

allotted to the New Zealand Shipping Company, 950 of whom were to go in their monthly steamers. Under the former system the Albion Company would have had 850, Messrs Shaw-Savill 950, and the New Zealand Shipping Company 950; that is to say, the two first-named companies would together have had 500 more, and the New Zealand Shipping Company 500 less. It was very difficult to settle the relative numbers, by reason of the varying destination of each set of emigrants, and of the intricate arrangements depending on that variation; nor was it ever supposed that it might not be necessary to change the numbers more or less. Indeed circumstances afterwards happened to lessen the number originally estimated for the New Zealand Shipping Company's ships, but this was only an apparent disadvantage, as the number would have been more than made up if the steamers "Doric," "British Queen," and "Ionic" had not (fortunately for the colony) been too full of paying passengers to take their complement of Government emigrants. On the whole the scheme worked out very nearly, while it was of course one manifestly to the advantage of the New Zealand Shipping Company as compared with the former system.

The essential features of the scheme may be shortly summarized: (1) Neither company having tendered on the 30th April, neither of them was to have a monopoly afterwards; (2) the New Zealand Shipping Company having three steamers building, the Shaw-Savill-Albion Company were to build two themselves; (3) the separation of the Clyde emigration was to be abolished and all Government emigrants to be dealt with as one total; (4) the two companies were to share about equally in the emigrants, so far as the varying destinations of the people would allow; (5) but the New Zealand Shipping Company were to have at any rate 250 adults for each monthly steamer if there was space for them; (6) lastly, the rate per statute adult was to be £15, and £9 for children under twelve years.

The Agent-General thinks that this scheme came near, by anticipation, to the conditions afterwards laid down by the Joint Committee, and he would be ready to continue it until next session if the companies preferred it. At the same time, there are two other alternative courses, either of which he would be prepared to adopt.

Under the first of these alternatives the course would be as follows: (1.) The New Zealand Shipping Company would have the preference in the conveyance of Plymouth emigrants by steam, their regular monthly steamer being first filled up to the space available between decks. (2.) The separation of the Clyde would be re-established, and Clyde emigrants be sent in ships of the Shaw-Savill-Albion Company. (3.) After providing for the New Zealand Shipping Company's regular monthly steamer, arrangements would be made from time to time with either company, whether by steamer or by sailing ship, as the exigencies of the emigration service might require.

Under the second alternative the simple plan would be adopted which has more than once been discussed between the companies, namely, that, as the New Zealand Shipping Company were then to build three steamers and the Shaw-Savill-Albion Company only two, the number of emigrants should be taken as one total extending over the whole season, three-fifths to be allotted to the former company, and two-fifths to the latter.

In stating these three alternative courses the Agent-General does not mean that he excludes other proposals; on the contrary, he will be glad to consider any which the companies, either together or separately, may wish to bring before him. In any case, however, it would have to be understood that, while he sees nothing at present to prevent his supplying the number of emigrants he contemplates, the Government cannot be expressly bound to do so.

In apportioning the emigrants to be sent during any season it may seem, to those who have not had experience in the management of emigration, an easy thing to decide that so many people shall be sent by steamers from month to month; but in reality nothing is more difficult. The varying number of nominations that come from the different provincial districts, and the uncertainty as to how many of those nominated will go or at what time they will be ready, occasion much perplexity: the stream of emigration has to be pressed at some periods of the year, and slackened at others; the number of paying passengers that may come forward for a particular steamer is necessarily uncertain, while her destination naturally depends very much on the number of paying passengers she will get; it is only reasonable that the shipowners should delay as long as possible fixing either her destination or the number of emigrants she can take, whereas it is absolutely necessary for the Agent-General to know in ample time the ports and the numbers he has to issue embarkation orders for: these, and a variety of similar points, cause endless embarrassment. An illustration may be given which will be immediately familiar to both companies. Between the end of October and beginning of January the following direct steamers have either sailed or are advertised:—

Names of Steamers.	Tons.	Company.	Destination.
Oct. 26. "Tongariro" ...	4,600 ...	N.Z.S. ...	Otago and Canterbury.
27. "Victory" ...	2,848 ...	S.S.A. ...	Otago and Canterbury.
Nov. 4. "British King" ...	3,559 ...	N.Z.S. ...	Wellington and Canterbury.
22. "Aorangi" ...	4,600 ...	N.Z.S. ...	Wellington and Canterbury.
26. "Bombay" ...	3,133 ...	S.S.A. ...	Otago, Canterbury, and Wellington.
Dec. 13. "Doric" ...	4,744 ...	N.Z.S. ...	Auckland and Canterbury.
28. "British Queen" ...	3,558 ...	N.Z.S. ...	Otago and Canterbury.
Jan. 10. "Florida" ...	3,138 ...	S.S.A. ...	Wellington and Otago.

Now here are more than 30,000 tons of steam shipping, and only one ship, "Doric," for Auckland; the New Zealand Shipping Company have not yet decided whether they will take emigrants by her, while neither the "Tongariro" nor the "Aorangi" have been able to take any Government emigrants at all. When emigrants for the "Aorangi" were declined, the Otago and Canterbury people who were ready for her had to be given to the "Bombay." It would have been