induced to go there instead of going to a foreign country. The cities and towns now overcrowded with artisans would furnish a good supply of this useful class, but I doubt whether it would be possible to procure many, if any, females for servants, of the right stamp, apart from the married ones above referred to. I am satisfied a first-class ship could be filled with such a class of emigrants as could not be found in any other country on earth, in say, three or four months—certainly in six months. Of course the Province of Ontario is far in advance of any other part of Canada, and the bulk of the supply would be got here. Quebec ranks next, Nova Scotia, and New Brunswick, and Prince Edward Island—called the Maritime Provinces—would furnish a class of emigrants who would bring with them a thorough knowledge of fishing, fish curing, &c., &c. I cannot begin to give any

correct data of the largeness of the field for the class of emigrants I have referred to, but my impressions are that it is, at least at present, a large available one. I presume it would cost your Government rather more per head for such emigrants as I refer to; but, supposing this to be the case, you get a class of men, each one of whom is equal to any two or three of the kind of emigrants generally obtained in the old country. Every man would be at home so far as the industries of New Zealand are concerned, and would require no tedious training to educate them to the ways of the country. Canadians are celebrated for their intelligence, industry, sobriety, perseverance, and honesty, and I need not therefore enlarge on their capabilities or adaptability for settlement, &c., in such a promising agricultural country, with such a climate as New Zealand possesses. I ask you to appoint me your agent for the time being in Canada, and to give me the opportunity as surgeon or medical superintendent in charge of any ship—the first, if possible, leaving with emigrants for New Zealand.

Of course, if you decided not to charter a ship to take what Canadian emigrants were secured direct from some of our own ports, it would be necessary to pay their passages across the Atlantic. This would add enormously to the cost, but, notwithstanding, I am convinced it would pay in the end.

The expense of a Canadian Agency would not be much, if any, larger than any of your other agencies in Great Britain and Ireland. The travelling and advertising would be the heaviest items at first, and I suppose you would allow a reasonable salary to your agent. In any case, whether you appoint me your agent or not, it is my intention to ask you to give me medical charge of one of your ships, and to provide my family with free passages hence to Liverpool and New Zealand. It would be utterly out of my power to bear the expense attending the outfit and travel, and much as I have set my heart on New Zealand I should be obliged to forego the attempt to get there.

I am aware that, as Agent-General, you have very large discretionary powers, and I am convinced were you to adopt the plan I propose, although at first sight appearing so expensive, you would find out in the end it would not be either attended with greater expense or trouble than the same sort of arrangement costs your Government now for every emigrant, or, in the aggregate, for every ship leaving any port of Great Britain or Ireland to the port of destination in New Zealand.

May I ask you to favor me with a reply at your earliest convenience.

The Agent-General for New Zealand, London.

I have, &c.,

GEO. J. POTTS.

### Enclosure 2 in No. 17.

THE AGENT-GENERAL to Mr. G. J. POTTS.

SIR,— 7, Westminster Chambers, London, 17th September, 1878.

I have attentively considered your letter, and I regret to have to inform you that, though I recognize you would make an excellent colonist, you do not come within the description of those to whom I am able to offer free or assisted passages.

You might be eligible for an appointment as surgeon to one of our ships if you were here; but I could not make an appointment of the kind at such a distance, with an uncertainty as to when your services would be required.

I do not doubt that excellent emigrants might be obtained from Canada, and probably they would improve their condition by making New Zealand their home. But, in my opinion, it would not be right for a Colonial Government to endeavour to obtain emigrants from a colony that probably desires to retain its population and increase it.

It may be, however, that my Government will not take this view of the case, and I will, therefore, refer your letter to them.

I am, &c.,

JULIUS VOGEL.

G. J. Potts, Esq., M.D., Belleville, Ontario, Canada.

Agent-General for New Zealand.

### No. 18.

THE AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 4th October, 1878.

I have the honor to acknowledge the receipt of your letter of 23rd July, No. 132, covering copy of letter from the Chairman of the Board of Governors of the Canterbury College, relating to the School of Agriculture now being established in that provincial district.

I have read the letter with much interest, and do not doubt that the school will meet with much success.

The number of pupils, for which accommodation is at first to be provided, is so small, that doubtless it will be supplied by the colony.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 19.

THE AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 5th October, 1878.

I have the honor to acknowledge the receipt of your letter of 5th August, No. 135, advising me of the visit to England of Mr. John Barnes, and of his willingness to promote the emigration of a desirable class of settlers to New Zealand.

2—D. 2.

I have already been in communication with Mr. Barnes, and have informed him that I would gladly use his services in this direction. He has also been provided with forms of application, &c., and I hope he will supply me with some valuable emigrants.

I have, &amp;c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 20.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 5th October, 1878.

I have the honor to acknowledge the receipt of your letter of 7th August, No. 137, enclosing for my information copy of a circular addressed to the Immigration Officers of the colony respecting acceptance of nominations for free passages.

I am exceedingly glad that you have acted on my suggestion and added to it the weight of your own personal knowledge of the subject.

I would at the same time venture to call attention to my subsequent letter, No. 766A., of 5th September, respecting nominations. There is no doubt that, with proper care in the colony and on this side, the nomination system must prove most valuable, and probably each successive year its use will be enlarged.

I have, &amp;c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 21.

The AGENT-GENERAL to the Hon. the PREMIER.

SIR,—

7, Westminster Chambers, London, 25th October, 1878.

I have the honor to acknowledge the receipt of your telegram, copy annexed.

Immediately on its receipt I wrote to Mr. Broomhall, offering him a payment of £3,000. I also privately wrote to Mr. Whitworth, soliciting his good offices in promoting a settlement. I received a friendly reply from Mr. Whitworth, in which he said he thought Mr. Broomhall ought to be paid £2,500 for expenses, and £5,000 for compensation. I replied that I thought the case was scarcely one for compensation. I subsequently received from Mr. Broomhall the letter, copy enclosed, and I enclose also my reply. In agreeing to give Mr. Broomhall £3,500, I thought I was consulting the dignity of the Government in allowing to him something for his loss of time, risks, &c. At the interview which followed, Mr. Broomhall told me that on close computation he found all the expenses, without any remuneration for his loss of time, amounted to £2,800. I trust the settlement which I have made for £3,500 will command the approval of the Government.

I have, &amp;c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Premier, Wellington.

P.S.—The money has been paid to Mr. Broomhall, and the receipt will follow in usual course with vouchers, &c.—J.V.

## Enclosure 1 in No. 21.

The Hon. the PREMIER to the AGENT-GENERAL.

(Telegram.)

Received, 15th October, 1878.

ENDEAVOUR arrange Broomhall abandon agreement least possible amount Government absolute maximum five thousand.

Vogel, London.

GREY.

## Enclosure 2 in No. 21.

The AGENT-GENERAL to Mr. BROOMHALL.

SIR,—

7, Westminster Chambers, London, 17th October, 1878.

I have the honor to inform you that, from a telegram I have received from New Zealand, I gather the Government of that colony are not willing to let you have the block of land for which you were in treaty.

They are willing, however, without admitting any claim on your part (as the arrangement with the Waste Lands Board is found to have been illegal), to make you a reasonable allowance for your expenses.

Accordingly, I am prepared to pay you a sum of £3,000.

I shall be happy to see you on the subject, if agreeable to yourself.

I have, &amp;c.,

JULIUS VOGEL,  
Agent-General.

J. Broomhall, Esq., care of Messrs. Short, Short and Co.,  
91, Queen Victoria Street, E.C.

## Enclosure 3 in No. 21.

Mr. J. BROOMHALL to the AGENT-GENERAL.

SIR,—

Burcott, Surbiton, Surrey, October 22nd, 1878.

I have the honor to acknowledge copy of your letter dated 17th October (original not received) in which you inform me that the Government of New Zealand is not willing to complete the sale to me of the block of land for which I treated when in the colony, and in which you intimate being ready to pay me the sum of £3,000 on account of my expenses.

I shall be glad to know if the sum of £3,000 is a hard and fast sum, or if you have a discretion in the matter, because, when I was informed that the block was in the Land Court, I put myself in communication with the Government, and drew its attention to the fact that, on the 28th November, 1876, (anterior to the sale) I had been officially informed that the land "had passed the Native Lands Court." Coupling this fact with the opinion of the Attorney-General, that the sale was invalid (but not from any act of mine), and the desire expressed by the people at the Thames that the land should be allotted to them, I recognized the difficulty in which the Government was placed, and intimated to it that I shrank from being, or appearing to be, antagonistic, and, should the Government desire to retire from the contract, and recoup the loss, that I would release it of all embarrassment.

I informed the Government that the loss, without interest of money, had been £2,500 in cash alone, and I trusted it would meet the matter in a reasonable spirit. I did not state what I considered reasonable for loss in labour and time, preferring the Government to estimate those items, and hoping it would be more liberal in its estimate than I was in my expectations, but I informed my friend Mr. Fox that I thought £5,000 the lowest the Government could offer me—£2,500 for time and labor, and £2,500 as compensation, but I left the matter an open question.

In the event, therefore, of your instructions being limited to £3,000, I accept of it, and will call on you at Victoria Street, to-morrow, the 23rd, to complete the matter.

Sir Julius Vogel, C.M.G.,  
The Agent-General for New Zealand.

I am, &c.,  
J. BROOMHALL.

## Enclosure 4 in No. 21.

The AGENT-GENERAL to Mr. BROOMHALL.

SIR,—

7, Westminster Chambers, London, 23rd October, 1878.

I have the honor to acknowledge the receipt of your letter of the 22nd instant. In reply, I have to say that I do not feel myself at liberty to communicate to you the confidential instructions which I have received. As however, I am sure the Government do not desire to act illiberally with you, I am willing to increase the amount paid to you to £3,500, which will give a margin of £1,000 over and above the expenses you have incurred.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

J. Broomhall, Esq.

## No. 22.

The AGENT-GENERAL to the Hon. the MINISTER of IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 8th November, 1878.

I have the honor to acknowledge the receipt of your letter of the 11th of September, No. 168, with reference to the proposed bonus on beet-root sugar.

I fear the probability which you mention, of the entire abolition of the duty on imported sugar, will much lessen the inducement to any one to undertake the production of beet sugar in the colony.

I have received no further applications on the subject of the proposed bonus, but Mr. Tosswill, a settler of Canterbury, New Zealand, proposes to visit Belgium with the object of making himself acquainted with the beet-sugar industry. I am procuring for him, from the Foreign Office, a letter of introduction to Her Majesty's Minister, with a view to facilitate his inquiries. I hope his investigation will lead to his taking up the matter.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 23.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 21st November, 1878.

I have the honor to inform you that the ship "Piako," which sailed on 11th October, from Plymouth, with emigrants for Timaru and Lyttelton, is reported by the New Zealand Shipping Company to have put into Pernambuco, as her cargo was discovered to be on fire.

On the arrival of the ship at Pernambuco it appears that it was found necessary to scuttle her, for the purpose of extinguishing the fire, and that the emigrants were landed.

I considered that it would be desirable to ask the Foreign Office, through the Colonial Office, to telegraph to the English Consul at Pernambuco, and desire him to see that the emigrants were properly cared for and suitable arrangements made for despatching them to their destination, and the Foreign Office has complied with my request.

I enclose copies of communications which have taken place with reference to the matter, up to the present date.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure 1 in No. 23.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.

The New Zealand Shipping Company (Limited), 84, Bishopsgate Street Within,  
London, E.C., 16th November, 1878.

SIR,—

I have to inform you that I received the following cablegram at 6.30 p.m. this day: "Pernambuco, 16th, 4.30 p.m.—'Piako' scuttled [to] extinguish; otherwise impossible. Will commence pumping to-day. Emigrants ashore; want clothes; must we provide." To which I replied,—“Provide emigrants with clothing absolutely necessary, obtaining Boyd's [the master] approval.”

I cabled yesterday for details (also that the emigrants should be carefully protected and provided for), which I expect to receive on Monday, by which day it will have been ascertained what injury, if any, has been caused to the hull of the "Piako."

I have, &c.,

O. R. STRICKLAND,  
Manager.

The Agent-General for New Zealand.

## Enclosure 2 in No. 23.

The AGENT-GENERAL to the MANAGER, New Zealand Shipping Company.

(Telegram.)

18th November, 1878.

AGENT-GENERAL proposes to ask the Foreign Office to wire English consul at Pernambuco to see that "Piako" emigrants are properly cared for. Do you concur?

The Manager, New Zealand Shipping Company.

VOGEL.

## Enclosure 3 in No. 23.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.

(Telegram.)

18th November, 1878.

I QUITE concur; but I telegraphed to our agents on Friday last to provide for the emigrants, and I again cabled on Saturday night to provide clothes necessary. This was in letter posted to you yesterday.

The Agent-General for New Zealand.

STRICKLAND.

## Enclosure 4 in No. 23.

The AGENT-GENERAL to the UNDER SECRETARY OF STATE.

SIR,—

7, Westminster Chambers, S.W., 18th November, 1878.

I have the honor to inform you that the ship "Piako," chartered by me for the conveyance of Government emigrants to New Zealand, having taken fire on her voyage to the colony when off the coast of Brazil, succeeded in making the harbour of Pernambuco, where she was scuttled and sunk. The emigrants have been landed at that port, and are, according to telegraphic accounts received by the owners of the ship, the New Zealand Shipping Company, in a state of great distress. The Shipping Company have telegraphed out to instruct their agents to look after the well-being of the emigrants, and probably attention is being shown to them.

At the same time, it would be well to guard against all contingencies of greater hardships to these poor people than may be necessary, by securing, on their side, the valuable protection of Her Majesty's Consul, I have, therefore, to request you will ask the Secretary of State to move the Foreign Office to communicate by telegraph with Her Majesty's Consul at Pernambuco, and to instruct him to render such assistance as he may consider desirable, and also to see that sufficient and proper arrangements are made by the representatives of the ship for sending the emigrants on to their destination.

The ship is properly liable, and the Consul if he expend money should do so under protest. I shall be glad also if he will telegraph from time to time what is being done.

I venture to suggest at foot nature of telegram.

I have, &c.,

JULIUS VOGEL,  
Agent-General for New Zealand.

The Under Secretary of State, Colonial Office.

*Suggested Telegram.*

SEE that New Zealand emigrants are properly cared for, and suitable arrangements made for despatching them to destination. The shipowners are liable. If captain refuses to pay for what you consider necessary, pay under protest. Wire from time to time your action.

## Enclosure 5 in No. 23.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.

"Piako."

The New Zealand Shipping Company (Limited), 84, Bishopsgate Street Within,  
London, E.C., 19th November, 1878.

SIR,—

I yesterday received from you the following message: "The Agent-General is proceeding to the Foreign Office to get a cable despatched to the British Consul at Pernambuco to see emigrants

are provided and protected. Do you concur?" To which I replied: "I quite concur, but I cabled to this effect on Friday, and on Saturday night to provide necessary clothing."

This morning I received the following message from Captain Boyd: "Consul taken arrangements emigrants from me. I will protest, as can manage cheaper. Answer." To which I replied at once: "Don't protest, but co-operate with Consul." And desired to know if the ship would be able to proceed, and what detention there would be. To the last I have received the following reply: "Expect ship proceed without great detention. Damage uncertain."

Since then I have received copy of message despatched at your request by the Foreign Office, which does not appear to me to be quite in accordance with that you intimated you were about to send; but I hope that my last cablegram to Captain Boyd may prevent any rupture between him and the British Consul; at the same time I cannot consent to Captain Boyd being put on one side, and the expenses in connection with the emigrants left entirely to the British Consul.

This company is quite ready to undertake all the responsibilities in regard to the passengers per "Piako," and to the forwarding them to their destination, and to give the undertaking provided for in the 15th section of the Passenger Act, and I do not think there is any necessity to ask the interference of the British Consul, beyond seeking any support and assistance he can render the master of the vessel under the trying circumstances in which he is placed.

I have, &c.,

O. R. STRICKLAND,  
Manager.

The Agent-General for New Zealand.

### Enclosure 6 in No. 23.

MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.

(Telegram.)

19th November, 1878.

CAPTAIN BOYD, "Piako," wires that Consul has taken arrangements for emigrants out of his hands, and protests against it. Have cabled him not to protest but co-operate. Will you cable Consul that he is simply to assist and support Boyd. Not to put him on one side. The following message just received:—

"Expect ship proceed without great detention, damage unascertained."

The Agent-General for New Zealand.

STRICKLAND.

### Enclosure 7 in No. 23.

AGENT-GENERAL to MANAGER, New Zealand Shipping Company.

(Telegram.)

19th November, 1878.

THE Foreign Office was asked yesterday to wire English Consul as follows:—"See that New Zealand emigrants are properly cared for, and suitable arrangements made for despatching them to destination. The shipowners are liable. If captain refuses to pay for what you consider necessary, pay under protest. Wire from time to time your action."

The Manager, New Zealand Shipping Company.

JULIUS VOGEL,  
Agent-General for New Zealand.

### Enclosure 8 in No. 23.

Mr. J. BRANSTON to the AGENT-GENERAL.

SIR,—

Downing Street, 19th November, 1878.

I am directed by Sir Michael Hicks Beach to acknowledge your letter of the 18th instant, and to acquaint you that he has requested the Marquis of Salisbury to instruct Her Majesty's Consul at Pernambuco by telegraph to afford the desired assistance to the persons landed from the "Piako."

The Agent-General for New Zealand.

I have, &c.,

JOHN BRANSTON.

### No. 24.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 22nd November, 1878.

I have the honor to enclose copy of a telegram which I addressed to the Hon. the Premier yesterday.

An extensive strike amongst the agricultural labourers in the Counties of Kent and Surrey has thrown a large number of men out of employ.

A large number of these men, I have reason to believe, would make very suitable emigrants for New Zealand, and this strike, and the apparent prospect of there being a scarcity of work for them during the approaching winter, will make many of them who have not cared to do so before willing to emigrate.

I thought it right to acquaint you with the fact that there existed apparently a good opportunity of obtaining a number of emigrants especially suited for the colony.

As you are aware, I was not in a position to act without further authority, as the number of emigrants which I was instructed to send out during the present year has now been completed.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure in No. 24.

The AGENT-GENERAL to the Hon. the PREMIER.

(Telegram.)

London, 21st November, 1878.

KENT and Sussex labourers have struck; seems splendid opportunity obtaining immigrants. Could send several hundreds by steamer; arrive February, or later by sailing vessels. Reply.  
Premier, New Zealand.

VOGEL.

## No. 25.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 22nd November, 1878.

I have the honor to attach copy of a telegram\* received from the Hon. the Premier, by which I understand that he desires me to take advantage of a proposal made by Mr. George J. Potts, that he should take out a number of emigrants from Canada. As I know nothing of Mr. Potts, it would not be possible to leave the whole arrangements in his hands. I could not, for example, send him a credit of £5,000, and tell him to select the emigrants and the ship, and, in short, leave the entire responsibility in his hands. I would have no difficulty in sending over an officer to co-operate with Mr. Potts, and see that proper shipping arrangements were made and suitable emigrants selected. This I will be prepared to do, but there is no reason for haste, as the emigrants cannot leave Canada for some months.

Under these circumstances, and seeing that delay will not prejudice the matter, I venture very respectfully to urge the reconsideration of the question. I am certain that the Government and people of Canada will think the proposed step a very unfriendly one, and that it will arouse a very great deal of hostile criticism. Mr. Larnach, whom I have consulted, has strongly advised me to refer the matter to you again. Should you still wish the arrangement carried out, I shall understand the code word "Canada" to have a meaning to that effect.

I have, &amp;c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 26.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 29th November, 1878.

Referring to your letter No. 150, enclosing copy of reports from the Immigration Officers in the colony, and to that portion of the report of the Immigration Officer at Invercargill, in which he states that the single women who arrived in 1877 by the ships "Marlborough" and "Oamaru" were not servants, but principally factory girls, I have the honor to inform you that, as the emigrants proceeding in those vessels had been selected principally through the Agency at Edinburgh, I referred the report to Mr. Ottywell for his remarks.

I herewith attach copy of his report thereon, from which it would appear that, judging from the testimonials sent in, the single women in question were all either domestic servants or accustomed to such service at their parents' home. I have, however, informed Mr. Ottywell that I consider his definition of the description of young women required for the colony too broad, and that he must in future not entertain applications from single women (going without their families) unless there is proof afforded that they have had some actual experience in domestic service.

I have, &amp;c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure in No. 26.

Mr. OTTYWELL to the AGENT-GENERAL.

*Memorandum.*

New Zealand Agency, 3, Hope Street, Edinburgh.

I HAVE carefully examined the papers of all the single female emigrants by the ships "Marlborough" and "Oamaru," and I find that one person, C— S—, who sailed by the first-named vessel, worked for some time in a factory; she appears to have been also engaged as a domestic servant. On the 5th June, 1877, I wrote the Agent as follows: "The young women who receive free passages should be accustomed to domestic service, or should be sufficiently domesticated to be able to take service," &c. The applicant appears to have furnished the necessary evidence of her ability, as no less than five testimonials were, on the 5th September, 1877, sent to London for transmission to the colony. They were the following: From W. Gibson and Co., W. Huterman, and Mrs. Wallace, employers; Mrs. White, householder; Rev. J. Browne, minister. C— S— was twenty-six years of age, and belonged to Dunfermline, and she has a brother in Otago.

2. A young woman who sailed in the "Oamaru," E— H—, was described as a machinist. She was nominated in Otago, No. 3315.

\* See Enclosure in No. 12, D.—1., 1879, page 8.



3. All the other persons are described as domestic, farm, or dairy servants. Some of them had been employed by their parents. In all cases, the necessary testimonials as to their ability were furnished. These were sent to the colony after the departure of the vessels.

The Agent-General for New Zealand.

ALBERT O. OTTYWELL,  
Secretary.

No. 27.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 29th November, 1878.

I have the honor to acknowledge the receipt of your letter No. 186, of the 3rd of October last, conveying to me your instructions with respect to certain matters connected with emigration. I shall observe to the best of my ability the directions given therein.

With regard to the matter of emigration, as it at present stands, I may remark that I could now obtain and send out thousands of suitable emigrants, if I were authorized to do so.

I have sent out within the term, within which the general despatch of emigrants was limited, fully the numbers authorized, and it does not seem clear to me what will be the advantage of lectures at a time when I have no authority to send emigrants, except such as are nominated by their friends in the colony.

As to the emigration of small farmers, they would go readily enough were they assured that on arrival they would obtain land.

The Government, in reply to more than one letter on the subject which I have written, do not, however, appear to think it desirable to authorize me to give any information on the subject of land, and I am inclined to think that they are right, as, since the great demand for land in the colony has set in, emigrants might be misled by the information which I should be able to give them.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

No. 28.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers London, 30th November, 1878.

I have the honor to acknowledge the receipt of your letter, No. 187, of 2nd October, relating to the employment of Mr. Julius F. Jeffreys in promoting emigration to the colony, and, in reply, to inform you that my attention shall be given to the wishes you have expressed concerning this gentleman's services.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

No. 29.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 5th December, 1878.

Referring to my letter No. 1027, of the 21st November, in which I reported the ship "Piako," with emigrants for Canterbury, had been obliged to put into Pernambuco, and land her emigrants at that port, I have the honor to transmit copies of further correspondence which has taken place respecting the matter.

On receipt of the letter from the Colonial Office, dated 29th ultimo, intimating that there was a risk of fever and small-pox breaking out amongst the emigrants should they remain at Pernambuco until the ship "Piako" was ready to sail again, I deemed it right, under such circumstances, to take such measures as would give the emigrants an opportunity of leaving Pernambuco and returning to England.

You will see by the correspondence that, with that object in view, I lost no time in placing myself in direct communication with the English Consul at Pernambuco, and also in endeavouring to make a special arrangement with one of the companies despatching steamers from Pernambuco to England, for the conveyance of such of the emigrants as do not elect to wait there until the "Piako" is repaired. I have been able, through the British Consul, to arrange with the Royal Mail Steam Packet Company (as you will see by the telegrams attached) to convey the emigrants back to Plymouth on comparatively very reasonable terms.

I have taken this step, feeling assured that the Government would wish me not to too closely consider the question of expense, when the health, and possibly the lives, of a large body of emigrants may be placed in a position of considerable danger from the probability of such serious diseases as yellow fever and small-pox breaking out amongst them.

I felt that, although it was roughly stated that the vessel would be ready in a month, there was no guarantee that such would be the case, but that, on the contrary, there would in all probability be delay beyond the appointed time. Meanwhile every day would add to the passengers' risk.

You will observe that the Manager of the New Zealand Shipping Company has made a protest to my taking this step, but I do not think that I should be justified in regarding it, when, so far as I can judge, the health, and even the lives, of so many people (for whose safety the Government would be looked upon as morally responsible) are at stake.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure 1 in No. 29.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.  
 “*Piako.*”

New Zealand Shipping Company, 84, Bishopsgate Street Within,  
 29th November, 1878.

SIR,—

This morning we received a cablegram from Pernambuco stating “Consul wants warm clothing provided for voyage.”

We have replied to this, asking if suitable clothing can be purchased in Pernambuco.

We are sending out the stores per steamer “*Alice*,” from Liverpool, to sail on Thursday, 5th December, receiving goods till Tuesday next.

I have, &amp;c.,

W. BARBER,

The Agent-General for New Zealand,  
 London.

(for the New Zealand Shipping Co., Limited.)

## Enclosure 2 in No. 29.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 29th November, 1878.

With reference to the correspondence which has passed between the Board of Trade and yourself on the subject of the ship “*Piako*,” burnt at sea, I am directed by the Secretary of State for the Colonies to acquaint you that a telegram has been received at the Foreign Office from Her Majesty’s Consul at Pernambuco, to the effect that the emigrants fear the outbreak of small-pox and yellow-fever if detained long where they are at present, and that the repairs of the vessel will take a month.

Sir Michael Hicks Beach would be glad if you could inform him, as soon as possible, if any and what steps are being taken under these circumstances by the Contractors, in order that he may be in a position to enable the Marquis of Salisbury to instruct Consul Walker as to his future proceedings in the matter.

I have, &amp;c.,

EDWARD WINGFIELD.

The Agent-General for New Zealand.

## Enclosure 3 in No. 29.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.  
 “*Piako.*”

New Zealand Shipping Company, 84, Bishopsgate Street Within,  
 London, 30th November, 1878.

SIR,—

Referring to my interview with you this morning, and to your expressed intention of bringing the “*Piako*” emigrants back to this country, I have to intimate, after consultation with the underwriters, that they are entirely opposed to such action, except in the event of fever or epidemic actually breaking out.

At the present time there is no apprehension of this danger, and, even if it appeared, there are available hulks in which the emigrants could be lodged afloat in order to protect them from contagion and that to bring them Home would expose them to the danger of a winter passage, whilst from Pernambuco to New Zealand the passage would be a summer one.

A contract has already been entered into for repairing all the woodwork injured by the fire, and the repairs are now being rapidly proceeded with.

There are surveyors upon the spot quite capable of forming a sound judgment as to the seaworthiness of the vessel, and I have ascertained that the ship’s class or seaworthiness has not been in any way affected by the fire.

I would also point out to you that if the repairs are certified to as efficient, and the seaworthiness of the vessel is unquestioned, this Company’s claim upon the underwriters would be seriously prejudiced by the action you propose to take.

You are already aware that this Company has purchased and contracted for the freight of the seventy days’ provisions by the steamer “*Alice*,” from Liverpool, sailing 3rd proximo; and, as the “*Piako*” has already been in Pernambuco fourteen days, and everything must be in train for preparing the vessel for re-embarkation of the emigrants, I respectfully request that you will give your proposal further consideration before coming to a decision.

I have, &amp;c.,

O. R. STRICKLAND,

Manager.

The Agent-General for New Zealand, London.

## Enclosure 4 in No. 29.

Mr. KENNAWAY to the MANAGER, New Zealand Shipping Company.

“*Piako.*”

SIR,—

7, Westminster Chambers, London, 2nd December, 1878.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 30th ultimo, and, in reply, to say that the Agent-General cannot concur in your view of the matter—namely, to wait until fever and epidemic actually breaks out, before bringing the emigrants away from Pernambuco. It seems to the Agent-General that, by bringing them back to England at once, they will sustain least suffering.

I have, &amp;c.,

WALTER KENNAWAY,

Secretary to the Department.

The Manager, New Zealand Shipping Company.

## Enclosure 5 in No. 29.

The AGENT-GENERAL to the UNDER SECRETARY OF STATE.

SIR,—

7, Westminster Chambers, London, 3rd December, 1878.

Referring to your letter of the 29th ultimo, respecting the emigrants by the ship "Piako," I have the honor to inform you that I called at the Colonial Office on Saturday last, for the purpose of asking you to request the Secretary of State for the Colonies to move the Marquis of Salisbury to authorize, by telegram, the British Consul to communicate direct with me on the subject of the above-mentioned emigrants, who are now at Pernambuco.

As the matter was urgent, I requested the officer of your department, whom I saw, to communicate my request to you as soon as possible; and, presuming that there would be no difficulty in the matter, I, on the same day, sent a telegram (copy attached) to the British Consul at Pernambuco.

I have not yet received a reply from him, but, meanwhile, shall be glad to be informed whether he has been authorized to communicate with me direct, and to take such steps in the matter as I may request him.

I have, &amp;c.,

JULIUS VOGEL,

Agent-General for New Zealand.

The Under-Secretary of State, Colonial Office.

## Sub-Enclosure to Enclosure 5 in No. 29.

(Telegram.)

7, Westminster Chambers, London, 30th November, 1878.

"PIAKO."—Can you arrange send emigrants to England by steamer, Plymouth preferred; and what price? What steamers are leaving? Reply as soon as possible.

British Consul Walker, Pernambuco.

VOGEL.

## Enclosure 6 in No. 29.

The AGENT-GENERAL to the BRITISH CONSUL, Pernambuco.

(Telegram.)

3rd December, 1878.

ANXIOUSLY awaiting your reply as to arrangements for bringing emigrants back to England.

To British Consul Walker, Pernambuco.

VOGEL.

## Enclosure 7 in No. 29.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 4th December, 1878.

With reference to your letter of the 3rd instant, on the subject of the emigrants landed at Pernambuco from the ship "Piako," burnt at sea, I am directed by the Secretary of State for the Colonies to acquaint you that the following telegram has been forwarded by the Marquis of Salisbury to Consul Walker at Pernambuco:—"You will receive a telegram from Sir J. Vogel respecting emigrants in "Piako." Act as he wishes.

I have, &amp;c.,

The Agent-General for New Zealand.

EDWARD WINGFIELD.

## Enclosure 8 in No. 29.

Messrs. GRIFFITHS and Co. to the AGENT-GENERAL.

SIR,—

Fenchurch House, Nos. 5 and 7, Fenchurch Street,  
London, 3rd December, 1878.

In answer to your inquiry about two hundred and fifty steerage passengers from Pernambuco to Plymouth, the Pacific Steam Navigation Company offer to take the passengers as convenient to them at £12 each, including railway fare to Plymouth, food, bedding, &c.

As the first steamer leaves on the 14th December, the Company would like to know if their offer is accepted, as they would then telegraph their agents at Rio about room.

I have, &amp;c.,

The Agent-General for New Zealand.

N. GRIFFITHS, TATE, AND SELBY.

## Enclosure 9 in No. 29.

The BRITISH CONSUL, Pernambuco, to the AGENT-GENERAL.

(Telegram.)

Pernambuco, 4th December, 1878.

ROYAL Mail and Pacific steamer sail 14th instant; former will convey emigrants Plymouth £1,750; latter to Liverpool £2,592. Caused delay awaiting tenders.

Sir Julius Vogel, 7, Westminster Chambers.

CONSUL.

## Enclosure 10 in No. 29.

Sir JULIUS VOGEL to BRITISH CONSUL, Pernambuco.

(Telegram.)

5th December, 1878.

APPROVE terms of Mail Company. Surgeon must have first-class passage.

British Consul Walker, Pernambuco.

VOGEL.

## Enclosure 11 in No. 29.

The MANAGER of the NEW ZEALAND SHIPPING COMPANY to the AGENT-GENERAL.  
 “*Piako.*”

The New Zealand Shipping Company (Limited), 84, Bishopsgate Street Within,  
 London, 4th December, 1878.

SIR,—

In reply to your letter of 2nd instant, I have to inform you that I am now in possession of instructions from the directors of this Company in the colony, advising me that unless you will indemnify the Company against all loss or damages it may sustain, should you act upon your proposal to bring the emigrants home from Pernambuco, the directors cannot agree to it.

My letters from Pernambuco, received yesterday, state that the whole of the emigrants are lodged in a large house on an island in the harbour of Pernambuco, that the sexes and classes are separated as rigidly as if on board the vessel, and that everything that can contribute to their comfort has been done.

The steamer from Liverpool leaves to-morrow morning, and has already on board the provisions for the emigrants, which it was arranged between the master of the “*Piako*” and the British Consul at Pernambuco to substitute in lieu of those injured by fire.

I have, &c.,  
 O. R. STRICKLAND,  
 Manager.

The Agent-General for New Zealand.

## No. 30.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, 5th December, 1878.

I have the honor to enclose you copy of letter received from the Colonial Office just before closing the mail.

I have, &c.,  
 JULIUS VOGEL,  
 Agent-General.

The Hon. the Minister for Immigration, Wellington.

## Enclosure in No. 30.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 5th December, 1878.

With reference to previous correspondence on the subject of the emigrant ship “*Piako*,” burnt at sea, I am directed by the Secretary of State for the Colonies to transmit herewith, for your information, the copy of a despatch addressed by Consul-General Walker, at Pernambuco, to the Marquis of Salisbury, pointing out the steps taken for providing for the emigrants landed from the above-named ship.

I have, &c.,  
 EDWARD WINGFIELD.

The Agent-General for New Zealand.

## Sub-Enclosure to Enclosure in No. 30.

Consul WALKER to the FOREIGN OFFICE.

MY LORD,—

British Consulate, Pernambuco, 16th November, 1878.

I have the honor to inform your Lordship that I transmitted yesterday the following telegram:—

“Pernambuco, 15th November, 1878.—Consul Walker to Marquis of Salisbury.—“*Piako*” (Official No. 73,754) arrived, on fire; 288 emigrants and four passengers landed. Scuttled ship in port to put out fire. Clothing all supposed destroyed. Master requires Consul to provide clothing for emigrants, although agent for owners is merchant here, and has taken charge of vessel. Await instructions.”

The above telegram was forwarded to your Lordship owing to the arrival at this port on Wednesday, the 13th instant, of the emigrant ship “*Piako*,” of London (Official No. 73,754), Mr. Boyd, master, on fire, on her voyage from London to New Zealand. The fire broke out down in the hold, at 10 a.m. of the 11th instant, and although every precaution was made to put out the same, by closing hatches, pumping water down the hold, &c.; dense volumes of smoke continually coming up, Mr. Boyd transferred the whole of the passengers, 288 in number, and four first-class passengers, on board a vessel that fortunately hove in sight, the British barque “*Loch Doon*,” of Liverpool (Official No. 65,963), Mr. James Conning, master, bound from San Francisco to Cork with a cargo of wheat. The transfer took place in latitude 10° 27' S., longitude 32° 11' W.; and there being no accommodation for such a quantity of passengers, the master, Mr. Conning, brought the whole of them and landed them safely at this port.

I have hired a large house on an island near this town, and have had all the emigrants transferred there for the present, providing them with the necessary rations of food and bedding. As all this alone will entail sufficient expense until some arrangement is made for the sending on the crew to their destination, I considered it advisable to telegraph your Lordship for instructions, before going to the expense of buying clothes for such a large quantity of people. The “*Piako*” was scuttled in the harbour yesterday, and, as far as we can judge, the fire is extinguished; but until the water is pumped out it is utterly impossible to ascertain if she will be in a position, after undergoing repairs, to carry on the emigrants to their destination.

The master will be requested, according to regulations contained in 26 and 27 Vict., c. 51, sec. 25, to give the necessary guarantee to carry on the passengers within six weeks.

As soon as the state of the ship is known, if he fails to do so, I shall telegraph for further instructions.

I have, &c.,

S. H. WALKER,

H.B.M. Consul.

The Most Noble the Marquis of Salisbury, K.G., &c., &c.,  
Foreign Office, London.

### No. 31.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 18th December, 1878.

Referring to my letter No. 1026, of 22nd November, I have the honor to inform you that, on receipt of the Hon. the Premier's telegram of the 28th ultimo, I at once communicated with the Manager of the New Zealand Shipping Company, with a view of obtaining a steamer for the conveyance of about six hundred emigrants direct to New Zealand.

I informed him, in accordance with the instructions contained in the telegram, that I could not allow a higher rate of passage-money than that provided for in the Shipping Contract.

The result was that he agreed, notwithstanding that he appeared to think that the rate of passage-money was very small, to endeavour to find a steamer for the service for which I required it.

With this understanding, I placed myself in communication with Mr. A. Simmons, who apparently was the men's leader and adviser in the "lock-out" movement.

The day after I did this, however, I received a letter from the Manager of the Shipping Company, stating that he had received a telegraphic communication from his directors in the colony, instructing him to wait their further directions before taking up a steamer, as they were in communication with the Government thereon.

Under these circumstances, and after having had an interview with Mr. Simmons, I sent to the colony my telegram of the 12th instant, copy of which I herewith enclose.

On the following day, however, I received the Hon. Mr. Stout's telegram of the 13th instant,\* informing me that the Government had accepted offer of the Shipping Company to provide a steamer for the conveyance of 600 emigrants, passage-money to be £2 above the contract rate; and, subsequently, I received a letter from the Manager of the Shipping Company, intimating that he had received instructions from his directors to provide a steamer. Accordingly I again placed myself in communication with Mr. Simmons, and that gentlemen has taken steps for obtaining applications from a number of the men who are now locked out.

I have also instructed Mr. Holloway to proceed to the country districts of Kent and Sussex, and ascertain what are the number and description of the men who wish to go, and also to take steps for facilitating matters, so that the steamer may be despatched as early as possible.

Provided Mr. Simmons obtains a reasonable number of suitable emigrants to accompany him, I shall give him a free first-cabin passage to the colony, as such a step will no doubt tend to increase the number of the lock-out men wishing to emigrate to New Zealand.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 32.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 19th December, 1878.

Referring to my letters Nos. 1110 and 1118, of the 5th instant, respecting the emigrants by the "Piako," I have the honor to transmit copies of further correspondence respecting the matter. You will be glad to observe that the fear of small-pox and yellow fever, reported by the British Consul as existing amongst the emigrants, has not up to the latest dates proved to be well founded, and that, therefore, the emigrants, or, at all events, the greater portion of them, are willing to wait until the "Piako" is ready to take them on to their destination.

According to the telegrams received by the New Zealand Shipping Company from Captain Boyd, it would appear that the ship is now ready to proceed on her voyage, being only detained on account of the extra stores sent from this country not having yet arrived.

I herewith also transmit copy of correspondence which has taken place with the Lord Mayor, respecting an appeal made to him on behalf of the emigrants, and respecting which I would remark that I feel sure that the action of the Government will bear out the remarks which are contained in my letter to his Lordship of the 18th instant.

In connection with this matter I would venture to strongly recommend that a strict inquiry be instituted on arrival of the "Piako" in New Zealand, as to the origin of the fire.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure 1 in No. 32.

The AGENT-GENERAL to the UNDER SECRETARY of STATE.

SIR,—

7, Westminster Chambers, London, 10th December, 1878.

Referring to the telegram received at the Foreign Office respecting the emigrants ex "Piako," and which I herewith return, together with the covering letter which you were good enough to send to

\* See Enclosure 3 in No. 17, D.-1.

me, I have the honor to request that you will move Sir Michael Hicks Beach to request the Secretary of State for Foreign Affairs to send a telegram to the British Consul at Pernambuco to the following effect—that is to say: “Let the emigrants who like to proceed by “Piako” do so, and see they are properly supplied. Send Home those who like to come.”

The Under Secretary of State for the Colonies.

I have, &c.,  
JULIUS VOGEL,  
Agent-General for New Zealand.

---

Enclosure 2 in No. 32.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 10th December, 1878.

I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 10th instant, on the subject of the telegram received at the Foreign Office from Her Majesty's Consul at Pernambuco respecting the emigrants *ex* “Piako,” and, in compliance with your request, I am to inform you that Sir Michael Hicks Beach has asked the Marquis of Salisbury to cause the telegram suggested in your letter to be sent to Her Majesty's Consul at Pernambuco, for his guidance in the matter.

The Agent-General for New Zealand.

I have, &c.,  
EDWARD WINGFIELD.

---

Enclosure 3 in No. 32.

The MANAGER, New Zealand Shipping Company, to the AGENT-GENERAL.

“Piako” Emigrants.

The New Zealand Shipping Company (Limited), 84, Bishopsgate Street Within,  
London, E.C., 11th December, 1878.

SIR,—

I beg to hand you copy of cable message dated Pernambuco, 6th December, received here 7th instant:—“Consul informs officially that has orders from Agent-General to send emigrants to England by steamer.” Of the 9th instant, received same date:—“Emigrants refuse return England; if Consul persists, must we provide clothing to return, or continue feeding.”

To this the following reply was sent the same day:—“Continue feeding; optional emigrants return or proceed; can't be forced, dissuade from returning; provide clothing (warm) only those proceed.”

On the 10th instant, the following telegram, dated 9th instant, was received:—“Will emigrants be prejudiced with Government if proceed.” To which the following reply was made:—“No; Government only desire place emigrants position private passengers; able come Home if disposed. Cable number emigrants, if any, absolutely decline to proceed.” To the last message the following reply has been received this day:—“Brown, Weir, Prior, Constance, refuse proceed if get passage Home free.”

The substance of these telegrams, and your letter of 2nd December, having been communicated to the Directors of this Company in the colony, they advise me that the General Government will cable you direct its decision with respect to the emigrants.

The Agent-General for New Zealand.

I have, &c.,  
O. R. STRICKLAND,  
Manager.

---

Enclosure 4 in No. 32.

Mr. KENNAWAY to the MANAGER, New Zealand Shipping Company.

SIR,

7, Westminster Chambers, London, 12th December, 1878.

In reply to your letter of the 11th instant, transmitting copies of cable messages to and from Pernambuco, I am directed by the Agent-General to inform you that he has received a telegram from the Government in New Zealand, directing him to use his own discretion in the matter.

I am to add that the Agent-General, previous to the receipt of this communication from the colony, had telegraphed through the Foreign Office to the British Consul at Pernambuco, desiring him to give the emigrants the option of returning to England or proceeding in the “Piako,” and he sees no reason for altering that decision.

The Manager, New Zealand Shipping Company.

I have, &c.,  
WALTER KENNAWAY,  
Secretary to the Department.

---

Enclosure 5 in No. 32.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 16th December, 1878.

With reference to my letter of the 10th instant, respecting the emigrants *ex* “Piako,” I am directed by the Secretary of State for the Colonies to acquaint you that, in accordance with the request contained in your letter of the same date, the Marquis of Salisbury has caused a telegram to be addressed to Her Majesty's Consul at Pernambuco in the sense suggested by you.

The Agent-General for New Zealand.

I have, &c.,  
EDWARD WINGFIELD.

## Enclosure 6 in No. 32.

Mr. SOULSBY to the AGENT-GENERAL.

SIR,—

The Mansion House, London, E.C., 17th December, 1878.

I am directed by the Lord Mayor to send you a letter he received yesterday morning from a gentleman writing from Cocos Island, Pernambuco. The Lord Mayor does not see his way to starting a fund here for the aid of the emigrants; and he thinks the best plan is to forward the letter to you, to see if you, in your official capacity, could arrange that aid should be rendered the people on their arrival in New Zealand.

The Agent-General for New Zealand.

I have, &amp;c.,

W. J. SOULSBY.

## Sub-Enclosure to Enclosure 6 in No. 32.

Mr. T. B. GREEN to the Right Hon. the LORD MAYOR.

SIR,—

Cocos Island, Pernambuco, 27th November, 1878.

I beg to address a few lines to you on behalf of the two hundred and eighty emigrants rescued from the burning ship "Piako" by the barque "Loch Doon," and now under my charge on this island during the refitting of the "Piako."

Many of the emigrants belonging to trades, besides having their clothing spoilt by fire or salt water, and losing their savings, have also lost the tools of those trades, and are therefore in a very bad way for beginning business in New Zealand. I have no doubt you have heard particulars of the accident to the "Piako," how she took fire at sea on 11th November; how we, fortunately, sighted and signalled an English barque, the "Loch Doon," Captain Conning; how we were received on board and of us being very kindly treated, and accommodated as well as the resources of so small a ship would allow; how we arrived off Pernambuco on the 13th November, just astern of the "Piako," which was still on fire; and how, on the 15th, we were transferred from the barque to this island.

The damage to the baggage by fire and water is very considerable, and many of the emigrants will land in New Zealand utterly destitute, unless a small sum can be raised to be distributed among them.

If, Sir, by using your great influence in London and elsewhere you raise a sum of money, to be given to the emigrants in such manner as the Agent-General or New Zealand Immigration Officers may think fit, then to those already numerous recipients of your kindness there will be added about two hundred and eighty more grateful people, who have, as far as I can ascertain, no legal claim on any one for compensation for their loss, brought about "by the hand of God."

Hoping you will see fit to use your influence in this cause, and apologizing for trespassing on your time.

I have, &amp;c.,

T. BEAUFOY GREEN,

Surgeon-Superintendent.

The Right Hon. the Lord Mayor, London.

## Enclosure 7 in No. 32.

The AGENT-GENERAL to Mr. W. J. SOULSBY.

SIR,—

7, Westminster Chambers, London, 18th December, 1878.

I have the honor to acknowledge the receipt of your letter of yesterday's date, enclosing a letter which has been addressed to the Lord Mayor respecting the emigrants who have been detained at Pernambuco on their voyage to New Zealand.

Looking at the frequent and heavy demands which are made and are likely to be made on the charitable resources of this country, and to the exceptional distress which is at present prevailing, I am quite of opinion that this is not a case in which his Lordship can be called upon to specially aid.

I feel assured that the New Zealand Government will, on arrival of the emigrants in that colony, see that they are provided for until they find employment. They will at once go to comfortable barracks.

I may also add that during the time the emigrants have had to remain at Pernambuco I have taken care, through the British Consul, that they were provided with all they required, and I have also given directions to provide them with comfortable clothing for the voyage.

Permit me to add that I am sensible of the promptitude with which his Lordship has referred the matter to me.

I have, &amp;c.,

JULIUS VOGEL,

Agent-General for New Zealand.

W. J. Soulsby, Esq.

## Enclosure 8 in No. 32.

Mr. W. J. SOULSBY to the AGENT-GENERAL.

SIR,—

The Mansion House, London, E.C., 18th December, 1878.

I am directed by the Lord Mayor to thank you most heartily for the very kind arrangements you have made in the interests of the suffering emigrants of the "Piako."

The Agent-General for New Zealand, London.

I have, &amp;c.,

W. J. SOULSBY.

## No. 33.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 2nd January, 1879.

I have the honor to report as follows as to the proceedings of my department during the month of December.

On the 26th December, the ship "Lyttelton" sailed from the Clyde for Port Chalmers with 20 souls, equal to 17 adults, consisting principally of nominated emigrants, and workmen engaged for the Mosgiel Manufacturing Company.

I am glad to be able to report that intelligence has been received from Pernambuco that the "Piako" has sailed again on her voyage to New Zealand. A letter dated November 29th, received from the Surgeon-superintendent of the ship, reports the emigrants as all in good health (a few slight cases of illness excepted), and I have reason to believe that all the emigrants elected to wait and proceed with the ship, rather than avail themselves of the arrangement which I made for their return to England, in case such a course appeared to any of them necessary.

On hearing from you that you had arranged with the New Zealand Shipping Company for a steamer to convey a party of the Kent and Sussex farm labourers, I at once continued to take the necessary steps for obtaining a number of these men who would make suitable emigrants.

For that purpose I despatched Mr. Holloway to the district, and he is now actively employed in lecturing, and obtaining applications for passages.

I also arranged for the Rev. Mr. Berry to join Mr. Holloway, and commence to carry out the arrangement which was made with him in the colony. Mr. Berry appeared glad of the opportunity of co-operating with Mr. Holloway, as by doing so he would gain some useful experience.

The New Zealand Shipping Company have not as yet named a steamer for the service; but I trust that they will not delay doing so after this date.

I have every reason to believe that I shall be able to despatch a very useful body of emigrants by this opportunity.

I was glad to receive your telegram directing me to advertise in the manner, and for the purpose, which I suggested in my monthly report for October last. My being able to commence at once selecting emigrants for this year's season will, I believe, facilitate my operations, both in regard to the quantity and quality of the emigrants.

In pursuance of the steps which I have already advised you that I intended to take, as regards the Agency at Edinburgh, I have arranged to finally close the office there; and all matters connected therewith, I have reason to believe, will be wound up by the end of this month. Mr. Andrew, Mr. Ottywell, and the clerks of the Agency, have ceased to be officers connected with this department.

I am glad, however, to say, that I have arranged with Mr. Ottywell to act simply as local Agent, and also as despatching officer whenever the services of such an officer are required, as regards ships taking emigrants from the Clyde.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 34.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,— 7, Westminster Chambers, London, 2nd January, 1879.

Referring to my letter No. 1,133, of 19th ultimo, respecting the emigrants by the "Piako," I have the honor to transmit copies of further correspondence respecting the matter.

I have received a communication from the New Zealand Shipping Company to the effect that the "Piako" sailed from Pernambuco on the 29th ultimo for her destination in New Zealand, intelligence of which I understand the Company to have transmitted to the colony by cablegram.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure 1 in No. 34.

Mr. T. GRAY to the AGENT-GENERAL.

*Casualties.—Miscellaneous.—Rewards.*

Board of Trade (Marine Department), Whitehall Gardens, S.W.,  
20th December, 1878.

SIR,—

I am directed by the Board of Trade to transmit, herewith, for your information, a copy of a report they have received from Her Majesty's Consul at Pernambuco, relative to the burning of the emigrant ship "Piako."

I have, &c.,

The Agent-General for New Zealand,  
7, Westminster Chambers, Victoria Street, S.W.

THOMAS GRAY.

### Sub-Enclosure to Enclosure 1 in No. 34.

The BRITISH CONSUL, Pernambuco, to the ASSISTANT SECRETARY, Board of Trade.

SIR,— British Consulate, Pernambuco, 29th November, 1878.

I have the honor to inform you that on the 15th instant I transmitted a telegram to the Marquis of Salisbury reporting the arrival, on the 13th instant, on fire, of the emigrant ship "Piako" (Official No. 73,745), Captain Boyd, master, bound from London to New Zealand, thirty days out, with 288 emigrants and four first-class passengers. The fire broke out on Monday, the 11th instant, in latitude 10° 27' S., and longitude 32° 11' W., in the ship's hold, dense volumes of smoke coming up, and the commander of the said vessel finding that it was impossible, after using every exertion to put out the fire was of no avail, transferred the whole of the emigrants on the "Loch Doon," of Liverpool



(Official No. 65,963), Mr. Conning, master, which fortunately hove in sight about this time. The "Loch Doon" was on her homeward voyage from San Francisco to Cork with a cargo of wheat, and the master thereof brought the whole of the passengers and emigrants to this port, and treated them most kindly during the two days they were on board.

The "Piako" was scuttled in the harbour and the fire extinguished, and after some delay a steam pump was employed and the vessel raised, and since has been surveyed, and, owing to the whole of the lower deck from the main hatch forward having been burnt, as well as more than half of the sleeping quarters of the emigrants, as well as the clothes of the same; the greater portion of the consumable cargo has also been all burnt, or damaged by salt water, and will have to be sold. I have convened two surveys on the "Piako," and it has been ascertained that the vessel has not been strained by the submersion, and that the repairs will take three weeks or a month to carry out.

The emigrants I have had landed on an island some three miles from the town, where they are lodged in a house, suitable beds having been provided for them, and clothing bought, and other arrangements made for their comfort until the vessel is in a fit state to carry on the same.

I shall require the master of the "Piako" to give me a guarantee to carry on the emigrants within six weeks of the date of his arrival, as per regulations contained in 26 and 27 Vict., cap. 51, but, owing to the uncertainty that occurs at this port with contractors fulfilling their contracts to repair ships within the time stipulated, I much doubt if Mr. Boyd, master of the "Piako," will be able to do so.

I purpose holding a Naval Court of Inquiry on the 2nd or 3rd of December, to investigate into the origin of the fire on board the "Piako."

To the Assistant Secretary, Marine Department,  
Board of Trade, London.

I have, &c.,

S. H. WALKER,  
H.B.M.'s Consul.

### Enclosure 2 in No. 34.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 21st December, 1878.

With reference to previous correspondence on the subject of the emigrants wrecked in the ship "Piako," I am directed by the Secretary of State for the Colonies to transmit herewith for your information a copy of a further despatch, which has been received at the Foreign Office from Her Majesty's Consul at Pernambuco, reporting the action which he has taken with regard to those emigrants.

I have, &c.,

The Agent-General for New Zealand.

EDWARD WINGFIELD.

### Sub-Enclosure to Enclosure 2 in No. 34.

Mr. S. H. WALKER, Consul, Pernambuco, to the Right Hon. the SECRETARY OF STATE.

MY LORD,—

British Consulate, Pernambuco, 29th November, 1878.

I have the honor to inform your Lordship that, in accordance with the instructions contained in your Lordship's telegram under date of the 19th instant, to report from time to time my action with regard to the emigrants of the "Piako," (Official No. 73,745), I transmitted to your Lordship a further telegram on Tuesday, 26th instant, in the following words:—

"Marquis of Salisbury, Foreign Office, London.—Emigrants "Piako" on island, distance town, fear small-pox yellow fever if detained long. Vessel raised after submersion, surveyed Commander Keppel, repairs required month.—S. H. WALKER, Consul."

The above telegram was sent to your Lordship after the raising of the "Piako," by pumping the water out of her by steam pump hired for the occasion—as at one time it was feared she might have been so strained by the tide flowing over her, that she would be worthless for the purpose of carrying on her passengers to New Zealand. Happily, the "Piako" has not been injured by the submersion which extinguished the fire, and immediately she was pumped dry I caused a survey to be called for the purpose of ascertaining the damage caused by the fire, and the amount of time it ought to take to refit the "Piako" for her voyage. It would appear from the report of the survey, headed by Commander Keppell, of H.M.S. "Avon," which touched here for coal on her voyage from Para to Rio de Janeiro, that the whole of the lower deck of the "Piako" has been burnt from the main hatch to the fore part of the ship, about one-half of the bunks or berths of the emigrants have been destroyed, as well as all the clothing of the emigrants, together with that of the four first-class passengers. The surveyors are of opinion that the necessary repairs can be carried out in three weeks or a month, and tenders have been issued and accepted to terminate the said repairs within three weeks, under a penalty or fine of £5 per diem over and above the stated time. It is most essential to get these unfortunates away as soon as possible from a country pregnant with yellow fever, small-pox, and other contagious diseases; but to charter another vessel would not only be ruinous, but contrary to the regulation referred to in my last despatch to your Lordship, Consular No. 42, wherein the Act 26 and 27 Vict., cap. 51, allows six weeks time to the master to carry on his passengers.

I have further to inform your Lordship that, since the arrival of your lordship's telegram respecting the clothing of the emigrants, on my informing the agent of the vessel that if he and the master continued to refuse to provide the same I should do so, but under protest; no further difficulty has arisen, and the instructions contained in your Lordship's telegram I shall use as my guide as regards other necessities, such as warm clothing for the use of emigrants, which the medical officer of the "Piako" informs me is absolutely necessary when the vessel arrives in a colder latitude. Surgical instruments are also required, as those on board have almost all been damaged by fire and salt water.

A hundred pounds premium has been offered to the contractors, over and above the price fixed upon

for repairing the "Piako," if the work is finished in three weeks' time; and I consider this arrangement a judicious one, considering the delays that take place at this port.

The Most Noble the Marquis of Salisbury.

I have, &c.,  
S. H. WALKER,  
H.B.M. Consul.

### No. 35.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 13th January, 1879.

I have the honor to acknowledge the receipt of your letter No. 201, of the 1st November last, transmitting copy of a letter from the Rev. C. S. Ogg, respecting a party of Canadian axemen and joiners; and in reference thereto I would venture to point out that such emigrants may not be able to comply with the requirements of the Government, under which emigrants are, as a rule, selected, whilst if they come to England they will expect passages without fail. I allude to their furnishing reliable certificates as to health, age, and character, freedom from bodily and mental defects, and having a limited number of young children.

If a *carte blanche*, as regards free passages, be given to persons in Canada, merely restricted to the vague qualification of their being of "the proper stamp," the colony will run the risk, I believe, of obtaining a number of ineligible emigrants, with a probability of inconvenient claims being made on their behalf after they arrive in New Zealand.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

### No. 36.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 13th January, 1879.

I have the honor to transmit copy of a memorandum by the despatching officer of this department, respecting the cause of the fire which broke out on board the "Piako" during her voyage to New Zealand.

The prevention of fires on board emigrant ships is a matter of so great importance that I thought it right to inform the Government by telegram of the fact mentioned by Mr. Smith, in order that the inquiry, which will probably be instituted on arrival of the "Piako" at Lyttelton, may be as thorough as possible, and also to enable you to have the emigrants examined thereon before they are dispersed throughout the colony.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

### Enclosure in No. 36.

Mr. E. A. SMITH to Mr. KENNAWAY.

WHEN making inquiry separately of the emigrants ex "Piako," per s.s. "Mondego," I found it currently believed by all that the engineer had been seen to go down into the fore hold of the "Piako" with a naked light, a day or so before the fire broke out. The man who saw him go down is C—M—, a single man, who has gone on in the "Piako." I think this should be particularly inquired into on arrival of the ship in the colony, and it should be distinctly ascertained:—1st. Why the engineer went down into the lower hold at all? I cannot conceive under what pretence he was there. 2nd. Can it be proved that he took a naked light down into the lower hold? If so—3rd. Where was the officer who ought to have been present, and without whose presence none of the lower deck-hatches should at any time have been lifted?

6th January, 1879.

EDWD. A. SMITH.

### No. 37.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 20th January, 1879.

I have the honor to acknowledge the receipt of your letter No. 216, of the 8th November, enclosing copies of the official reports relating to the "City of Auckland."

I regret to hear that some of the emigrants seemed unsuitable, and behaved in an unsatisfactory manner under the unfortunate circumstances attending the wreck of the ship.

I am the more concerned at this, as the reports received respecting the emigrants proceeding by the vessels starting about the same time are satisfactory. I trust, therefore, that many of those who conducted themselves in the unseemly manner which they appear to have done, may still turn out to be useful settlers.

As I have remarked in previous letters on the subject of the selection of emigrants, I can hardly hope, nor do I suppose does the Government expect, that I can send out several thousand emigrants without some being unsuitable either in character or in health. I fully discussed this matter in my letter No. 433, of 23rd May, 1878.\*

\* Vide No. 2, D.—2., 1878.

I would remark, however, that, in reporting from the colony on the suitability of the emigrants, it would be a guide to me in endeavouring to improve the selections, if the names of those considered unsuitable, with details as to the reasons for so considering them, were added to each report.

I should then be in a better position to trace how such unsuitable persons were sent out, and to take steps, so far as possible, to prevent a recurrence of the evil complained of.

In stating that lunacy amongst emigrants is alarmingly on the increase, you name the cases of B— M—, an emigrant by the "Rakaia," and S— R—, who came to the Plymouth Depôt for the purpose of embarking by the "Waitangi."

With regard to the former, I am causing inquiry to be made, and with regard to the latter, as you observe, she was not allowed to proceed. As I pointed out in my letter No. 433, of 23rd May, 1878, the official inspection by the Surgeon-superintendent and despatching officer at the Plymouth Depôt is one of the safeguards on which I rely in the selection of emigrants, and the non-embarkation of S— R— was not, as you would appear to indicate, merely an accidental occurrence brought about by the interference of the Surgeon-superintendent. In fact, it was the matron of the depôt who first called the attention of the despatching officer to S— R—'s apparent imbecility, and he, of course, referred the case to the surgeon. The case of S— R— was a peculiar one, showing the difficulty that sometimes occurs in discovering mental defects. She was recommended for a passage by a gentleman who was sending her out to be a servant to his brother in New Zealand; he had known her from a child, having been in his service, and it may, I think, be presumed that he would not have been a party to sending an imbecile girl out to his brother.

There is, however, no doubt that at the official inspection at Plymouth she was found mentally incapable, and it could only be surmised that owing to the novelty of her position, and the excitement attending her leaving England, the latent insanity was developed.

The emigrants by the "City of Auckland," who are the more special subject of your remarks, were selected in the early part of the season, when, owing to the late date at which I received instructions as to the number and description of emigrants required, some pressure ensued in having to obtain emigrants to embark by the ships sailing at the earlier dates.

I have reason to believe that the adoption of my suggestion, to commence this month to entertain applications for farm labourers and domestic servants, by giving this department more time for selection, will tend to improve the description of emigrants sent out.

I shall continue to exercise the greatest care in such selection, introducing improvements in the mode of so doing whenever I see an opportunity.

With regard to the cases of single women who come on board the vessel *enceinte*, and are confined before the voyage is over, I venture to dissent from the view taken that there should be little or no difficulty in detecting such cases at the depôt, unless a far more inquisitorial examination is adopted. As mentioned in a previous letter, all the officials at the depôt have special instructions to report any suspicious case of this kind, and single women are from time to time not allowed to embark for that very cause.

Although the matron at the depôt is not under my immediate control, I have every reason to believe that she is an experienced and a very suitable person for the office she holds.

The fact that cases are frequently reported in provincial newspapers in which a domestic servant has been able to deceive her mistress, so far as even to be confined in the house, and even to resume her work before being detected, shows, to a great extent, the difficulties to be met with in these cases.

With respect to the nationalities of the emigrants by the "City of Auckland," in which there was an undue proportion of Irish, I would remark that the emigrants by that vessel were selected in the early part of the season, when the fact of an unprecedented number of applications from Ireland had not been sufficiently recognized to render it necessary to take special measures to keep up a due proportion of English, Irish, and Scotch in each vessel.

By later vessels, however, I endeavoured as far as possible to make the proportions of the nationalities of the total number of the emigrants somewhat similar to that which I was afterwards instructed by you to adopt. For instance, out of the total number to be sent, I endeavoured to embark, as near as I could, 50 per cent. English, 30 per cent. Irish, and 20 per cent. Scotch; and, in carrying this out in further detail, I estimated that a ship going from Glasgow with 300 emigrants should have 20 English, 120 Irish, and 160 Scotch; while a ship proceeding from Plymouth with a similar total number, should have 210 English, 80 Irish, and 10 Scotch; so that taking 5,000 (the number first ordered) as the total, 1,600 of which were to be despatched from Glasgow, and 3,400 from Plymouth, the approximate proportionate numbers sent out from both ports would be 2,500 English, 1,500 Irish, and 1,000 Scotch.

I can not, of course, as your instructions appear to direct me to do, strictly adhere to the proportions mentioned by you as regards every separate ship, as the Scotch emigrants will prefer going in the ships sailing from the Clyde, and in such vessels that nationality will predominate. But I feel sure that your meaning is that I am to arrange the proportions over the Scotch and English vessels taken together, and I shall carry out your wishes by maintaining, as nearly as possible, the proportions mentioned by you over the total number of emigrants sent during the season.

Your report of the conduct of the Maoris towards the shipwrecked emigrants has afforded me sincere gratification, and I at once caused a paragraph, copy of which I herewith enclose, referring thereto to be inserted in the principal papers of the United Kingdom.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 38.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 27th January, 1879.

Referring to your letter of 6th November, No. 206, calling my attention to the inferiority of certain ships which had been employed for the conveyance of emigrants, I now have the honor to forward for your information a memorandum by my Despatching Officer, fully explaining the circumstances under which such ships were engaged.

I will, in future, insist on superior vessels being supplied, as the Government hold me justified in doing so. In the present case, it was after anxious consideration I decided that the terms of contract hardly entitled me to refuse the ships referred to.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

---

Enclosure in No. 38.

Mr. E. A. SMITH to Mr. KENNAWAY.

*Memorandum.*

WITH reference to the despatch of the Hon. the Minister for Immigration, No. 206, of 6th November, 1878, deprecating the employment of such inferior vessels as the "Edwin Fox" and "Adamant" in the conveyance of emigrants to the colony. I beg to state that it is very difficult to procure vessels of a superior description for the smaller ports, owing to the difficulty of securing sufficient cargo for them.

You will remember that I demurred to approving of these ships, when they were offered by the Company, not on account of their being ineligible, as they are both classed A1 at Lloyds, and the "Edwin Fox" in all respects met the requirements of the charter-party; but I endeavoured to get other vessels substituted for them which I might consider more eligible.

It was impossible to effect this, as there was a great scarcity of tonnage at the time these ships were offered.

The Agent-General decided that, if they were eligible under the charter-party, he was not in a position to refuse them.

In the case of the "Adamant," although her height between decks (6 feet 10 inches) scarcely met the requirements of the charter-party, she was in all other respects an eligible ship, roomy, well lighted, and well ventilated. The Company represented that there was the greatest difficulty in getting a ship better adapted than the "Adamant"; and, taking into consideration that she had been reported on favourably on her three previous voyages, she was accepted on specially favourable conditions to the Government—namely, that the Company should forward twenty-five statute adults to Hawke's Bay, free of any additional cost, by their next Wellington ship.

EDWARD A. SMITH.

---

No. 39.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 28th January, 1879.

Adverting to the passage in your despatch from the Immigration Department of the 8th November, No. 216, suggesting that the conduct of the Maori population of the West Coast, on the occasion of the wreck of the emigrant ship "City of Auckland," afforded a favourable opportunity for removing misconceptions as to their true character on the part of the British public, I have the honor to enclose you a copy of a paragraph on the subject, which I have written and caused to be inserted in the "Times" \* and other principal London journals, and which is thence being extensively quoted by the provincial press.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. J. Macandrew, Wellington.

---

No. 40.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 29th January, 1879.

Referring to your letter No. 234, of the 30th November last, and to my previous communications on the subject to which your letter refers, I have to report that on the receipt of your telegram of the 13th ultimo, informing me that the Government had arranged in the colony for the engagement of a steamer to take 600 emigrants to Otago, Canterbury, and Wellington, I placed myself in communication with the New Zealand Shipping Company and, on their naming the "Stad Haarlem" as the vessel they were prepared to lay on for the service, I instructed Mr. Smith, the Despatching Officer, to proceed to Amsterdam, where the "Stad Haarlem" was then lying, and report on her suitability for the conveyance of about 600 statute adults to New Zealand.

On that officer reporting favourably, I informed the Shipping Company that I accepted the ship, and she is now being fitted up for the reception of the emigrants. This is being done with the greatest care under the immediate superintendence of the Despatching Officer. And I am at the same time

---

\* 17th January, 1879.

endeavouring, as far as possible, to meet the Company on their requirements, so as to make the conveyance of these emigrants successful, both as regards the comfort and health of the passengers, and in its pecuniary results to the Shipping Company.

I am glad to be able to report that I have been able to secure the services of Dr. Gibson, who is one of the most experienced and trustworthy of the medical men who have taken out emigrants to New Zealand, as the Surgeon-superintendent of the "Stad Haarlem." The date fixed for the embarkation of the emigrants at Plymouth is the 6th February, the earliest date at which it was likely that the vessel would be ready for their reception.

As I stated in my letter of 18th December, I at once, on receiving your telegram of the 13th December also, reopened communications with Mr. A. Simmons, and he undertook to get together 600 (statute adults) suitable emigrants from amongst the farm labourers of Kent and Sussex.

I sent Mr. Holloway to assist in their selection, and the Rev. J. Berry also went into the district and gave several lectures there.

After receiving reports, however, from Mr. Simmons and Mr. Holloway, as to the number of suitable emigrants which they were likely to obtain, it became apparent that they would not be able to make up the number which Mr. Simmons at first confidently believed they would be able to secure, and I therefore caused special circulars to be issued to over 600 nominated persons, informing them that it was possible that room may be found for them by the "Stad Haarlem."

By these means, and by also accepting for passages a small number of suitable applicants from other parts of the United Kingdom, I have reason to believe that the numbers will be made up to about 600 statute adults, consisting of about 350 of the Kent and Sussex "locked-out" people, and 250 of nominated and other emigrants.

I was the more anxious, if possible, to make up the full complement of 600, as I am given to understand, though not informed by you to that effect, that the Government have guaranteed that number to the Shipping Company.

As it appeared that the fact of Mr. Simmons accompanying the party would tend very much to stimulate the movement, I have consented to give him a first-class passage by the "Stad Haarlem." He goes out to New Zealand with the intention, after visiting the various parts of the colony, of returning to England. I think that while he is in New Zealand it would be well, on the part of the Government, to facilitate any inquiries he may make as to its resources and capabilities as a field of emigration for farm labourers, as, no doubt, an encouraging report from him on his return will induce many others to follow the example of those who proceeded by the "Stad Haarlem."

I have informed him, as to his return passage, that while recommending the Government to provide him with a return passage, free of cost to himself, yet such an arrangement must be understood to be entirely left to the discretion of the Government subsequent to his arrival in the colony.

I trust to be able to send, by the Brindisi mail, a satisfactory report of the final sailing of the "Stad Haarlem."

I have, &c.,  
 JULIUS VOGEL,  
 Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 41.

The AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 1st February, 1879.

I have the honor to report as follows as to the proceedings of my department during the month of January.

On the 30th January, the ship "Westland" sailed from the Clyde for Port Chalmers with 167 souls, equal to 148 adults, consisting of nominated emigrants, single women (being 82 in number), and a few others who appeared to be specially suitable.

A nominated family also proceeded from London to Port Chalmers in the "East Lothian," sailing on the 7th January.

The New Zealand Shipping Company having named the "Stad Haarlem" as the steamship which they proposed to despatch to New Zealand under the arrangement made with them in the colony, the Despatching Officer of the department proceeded to Amsterdam, where that vessel was lying, and, on his favourably reporting as to her suitability, I accepted her, and she has now almost completed her fittings for the reception of the emigrants.

Some difficulty has, however, occurred in arranging the berthing of the emigrants, as the "Stad Haarlem" was not originally intended for the conveyance of emigrants, and being only temporarily employed in the service, the permanent fittings cannot be taken down.

The numbers which are expected to embark will probably amount to at least 600 statute adults, being about 350 statute adults Kent and Sussex laborers, 150 statute adults nominated emigrants, and 100 statute adults emigrants selected from different parts of the United Kingdom.

After Mr. Berry, Mr. Holloway, and Mr. Simmons had held meetings and given lectures throughout Kent and Sussex, I judged from the number of applications that I should not be able to fill up the steamer with Kent and Sussex men only, and I therefore issued notices to about 600 nominated persons, informing them that there would be room for some of them in the steamer, and I also entertained a number of direct applications, the result being that the numbers that I have given above will probably proceed by this steamer.

The majority of the Kent and Sussex people, having friends in Canterbury, have preferred that part of New Zealand for their destination, so that about 300 (including nominated and other cases) out of the 600 will proceed to Canterbury, about 120 to Port Chalmers, and 180 to Wellington, some of the latter being for Hawke's Bay, Westland, New Plymouth, &c. This distribution of the numbers will perhaps be found convenient, as the "Westland," with 148 statute adults, will probably arrive at Port Chalmers within a short time of the "Stad Haarlem."

I propose to send by the Albion Shipping Company's ship, sailing early in May, a similar small body of emigrants to those sent in the "Westland," and this month about thirty nominated emigrants will ship from London for Auckland.

I shall continue, so far as possible, to provide passages in short ships for those nominated persons who desire to proceed as early as possible to their friends in the colony.

Having arranged with the Rev. Mr. Berry to give lectures for six months, under his arrangement with the Government, that gentleman has proceeded to Lincolnshire, where he is now holding meetings, &c., and where he believes he can induce a number of suitable tenant-farmers, as well as many farm labourers, to emigrate to New Zealand.

Mr. Berry has been furnished by this department with such posters, hand-bills, and papers as he considered would facilitate his operations. I am told his lectures are very satisfactory, and he seems exceedingly anxious to serve the colony.

Mr. Holloway, having completed his work in Kent and Sussex, I propose sending him to Wales, to report on the suitability of a number of quarrymen and other labourers, stated to be willing to emigrate, and whose Union Society are, I understand, prepared to pay part of their passage-money to New Zealand.

If suitable, I shall consider whether it may not be desirable to offer them some assistance, such as travelling expenses to the port of embarkation, or cost of maintenance at the depôt.

Twenty-nine of the emigrants from the "Piako" arrived from Pernambuco at Southampton, in the "Mondego," and I at once made arrangements for their proceeding to their friends. Only one family still wished to go on to New Zealand; but, in their case, I considered it expedient not to offer them another passage.

I am entertaining applications for passages in the first ships of the emigration season of this year, and believe that this course will greatly facilitate the filling up of the ships sailing during this year with suitable emigrants. I have carefully revised the printed conditions, and, by the adoption of a preliminary form, in which the intending emigrant has to describe his occupation before seeing the conditions, misrepresentation will be rendered more difficult.

The "Stad Haarlem" takes about 600 tons of steel rails for Wellington, and the "Angerona," and other vessels, will, during the present month, take the remainder of the steel rails, the shipment of which has for some time past been delayed, owing to ships not having been provided by the Shipping Company.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 42.

The AGENT-GENERAL to the HON. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 10th February, 1879.

I have the honor to direct your attention to the subject of the remuneration given to the Surgeon-superintendents of the New Zealand Government emigrant ships.

The present system provides that these officers shall receive £50, and 10s. per statute adult on all emigrants landed in the colony, and a further sum of £50 on their return to this country, provided they are recommended for re-employment, and are prepared to accept another appointment.

This mode of payment applies to all doctors, whether they have served before or whether they are new to the service.

The result of this is that, in some cases, some of those who have gained experience in the New Zealand service, and have proved themselves to be able and trustworthy, are tempted to exchange into the service of those Australian Governments who are carrying on emigration, and who pay their surgeons by a graduated scale according to the length of their services.

I have reason to believe that when surgeons of experience in our service are not to be had, that other medical men can be obtained at a less rate of payment than is at present given to all, whether new to the service or not.

Again, the surgeons in the New Zealand service feel themselves at a disadvantage to those employed by the Australian Governments, inasmuch as when they return to England, under the present system of confining emigration to only a few months in the year, they have to wait some considerable time before they obtain another appointment.

And I would further mention, as a point affecting the question, that, as a rule, in the latter part of the emigration season when the ships take the fullest complements of emigrants, I am compelled to appoint new men, as the older officers have already taken appointments in the earlier, but, for them, the less profitable ships.

The importance of providing thoroughly reliable and, if possible, tried officers in this service, prompts me, therefore, to suggest to the Government to authorize a revision of the scale of payment, in order that the New Zealand service may be put on an equal footing to that of the Australian Governments.

I may mention as a special case in connection with this matter, that when the "Stad Haarlem" was engaged to take emigrants to New Zealand, the only experienced medical man then in England was Dr. Gibson, who had been out to New Zealand with emigrants on four previous occasions, and the reports as to whose conduct as Surgeon-superintendent had always been of an exceptionally favourable character.

After taking out his last ship to New Zealand he arrived in England in February, 1878, but as emigration had ceased for the time, I was not prepared to give him another appointment, and he engaged himself to the New South Wales Government in a similar capacity.

On my offering him the charge of the emigrants by the "Stad Haarlem," he represented that although that vessel would carry a much larger number than vessels usually did, yet he would be at a pecuniary disadvantage, as the New South Wales Office had offered him another ship, which, by their higher rates of payment, would bring him in a larger amount of remuneration.

Under these circumstances, and considering the special importance of having an experienced surgeon on board the "Stad Haarlem," I engaged to pay him at the same rate of remuneration as the New South Wales Government would have done.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 43.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 13th February, 1879.

I have the honor to inform you that I have joined the Board of Directors of the New Zealand Agricultural Company (Limited), and, following the precedent established by my predecessor when he joined a public company, I have to express the hope that you will see no objection to my doing so.

The primary object of the Company is to promote settlement. The large estates it is to acquire are to be cut up into farms for the occupation of settlers. Frequently, since I have been in England, I have represented to the Government the desire on the part of suitable persons in this country to acquire land in New Zealand, on which they could settle and pursue their avocations as farmers. I indeed once suggested that a block of land should be put apart for the purpose, and that I should be authorized to dispose of it. The Government, however, replied that there was a great demand for land in the colony, and that they could not put people at a distance on more favourable terms as regards absence of competition than people within the colony had to submit to. I mention these circumstances in order to shew you that, in my opinion, the Company will fulfil a really public object. I believe it will greatly benefit the colony, by affording an opening to the numerous desirable people who constantly express the desire to obtain land for settlement in New Zealand.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 44.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 26th February, 1879.

I have the honor to transmit copy of the Despatching Officer's report respecting the steamer "Stad Haarlem," which sailed from Plymouth on the 15th instant for Port Chalmers, Lyttelton, and Wellington, with 696 souls, equal to 592 statute adults.

I regret to say that, on the steamer leaving London, Lloyd's Surveyors objected to certain side-scuttles which had been made for the purpose of giving light to some of the compartments in which the emigrants were berthed, and this objection was supported by the Board of Trade officers.

As the vessel could not proceed without the permission of the Board of Trade, I instructed the Despatching Officer to facilitate the carrying into effect any alterations which would remove the Board of Trade's objections.

The work necessitated by this detained the vessel upwards of a week at Plymouth, which was the more to be regretted as the state of the weather caused considerable amount of illness from colds amongst the younger children.

I am glad to say, however, that although the main number of emigrants were at the depôt for upwards of a fortnight, yet no illness of an infectious nature broke out; and I have much satisfaction in further reporting that yesterday, by telegram from St. Vincent, the "Stad Haarlem" was announced as having reached thus far on her voyage, and that all on board were well.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### Enclosure in No 44.

Mr. E. A. SMITH to the AGENT-GENERAL.

SIR,—

20th February, 1879.

I have the honor to report that, in pursuance of your instructions, I proceed to Amsterdam on the 7th ultimo to inspect the s.s. "Stad Haarlem," to ascertain whether she would be adapted for the conveyance of 600 emigrants to New Zealand.

I visited her on Wednesday, the 8th ultimo, examined her as far as this could be done while she was afloat, and measured her as nearly as I could in the then lumbered state of her between decks.

Having ascertained that she had capacity for 600 statute adults, by carrying emigrants both on the main and orlop decks, and the owners having agreed to cut scuttles in her sides wherever I might require them to be cut for the purpose of lighting the orlop decks, I telegraphed you to that effect, and the ship left on Thursday, the 9th ultimo, for London.

On my return to London I examined the ship in dry dock, and, in conjunction with the Emigration Officer, Captain Sconce, and with the Board of Trade Surveyors, Messrs. Bissett and Steel, arranged where the sides were to be pierced for scuttles in the orlops.

As it was considered that the ship, when loaded, would be too low in the water to allow of scuttles being used for ventilating purposes, I assented to the proposal of the Board of Trade Surveyors that there should be only lights in the side instead of scuttles (ventilation being amply provided for from above, and by means of exhaust-pipes connected with the donkey engine); it was therefore arranged that the glass of the lights should be one inch in thickness, set in strong brass frames, with brass shields to close at night or in the event of any injury to the glass of either of the lights; and these lights were properly and securely fitted under the almost daily superintendence of the Board of Trade Surveyors and myself.

I had considerable difficulty in arranging for an hospital on deck, as the deck was already sufficiently encumbered with houses without erecting any more. After much discussion, and being pressed at my instigation by the New Zealand Shipping Company, the owners at last consented to the upper saloon being used for hospitals. The starboard side was thereupon fitted for a single women's hospital, and the port side for the married women's and children's hospital.

The single women occupy a portion of the after orlop, the starboard saloon cabins, and half the saloon; the bath-room and water-closets for the single women are just before the saloon on the starboard side, abreast No. 2 hatch. At the fore end of the single women's compartment in the orlop is a ladder-way into the saloon, over which is an air-shaft and skylight, and the compartment was originally lighted by seven side lights, and the after (No. 1) hatch fitted with a booby hatch. The saloon cabins, ladies' cabin, and saloon are well lighted and ventilated by numerous side scuttles, by air-shafts with skylights over, and by prisms in the deck. The saloon stairs leading to the upper deck are divided by a close bulk-head, the starboard side being for the exclusive use of the single women; and the companion ladder-way thence to the top of the deck-house is also reserved for the use of the single women. There is a door at the foot of the ladder-way on the port side, of which the captain has a key, for use in case of emergency. The matron and sub-matron occupy a cabin at the foot of the saloon ladder-way, which is secured at night by a door fitted with lock, the key of which is in the matron's charge.

A portion of the married people occupy the fore part of the after orlop, which was originally lighted and ventilated by part of the air-shaft through the saloon, by six lights in the sides, and by hatchway No. 2, fitted on the upper deck with a booby-hatch. Access to the upper deck is obtained by a double flight of steps; one broad ladder in midships leading on to a grating hatch on the main deck; a smaller ladder on either side leading from the main to the upper deck. There is a bath-room for those women and children on the starboard side abreast the hatch, and a double water-closet on the port side.

A bulk-head divides the officers' quarters and engine-room from this portion of the emigrants' quarters, and just before this bulk-head, on the port side, is one of the dispensaries, the other is in the house on deck.

The remainder of the married people occupy the main deck from the fore part of the officers' quarters to about 7 feet 6 inches before the fore (No. 4) hatch. This compartment is lighted and ventilated by half this (No. 4) hatch, by a companion hatch abaft the main (No. 3) hatch, and by ten scuttles on each side. The schoolmaster's cabin is on the starboard side forward. There is a bath-room and double water-closet at the after end of this compartment on the starboard side, and another bath-room and a treble water-closet on the port side, also at the after end of the compartment. There is a wash-house on either side in midships over the boilers, and between these and the companion-ladder are store rooms for brooms, holystones, &c., &c.

The single men occupy the midship orlop, the fore orlop, and the fore end of the main deck. The midship orlop is lighted and ventilated by ten side lights, and by the main (No. 3) hatch, which is fitted on the upper deck with a booby-hatch. The ladder-way for this compartment is by a double flight of steps, first by a single ladder on to a grating hatch on the level of the main deck, and then by a ladder on each side on to the upper deck. Communication with the main deck is cut off by a bulk-head round the hatch, the upper part of which is glazed to admit light to the main deck, and there is a door in the after end to facilitate the doctor passing easily from one compartment to the other.

The fore orlop is lighted and ventilated by eight side lights, by two iron air funnels in the after end, and by a portion of the fore (No. 4) hatch, which is fitted with a booby-hatch. This hatch is trunked on three sides with iron, thus cutting it off entirely from the main deck, except at the after end, where a portion is trunked in and forms an air shaft (as stated previously) for the married compartment. The ladder-way is by a scuttle hatch, with the single men's compartment on the main deck.

The fore end of the main deck is lighted and ventilated by fourteen side scuttles, by a mushroom ventilator in the fore end, and by the companion hatch in the after end, which is the ladder-way to the upper deck. The male hospital is in the fore end of this compartment.

There are water-closets for the men on either side of the upper deck before the smoke-stack.

There are two issuing rooms on deck, one on either side of the house, abreast the engines.

I examined the provisions, stores, and medical comforts with the Emigration Officer (Captain Sconce), and the Surgeon-superintendent (Dr. Gibson). The carrots, some of the medical comforts, and the salt beef supplied for the crew were rejected, and articles of good quality supplied in lieu. The surgeon was furnished with a list of the quantities supplied, and a copy of this list is enclosed herewith.

As the ship calls at St. Vincent and the Cape of Good Hope to coal, the purser has been specially directed to supply the emigrants at each place with fresh meat and vegetables.

The condenser was reported by the Board of Trade Surveyor to be efficient, and the ship is supplied with sufficient water in tanks for the longest period of the voyage—namely, from the Cape of Good Hope to Otago.

The boats, eight in number, were all got out at Plymouth, and were in good working order; two of these are life boats, fitted with Hill and Clark's disengaging gear. The crew were told off to their respective boat and fire stations, and the attention of the captain and surgeon was called to your special instructions, respecting the exercise of both crew and passengers at fire-drill at least once a week.



The ship left the docks on Monday, the 3rd instant, for Greenhithe, to adjust her compasses. While there a survey was held by several Board of Trade surveyors, assisted by two of Lloyd's surveyors, with instructions to report to the Board of Trade specially as to the lights which had been fixed in the sides of the ship for lighting the orlops; and on Tuesday the ship left under steam for Plymouth, where she arrived on Wednesday, the 5th instant.

On Wednesday morning I received a letter from the Manager of the New Zealand Shipping Company, informing me that the Board of Trade had served them with a notice that the "Stad Haarlem" was not to leave unless the side scuttles near the water-line were permanently and efficiently closed up, or until notice from the Emigration Officer of the Port of London was received that the vessel may proceed. I immediately telegraphed this information to you, and also wired the Manager of the Company asking him to see you immediately relative thereto.

The result of the special survey held at Plymouth by Captain Moodie, Mr. H. D. Grey, and Captain Sconce, was that the Board of Trade insisted on certain alterations, the execution of which I, by your directions, did what I could to facilitate; and, in consequence of the recommendation of the Surveying Officers, the "Stad Haarlem" was moved into the Cattewater on Tuesday, the 11th instant, for the purpose of closing the fourteen scuttles in the after orlop, enlarging the air shaft through the saloon, and putting prisms in the main deck wherever borrowed light could be made available. This work was completed on the evening of the 12th, and the ship was moved again into the Sound early on Thursday morning. The result of the alteration is, I regret to say, that there is not sufficient light in the after orlop, away from the immediate vicinity of the hatches and air shaft, to enable the people even to see the numbers on their berths, and I believe recourse must be had to artificial light during the whole of the day.

The weather was very wet in the forenoon of Thursday, and prevented the embarkation of the people on that day.

On Friday, the 14th instant, the medical inspection of the passengers by Dr. Eccles and Dr. Gibson commenced at 10 a.m. in the presence of Captain Sconce and Mr. Watson (Mr. Swanston, Assistant Secretary of the Board of Trade, Captain Moodie, and Mr. H. D. Grey, also watching the proceedings); and I superintended the embarkation of the people in the steam tender, as they were passed by the medical inspector. The steam tender being licensed only for 260 people, she was obliged to make three trips, and the last batch were all on board by 1 p.m. I went on board with the last, and, having seen everything completed, I delivered your sailing instructions and the despatches for the colony to the captain, and the ship steamed out of the Sound at 7 o'clock on Saturday morning, the 15th instant, having on board 696 souls, equal to 592 statute adults, embarked under your orders as per surgeon's certificate herewith enclosed, and four cabin passengers—viz., three engaged by the New Zealand Shipping Company with your sanction, and Mr. Simmons, the Secretary of the Kentish Labourers' Union, for whom you provided a passage.

I appointed Mr. Edward Armstrong as schoolmaster, and Mary E. Hartfield as sub-matron.

I enclose the captain's receipt for the despatches to the colonial authorities, and the mate's receipt for a box forwarded to me from London by Messrs. Hayter, and addressed to "The Rector, Normal School, Dunedin, Otago."

Sir Julius Vogel, K.C.M.G.,

Agent-General for New Zealand.

I have, &c.,

EDWD. A. SMITH,  
Despatching Officer.

---

### No. 45.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 1st March, 1879.

I have the honor to report as follows as to the proceedings of my department during the month of February.

On the 15th February the steamship "Stad Haarlem" sailed from Plymouth for the Ports of Chalmers, Lyttelton, and Wellington with 696 souls, equal to 592 statute adults.

The above-mentioned numbers include 346 adults, Kent and Sussex labourers and their families; 95½ adults, consisting of emigrants selected from other parts of the United Kingdom; and 150 adults, nominated emigrants.

I am glad to be able to add that the "Stad Haarlem" was reported on the 24th ultimo as having arrived at St. Vincent, and that all were well on board.

On the 25th February 21 souls, equal to 16½ adults, embarked from London by the "Loch Dee" for Auckland. These emigrants were principally those nominated by their friends in the colony.

Another small party of nominated emigrants will embark next week by the "Isle of Bute" for the same destination.

With the exception of, probably, a small number of nominated people, no emigrants will be despatched during this and the succeeding month.

I intend to send by the ship "Napier" (late "James Nicol Fleming"), from the Clyde, sailing early in May, for Port Chalmers, from 150 to 200 statute adults, to consist principally of nominated emigrants and single women.

During the past month the number of applications for passages, and inquiries respecting matters connected with the colony, have been, for this time of the year, unprecedentedly numerous, over two hundred letters being sometimes received in one day. The number of applications from Ireland, more particularly from the southern district (although I am not advertising in any of the papers there, and decline to receive any applications through any local agents), continue to be very large, and appears likely to increase, and will necessitate my taking special steps in order to satisfactorily select the comparatively small proportion to whom passages can be offered during the ensuing emigration season.

The Despatching Officer (Mr. Smith) having reported to me that the action of the Board of Trade Officer at Plymouth, as regards the official inspection of the emigrants, was unsatisfactory, involving, as it appears to have done in more than one instance, unnecessary hardship and exposure to the weather to the emigrants, I thought it my duty to bring the matter specially under the notice of the Board of Trade; and inquiry was made at Plymouth during the past month, at which the Secretary to the Department and Mr. Smith were present. The inquiry lasted over five days, but I have not, as yet, received any communication from the Board of Trade as to the result.

That the emigrants should be all in good health at the time of their sailing is of so great importance that every care should be taken that they are exposed as little as possible to wet and cold at the time of embarkation, and this inquiry will, I believe, result in that being the case in future to a greater extent than heretofore.

In my last report I mentioned that I intended to send Mr. Holloway to Wales, to make inquiries respecting a number of men who, from statements which came under my notice, intended to emigrate to New Zealand. Mr. Holloway on going there reported that a number of these men, previous to their working as quarrymen, had been farm labourers, and would, in his opinion, prove suitable emigrants, though some only spoke the Welsh language. The President of their Trade Union offered to pay £5 per head on all over twelve years of age, towards the expense of their passages (including ship's outfit), provided I would send them out in April.

After considering the proposal I decided to decline it, as the rule adopted by the Government, not to send out emigrants to arrive during the winter and early spring months, is one which I did not think it right in this case to make any exception, notwithstanding that a comparatively small pecuniary advantage might accrue thereby. I therefore replied that I must decline the proposal, but that I would entertain applications from those who were suitable for passages during the regular emigration season.

The Rev. Mr. Berry is lecturing in Lincolnshire, and Mr. Holloway has proceeded to Yorkshire to inspect and report on a small party of intending emigrants residing there who have applied for free passages.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Honorable the Minister for Immigration, Wellington.

#### No. 46.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 6th March, 1879.

Referring to your letter No. 216, of 8th November last, respecting the wreck of the "City of Auckland," I have the honor to state that, in accordance with your wish expressed therein, I prepared a paragraph for the newspapers contrasting the actual conduct of the Maoris with the previous injurious report concerning them. I transmit to you a file of newspapers\* containing the paragraph in question.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

#### No. 47.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 21st March, 1879.

Referring to your memorandum No. 88, of 8th November, 1878, I have the honor to transmit herewith twenty-five copies of the pamphlet which has been compiled from the papers, respecting the coal and iron resources of the colony, which were forwarded with your memorandum.

I have inserted an advertisement, similar to that contained in the *New Zealand Gazette*, in a number of the principal papers circulating in the United Kingdom, including those whose columns are devoted more particularly to subjects relating to the iron trade.

I am glad to say that the applications for the pamphlet are very numerous, and amongst them is one from the largest steel works in Great Britain, the letter applying for it stating that the writers would seriously entertain the proposal.

I have forwarded seventy of the pamphlets to Mr. W. W. Evans, of New York, and have directed the advertisements to be inserted in several of the leading papers of the United States.

I have also obtained a list of the principal Continental papers, especially those representing the iron trade, and have caused the advertisement to be translated into French for the Belgian and French papers, and into German for those papers circulating in Germany.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. J. Macandrew, Wellington.

#### No. 48.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 22nd March, 1879.

I have the honor to enclose copy of correspondence relating to a suggestion I made for the consideration of the Imperial Government, that some suitable testimonials should be presented to the captain and officers of the ship "Loch Doon," and to the Surgeon-superintendent of the "Piako," in recognition of their services in connection with the last-named vessel.

\* Twenty-six.

By Mr. Wingfield's letter you will perceive that the question is thought to be one for the consideration of the New Zealand Government. I therefore venture to submit it for that purpose.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure 1 in No. 48.

The AGENT-GENERAL to the UNDER SECRETARY OF STATE.

SIR,—

7, Westminster Chambers, London, 27th January, 1879.

I have the honor to acknowledge the receipt of Mr. Wingfield's letter of the 22nd instant, transmitting a copy of a despatch received through the Foreign Office from Her Majesty's Consul at Pernambuco, reporting the departure of the "Piako" from that port for New Zealand on 29th December last, and to thank you for the same.

The Government of New Zealand are much indebted to Her Majesty's Consul for the manner in which he acted during the stay of the emigrants at Pernambuco, and for the trouble he took in arranging for the return passage of some of the emigrants to England, and I shall, in recognition of the same, have pleasure in paying the amount of his claim for commission.

In connection with this matter I would venture to suggest, for the consideration of the Imperial Government, that some suitable testimonial should be presented to the captain and officers of the ship "Loch Doon," who appear to have acted with great kindness and discretion towards the emigrants when they were transferred from the "Piako" to that vessel.

The Surgeon-superintendent of the "Piako," from the reports which I have received, appears to have acted with great discretion and commendable energy under very difficult circumstances, and I have pleasure in also recommending him for such suitable testimonial as your Government may consider due to him.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Under Secretary of State, Colonial Office.

### Enclosure 2 in No. 48.

Mr. WINGFIELD to the AGENT-GENERAL.

SIR,—

Downing Street, 12th March, 1879.

With reference to your letter of the 29th of January last, suggesting for the consideration of the Imperial Government that some suitable testimonial should be presented to the captain and officers of the ship "Loch Doon," as well as to the Surgeon-superintendent of the "Piako," in recognition of the services rendered by them to the emigrants landed at Pernambuco from the "Piako," burnt at sea, I am to inform you that the question having been referred to the Board of Trade, that department have expressed the opinion that it is one for the New Zealand Government and the owners of the "Piako," rather than for the Imperial Government.

I am to take this opportunity of forwarding to you the accompanying extract of a letter received through Foreign Office from Consul-General Walker, relating to the same subject.

I have, &c.,

EDWARD WINGFIELD.

The Agent-General for New Zealand.

### Sub-Enclosure to Enclosure 2 in No. 48.

EXTRACT from LETTER of Consul-General WALKER to the Marquis of SALISBURY.

19th February, 1879.

"I CONSIDER the conduct of the master and officers of the "Loch Doon" highly commendable, as the vessel was deeply laden, and had to go considerably out of her course to make the harbour of Pernambuco, having the whole of the emigrants on the 11th November, and arriving at Pernambuco three days afterwards, where she was also detained several days revictualling, thereby retarding the vessel's arrival at her port in the United Kingdom, where she was bound from the Coast of Chili. The act may be called in one sense of the word merely an act of common humanity, and, as the master of the "Piako" paid the master of the "Loch Doon" for loss of provisions, &c., it might be considered that the matter might there rest; but as, happily only occasionally, one hears of gross acts of wanton neglect and utter indifference occurring, and an absence of all want of humanity when occasion does arise for one commander of a vessel to render needful assistance to another when in distress, I, in my humble opinion, think it would not be out of place to make some suitable recognition of the same. As regards Mr. Beaufoy Green, surgeon of the "Piako," I consider that he acted in a most praiseworthy manner, remaining by the emigrants on the island I had hired for them (isolated from the town some four miles), for the whole of the time they were there, some five weeks, and only coming on shore once, and that was on receiving an official notice from the undersigned to attend and give evidence at a Naval Court, convened to inquire into the origin of the fire that broke out on board the "Piako." I however think that if a testimonial is given to the master and officers of the "Loch Doon," and to the surgeon of the "Piako," that Mr. Boyle Boyd, master of the ship, ought to be included, for I can conscientiously state that no man acted with more prudence, energy, and forethought than he, and not only by his manner of acting were many valuable lives saved on the transfer of the emigrants from one ship to another, but much expense and loss of time was saved likewise during the refitting of the "Piako."

5—D. 2.

## No. 49.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 25th March, 1879.

Referring to your letter No. 261, of the 23rd December last, and to my letter No. 136 of 10th February, which letter was despatched before the receipt of the former, and by which you will observe that the system of remuneration to Surgeon-superintendents had also been the subject of consideration on my part, I am glad to observe that you approve of the principle indicated in your letter—namely, that of paying the medical men who remain in the New Zealand service an increasing rate of remuneration.

After giving the matter further consideration, and comparing the rates paid by the Australian Governments with those hitherto paid by the New Zealand Government, I have concluded to recommend for adoption the following scale of remuneration—that is to say: 10s. per soul (instead of per statute adult as hitherto) on all immigrants landed in the colony, such rate to be increased by 1s. 3d. for each succeeding voyage, up to a maximum of 20s. I would propose to do away entirely with the £50 gratuity now paid on arrival in the colony; and, instead of the £50 payable to the surgeon on his return to England, I would propose that the Government, if they approve the re-appointment, pay in the colony for the actual cost of his return passage to England.

If you approve of this, will you be so good as to send by cablegram the code word “Waterloo,” so as to enable me to commence the new system of payment with the despatch of the first vessels of the emigration season. Meanwhile, I shall allow such surgeons as have served over four voyages, if any leave before I obtain your reply, the extra allowance mentioned in your letter No. 261 of the 23rd December.

Referring to your remarks contained in your letter No. 260, of 21st December, I need scarcely assure you that my uniform practice, in the appointment of surgeons, is to give preference to those who have been previously engaged in the New Zealand service, and who have fulfilled the duties satisfactorily. In fact, I have always considered that the Government are equitably under contract to give preference to surgeons recommended for re-appointment. Whenever there are none of the staff surgeons available, the names of the most eligible are taken from the list which is kept at this office, of the candidates who have already furnished testimonials, and, after inquiry and personal interview, the most eligible are selected, preference being given to those who have already had medical experience at sea.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 50.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 25th March, 1878.

Referring to my letter No. 1,141, of December 19th, and to that portion of the Hon. the Minister for Immigration's letter No. 260, of December 21st, 1878, which deals with the question of the shipment of rails, I have the honor to further report as follows:—The notice mentioned in my above-mentioned letter, which, after waiting since September, and after also vainly endeavouring to induce the New Zealand Shipping Company to allow me to make my own shipping arrangements, I served on the Company, was dated December 4th, and required them to provide four ships to convey cargo from London to the colony—namely, one ship for Auckland with 1,700 tons, one ship for Wellington with 1,900 tons, and two ships for Port Chalmers with 2,700 tons, such ships to sail not later than the 18th January.

The result of this was that the Company failed entirely to meet my requirements, inasmuch as on the 18th January no portion of the rails had been shipped, owing to the Company not having provided ships. One vessel, the “Minister of Marine,” was named by the Company in December for the conveyance of the rails for Auckland, but she was not ready for loading until the end of February, and the bills of lading have not yet been received. A large quantity of rails were thus kept waiting for her either in trucks or barges, causing risk of damage by rust, and giving the manufacturers ground for complaint, inasmuch as they could not be paid until the rails were shipped, and they rendered themselves liable for demurrage to the barge owners. As regards the Wellington rails, they were shipped by the “Western Belle,” and in other small shipments, but the whole shipment was not completed until the middle of February.

In the case of the Otago rails, I consented not to insist on the Company carrying out the strict terms of my notice, as regards shipping from London, thus enabling them to ship that portion of the rails manufactured at Cardiff direct from that port. But at this date there still remains at Middlesborough 1,100 tons, for which the Company has not as yet named any ship.

I referred to Messrs. Mackrell the question of my power to act, under clause 24 of the Shipping Contract, and charter a ship for the conveyance of these 1,100 tons from some other persons.

I transmit herewith a copy of Messrs. Mackrell's opinion thereon. At their advice I have again served a formal notice on the Company, requiring them to provide the shipping for the rails still unprovided for; and the Manager in reply, dated 21st instant, has intimated his readiness to provide the necessary tonnage, but has not yet named any particular vessel for the service.

It will probably be nearly a month from this before this lot of rails will be shipped, so that it has taken the Shipping Company some seven months, under continuous pressure, to provide tonnage for the conveyance of about 12,000 tons of railway iron.

I trust that this delay has not caused much inconvenience in the colony, though I fear it may have done so. At any rate it has placed me in a very unsatisfactory position with the manufacturers, who had a right to expect that far greater expedition would be used. I again repeat the opinion, that

if I had been able to have made independent arrangements I should have done so far more expeditiously, and with great saving to the colony, inasmuch as I have every reason to believe that I should have secured ships at a less rate of freight than that paid to or through the New Zealand Shipping Company. The Company appear to me to use the Government cargo simply as a convenience, to be taken or left behind, or delayed, just as it suits them. Private shippers can make much more favorable terms, and can insure punctual despatch, because the Company knows that if they do not take such cargo by a certain ship they will probably lose it altogether, whereas Government cargo can be left behind or delayed without any such risk, as it must go by one of their other ships at whatever date they may fix for sailing.

The New Zealand Shipping trade is in fact now virtually under one control; there is no competition, and no secret is made of the pressure that it is supposed can be exercised on me.

In this case of shipment of rails, when in my endeavour to act for the interests of the colony I had to require the Company to strictly comply with their contract, reference was at once made to the colony, and the Company then appealed against my action to the Government, thus causing further delay and uncertainty. I recognize, however, that the Government have virtually left the matter in my hands; but the practice of referring out to the colony whenever the conditions press at all disadvantageously on the Company, appears to me to be one that should be absolutely discouraged.

I may mention here that, on the contractors for the last order for rails asking for dates at which they should have the material ready for shipment, I requested the Manager of the Shipping Company to consent to my making my own arrangement for the shipment of the same, but the only reply that I have received is, that he must refer the question to the colony for instructions.

I would point out to you that the Company, in urging on you that they should be allowed that, or the other, so long as they do not put you to extra expense, speciously conceal the true merits of the case. If the Government is to submit to be treated with the utmost harshness under the contract, but, whenever the Company's interests are at stake, is to deal with them with the utmost tenderness, there would be no limit to the advantage which would be taken. The contractors had told me that the carriage of rails in large quantities did not pay them: It was for their interest to allow me to make my own arrangements for shipping the rails from the places of manufacture, rather than to carry them under their contract. But they refused this permission, in the hope of making something out of the shipment from the place of manufacture, not because the contract entitled them to do so but because they thought they could compel the Government to let them. Manifestly, the only honest and independent way to meet this attempt to extort advantages is to insist either on the contract being strictly carried out, or the Government having full liberty to ship to the best advantage from ports of manufacture, without throwing benefits into the way of the contractors they have no right to expect. Whilst the present unfortunate agreement continues, I am convinced that the interests of the Government demand that they should either insist on making their own arrangements for shipping rails from the places of manufacture, or, if the contractors refuse this permission, that they should be saddled with the loss of carrying them from London at contract rates. These contract rates are high, as long as the quantity of rails is confined only to the amount required to properly trim the ship with dead weight. At least in one instance I know of a private shipper paying 4s. a ton less than the Government, and I also paid 4s. a ton less during the interval that there was no contract. But the rate of 24s. a ton would not pay to load a ship with rails, and, therefore, inasmuch as we have the power of insisting on the contractors loading ships in London at that rate, we have a power of coercing them to allow us to ship to better advantage still at the places of manufacture.

I cannot too strongly express my opinion of the disastrous nature of any contract which compels the Government to give to the contractors all freight. I think an exclusive contract to carry emigrants is not now advisable, as I will state directly, but, whether or not a contract is made for emigrants, nothing can be more unwise than to make one for freight. Without such a contract we could constantly get freight carried on most advantageous terms. But, with one, the contractors make a convenience of Government freight, frequently shutting it out at the last moment to ship private goods. The loss occasioned to the Government by delay in shipping, by divisions of freight that should go in one ship, and by injury consequent on exposure of goods waiting shipment, is very heavy.

In the early days of the establishment of the New Zealand Shipping Company, the Government, of which I was a member, gave them a monopoly of contract for carriage of emigrants, with the avowed purpose of setting them up as a competing power with the firm which previously enjoyed a monopoly. An exclusive contract for freight, however, was not given, and the Company was moreover warned that after its first difficulties were over it would have to run alone. Now, by coalescing with that other firm, all advantageous competition is at an end. The two enjoy a monopoly as long as tenders for contracts extending over one or two years are called. But if the Government engaged ship by ship as they required the same, several high-class firms would enter the trade, and the colony would reap enormous advantage on the saving of the high freights which are now current. I do not believe any country of equal importance was ever so dominated by a monopoly as New Zealand is by these shipping arrangements. I am of opinion that yearly contracts for emigrants are unnecessary, though they are not so disastrous as those for freight; still I think it would be better to engage the ships for emigrants as they are required, because if a monopoly is made of the carriage of emigrants, competition for freight can to a large extent be prevented. The argument which is used in the colony, in the interest of contractors, about the inhumanity of entrusting emigrants to strangers has little weight. The shipping companies do nothing for the emigrants themselves. Everything is done by the people they employ, who are no part of their regular staff. The same carpenters, provision merchants, and tradesmen can be employed by any one. The comfort of the emigrant depends upon the watchfulness of my Despatching Officer.

I believe, also, that if I had the power of engaging vessel by vessel, I could arrange for the occasional despatch of steamers without extra charge to the Government. A very large shipper to New Zealand informed me a few days since that he was sure steamers could be largely employed in the trade, but that the shipping companies most strenuously discourage their use.

In conclusion, allow me to say I strongly advise against any renewal of contract when the present one expires.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure in No 50.

Messrs. MACKRELL to the AGENT-GENERAL for NEW ZEALAND.

*New Zealand Shipping Company.*

DEAR SIR JULIUS,—

21, Cannon Street, London, 14th March, 1879.

We have perused the papers in this matter, and think that the 15th clause of the contract gives you power to charter and employ other vessels if default is made in providing vessels, and upon a requisition naming a reasonable time, although we think it is open to question whether the discretion vested in the Queen is exercisable by the Agent-General, it not being either an act or thing to be done or any power to be exercised by the Queen within the terms of the first clause.

No doubt your requisition of the 4th December last did give a reasonable notice, especially having regard to the terms of the 24th clause, which provides that six weeks shall be enough for an emigrant ship. Before, however, exercising the power, we would advise that you should serve upon the Company a notice in the form which we send enclosed, naming therein such time as would be reasonable, to enable them to comply with it.

We return the papers.

We have, &c.,

The Agent-General for New Zealand, London.

JOHN MACKRELL AND Co.

### No. 51.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 1st April, 1879.

I have the honor to report as follows, as to the proceedings of my department during the month of March:—

On the 7th March, 12 souls, equal to 10½ adults, embarked from London by the "Isle of Bute," for Auckland. These emigrants were principally those nominated by their friends in the colony.

The number of approved nominated emigrants being sufficient to justify the laying on of a vessel which would come under the Passenger Act, I have arranged with the New Zealand Shipping Company to despatch the ship "Orari" to Lyttelton, from Plymouth, on the 24th of this month. The "Orari" will take probably a full complement of emigrants, including a number for Wellington, which the Company have engaged to tranship to that port for £1 per statute adult extra.

The ship "Napier," sailing from the Clyde for Port Chalmers, will also take a full number of emigrants, and I have arranged with the Albion Shipping Company to send another party of nominated emigrants and single women by the ship "Nelson," sailing 4th June, from the Clyde.

During the past month the number of communications received at this department have increased in an unprecedented degree, and from 200, the number mentioned in my last monthly report, they have mounted up to over 500, while on this day they have numbered over 600.

This, comparatively speaking, vast amount of correspondence considerably exceeds that which this department has ever had to deal with before, and I have been compelled, in order to prevent large arrears from accumulating, to engage extra clerical assistance. Although I have not inserted any advertisements in any of the newspapers published in Ireland, and have also dispensed with the services of all the local agents in that country, except those of one each in two of the northern counties, yet the number of applications from intending emigrants residing in the southern counties in Ireland have considerably exceeded in number those coming from any other part of the United Kingdom.

These applications come principally from young single men, who, from their testimonials, appear to be good farm labourers. The most eligible are being selected for passages by the ships which will be despatched during the ensuing emigration season. I shall take care, however, in making up the complement of each vessel, that the proper proportions (in accordance with your instructions) of the nationalities of the United Kingdom be maintained.

The Rev. Mr. Berry has been lecturing in various parts of Lincolnshire, and reports that his lectures are attentively listened to by large audiences. He has also issued a large number of application and certificate forms and other papers (with which this office supplied him for distribution), amongst eligible intending emigrants. But few of these applications have as yet been sent in.

Mr. Holloway has been lecturing and inspecting applicants in Yorkshire, Cambridgeshire, Norfolk, and the Forest of Dean, during the past month, and has sent in completed forms for a number of eligible emigrants.

Mr. G. M. Reed reported himself at this office on the 23rd March. I have conferred with him on the subject of the best mode in which to utilize his services, and it appears to me that he would probably do good service by proceeding to the North of Ireland, and, under my directions, manage the emigration operations in that part of the United Kingdom. He might establish an office at Belfast or some other centre, and at times go into the country districts for the purpose of lecturing and personally inspecting applicants for free passages, and possibly next year he may find himself in a position to undertake, in some degree, the control also of the emigration from the South of Ireland.

I have for the present asked him to examine some of the large number of applications that are coming in from Ireland, by which he will gain an insight into the present emigration operations.

The result of the past month's work shows, I think, that I shall be able to obtain whatever number of emigrants, in reason, the Government may wish to have sent out during the present year, without the aid of the large number of local agents, whose services I have dispensed with.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 52.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 22nd April, 1879.

I have the honor to enclose copy of a letter which I have had addressed to Mr. G. M. Reed, and which sets forth particulars of the arrangement under which I propose that he should act.

Mr. Reed proceeded to Ireland on the 16th instant, and will at once commence to take steps with a view to promoting emigration from that portion of the United Kingdom.

Although the applications from the South of Ireland have been, within the last month or so, extraordinarily numerous, yet those from the North have been comparatively few. I contemplate that it will be feasible for Mr. Reed, at all events by next year's emigration season, to supervise the emigration from both North and South of Ireland.

Mr. Reed, before leaving for Ireland, attended this office for several days, examining a large number of applications which had been received here for passages to New Zealand, and otherwise improving himself on matters connected with emigration.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure in No. 52.

Mr. KENNAWAY to Mr. G. M. REED.

SIR,—

7 Westminster Chambers, London, 16th April, 1879.

In reference to your appointment as Emigration Officer, I have to inform you that the Agent-General wishes you to proceed as early as convenient to the North of Ireland, and open an office at Belfast, or at some other good central town there, with a view of diffusing information with respect to New Zealand, and of obtaining emigrants for that colony. The rent of the office will be paid by the Government. The amount of the rent to be paid to be subject to the approval of the Agent-General before you finally secure it.

I may mention that the rent of the office lately occupied by Mr. Cochrane, at 2, Custom-house Square, Belfast, was paid up to 30th April by the Government through Mr. G. Vesey Stewart, and they may possibly be suitable for your purposes.

You should find time to lecture in the country districts.

It is of great importance, where practicable, to personally inspect intending emigrants. The applications and certificates of applicants, when completed, should be referred to this office for the Agent-General's consideration.

When travelling on the public service the Agent-General will make you an allowance of 15s. a day for your subsistence, and will reimburse you for the actual cost of your railway, coach, &c., fares, together with the hire of such rooms as you may find necessary to use for meetings; also, for cost of postage, telegrams, and other necessary offices expenses.

The Agent-General will provide you with the services of one clerk should you require him.

Instructions as to details, papers, &c., will be supplied to you in due course as required.

I have, &c.,

WALTER KENNAWAY,  
Secretary.

G. M. Reed, Esq.

### No. 53.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 24th April, 1879.

Referring to your letter of the 4th January, No. 13, in which you forwarded reports relating to the ship "Hermione," I now have the honor to enclose copy of a memorandum by my Despatching Officer, in reply to the several subjects concerning this vessel to which you called attention.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### Enclosure in No. 53.

MEMORANDUM by Mr. E. A. SMITH to Mr. KENNAWAY.

25th February, 1879.

WITH reference to the despatch No. 13, of the 14th January, 1879, from the Hon. the Minister for Immigration, reporting the arrival of the "Hermione" at Wellington, and in pursuance of the Agent-General's instructions that I should report on the defective ventilation, &c., of that ship, to which the captain and surgeon attribute the outbreak of typhoid fever.

I beg to state, with reference to Captain Roberts's remarks as to defective ventilation, caused by the close bulk-heads used for the purpose of dividing the married compartment from the compartments of the single men and single women, I have always endeavoured to arrange the ventilation of ships so that the ventilation of each compartment should be complete in itself, and I consider it most undesirable that the foul and heated atmosphere of one compartment should pass into another, which would be a necessity were the ventilation of the whole between decks dependent upon the air-funnels in the fore and after ends of the ship.

With regard to the water channels, or gutter-ways, which are now common to most iron ships, and which are fitted with scuppers to carry off into the bilges any water that may get into the between decks: I think it very possible that these are frequently used for the purposes stated in the report; but even if these water channels were filled up with cement, scuppers must still be left in them, and rather than fill up these gutters I think it would be preferable to turn up the ends of the pipes leading from the scuppers so as to form a syphon or trap, to prevent any smell coming back again through the scuppers; and if the surgeons were to see that carbolic acid or some other disinfectant were run into the bilges occasionally, and shortly afterwards pumped out, there would be no reason to fear an outbreak of typhoid fever from such cause. To simply cover these water channels with wood would only add to the danger, as there would then be certainly an accumulation of filth in the gutter-ways under the wood. Typhoid fever is commonly understood to arise from malaria, or from dirty habits of the persons attacked; and, as the first outbreak in the "Hermione" was in a family named G——, portions of which family were located in different compartments in the ship, it does not appear to me that the foulness of the gutter-ways could have been the predisposing causes in each case.

Again, it is stated that two or three of the seamen were attacked in a similar manner, and they could not have been affected from the foulness of the gutter-ways, as they were far enough removed therefrom. If the foulness of the bilges had been the cause of the outbreak, it appears to me that the number of cases would have been more numerous, as nothing is said in the report, either of the captain or surgeon, of any steps having been taken to purify the bilges.

With regard to the substitution of flour, suet, and raisins when desired by the emigrants, for meat, I can see no reason why this should not be done; but it should at all times be carried out on the written requisition of the surgeon, who should be responsible for any change in the dietary scale provided under the contract.

EDWD. A. SMITH,  
Despatching Officer.

---

#### No. 54.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 1st May, 1879.

I have the honor to report as follows, as to the proceedings of my department during the month of April:—

On the 25th April the "Orari" sailed from Plymouth for Lyttelton with 162 souls, equal to 135 statute adults, for Wellington; 19 souls, equal to 18 statute adults, for Hawke's Bay; 9 souls, equal to 7 statute adults, for Nelson; 9 souls, equal to 8 statute adults, for Westland; and 20 souls, equal to 17½ statute adults, for Taranaki: being a total of 291 souls, equal to 246½ statute adults, including 55 single women.

The principal portion of the emigrants by this ship is composed of persons nominated by their friends in the colony.

The ship "Napier" sails for Port Chalmers from the Clyde next week, taking a number of nominated emigrants and single women for Otago.

The following vessels have also been engaged to take emigrants, and to sail on the dates given:—

May 28th: the "Famenoth" for Auckland, from Plymouth. May 30th: the "Rakaia" (taking emigrants for Wellington and Hawke's Bay), from Plymouth. June 4th: the "Glenlora" for Lyttelton, from Plymouth. June 4th: the "Nelson" for Port Chalmers, from the Clyde.

The last-named vessel I advised in my last monthly report as having been engaged. The three first-named have been laid on in pursuance of the instructions contained in the Hon. the Premier's telegram of the 8th April.

From the date of my last report the number of applications for passages and information respecting the colony continued to increase to such an extent that as many as 1,000 letters were received in one day. I found it expedient, therefore, to withdraw all the advertisements, and, on receiving the Hon. the Premier's telegram stating that I was to arrange for the year for only 2,000 emigrants in addition to the 1,000 already ordered, I was compelled to stop accepting any more families or single men, as the number already approved will probably be sufficient to provide the number required.

The number of nominated persons wishing to obtain passages has also very much increased, and to these, of course, I give priority.

I propose to make a special arrangement with the New Zealand Shipping Company to lay on two of their passenger ships, to take a special class of emigrants who propose to settle and farm in New Zealand, and who will take with them a moderate amount of capital. There will be only one class of passengers taken, and the accommodation will be superior to that given to ordinary emigrants, but not equal to that of saloon passengers. The cost will be about £23, of which, in cases I approve, I propose to contribute a portion—say, about £10. I propose also to utilize Mr. Reed's and Mr. Berry's services in obtaining the right description of persons to go out by this opportunity. I have every reason to believe that a very useful body of colonists will be introduced into New Zealand by this means.



Mr. Reed, with my approval, has taken on the office rooms, formerly used by Mr. Cochrane at Belfast, and will open them as an office at which information relating to New Zealand can be obtained, and where applications for free and assisted passages can be made.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

### No. 55.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, S.W., 7th May, 1879.

I have the honor to acknowledge the receipt of your letter No. 46, of 4th February, 1879, in reply to mine of the 29th November.

It is evident from your letter that a misunderstanding has grown up on my part with respect to the views of the Government regarding the steps to be taken to induce farmers to emigrate to New Zealand, and on your part with respect to my conduct in the matter.

The remark in my letter of the 29th November, which you quote, was made under a misapprehension of the particular purpose to which it was desired the Rev. Mr. Berry's services should be directed.

As regards Mr. Reed, I do not think I had any knowledge at the time of his appointment. I thought it was intended that Mr. Berry should assist the ordinary emigration, and my remark was meant to point out that it seemed to me useless to employ a lecturer to promote that emigration, at a time when I was not authorized to send out any but nominated emigrants.

No doubt an impression had grown up in my mind that the Government did not wish me to take any special steps to encourage the emigration of farmers. I did not suppose that they wished such emigration discouraged, and you are mistaken in supposing that I have discouraged it, or prevented farmers from emigrating. But the impression I had arrived at was, that I was not to search out farmers, and give to them such encouragement as might be supposed to confer on them a claim to ask of the Government why they were invited to come out, and where was the land they were to settle on. On looking through the correspondence I am not prepared to entirely justify the impression. At times there were references to the desirability of farmers emigrating. But when I first came Home, and on other occasions since, I have asked for permission to print the land laws in full, and asked that a *précis* of them should be sent to me for publication, from the colony; and, through my not receiving the information and permission, the impression, perhaps too hurriedly, had grown up in my mind that the Government thought the demand for land in the colony was so large that it would not be safe to specially recommend emigrants to go to the colony under the conviction that Government land would be readily open to them. On more than one occasion I had made arrangements for putting on a special ship for farmers, and then withdrew from the operation for fear I should be exceeding my duty. I do not wish to argue that my impression was correct. I am stating to you plain facts, and it may be that my conclusions were hastily arrived at. However, as I have said, you must not suppose I have discouraged the emigration of farmers. On the contrary I have encouraged it as far as I could without undertaking a responsibility for which I feared I might be censured by the Government.

Before concluding my reference to the past, I must take leave to express regret at the apparent meaning of your concluding remark that "many emigrants have been despatched that had better not have been sent." I am disappointed at your opinion of the result of my endeavours to select suitable emigrants, if, by this remark, you mean that an undue number of unsuitable emigrants has been sent. That some emigrants, of the many despatched, have been unsuitable is, of course, the case; and no human foresight or care could guard against such a contingency. But I was under the impression that the number of the unsuitable was kept within limits which satisfied you, for scarcely has a ship arrived in the colony without the Commissioners or Emigration Agent expressing approval of the emigrants sent, either on the arrival of the ship, or in quarterly reports. I have only to add under this head, that the officers under me, as well as myself, have done the very best we could to obtain the most suitable and serviceable emigrants.

Your letter under reply, apart from its apparent reflection on my conduct, has given me great satisfaction, for I feel that it justifies me in going to greater lengths in the way of procuring farmers as emigrants than I previously supposed I was warranted in doing. I have lost no time in going to work in this direction. I have prepared a pamphlet, which is now being printed, which will contain, in addition to a brief introduction by myself, copies of the recent land laws, of the land-tenure maps, and a mass of other information suitable to persons who think of settling on the lands in the colony. I have arranged to put on two vessels for farmers specially, one for Otago and one for Canterbury, to carry only one class of passengers, to whom superior accommodation will be afforded to that given to ordinary emigrants. This will meet the case of men who cannot afford saloon passages, and who object to the passages usually given to emigrants. The passage-money will be £23 a head. I propose in some cases giving assistance, to the extent of £10 per adult, to families that seem to me particularly suitable.

Finally, Mr. Berry and Mr. Reed both heartily approve this step, and will do their best to fill up the vessels with desirable emigrants.

I trust that this frank explanation will disarm any impression on your mind that I desire to set up any views in opposition to those of the Government, or that I have felt reluctance in giving effect to their wishes. I equally hope you will approve of the steps I have taken. I believe the initiation of this new emigration will prove of infinite value to the colony.

I have, &c.,  
JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

## No. 56.

The AGENT-GENERAL to the Hon. the MINISTER for IMMIGRATION.

SIR,—

7, Westminster Chambers, London, 21st May, 1879.

Referring to my letter No. 367, of the 7th May, in which I intimated that I had arranged with the New Zealand Shipping Company to lay on one or two special vessels, by which small capitalists intending to farm in New Zealand would be able to take their passages under exceptionally favourable circumstances, I have the honor to transmit copy of a circular issued, containing particulars with reference thereto.

I mentioned in my letter that the passage-money would be £23; but I found it necessary to fix it at a somewhat higher rate—viz., £25, in order to insure that the whole passenger accommodation in each ship, including the saloon, shall be given up to the one class of passengers for which the ships are specially intended.

I have reason to believe that these ships will fill up without my having to grant assistance, except, perhaps, in a very few cases of exceptional character.

I have, &c.,

JULIUS VOGEL,  
Agent-General.

The Hon. the Minister for Immigration, Wellington.

---

Enclosure in No. 56.

NEW ZEALAND.—SPECIAL SHIP for FARMERS.

To meet the case of farmers desiring to settle in New Zealand who, without taking saloon passages, require accommodation superior to that offered to ordinary emigrants, the Agent-General for New Zealand has arranged with the New Zealand Shipping Company's Line to put on the splendid clipper ship "Wanganui," 1,077 tons register, William Watt, Commander, or another equally good ship of the Company's fleet, for Port Chalmers (Dunedin), Otago, and also one of their best ships for Port Lyttelton, Canterbury.

Only one class of passengers will be carried by these two vessels. Passage rate, £25.

All the berths will be enclosed and specially adapted to meet the requirements of the passengers embarking. A liberal dietary scale will be provided, and a sufficient staff of stewards to attend on all passengers. The ships will carry surgeons. They will call at Falmouth to embark passengers who prefer avoiding the risks and annoyances of the English Channel. Passengers can also embark at London.

Dates of sailing:—The ship for Dunedin will leave London, September 6th; Falmouth, September 11th, 1879. The ship for Port Lyttelton will leave London, April 26th; Falmouth, May 1st, 1880.

In a limited number of special cases the Agent-General will give some assistance towards the passages of families if he is satisfied that they intend, and are qualified, to become farmers in New Zealand, and take with them sufficient money for the purpose.

Applications for such assistance must be sent to the Agent-General for New Zealand, 7, Westminster Chambers, Victoria Street, S.W.

Envelopes containing such applications must be marked "Special Ship."

Applications from persons who propose to pay their full passages must be made to the New Zealand Shipping Company (Limited), 84, Bishopsgate Street, London, E.C.

The Agent-General is preparing a pamphlet containing the land laws of the colony, and other information. It will be ready about the end of May, and a copy will be forwarded to any one enclosing his address and six penny stamps to the office of the Agent-General for New Zealand, 7, Westminster Chambers, London, S.W.

---

By Authority: GEORGE DIDSBUXY, Government Printer, Wellington—1879.