

1898.  
NEW ZEALAND.

# DESPATCHES

FROM THE GOVERNOR OF NEW ZEALAND TO THE SECRETARY OF STATE FOR THE  
COLONIES.

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

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No. 1.

(New Zealand, No 32.)

SIR,—

Government House, Wellington, 13th May, 1897.

I have the honour to transmit an address for presentation to Her Majesty, from Mr. Wi Pere, M.H.R., and other representative aboriginal natives of New Zealand. A copy of the address is enclosed herein.

I have, &amp;c.,

JAMES PRENDERGAST.

The Right Hon. Joseph Chamberlain, M.P., &amp;c.

Enclosure.

[TRANSLATION.]

To our Most Gracious Sovereign Lady, Her Majesty Queen Victoria.

THIS is a loving greeting from us, your Maori people of New Zealand, to you, our Royal Mother, whose Royal protection was guaranteed to us under the Treaty of Waitangi.

Salutations to you under the grace of God, by whom your days on the throne of your ancestors have been greatly lengthened; we, your devoted children, earnestly hope that our Father in heaven will still further prolong your days.

Among the colonies New Zealand was, as it were, the first-born after the beginning of your happy reign, and we pray that you will ever continue to look with favour upon your Maori people living under your *mana*.

We suggest that, were it possible, it would be a gracious and pleasing act, on this the celebration of your lengthened reign, if you would graciously approve of some measure whereby the land remaining to your Maori people could be reserved to them for ever as a perennial source of life, seeing that since the formation of the colony over sixty millions of acres have been acquired by the Europeans and the Crown, leaving but five millions of acres in the possession of your Maori people.

It is the wish of your Maori people to cultivate for their own benefit as much as they require of the land remaining to them, and to lease, under some system that will promote settlement, the land that they cannot use.

We, your Maori people, desire to retain our remaining lands, because we know full well that these lands are the only material support for us and our heirs.

The troubles that disturbed the hearts of the two races in the days of yore have vanished, and we are now dwelling together in amity under your protecting shadow, like the many other peoples under your sway, which is as a girdle of peace round the whole world.

Sufficient, then. Long live the Queen! May God bless you and preserve you, your family, and your Advisers, and those who exercise rule and authority under you. We fervently pray that God will have you in His safe keeping during the days to come.

God save the Queen!

No. 2.

(No. 40.)

SIR,—

Government House, Wellington, 8th July, 1897.

In reply to your despatch No. 2, dated 30th January last, enclosing copy of a letter by the Earl of Dunraven, I have the honour to state that Ministers see no reason why, if it can be done, the request made by the Auckland Yacht Club should not be granted, though they think that it would perhaps be better if all the New Zealand yacht clubs amalgamated, and the title be then bestowed.

2. It appears that two of the yacht clubs in New Zealand have already received permission to fly the "blue ensign"—the clubs in Auckland and Wellington. There is also a yacht club at Dunedin.

I have, &amp;c.,

The Right Hon. J. Chamberlain,

JAMES PRENDERGAST.

Secretary of State for the Colonies, &amp;c.

## No. 3.

(No. 43.)

SIR,—

Government House, Wellington, July, 1897.

In reply to your circular despatch, dated the 1st May last, transmitting, <sup>A.-2, 1898.</sup> for the consideration of Government here, a copy of a letter from the Board of Trade, asking to be supplied with certain information, I have the honour to state that Ministers state that it is quite impossible to make out any statement with regard to the matter referred to in paragraphs (a) and (b) of the letter from the Board of Trade. <sup>No. 3.</sup>

It appears that importers are not required to certify in their entries the particulars referred to in these paragraphs, and that it would be in vain to expect them to do so, as they have not themselves the required knowledge.

2. A list of the detentions (referred to in paragraph (c) of the letter from the Board of Trade) in the colony is forwarded herewith.

It is to be observed that these detentions have been made entirely through the efforts of Customs officers. Neither importers nor colonial manufacturers have aided the department in detecting goods liable to be dealt with under the Merchandise Marks Act.

I have, &amp;c.,

JAMES PRENDERGAST.

The Right Hon. J. Chamberlain, &c.,  
Secretary of State for the Colonies.

## No. 4.

(No. 45.)

SIR,—

Government House, 26th July, 1897.

In reply to your despatch No. 17, dated the 6th May last, transmitting <sup>A.-2, 1898.</sup> copy of correspondence respecting income-tax levied in the colony upon the British ship "Chilena," I have the honour to forward a report on the subject <sup>No. 4.</sup> furnished to the Government here by the Commissioner of Taxes, and to state that Mr. McKenzie, the Acting Colonial Treasurer, signifies concurrence in the views expressed by the Commissioner in that report.

I have, &amp;c.,

JAMES PRENDERGAST.

The Right Hon. J. Chamberlain, &c.,  
Secretary of State for the Colonies.

(Memorandum.)

Land- and Income-tax Department, Wellington, 1st July, 1897.

HEREWITH I beg to submit, for your information, my remarks on a letter addressed by the Chamber of Shipping of the United Kingdom, London, to the Under-Secretary of State for the Colonies, respecting income-tax levied on the British ship "Chilena."

As to the contention that the regulations under which the tax has been levied are *ultra vires*, and inconsistent with the Land and Income Assessment Act, I have only to say that such regulations were prepared by the Law Officers of the Crown in New Zealand, and I have not the slightest ground for supposing that they are otherwise than in strict accordance with law. The legality or otherwise of these regulations has not been called in question in the colony, and if questioned I have no doubt whatever they would be upheld.

On the general principle as to whether a colony is entitled to assess for taxation the profits derived from shipping business originating in such colony I have to say that this appears absolutely unquestionable, having been affirmed by the English Court of Appeal, the decision being followed by the Supreme Court in South Australia in a case between the P. and O. Company and the Taxation Department in Adelaide.

I believe it is argued that an injustice exists because the British income-tax is levied on all profits derived from abroad by persons resident in Great Britain, and that if the colonies levy a tax on freights homeward there is a double charge. The injustice, if it exists, and the double charge, if double charge there be, rest with the Imperial Government, which levies tax on profits earned everywhere, including, of course, both outward and inward freights earned by shipowners resident in Great Britain. I cannot help thinking that a colony would be more justified than the Imperial Government in assessing the freights of vessels, both outward and inward, for taxation.

An income-tax has now been imposed in nearly all the colonies, having been adopted in New South Wales, Victoria, South Australia, Tasmania, and New Zealand, and the provisions as to taxation of shipping are practically the same in all the five colonies.

Looking at the particular case under review, it may be true that the trip from Home entailed a loss, but I have no doubt whatever that the round trip brought a profit of much more than 5 per cent.; we, however, content ourselves with tax on a profit at that rate on the homeward earnings—a rate at least 50 per cent. below what it is reasonable to suppose was actually realised.

The ship enjoys the protection of the British Government on her voyages, and the protection of the Colonial Government within these waters. As well might a vessel refuse to pay pilotage, light-dues, or wharfage here because she paid for similar services at Home. The colonial ports must of necessity have revenue to provide these facilities; so, likewise, the colony seems to have a right to a share of the revenue from profits derived owing to its existence as a colony, and the earning of which is rendered possible by the protection afforded to traders and the facilities for trading.

The following extracts from the reply of the British Chancellor of the Exchequer to the memorial of the Royal Colonial Institute respecting payment of income-tax in the United Kingdom on income earned and taxed in other parts of the British Empire represent the views of the Imperial Income-tax Department on a phase of this question. These seem to place beyond doubt the right of the colony to charge tax on the profits derived within its borders, and at the same time justify the principle that the Imperial Department is entitled to levy tax on the same profits for reasons given:—

“My Lords are unable to reconcile the proposal before them with the leading principle of the income-tax legislation in this country.”

“In the United Kingdom, however, it is levied without regard to distinctions based upon either the nature or the locality of the property from which the income arises, though it has been urged that such distinctions might reasonably be held to justify a different treatment.”

“For example, a person receiving income from realised property is taxed in the same way and at the same rate as a person receiving income from the exercise of a profession. Similarly, a person receiving income from an industrial business in the colonies or abroad is taxed in the same way and at the same rate as one receiving income from a similar business in this country. In short, it is the income which is taxed, and not the property or other source from which the income is derived.”

“Nor does it appear to them (my Lords) inequitable that a person who possesses property in one country and spends the income derived from it in another should be subject to taxation in both. Owing to the circumstances of his position, he is *pro tanto* a citizen of two countries, and he requires the protection of two Governments.”

“My Lords cannot admit that such a person should be exempted from taxation in the country where he spends his income because he has already been taxed in the country whence he derives it.”

“They (my Lords) recognise with satisfaction the many ties which bind together the different portions of the Empire, but they must remind the memorialists that those ties are not fiscal ties.”

“The system of taxation, both in this country and in the self-governing colonies, has always been based on the principle of treating each area as distinct and independent for fiscal purposes; and Parliament has made no concession to the colonies in such matters which is not equally applicable to foreign countries.”

I have only to remark, in closing, that our tax is exceedingly moderate, being only  $\frac{1}{4}$  per cent. on the outward earnings.

JOHN MCGOWAN, Commissioner.

The Hon. the Colonial Treasurer, Wellington.

No. 5.

(No. 46.)

SIR,—

Government House, Wellington, 5th August, 1897.

In reply to your circular despatch, dated the 13th April, 1897, enclosing a copy of a letter from the Board of Trade addressed to the Under-Secretary of State, Colonial Office, relative to the discharge of seamen in New Zealand, I have the honour to state that Ministers have considered the letter from the Board of Trade, and the information obtained as to the practice in force in New Zealand is as follows: That the sanction referred to in section 188 is given in cases in which a seaman is unable to proceed on the voyage, but it is withheld in cases in which a seaman is suffering from chronic disease, or is otherwise likely to become a burden on the community.

2. Sanction to discharge of crews whose agreements have terminated in a colonial port is not refused.

The only New Zealand Ordinance affecting decision as to granting or withholding sanction is that contained in section 3 of “The Shipping and Seamen’s Act Amendment Act, 1894.”

I have, &c.,

JAMES PRENDERGAST.

The Right Hon. J. Chamberlain, &c.,  
Secretary of State for the Colonies.

## No. 6.

(No. 50.)

SIR,— Government House, Wellington, 2nd September, 1897.

With reference to your letter (New Zealand—General), dated the 28th September, 1896, *re* issue of the Volunteer long-service medal in New Zealand, I have the honour to forward you herewith a copy of the proposed Regulations governing the issue of the Imperial Volunteer long-service medal to the Volunteer Forces in New Zealand.

A.—2, Sess. II.,  
1897, No. 20.

2. The Regulations have been amended in accordance with the suggestions of the War Office.

3. My Ministers would respectfully suggest that the colour of the ribbon for the medal should be the same as that worn with it by the Volunteers of Great Britain.

I have, &amp;c.,

The Right Hon. J. Chamberlain,  
Secretary of State for the Colonies.

RANFURLY.

## No. 7.

(No. 51.)

SIR,— Government House, Wellington, 2nd September, 1897.

I have the honour to report that on the 1st August I arrived at Sydney, and found the New Zealand Government steamer "Tutanekai" waiting to take me to Wellington.

2. At the request of Captain Fairchild I fixed the date of my departure from that port for the 4th August, so as to reach Wellington on the date desired by the citizens and reception committee.

3. I landed at Wellington on the 10th August, and was duly sworn in here the same day, and at once assumed the duties of Governor.

4. The public reception which I met with as Her Majesty's representative was of a most loyal character.

I have, &amp;c.,

The Right Hon. J. Chamberlain, &c.,  
Secretary of State for the Colonies.

RANFURLY.

## No. 8.

(No. 52.)

SIR,— Government House, Wellington, 2nd September, 1897.

With reference to your circular, dated the 7th April, 1897, as to the method adopted in the Colony of New Zealand for valuing goods subject to *ad valorem* duties, I have the honour to forward you herewith a memorandum on the subject, signed by the Secretary and Inspector of Customs.

I have, &amp;c.,

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

RANFURLY.

## Enclosure.

(Memorandum.)

In this colony the law requires duty to be paid on the full market value when sold for home consumption in the principal markets whence, and at the time when, the goods were exported, including the value of the case, cask, or other covering, with 10 per cent. added. Such value is to be the fair market value in the usual and ordinary commercial acceptation of the term, at the usual and ordinary credit, and not the cash value, except in cases where the article is by universal usage considered and known to be a cash article, and so *bonâ fide* paid for in all transactions in relation to such article. No deduction is allowed because of any special arrangement between the seller and purchaser having reference to the exportation of goods on the exclusive right to the sale thereof within certain territorial limits, or because of any royalty payable upon patent rights, but not payable when goods are purchased for exportation, or on account of any other consideration by which a special reduction might or could be obtained.

2. The words "when sold for home consumption" are not to be understood to mean that duty is charged on the duty-paid value in the case of goods liable to duty in the country of export. These words are intended to emphasize the fair market value as that at which the goods are sold for home use as distinguished from a special export value.

3. Subject to cases which may come under the above limitations, the practice, comprehensively stated, is to take the invoice value (exclusive of freight, and commission, and insurance or exchange) and add thereto 10 per cent. The value so ascertained is that on which duty is paid, and is that entered in the statistics of imports.

W. GLASGOW.

No. 9.

(No. 55.)

SIR,— Government House, Wellington, 30th September, 1897.

I have the honour to inform you that I opened the second session of the thirteenth Parliament of New Zealand on the 23rd September, 1897, and to enclose copies of the Speech that I read on that occasion.

2. I have also the honour to forward herewith copies of the Address in Reply presented to me by the honourable the Legislative Council.

I have, &c.,  
RANFURLY.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

No. 10.

(No. 57.)

SIR,— Government House, Wellington, 23rd October, 1897.

With reference to your despatch (New Zealand, No. 3), dated the 30th January, 1897, I have the honour to forward you a copy of Mr. Moss's despatch (No. 15, 1897), dated the 21st August, 1897, showing that the British Resident at Rarotonga, Cook Islands, has failed to establish a superior Court.

I have, &c.,  
RANFURLY.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

## Enclosures.

SIR,—

Government House, Wellington, 8th July, 1897.

I have the honour to inform you that I have received a despatch from Mr. Chamberlain, the Secretary of State, referring to the case of Campbell, a United States negro, charged before a local Court at Aitutaki with attempting murder at Aitutaki, the particulars of which you are already acquainted with. He suggests for my consideration that, with a view to more effectual dealing with cases of this (Campbell's) kind, the Resident at Cook Islands should be instructed to endeavour to procure the passing of a measure providing that all cases, whether civil or criminal, to which a white man (meaning, popularly, a man other than a native of the Cook Group or other neighbouring islands) is a party should not be tried with local Courts, but that, without affecting the concurrent jurisdiction of the High Commissioner's Court, such cases might be heard in the Supreme Court of the islands under the presidency of the Resident himself.

I have conferred with Ministers here on this subject, and it is thought better, before deciding to give any instructions to you on the matter, to refer the matter to you for consideration, and for the expression of your opinion on the subject.

2. The Secretary of State encloses a copy of a despatch from the High Commissioner, the late Sir J. B. Thurston, in which it is pointed out that a trial in the Supreme Court of the Cook Group can be demanded by a foreigner, but that even that Court is not a satisfactory tribunal where a serious and difficult criminal charge has to be adjudicated upon.

Sir J. Thurston's despatch does not make the suggestion contained in the Secretary of State's despatch, but it seems written rather with the view of pointing out that serious criminal charges wherein the subject of a foreign State is concerned cannot be safely and satisfactorily dealt with by a local Court, and expresses regret that Campbell's case could not have been dealt with by Mr. Hunter, the Deputy Commissioner.

3. Will you therefore let me have your opinion on the subject with as little delay as possible.

Frederick Moss, Esq., British Resident, Rarotonga.

I have, &c.,  
J. PRENDERGAST.

SIR,—

Cook Islands, British Residency, Rarotonga, 21st August, 1897.

I have the honour to acknowledge receipt on 10th August of your Excellency's despatch of 8th July, informing me of the wish of the Secretary of State for the Colonies as to the establishment of a higher Court in these islands, and asking my opinion on the subject.

A radical change in the administration of justice has become necessary, and the Federal Court Bill, reported in my despatch No. 7, of 22nd July, will have already placed your Excellency in possession of my ideas on the subject.

I have also written on the 10th August (No. 11, 1897), in anticipation of a possible visit to the other islands by H.M.S. "Goldfinch," and consequent absence when the mail left. I therein reported the rejection of the Bill, and the proceedings taken by me thereupon.

A conference was held by a committee of the Parliament with me on the 16th, which ended in a meeting of the Arikis being held on the 20th. I deemed it better not to attend the latter, as it appeared to me only a device for continued delay. In this opinion I am confirmed by the result, which is only a resolution to summon all the Arikis of the group, who form the legal Government if the Federation, to meet in Rarotonga at a date not fixed.

I have agreed to the meeting provided that the date fixed be early, and that Parliament pass an Act delegating the power necessary to the Government to give effect to the Bill, and offering in that case to submit it to your Excellency for instructions as to my approval or otherwise.

Some such measure is, in my opinion, indispensable if the Government is to stand. The position is difficult, and rendered more so by intrigues acting from various motives. The great majority of the European population are strongly in favour of the change, but that fact is far from helping me with the natives, to whom the desire is represented as a sign of the Bill being injurious to them.

Negotiations with the Parliament are to be resumed, and time and patience may yet succeed. Meanwhile I have declined to assist in bringing forward any other business till this is disposed of.

I have, &c.,

FREDERICK J. MOSS,  
British Resident.

His Excellency the Administrator of the Government, &c., New Zealand.

No. 11.

(No. 58.)

SIR,—

Government House, Wellington, 23rd October, 1897.

With reference to your despatch (New Zealand, No. 48), dated the 18th August, 1897, on the subject of the tax which is enforced on commercial travellers in New Zealand, I have the honour to inform you that this tax on commercial travellers was imposed in lieu of income-tax. I may mention that there are more commercial travellers from foreign countries than from Great Britain. However, as the tax is considered an unfriendly one by the other colonies, and inimical to the interests of British merchants and manufacturers, and as the revenue received is so small (some £4,000 per annum), my Government have decided to repeal the existing law, and thus remove further cause of complaint.

I have, &c.,

RANFURLY.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies, &c.

No. 12.

(No. 59.)

SIR,—

Government House, Wellington, 23rd October, 1897.

I have the honour to enclose you, in full, copies of despatches received on the 2nd October, 1897, from Mr. Moss, the British Resident at Rarotonga, Cook Islands, with my replies to the same attached.

Previous despatches reached us on the 4th September, and immediately on the Premier's return I pointed out to him the unsatisfactory condition of matters there; he, however, considered that time and patience would restore affairs to their normal condition.

The despatches arriving on the 2nd October were, however, so disquieting that, after full consideration by my Ministers, who agreed with me in the course adopted, I deemed it expedient to endeavour to put an end to the strained relations existing between the British Resident and the General Council (in conjunction with other malcontents) with the least possible delay, and to accede to Mr. Moss's request that there should be an impartial inquiry into the matter.

To be of effect such an inquiry should be made by some one who thoroughly understands the native customs, and we considered that Sir H. Berkeley (who is the chief judicial Commissioner for the Western Pacific, and whose experience in native customs is exceptional) would be the most fitting person to settle the dispute to the satisfaction of both parties.\*

I am aware that the High Commissioner has been asked not to interfere in the Cook Islands, but my Ministers consider this an exceptional case, and one that could be dealt with by him with the best results to the public interest.

I therefore cabled to His Excellency the Admiral, with a view to a man-of-war being placed at the service of the High Commissioner, should he deem it expedient, and have had a reply that the necessary instructions have been sent to Fiji. This is more needed for moral effect than with any idea of force being required.

\* See paragraphs 9 and 10, despatch 18, 7th January, 1895: Lord Ripon to Lord Glasgow.

I desire to draw your attention to these words in Mr. Moss's despatch: "The natives are adepts at passive resistance, with not a little readiness for violence if they are excited and deem it likely to succeed," and, as the total white population is so small, I considered it best to take every precaution.

I may add that Mr. Moss has been British Resident for about seven years, and that his conduct of affairs has always given complete satisfaction.

A copy of my despatch to the High Commissioner for the Western Pacific, Sir George O'Brien, K.C.M.G., is enclosed.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies, &c.

I have, &c.,  
RANFURLY.

## No. 13.

(No. 60.)

SIR,— Government House, Wellington, 23rd October, 1897.

A.—2, 1898,  
No. 29.

With reference to your despatch (New Zealand, No. 51), dated the 20th August, 1897, relative to an application made to the Colonial Government by Messrs. Shaw, Savill, and Albion Company, I have the honour to inform you that, in accordance with section 201 of "The Shipping and Seamen's Act, 1877," New Zealand certificates of exemption from survey are granted to cargo-steamers trading between the United Kingdom and New Zealand, provided passengers are not carried.

I would like to point out a misapprehension in the letter from the Board of Trade. It is therein stated that, if exemption is not obtained, "these vessels would have to be surveyed in New Zealand twice at least in each year." The law in New Zealand requires an annual survey in the case of vessels not exempted.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies, &c.

I have, &c.,  
RANFURLY.

## No. 14.

(No. 61.)

SIR,— Government House, Wellington, 23rd October, 1897.

No. 9.

With reference to my despatch (New Zealand, No. 55), dated the 30th September, 1897, relative to the opening of the second session of the thirteenth Parliament, I have now the honour to enclose you copies of the Address in reply to the Speech, presented to me by the Speaker and members of the House of Representatives.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies, &c.

I have, &c.,  
RANFURLY.

## No. 15.

(No. 64.)

SIR,— Government House, Wellington, 28th October, 1897.

A.—2, Sess. II.,  
1897, No. 24.

I have the honour to inform you that I have consulted my Ministers, and have had several communications from them regarding your despatch No. 55, of the 5th November, 1896.

They desire me to point out that the despatch No. 23, of the 7th July, 1896, to which it is a reply, did not accurately express their views.

They would be glad if you could see your way to reconsider your despatch No. 17, of the 6th July, 1895, and that Her Majesty will grant the title of "Royal" to a humane society to be formed in New Zealand. They very reasonably point out that if such a society were established without the title of "Royal" any awards they might make would not be so much appreciated as those given by the Royal Humane Society of Australia, and that, without having the privilege conferred upon such a society here, its chance of success would be prejudiced.



I strongly indorse the request of my Ministers, and I consider that, if the rules and regulations of the new society were approved of, the formation of such a society would be of advantage to the colony.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 16.

(No. 66.)

SIR,— Government House, Wellington, 25th November, 1897.

I have the honour to acknowledge the receipt of your despatch A.-2, 1898, No. 58, dated the 7th September, 1897, enclosing copy of a letter from Colonel Paine, who has visited England on a special mission from the United States with regard to bimetallism. No. 33.

2. As there is no branch of the Royal Mint in New Zealand, my Ministers have no observations to make on this portion of the subject.

3. The Government, however, in the case of an international agreement, desire to act on the currency question in concert with the Australian Colonies.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 17.

(No. 69.)

SIR,— Government House, Wellington, 25th November, 1897.

I have the honour to inform you that my Premier has asked me, in accordance with the invitation expressed in the Address in reply to the Speech in opening Parliament, to specially draw your attention to the invitation from both Houses of Parliament to their Royal Highnesses the Duke and Duchess of York to visit New Zealand, and to ask you to convey the same to Her Majesty and to His Royal Highness. The people of New Zealand are looking forward with every hope that their Royal Highnesses may be enabled to accept it, and I can assure you that they will meet with a most loyal reception.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 18.

(No. 70.)

SIR,— Government House, Wellington, 25th November, 1897.

With reference to your despatch No. 59, dated the 8th September, 1897, respecting Japanese immigration into Australia, I have the honour to inform you that a Bill dealing with the matter is in course of preparation. A.-2, 1898, No. 34.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 19.

(No. 73.)

SIR,— Government House, Wellington, 25th November, 1897.

In reply to your despatch (New Zealand, No. 47) of the 17th August, 1897, I have the honour to inform you that I have laid the matter before my Ministers, who have informed me that a Bill to repeal the Act No. 64 of 1896 is now under the consideration of Parliament, and other provisions will be made in the same Bill. A.-2, 1898, No. 26.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 20.

(No. 75.)

SIR,—

Government House, Wellington, 25th November, 1897.

A.-2, 1898,  
Nos. 2, 23.

I have the honour to inform you, in reference to despatch No. 15, New Zealand, of the 30th April, 1897, and further despatch No. 43, New Zealand, of the 12th August, 1897, that my Premier informs me that the subject of these two despatches—"Shipping and Seamen's Act Amendment Act, 1896"—is still engaging the consideration of the Government.

I have, &amp;c.,

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

RANFURLY.

No. 21.

(No. 77.)

SIR,—

Government House, Wellington, 7th December, 1897.

No. 12.

In continuation of my despatch No. 59, New Zealand, of the 23rd October, 1897, I have the honour to inform you that H.M.S. "Torch" was despatched to Fiji to take the Chief Justice to Rarotonga. She started on the 12th November, but, owing to a heavy sea, put back some five hours later. The senior officer of the "Torch" was then informed that the vessel would not be further required.

The High Commissioner forwarded me a despatch stating that, owing to public business in the law-courts, the Chief Justice would be unable to start before the 11th December without gravely inconveniencing public business, and asking for H.M.S. "Mildura" in place of H.M.S. "Torch," which latter vessel the Chief Justice reported as unfitted for the service required. His Excellency the Admiral having selected the "Torch" for that service, I did not see my way to asking His Excellency to make any change in the arrangements.

The Chief Justices's proposal to leave Fiji on the 11th December per s.s. "Hauroto," and to proceed *via* Auckland to Rarotonga, did not meet with the approval of my Premier, who considered that it would be more satisfactory if the officer selected should proceed in one of Her Majesty's ships, in order to impress the natives with the importance attached to the inquiry. In this I most fully agree with him. The date of the arrival of the Chief Justice of Fiji at Rarotonga would be most uncertain, as it depended on the sailing of the "Upolu" for Auckland, and the company's agents thought this vessel might be laid up for repairs in December; so, in order to avoid further delay, I have sent a despatch to the High Commissioner informing him that arrangements have been made for the Chief Justice of New Zealand (Sir James Prendergast) to start forthwith, and asking him to cancel any Commission issued to Sir H. Berkeley.

I append herewith a copy of the instructions I have issued to Sir James Prendergast, which I trust will meet with your approval.

I have found this matter very difficult to deal with, as in my Commission my power with regard to these islands is undefined.

From former despatches I can find no authority, these islands being a Protectorate, to send a regular Commission; and the instructions therefore given to Sir James Prendergast will not enable him to compel the attendance of witnesses, or to take sworn evidence. However, the question of informing Her Majesty's Government as to the true state of affairs was of such importance, and an inquiry having been asked for by both sides, I considered, after consultation with my Advisers, that no other course was open to me.

The revenues of the islands are at the present time being collected and administered by the British Resident. This course, the British Resident reported to me, he was forced to adopt owing to the collapse of the parliamentary Government, though one I do not consider he was legally entitled to pursue.

I consider it necessary, with a view to the better government of these islands, that the present system should be radically changed, but till I receive

Sir James Prendergast's report I cannot form my opinion as to the direction such changes should take.

In conclusion, I desire to add that my Premier agrees with me in the course adopted.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 22.

(No. 78.)

SIR,—

Government House, Wellington, 23rd December, 1897.

In reply to your despatches—New Zealand, No. 15, dated the 30th April, 1897, and New Zealand, No. 43, dated the 12th August, 1897—with reference to "The Shipping and Seamen's Act Amendment Act, 1896," I have the honour to submit to you a copy of a memorandum addressed by the Premier to myself relative to the same. Owing to the technical manner in which the matter has been dealt with, I considered this course would be advisable.

A.-2, 1898.  
Nos. 2, 23.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

### Enclosure.

Memorandum for His Excellency the Governor.

Premier's Office, Wellington, 16th December, 1897.

THE Premier presents his compliments to His Excellency the Governor, and begs to advise that the following reply be sent to the Secretary of State for the Colonies on the subject of his despatch No. 15, of the 30th April, 1897, relative to "The Shipping and Seamen's Act Amendment Act, 1896":—

Section 2: It is submitted there is nothing in this section repugnant to the Imperial Act. As a matter of fact, nearly all the larger steamships trading to New Zealand have third and fourth engineers. This enactment, which is only operative in the colony, provides that engineers shall rate as officers, the object merely being to determine their status on board ship.

Sections 4-6: These sections enable a third-class certificate of competency to be granted to engineers, and the objection is that there is no similar class in England, and that it applies to all ships. It is submitted this provision is not open to legal objection on the ground that such certificates are not provided for in England. It is true the Imperial Merchant Shipping Act only provides for first- and second-class engineers, but the requirement of an additional engineer for the purpose of greater safety and efficiency can hardly be called an enactment opposed to English law. The operation of these sections is limited by 7-9, hereafter referred to.

Sections 7-9: The 28th section of the New Zealand "Shipping and Seamen's Act, 1877," required every foreign-going steamship to carry certain engineers, according to the nominal horse-power of the vessel. Section 7 of the present Act amends this by requiring additional engineers to be carried according to a scale of indicated horse-power. Section 8 provides for adequate ventilation of engineers' rooms, and only applies to ships registered in future in the colony. Section 9 limits these enactments to foreign steamships trading within the limits prescribed in the case of intercolonial trading ships. It is admitted by the legal adviser of the Board of Trade that prior local legislation in regard to intercolonial vessels passed in 1894 (section 7) and in 1895 (section 6) was not disallowed, and the Premier has mentioned above that the principal Act of 1877 purported to apply to "every foreign-going steamship." It may therefore have been considered by the General Assembly that, as these laws passed in 1877, 1894, and 1895 had not been objected to, no question would be raised to the further amendment of 1896, which is in the direction of making the law more effective, having regard to the development of steam navigation in the colony.

Sections 10 and 11: As to section 10, it is submitted this clearly applies to vessels while engaged in the coastal trade. The first proviso distinctly negatives the application of the section to ships from abroad which do not carry on coasting trade in the colony. Section 11 seems to be the necessary complement of section 10, and only affects cases where the vessel has engaged in the coasting trade. It is designed to secure fair-play to the local shipowner and those *bonâ fide* carrying on the coastal trade. Contracts made in the United Kingdom which are to operate in New Zealand must be subject to the local law; and, as the colony is empowered to make laws regulating the coastal trade, it would seem these enactments are valid.

Section 18: This does not appear to call for remark, as it is admitted by the adviser of the Board of Trade that, as earlier legislation on the subject, so far as it affects intercolonial trade, has not been objected to, none will be taken to this section.

Regarding the objections as a whole, the Premier thinks the foregoing remarks tend to show that, as regards sections 2 and 4-6, there is no such repugnancy to the Imperial "Merchant Shipping Act, 1894," as would render the enactments illegal; that, as to sections 7-9, local legis-

lation affecting intercolonial trade has been in force for nearly twenty years, and by later amending Acts, without any objection having been taken; and that sections 10 and 11 only apply to vessels carrying on coastal trade in the colony.

If the present Act should receive the Royal assent that fact would not prevent any one alleging repugnancy to the English statute-law from testing the matter in the Supreme Court, and ultimately in the Privy Council.

Setting aside the legal aspects of the question, the policy of the recent New Zealand legislation may be summed up as follows:—

The improvement of the position of engineers on a steamship: In section 2 there is contained a declaration by the highest authority in the colony that engineers share with navigating officers the duties and responsibilities entailed in the management of a modern steamship, and are entitled to enjoy the same status. The best way to bring about a recognition of this equality seemed to be that it should be embodied in an Act of the Legislature, as has been done by the Act. As regards section 6, the duties which have to be performed by an engineer of a modern steamship are such that it is evident that every precaution should be taken to see that he has had a proper training, and the provision that he must have served five years' apprenticeship in a shop where engines are manufactured or repaired, or where work of a similar class is performed, before he can obtain a certificate will be good evidence that he has been properly taught his trade.

As to vessels from abroad entering into coastal trade and being compelled to pay the New Zealand rates of wages, such a course is deemed to be equitable, for these vessels practically compete with vessels which are engaged in the coastal trade all the year round, and which pay the current rate of wages of the colony. If this were permitted, these vessels might come, say, during the grain and wool season, and by reducing the rates it would practically cause a loss to either the producers or to the owners of New Zealand coastal vessels, whose charges are fixed. If trade were diverted owing to this cause during the brisk months of the year, the owners would have to raise the rates during the dull season; and, whilst there would probably be a slight gain to the pastoralists and grain-growers, it would happen that a hardship would result to the community generally. As before stated, sections 10 and 11 of the Act are designed to secure fair-play to the local shipowners and those *bonâ fide* carrying on coastal trade; and it cannot be denied that the colony has power to make laws which are local in their application, and which regulate solely existing trade.

It should be added that vessels going from port to port for the purpose of distributing their original cargo and taking cargo for export are not affected by the amendments made under section 10.

R. J. SEDDON.

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No. 23.

(No. 79.)

SIR,— Government House, Wellington, 23rd December, 1897.

With reference to paragraph X, "Instructions passed under the Royal Sign Manual and Signet to the Governor, &c., in charge of the Colony of New Zealand and its dependencies," I have the honour to request that an extension not exceeding fourteen days' leave be granted me for the purpose of visiting Australia in May next.

I have, &c.,

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

RANFURLY.

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No. 24.

(No. 81.)

SIR,— Government House, Wellington, 23rd December, 1897.

I have the honour to inform you that Sir James Prendergast, Kt., Chief Justice of New Zealand, accompanied by his private secretary, left Wellington on the 9th instant for Auckland, where he embarked on board H.M.S. "Torch" for Rarotonga, to inquire into the disputes there between Mr. Moss (the British Resident), the Arikis, and others.

I have, &c.,

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

RANFURLY.

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No. 25.

(No. 85.)

SIR,— Government House, Wellington, 23rd December, 1897.

I have the honour to inform you, in reference to your despatch (New Zealand, No. 65), that my Premier introduced a Bill ("Alien Immigration Restriction Act, 1897"), which passed the House of Representatives, but failed to pass the Legislative Council.

As the Bill (a copy of which I forward herewith) did not appear to me entirely to meet the views expressed in your despatches, and as it was not on

the lines of the Natal Act, I thought it advisable to point out to the Premier that it did not by any means cover the whole ground desired in your despatch; also that the term "Asiatic seas" should be fully defined, as it appeared to be vague.

I had also informed him that, should this Bill pass in the present form, I should deem it my duty to reserve the Bill for Her Majesty's assent.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 26.

(No. 86.)

SIR,— Government House, Wellington, 23rd December, 1897.  
I have the honour to inform you that on the 22nd instant I prorogued the second session of the thirteenth Parliament of New Zealand.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 27.

(No. 87.)

SIR,— Government House, 23rd December, 1897.  
I have the honour to forward, for the signification of Her Majesty's pleasure, copies of the Acts passed by the General Assembly during the session closed on the 22nd December instant.

A synopsis of these Acts is being prepared by the Solicitor-General, and will be forwarded by the next mail.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 28.

(No. 1.)

SIR,— Government House, Wellington, January, 1898.  
With reference to your despatch (New Zealand, No. 68), of the 4th November, 1897, and enclosure from War Office (copy 090/1769), respecting a proposal to supply military books or papers for the use of the Volunteers in the colony, I have the honour to inform you that the military library will be located in the garrison barracks, Wellington.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

No. 29.

(No. 5.)

SIR,— Government House, Wellington, 7th February, 1898.  
I have the honour to forward the report of his Honour Sir James Prendergast, relative to the disputes in the Cook Islands, and also a copy of the despatch I have sent to Mr. Moss, the British Resident.

The report and papers are now in the hands of my Ministers. With a view of giving it their fullest consideration, and to enable them to form their opinions, they have requested me to delay forwarding my official despatch on the subject until next mail. This I have consented to, and with my next despatch I hope to be able to send printed copies of the various petitions, evidence, and papers referred to in the report.

These papers are now in the hands of the Government Printer, but, being of a very voluminous character, may cause a slight delay.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies, &c.

I have, &c.,  
RANFURLY.

(No. 6.)

SIR,—

Government House, Wellington, 8th February, 1898.

I have the honour to forward you a synopsis of the Acts passed by the General Assembly of New Zealand during the second session of the thirteenth Parliament.

I have, &amp;c.,

RANFURLY.

The Right Hon. J. Chamberlain, M.P., &c.,  
Secretary of State for the Colonies.

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### Enclosures.

Premier's Office, Wellington, 21st January, 1898.

THE Premier begs to forward, for transmission to the Right Honourable the Secretary of State for the Colonies, a synopsis, prepared by the Law Officers, of the Acts passed at the second session of the thirteenth Parliament of New Zealand.

W. C. WALKER,

For the Premier.

Hon. Colonial Secretary.

HEREWITH is the usual synopsis of the Acts passed by the General Assembly during the recent session. It will be seen the enumeration of the public and local Acts of this session does not commence in the ordinary way, because the three Acts passed in the session held in April will also form part of this year's volume.

11th January, 1898.

W. S. REID.

SYNOPSIS of the Acts passed by the General Assembly of New Zealand in the Second Session of Parliament held in the Year 1897.

### *Public General Acts.*

No. 3. The Imprest Supply Act.—This Act authorises advances of, in all, £325,000 out of the Public Account and the other accounts mentioned therein for the service of the year ending the 31st March, 1898, the moneys to be charged in manner expressed in the Appropriation Act passed in the session.

No. 4. The Land-tax and Income-tax Act.—This Act imposes the same land-tax and income-tax for the year commencing 1st April, 1897, as were imposed last year.

No. 5. The Awarua Seat Inquiry Act.—This Act empowers the Court of Appeal of New Zealand to determine whether, upon the facts stated in the Act, the seat of the member for the Awarua Electoral District in the present Parliament had become vacant, the said member being a bankrupt at the time of his election.

No. 6. The Imprest Supply Act (No. 2).—This Act authorises further advances of, in all, £375,000 out of the Public Account and the other accounts mentioned therein for the same purpose and to be charged in the same manner as in the case of the former Imprest Supply Act.

No. 7. The Sunday Labour in Mines Prevention Act.—This Act makes it unlawful to employ manual labour in or about a gold- or coal-mine on Sunday, unless written authority to do so has been given by an Inspector of Mines in cases where he is satisfied that labour cannot be suspended on Sunday without risk of injury to the mine or its operation. A saving is made in cases of breakage or other special emergency involving danger to life or damage to property.

No. 8. The Patents, Designs, and Trade-marks Act Amendment Act.—This Act amends the principal Act as to the form and time of sealing patents, and also in various other particulars.

No. 9. The Explosives Act Amendment Act.—This Act transfers the administration of the principal Act from the Commissioner of Customs to the Minister of Defence, and provides for regulations to prohibit or regulate the importation of explosives into New Zealand.

No. 10. The Imprest Supply Act (No. 3).—This Act authorises further advances of, in all, £279,000 out of the Public Account and the other accounts mentioned therein for the same purpose, and to be charged in the same manner as in the case of the former Imprest Supply Acts.

No. 11. The Members of the House of Representatives Disqualification Act.—This Act provides that a bankrupt who has not obtained an order of discharge shall not be eligible for election or be elected as a member of the House of Representatives, the Court of Appeal of New Zealand having decided, under Act No. 5 of the present session, that a bankrupt could be elected and take his seat.

No. 12. The Fisheries Encouragement Act.—This Act extends for a further period of three years the time within which a bonus will be paid under the principal Act upon canned and cured fish exported from the colony.

No. 13. The Public School Teachers Incorporation and Court of Appeal Act Amendment Act.—This Act amplifies the provisions of the principal Act as to the dismissal of teachers, and provides for the registration of the New Zealand Educational Institute.

No. 14. The Consolidated Stock Act Amendment Act.—This Act declares that no sinking fund created under "The Government Loans to Local Bodies Act, 1886," shall be set free by reason of the conversion of any loan raised under that Act, nor shall any stock be created or debentures issued against such sinking fund. Power is also given to create fresh debentures to pay off matured debentures.

No. 15. The Water-supply Act Amendment Act.—This Act declares that every Water-supply Board shall be deemed to be a local authority for the purposes of certain Acts relating to loans to local bodies and public works, and also amends the principal Act and the amending Acts of 1892 and 1895 in various particulars.

No. 16. The Aid to Public Works and Land Settlement Act Amendment Act.—This Act authorises the raising of an additional £250,000 to be applied to the works and purposes specified in the Schedule to the Act, applies the provisions of the principal Act thereto, and repeals the provision in the principal Act limiting the currency of the debentures to twenty-five years.

No. 17. The Government Emergency Loans to Local Bodies Act.—This Act empowers the Colonial Treasurer, in cases of fire, flood, or other casualty or special emergency, to lend to a local authority such sum beyond the maximum amount he is empowered to lend under the principal Act as the Governor in Council may authorise, and declares that the proposal to raise such a loan shall be carried if a majority of all the votes recorded are in favour thereof. Power is also given to aid certain boroughs to rebuild bridges destroyed by fire or flood. This Act expires on the 31st March, 1899.

No. 18. The Mining Companies Acts Amendment Act.—This Act makes extended provision as to the registration of transfers of shares of foreign mining companies registered in or incorporated elsewhere than in New Zealand by requiring them to keep a colonial register, appoint an attorney, and comply with certain other particulars. Amended provision is also made as to the sale of forfeited shares in other than no-liability companies, and as to the forfeiture and sale of shares in no-liability companies. Provision is made for the issue of scrip certificates to every shareholder, and the principal Act is amended in various minor particulars.

No. 19. The Land and Income Assessment Acts Amendment Act.—This Act repeals the provision in the Amendment Act of 1895 which required every agent who did not permanently reside in the colony to obtain a license from the Commissioner of Taxes to carry on business therein, and also provided a fee therefor.

No. 20. The Harbours Act Amendment Act.—This Act empowers the Wellington Harbour Board to contribute the sum of £800 out of its general funds towards the expense of improving the Somes Island Light, in Wellington Harbour.

No. 21. The Land for Settlements Act Amendment Act.—This Act extends the principal Act until the 31st March, 1900; gives power after the 31st March, 1898, to borrow the sum of £500,000 in any one financial year for the purposes of the principal Act; makes fuller provision with respect to proceedings for the compulsory taking of land; and amends the principal Act in various other particulars.

No. 22. The Cheviot Estate Disposition Act Amendment Act.—This Act vests the slip, boats, and other appliances used in connection with the landing-service at Port Robinson in the Corporation of the Cheviot County, subject to the conditions specified in the Act, and also authorises the payment to the Council of certain moneys collected under the principal Act for the construction of roads and other public works.

No. 23. The Cyanide Process Gold-extraction Act.—This Act authorises the purchase on behalf of Her Majesty of the patent rights in New Zealand of certain inventions for the extraction of gold and silver from ores and other compounds (commonly known as the "MacArthur-Forrest process"), keeps such patent rights alive, and authorises the issue of licenses to use such patent rights upon payment of a royalty, such royalty to cease as soon as all moneys expended under the Act are recouped.

No. 24. The Leases and Sales of Settled Estates Act 1865 Amendment Act.—This Act authorises the Supreme Court to grant power to trustees of settled estates to insert in building leases thereof provisions for valuation and renewal.

No. 25. The Native Land Laws Amendment Act.—This Act authorises Natives to convey their land to the Surveyor-General, or other authorised trustee, upon trust, for the purpose of selling, leasing, managing, or improving the same, the trustee to have power, on the request of the Native owners, to borrow money thereon, in order to discharge encumbrance or improve the same. Power is also given to any lending department of the Government to lend money to any Native upon the security of his land, and irrespective of the restrictions contained in "The Native Land Court Act, 1894."

No. 26. The Government Railways Department Classification Act Amendment Act.—This Act amends the classification of members of the department provided for in the schedule to the principal Act in various particulars, and also preserves the rights of officers transferred to the department from the Civil Service.

No. 27. The Victoria College Act.—This Act provides for the establishment and maintenance of a college in or near the City of Wellington, institutes Queen's scholarships to be provided for out of its funds, and makes an annual appropriation for providing a fund for the maintenance of the college.

No. 28. The Kapiti Island Public Reserve Act.—This Act restricts all dealings in the Island of Kapiti other than on behalf of the Crown pending the acquisition thereof by Her Majesty as a public reserve, and requires all deeds or instruments of title to any part of the said island to be registered within three months.

No. 29. The Westport-Ngakawau Railway Extension Act Amendment Act.—This Act authorises the Governor, at the request of the Westport Harbour Board, to grant relief to certain holders of coal-mining leases in respect of the liability imposed on them under the principal Act.

No. 30. The Appropriation Act.—This Act appropriates to the services of the year ending the 31st March, 1898, the following sums of money: Out of the Consolidated Fund, for the services and purposes specified in the First Schedule, the sum of £2,538,280; out of the Public Works Fund, for the works and services specified in the Second Schedule, the sum of £992,777 and out of the respective accounts specified in the Third Schedule the sum of £167,677.

*Local and Personal Acts.*

No. 2. The Otago Harbour Board Loans Consolidation Act 1884 Amendment Act.—This Act authorises the Otago Harbour Board to apply a part of the moneys authorised to be borrowed under the principal Act, and which is not required to pay off previous loans, in or towards the general improvement of the Otago Harbour.

No. 3. The Invercargill Public Offices Site Act 1875 Amendment Act.—This Act gives power to the Invercargill Athenæum to erect a building upon a certain block of land, which they were restricted from building upon by the principal Act.

No. 4. The Lyttelton Harbour Loan Act.—This Act authorises the Lyttelton Harbour Board to borrow an additional sum of £60,000 for the purposes of dredging and deepening the harbour.

No. 5. The Joseph Houston Land-grant Act.—This Act authorises the issue of a certificate of title to Joseph Houston, as the proprietor of an estate in fee-simple in certain portion of a block of land therein described, upon payment of the cost price thereof, and upon the surrender of his leasehold interests in certain other portions of the said block.

No. 6. The Westport Harbour Board Loan Act.—This Act authorises the Westport Harbour Boards to borrow on the security of its endowments an additional £50,000 for the construction of harbour-works and for providing rolling-stock for the Westport—Mokihinui Railway.

No. 7. The Napier Municipal Corporation and Napier Harbour Board Exchange of Lands Empowering Act.—This Act authorises the Corporation and the Board to exchange the lands described in the schedules thereto, or any part of them.

No. 8. The Invercargill Racecourse Trustees Empowering Act.—This Act authorises the trustees of the Invercargill Racecourse Reserve to sell the same, and to purchase with the proceeds the lands described in the Second Schedule to the Act, to be held on the same trusts.

No. 9. The Wellington Education Board Transfer of Reserve Act.—This Act vests a portion of an education reserve in the Corporation of the Borough of Greytown, for the purpose of widening a street.

No. 10. The Borough of Lyttelton Corporation Enabling Act.—This Act authorises the Corporation of the Borough of Lyttelton to take over and declare to be public streets certain roads which are less than the prescribed width.

No. 11. The Kohukohu Foreshore Reclamation Act.—This Act authorises the Corporation of the County of Hokianga to reclaim from the sea certain land in the Township of Kohukohu, for the purpose of widening a road.

No. 12. The Wellington Boys' Institute Act.—This Act authorises the Corporation of the City of Wellington to lease certain land to the Boys' Institute at a nominal rental.

No. 13. The Bluff Harbour Board Empowering Act.—This Act empowers the Bluff Harbour Board to sell certain land in the Town of Campbelltown, and to apply the proceeds in the purchase of other land, to be held in trust as an endowment.

No. 14. The Wellington City Empowering Act.—This Act empowers the Corporation of the City of Wellington to raise special loans for the works and purposes specified therein.

*Private Act.*

No. 1. The Hawera Gasworks and Electric Lighting Act.—This Act provides for the establishment by the Hawera Gas Company (Limited) of gasworks in the Borough of Hawera, for the supply of gas to the said borough and its suburbs; gives power to break up streets, and do such other works as may be necessary in connection therewith; gives power to the Borough Council to purchase the gasworks and plant upon giving twelve months' notice; and also empowers the company to supply electricity.

SYNOPSIS of the Acts passed by the General Assembly of New Zealand in the First Session of the Thirteenth Parliament, held in the Year 1897.

*Public General Acts.*

No. 1. The Legislative Council Act Amendment Act.—This Act provides for the present Speaker of the said Council holding office until fourteen days after the commencement of the next session if his term of office expires when Parliament is not in session, and also provides for the appointment of an Acting Speaker if office of Speaker becomes vacant.

No. 2. The Public Revenues Acts Amendment Act.—This Act is to remain in force until the 14th day of October, 1897, and meantime amends the law relating to the public revenues so as to enable the public service of the colony to be carried on until the next ensuing session of Parliament, and also makes other temporary financial arrangements.

*Local Act.*

No. 1. The Wellington City Sanitation Loan Act.—This Act authorises the Council of the City of Wellington to raise by special loan a further sum or sums, not exceeding £33,000, in addition to the amount authorised by "The Wellington City Sanitation Loan Empowering Act, 1892," for drainage purposes.

## No. 31.

(No. 8.)

SIR,—

Government House, Wellington, 16th February, 1898.

With reference to your despatch (New Zealand—General), dated 4th November, 1897, intimating that you approved of the regulations governing the



issue of the Volunteer long-service medal to the Volunteer Forces in New Zealand subject to certain alterations, I have the honour to inform you that such alterations have now been made.

The Right Hon. J. Chamberlain,  
Secretary of State for the Colonies.

I have, &c.,  
RANFURLY.

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