

besides, passengers could be got there by steamer from London. Its proximity to Ireland makes Falmouth convenient for Irish emigrants. I do not propose that the Government should erect a dépôt. I think an arrangement could be made with the Dock Company for the use of a suitable building.

One important circumstance in connection with Falmouth has to be considered. The time of the voyage is always calculated from the last point left, and by using Falmouth the voyage to New Zealand will be practically shortened, sometimes by several days.

I enclose to you copies of two communications I have received, by which you will see that the charges of the port were overstated in the report of Mr. Smith which I enclosed in my former letter. In both these letters you will observe it is stated that a fixed payment might be agreed on, and in my opinion a very light one would be accepted.

I have, &c.,

JULIUS VOGEL,

Agent-General.

The Hon. the Minister for Immigration, Wellington.

Enclosure in No. 31.

Mr. ROWE to the AGENT-GENERAL.

Port of Falmouth Chamber of Commerce, Falmouth,

18th November, 1879.

SIR,—

I am directed by the Council of this Chamber to write you in reference to the letters, given in various newspapers, which you addressed to the New Zealand Government to advocate the claims of Falmouth to become an emigration dépôt for that colony.

We are naturally anxious that the advantages should be well known, so that increased trade may result; but Mr. E. A. Smith's report to you tends to injure the port by not fully giving the charges.

Mr. Smith states that the dock charges are 3d. per register ton; but this applies to vessels remaining in the docks a fortnight, whereas for ships only calling for passengers (who can walk on board) the charge is only 1d. per register ton, and no harbour dues if the ship come direct to the docks.

There is also a charge on passengers of 1d. each, with from 2d. to 6d. each for luggage. If, however, vessels were calling regularly a fixed annual sum might be agreed on, to cover all charges.

Whilst thanking you for what you have already done, we shall be glad if you will put the matter of charges right with the proper authorities.

I have, &c.,

W. ROWE,

Secretary.

Sir Julius Vogel, Agent-General for New Zealand.

Sub-Enclosure to Enclosure in No. 31.

Mr. BENNETTS to Mr. TWEEDY.

Falmouth Docks Offices, 15th November, 1879.

SIR,—

The docks rate for harbour dues is 3d. per register ton, for which a ship can remain a fortnight. A reduction has always been made to 1d. per register ton to ships remaining only one or two days. This on a 1,200-ton ship will be from £15 to £5. Passengers are charged 1d. each, with from 2d. to 6d. each on luggage.

An arrangement can be entered into for a fixed sum per annum, to cover all charges.

I have, &c.,

JOHN P. BENNETTS,

Secretary.

R. M. Tweedy, Esq., Falmouth.

No. 32.

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

SIR,—

7, Westminster Chambers, London, 18th December, 1879.

Referring to my letter No. 483, of the 23rd May, 1878*, in which I brought under your notice the practice of the Governments of Victoria and South Australia as regards the payment of the income-tax charged by the Imperial Government on the salaries of the officers attached to the departments of their Agents-General, I have the honor herewith to transmit a memorandum, signed by the officers of my department, calling my attention to the fact that the New South Wales Government have now adopted a similar course to that of the Governments of Victoria and South Australia, and have instructed their Agent-General not only to pay out of public funds the income-tax charged against the salaries of the officers of his department, but also to refund the amounts previously paid by them.

I venture to suggest that the officers of my department be placed on a similar footing to