

1873.

NEW ZEALAND.

IMMIGRATION TO NEW ZEALAND.

FURTHER PAPERS FROM THE AGENT-GENERAL.

(Presented to both Houses of the General Assembly by command of His Excellency.)

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No. 1.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
12th April, 1873.

SIR,—

Referring to the Hon. Mr. Ormond's Memorandum of 4th September, 1872, in which he says, "I desire specially to call your attention to the great disproportion which exists in the immigration that has taken place to the Province of Otago. That Province was shown in the Memorandum above quoted to be capable of absorbing a larger population than any of those to which vessels were directed to be sent out; but during the three months specified fewer emigrants have been despatched to it than to any of the others. For your future guidance, I trust it will only be necessary for me to point out to you that it is of the utmost importance that the supply of immigrants be proportionate to the requirements of individual Provinces as well to the respective Islands, and that as the instructions given to you from time to time, regulating those proportions, are the results of much deliberation, it is absolutely necessary that they be carried out as closely as circumstances will permit."

Referring also to the Hon. Mr. Waterhouse's telegram, received on the 12th November, 1872, in which he says, "Insufficient emigration. Division between Provinces not accordant with instructions as pointed out by Memoranda 114 and 115. Consider foregoing instructions absolute."

I have the honor to offer the following remarks:—

1. My first instructions from the General Government with respect to emigration were contained in a letter from the Hon. Mr. Gisborne, dated 26th November, 1871, and received by me 1st February, 1872.

2. I have already intimated that it was absolutely essential before I could take action upon this letter, that I should establish a uniform system of regulations, which (as already reported) was done by a Conference of Agents at my office, in February 1872.

3. I intimated to you, in my letter of 8th February, 1872, that it would be impossible to establish a stream of emigration to New Zealand before April, from which time, as I had every reason to believe, it would assume larger and larger dimensions.

4. At the same time I received instructions from the Government that no emigrants were to be landed in Otago in the months of June, July, and August, whereas no such embargo was laid upon emigration to other Provinces.

5. In consequence of these instructions, I was prohibited sending out emigrants to Otago during the months of March, April, and May, while to other parts of the Colony I was not restricted in any way.

6. It naturally followed that while I was pouring in emigrants to other Provinces up to the date of Mr. Waterhouse's Memorandum, emigration to Otago during a certain portion of the year was altogether stayed by my instructions from the Government, or in other words, I was prevented sending a single emigrant to Otago to be landed before September.

Mr. Waterhouse, however, with these facts before him, charges me in his memorandum and telegram already cited with not having sent a fair proportion of emigrants to Otago. In answer to this charge, I would simply observe, that up to the 31st December, 1872, the following emigrants were despatched to the several Provinces, namely:—To Otago, 1,916; to Canterbury, 1,719; to Wellington and adjacent Provinces, 1,590; to Hawke's Bay, 795; to Auckland, 871. It will be sufficiently evident, therefore, that I have acted entirely in accordance with my instructions, and that there has been no neglect of Otago in the distribution of emigration.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington.

No. 2.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

12th April, 1873.

SIR,—

I have the honor to acknowledge receipt of the Hon. Mr. Waterhouse's Memorandum of 27th November, 1872. In this Memorandum Mr. Waterhouse says—"I trust that the arrangements made regarding the conveyance of these immigrants will be of a superior character to those which have hitherto prevailed. It is very unsatisfactory to the Government, as it must be to the Agent-General to have the repeated complaints which have arisen in connection with the conduct of immigration. The Government can see no sufficient reason why the arrangements as regards the introduction of immigrants to New Zealand should be less perfect than those of the English Emigration Commissioners, at the period when under their auspices such a large stream of immigration was passing into Australia. I believe such a continuous repetition of complaints as regards the character and accommodation of the vessels in which emigrants are being forwarded, is without precedent of late years. The risk to which they would appear to have been exposed is not fair to the immigrants themselves, whilst it exposes the Colony at large to the possibility of the introduction of fatal forms of disease."

In a subsequent Memorandum, dated 23rd November (No. 19, 1872), the Hon. Mr. Waterhouse states:—"In no case should any vessel be chartered which is not classed A1 at Lloyd's."

In these Memoranda there are three distinct charges preferred:—

(1.) That the character and accommodation of the vessels "employed in the service is of an inferior description."

(2.) That repeated complaints have been made by the emigrants.

(3.) That the requirements of the Passenger Act have been either not at all, or very imperfectly complied with.

I now proceed to deal with these charges *seriatim* and in the order in which I have stated them.

I.—CHARACTER OF VESSELS.

I append a statement (marked A), showing that all the ships employed by me for the conveyance of emigrants to New Zealand were classed A1, or A1 at Lloyd's, and giving the particulars of the services in which those vessels have been previously engaged.

2. His Honor the Superintendent of Otago declares that the ships formerly sailing from the Clyde to Otago constitute "the finest fleet in the world." I beg to observe that the ships "Queen Bee," "Agnes Muir," "Warwick," "Jessie Readman," "Chile," "Wild Deer," "William Davie," "May Queen," "Christian McAusland," and "Margaret Galbraith," employed by me in the emigration service, constitute a part of that fleet.

3. The Superintendent of Canterbury stated in the course of a debate during the last Session of the General Assembly that the service conducted by Messrs. Shaw, Saville, and Co. for the Canterbury Government had been of an "entirely satisfactory character." Of the ships employed in that service the following have been employed by me in conveying emigrants to New Zealand during the last eighteen months—namely, "Merope," "Hydaspes," "Zealandia," "Charlotte Gladstone," and "Crusader."

4. In addition to the ships already named, the "Halcione," "England," "City of Auckland," and "Ballarat," have been employed in past years in the conveyance of emigrants to Wellington, Auckland, and Hawke's Bay.

5. It will thus be seen that of the thirty-five ships despatched by me between the 29th July, 1871, and the 17th November, 1872, twenty-one ships had been previously employed in conveying emigrants to New Zealand, without, so far as I am aware, any complaints having been made as to their character or accommodation. Now, as regards the other eleven ships, the highest possible testimony has been afforded by the Emigration Commissioners in New Zealand as to the adaptability of the three foreign vessels, "Friedeberg," "Palmerston," and "Hovding," for the conveyance of emigrants; and it is generally recognized here, that no finer merchant vessels have sailed from the Thames than the "Lady Jocelyn" and the "Forfarshire." With respect to the remaining six ships, I have up to the present time received no complaint worth mentioning except as regards the "Bebington," which I shall make the subject of a separate despatch.

6. As to the sailing capabilities of the emigrant ships, I would observe that of the eighteen or twenty vessels of whose arrival I have been advised, the average passage has been ninety days, and that one of them (the "Merope") has made the fastest passage on record—namely, seventy-five days from land to land.

II.—ALLEGED COMPLAINTS BY THE EMIGRANTS.

This charge will be best met by giving an abstract of the reports of the local Immigration Commissioners in New Zealand upon each vessel, and I will take them in the order in which they were despatched by me:—

1. *Glenmark*. (Commissioner's Report dated 10th November, 1871.)

"I am glad to report that no sickness of any importance occurred during the voyage, and I would add that the surgeon-superintendent's journal shows that every attention was paid to carry out those sanitary measures as laid down in the instructions issued by the Canterbury Government. . . . The immigrants generally expressed great satisfaction at the attention they had received from the captain, surgeon-superintendent, and the officers of the ship, and no complaints of any kind were made."

2. *Zealandia*. (Report dated 10th January, 1872.)

"The ship came into port in fine order, and the immigrants were fully satisfied with the treatment they received on the voyage."

3. *Charlotte Gladstone.* (Report dated 2nd February, 1872.)

"The immigrants' compartments were very clean and comfortable, and the people of all classes cheerful and contented. They expressed themselves in the warmest terms of gratitude to the master, Captain Fox, for his unvarying kindness, and their satisfaction at all the arrangements of the vessel, the quality and quantity of the supplies."

4. *England.* (Special Commissioner's report, not dated.)

"I have spoken with all the passengers to find out if any food, medical comforts, or aid have been refused at any time by the captain, but they emphatically say, No."

(Dr. Bulmer reported to the Board of Health that "the Scandinavian passengers declared that they were treated like so many brutes on their passage from Copenhagen to London; but the Scandinavian emigrants, in the evidence which they afterwards gave before the Board of Inquiry, emphatically repudiated this statement, and the Hon. Mr. Reeves, in his Memorandum of 5th June, 1872, in commenting thereon, says that Dr. Bulmer's report was entirely without foundation.")

5. *Dover Castle.* (Report dated 10th May, 1872.)

"The immigrants spoke most favourably of the treatment they had received at the hands of the captain, surgeon-superintendent, and officers of the ship, and the matron appears to have carried out her duties efficiently."

6. *William Davie.* (Report dated 10th July, 1872.)

"The immigrants arrived in excellent health, there being no sickness of any description during the voyage. The provisions were excellent, and were served out in accordance with the dietary scale. There were no complaints."

7. *Schiehallion.* (No report received.)

8. *Celestial Queen.* (Report dated 22nd August, 1872.)

"Before landing, the immigrants were mustered in their several classes, and the roll called over, and I took the opportunity in each division of asking whether there was any complaint to be made of their treatment on board. There was very general accord as to the kindness and attention of the captain and officers, but some dissatisfaction, not however of a very important character, was expressed regarding the surgeon-superintendent, who, I think, was wanting only in judgment and temper perhaps, and in that experience which is necessary for the proper management of immigrants on shipboard."

9. *Halcione.* (Report dated 29th July, 1872.)

"I have the honor, in the absence of Mr. Halcombe (on service at Palmerston), to report the safe arrival of the emigrant ship 'Halcione' at this port, on Saturday evening, after a pleasant passage of ninety-two days. . . . I found the accommodation, general arrangements, and cleanliness all that could be wished. The health was good. There had been four deaths—young children—and four births. Finding that the surgeon, matron, and constables, and that the captain and his officers, have performed their duties satisfactorily, I recommend the payment of all their gratuities. This recommendation is, however, so far as the captain and surgeon are concerned, subject to an inquiry (which I have promised shall take place) into the matters mentioned in the enclosed papers signed by many of the immigrants. The quality of the meat is a matter which rests on the shoulders of Messrs. Shaw, Saville, and Co.; the cooking on those of the captain and surgeon. The inquiry is of so simple a character, that I think it may be left with Mr. Halcombe."

In their final report on this matter, Messrs. Halcombe, Halliday, and Hackworth state as follows:—

"As will be seen by reference to the evidence attached, the testimony of witnesses is most conflicting. We are however of opinion that the meat served out to the immigrants on board was, at the time of serving out, of fair average quality, with one or two exceptions, and that there is no substantial cause for complaint. We are also of opinion that the cooking was as good as the requirements of so large a body of immigrants, and their want of knowledge how to prepare their food, would allow."

10. *Merope.* (Report dated 6th August, 1872.)

"The supply of rations in quality was satisfactory, but the complaint was universal of the insufficiency of the supply of flour in the dietary scale."

11. *Friedeberg.* (Report dated 3rd September, 1872.)

"The Commissioners were highly impressed with the suitability of this vessel for immigration purposes. . . . The health of the immigrants had been good throughout the voyage. The only death that occurred was an infant ten months old, from marasmus. All spoke well of the treatment they had received from the captain, surgeon, and officers of the ship. The provisions had been served out regularly, but the quantity of meat (as per scale) was complained of as insufficient, especially in cases of large families. The biscuit was not white bread, and was said to have been frequently mouldy."

12. *City of Auckland.* (Report dated 2nd November, 1872.)

"I visited the ship immediately, and found the several compartments clean and in good order, and the immigrants (excepting seven, whose cases are mentioned in the surgeon's report) in good health. There were four births during the voyage, and no deaths. Complaint was general as to the very bad quality of the bedding furnished to the passengers. Dr. Waugh refers to this matter in his report; and I was assured by Captain Ashby that if the weather had not been exceptionally fine during the latter part of the voyage, the passengers must have suffered greatly on this account."

13. *Hovding.* }
 14. *Ballarat.* } (Report dated 1st October, 1872.)

"Not a single complaint of any kind was made to me by any of the passengers; on the contrary, they all spoke most gratefully of the kindness and courtesy shown to them by the officers of both vessels. Dr. Gannon especially, whose duties were necessarily rendered the more difficult on account of the mixed nationalities of the immigrants under his charge, deserves the highest commendation for the admirable order maintained through the voyage, and for the close attention to his duties, which was most gratefully acknowledged by the passengers themselves."

15. *St. Leonards.* (Report dated 24th September, 1872.)

"The immigrants all arrived in good health, and expressed themselves grateful for the care and kindness of the surgeon, and of the captain of the ship. No death had occurred during the passage—one birth. No disease had prevailed. . . . The provisions were all good and sufficient, and regularly served. The general appearance of the immigrants of all classes was very satisfactory. The different compartments were very clean."

16. *Hydaspes.* (Report dated 24th September, 1872.)

"The ship has been well fitted throughout, compartments roomy, well ventilated; and we found them all clean and well kept."

The passengers expressed themselves as well satisfied and pleased with the treatment received, provisions issued, care and attention bestowed on them by the captain, surgeon, officers, and matron of the ship. They had no complaints, which fact appears to be fully borne out by the flattering testimonials presented to the captain, surgeon, officers, &c. During the passage there has been one death from consumption, and one birth took place. The health of the passengers appears to have been good throughout, and the sanitary arrangements of the ship complete and well attended to."

17. *Behington.* (Report dated 26th October, 1872.)

"We have much pleasure in announcing that no serious cases of sickness among the adults occurred during the voyage. The immigrants appeared in good health and spirits, the provisions were generally of good quality, and had been served out with regularity. The distilling apparatus was in excellent order, and no complaints were made of the quantity of water supplied being insufficient."

18. *Queen Bee.* (Report dated 8th November, 1872.)

"We met the ship at the North Head, and found all on board well. Two births occurred during the voyage. There were no deaths, and excepting a few cases of whooping-cough, no illness was reported. The passengers having been mustered, were asked if they had any complaints to make of the treatment during the voyage. The answer was that they had been well treated and were satisfied, and that the conduct of the officers of the ship had been attentive and kind during the voyage. We inspected the several compartments occupied by the passengers, and found them clean and well ventilated, the hospitals in order, and the surgery well supplied."

19. *May Queen.* (Report dated 31st October, 1872.)

"The immigrants were mustered, and after making the usual inquiries, we found that the general conduct on the voyage in all the compartments of the ship was very creditable—that the discipline exercised by the surgeon-superintendent and the officers of the ship was mild, yet firm; that no cases of insubordination occurred to render punishment necessary; that the matron, who seems to have performed her duties satisfactorily, reported very favourably of the conduct of the single females; and that they had no complaints to make, either as to the quality of the provisions or the quantity served out. In fact, the immigrants in a body expressed themselves as fully satisfied with the treatment."

20. *Palmerston.* (Report dated 23rd December 1872.)

"We minutely examined the ship, and found her most scrupulously clean, and as to accommodation, both below and on deck, admirably adapted for conveying emigrants. . . . We have no hesitation in stating that no emigrant ship has ever entered this port better fitted in every respect for the conveyance of immigrants than the ship 'Palmerston.' . . . The captain, surgeon-superintendent, and officers of the ship seemed to have performed their respective duties with kindness, yet with a degree of firmness approaching to military discipline in carrying out the rules and regulations made for the health and comfort of the immigrants, who acknowledge with gratitude the kindness shown to them on the passage."

21. *Lady Jocelyn.* (Report dated 11th November 1872.)

"The Immigration Commissioners report favourably on the above ship, and on the general cleanliness of the various compartments. The one allotted to the single women deserved especial commendation. All the immigrants expressed themselves satisfied with the arrangements, and the treatment they had received from the captain, surgeon, and officers of the ship. . . . The provisions generally were good, and had been regularly served. The Commissioners report especially on the excellent quality of the preserved meat (Australian)."

22. *Agnes Muir.* (Report dated 27th December, 1872.)

"Shortly after her arrival we visited the ship at the Heads, and the usual enquiries by the Health Officer having been satisfactorily answered, went on board and made inspection of the several compartments in which the immigrants were lodged. We found these compartments clean, well arranged and ventilated. . . . The immigrants, being mustered, were asked if they had any complaints to make; the answer was that they had been well treated during the voyage, and that the officers of the ship, from the captain downwards, had been attentive and kind."

23. *Christian McAusland*. (Report dated 16th December, 1872.)

"We have no hesitation in saying that the ship was in every respect well found, and no complaints were made by any of the immigrants as to the quantity and quality of the provisions, or against any of the officers who were appointed to carry out the provisions of the Act."

24. *Pleiades*. (Report dated 30th December, 1872.)

"The immigrants arrived in good health. They expressed themselves gratified with the care and attention of the captain, surgeon, and officers of the ship. Two births occurred during the voyage—no deaths—nor had any disease prevailed during the passage. The provisions were good, sufficient, and regularly served. The preserved meat bearing the Canterbury brand was reported of most favourably."

25. *Chile*. (Report dated 2nd January, 1873.)

"The appearance of the immigrants, as regards cleanliness, &c., was such as requires no further comment than for the Commissioners to express their entire approval of the evident care taken by the captain and Dr. Macan, in the supervision of the immigrants, both as to health and comfort; and in support of which no better evidence can be adduced than the testimonials presented to the captain and officers of the ship, copies of which the Commissioners beg to transmit."

26. *Jessie Readman*. (Report dated 17th December, 1872.)

"We have much pleasure in stating that we found the immigrants looking remarkably healthy, particularly the children. All appeared in excellent spirits. They had no complaints whatever to make, and expressed themselves perfectly satisfied with the ship, and the treatment they had received on the voyage, and spoke in very eulogistic terms of the kind attention shown to them by the captain, and also by the surgeon-superintendent. We found all the compartments scrupulously clean, and showing evident signs of having been kept so during the voyage. The provisions appear to have been served out with regularity, and also to have been of good quality."

27. *Zealandia—second trip*. (Commissioners' Report dated 4th February, 1873.)

"From inquiry the Commissioners learned that the health of the immigrants during the voyage had been very good. That the provisions were good, and had been served out in the married people's, single men, and single women's compartments, in accordance with the dietary scale, and to the entire satisfaction of the surgeon-superintendent. That the supply of water was ample, the distilling apparatus having worked well. That the conduct of the immigrants during the voyage was in the married and single women's compartments very good; that of the single men being generally good. . . . That there were no complaints."

28. *Crusader*. (Report dated 18th January, 1873.)

"The provisions had been good in quality, well cooked, and regularly served out. The supply of water ample and good. The immigrants in all compartments expressed themselves as well satisfied, and spoke highly of the kindness of the captain, surgeon-superintendent, and officers of the vessel."

III.—COMPLAINTS BY LOCAL IMMIGRATION COMMISSIONERS.

With regard to the various suggestions made by the local Immigration Commissioners in New Zealand, I have simply to observe that all the emigrant ships employed by me have been inspected and passed, and all their arrangements approved, by the officers of Her Majesty's Emigration Commissioners, and, with all deference to the New Zealand Commissioners, I submit that the question simply resolves itself into this—Whether I am to be guided by the advice of the local Immigration Commissioners in New Zealand or by the officers of Her Majesty's Emigration Commissioners here, who are acknowledged to be the highest authorities on the subject.

All the arrangements made by me have been in accordance with the practice of Her Majesty's Emigration Commissioners; and I beg to enclose extracts from their reports (Enclosure 2) in respect of the charges preferred against the Department in the case of the "England" and the "Bebington," from which you will perceive that all the arrangements on board these vessels, as regards internal fittings, ventilation, hospitals, water-closets, inspection of emigrants, &c., had been approved by the inspecting officers of Her Majesty's Emigration Commissioners, and were in accordance with all the requirements of the Passenger Act.

The complaints made by the New Zealand local Immigration Commissioners relate to ill ventilation, defective cooking apparatus, placing of hospital, &c. But in almost every case they bear testimony to the cleanliness of the vessels, the suitability of the fittings, and the quality and quantity of the provisions.

In the case of the "City of Auckland," complaints, which I admit were well grounded, were made of the inferior quality of the bedding; but this was a matter in which, by the terms of the contract, the Government had the remedy in their own hands.

Not a single complaint has been made against any surgeon-superintendent, except in the case of the "England," and to which charge a full answer has been given both by myself and by Her Majesty's Emigration Commissioners in this country.

I would beg to remind you that you are entitled, under the provisions of the charter-party, in case of any breach of the contract, to levy a penalty of £1,000 as against the owners; and further, that under my agreements you were entitled to withhold certain gratuities specified to the captain and officers of the ship, as well as to the surgeon-superintendent, and to the matron and other officers; and that, so far as I am aware, no penalty has ever been enforced, or (with the exception of the single instance of the "England") any of the gratuities withheld from the officers. I have therefore a right to assume that the shipowners had fulfilled the conditions of their charter-party, and that both the

captain and officers of the ship, on whose appointment I can only exercise a power of veto, and the surgeon, matron, and other officers for whose appointment I am responsible, have one and all discharged their duties to the satisfaction of the Government.

With respect to officers for whose appointment I am responsible, I submit that all that can be fairly expected of me is that I shall take every precaution to appoint fit and proper persons to the various posts; and that it would be unreasonable to hold me responsible for the manner in which they may have discharged their duties during the voyage. The remedy, as I have already pointed out, rests entirely in the hands of the Government by withholding the promised gratuities, and forbidding the further employment of persons who have not acquitted themselves to the satisfaction of the Government.

In conclusion, I beg to submit (Enclosure 3) copy of a letter received from Messrs. Shaw, Saville, and Co. (dated 14th March, 1873), in reply to the charges preferred against them by the Hon. Mr. Waterhouse.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington.

Enclosure 1 in No. 2.

A.—LIST of VESSELS despatched to Auckland by the Agent-General for New Zealand.

- "Celestial Queen," A.1. 14 years, 843 tons; sailed April 20, 1872, arrived July 30; duration of passage, 94 days; has previously made one passage to Auckland and one to Otago, but not under the Act.
- "City of Auckland," A.1. 16 years, 780 tons; sailed May 31, 1872, arrived September 3; duration of passage, 92 days; has previously made three passages to Auckland under the Act.
- "Queen Bee," A.1. 13 years, 726 tons; sailed July 20, 1872, arrived October 29; duration of passage, 97 days; has previously made two passages to Auckland, two to Otago, one to Wellington, and one to Nelson, three of them under the Act.
- "Agnes Muir," A.A.1., 851 tons; sailed September 5, 1872; owned in Glasgow, and previously sailed from thence to Otago under the Act.
- "Warwick," A.A.1., 1,005 tons; sailed November 3, 1872; has previously made one voyage to Auckland and one to Otago, but only one of them under the Act.
- "Durham," A.A.1., 998 tons; sailed November 29, 1873.
- "Parsee," A.A.1., 1,281 tons; sailed January 14, 1873.

The "Durham" and "Parsee" have previously been employed in India and China trade, and therefore never under the Passenger Act until their present voyages.

LIST of VESSELS despatched to Wellington by the Agent-General for New Zealand.

- "Schiehallion," A.A.1., 602 tons; sailed April 13, 1872, arrived July 9; duration of passage, 85 days; previously made the passage to Auckland without immigrants.
- "Halcione," A.A.1., 843 tons; sailed April 26, 1872, arrived July 27; duration of passage, 89 days; built in 1869 for New Zealand trade, and has made four voyages to Wellington with Government emigrants.
- "Bebington," A.A.1., 889 tons; sailed July 1, 1872, arrived October 25; duration of passage, 111 days; has previously been employed in India and China trade, and not previously under the Act.
- "Glenlora," A.A.1., 764 tons; sailed August 8, 1872; purchased last year, 1872, specially for the New Zealand trade, and was not previously under the Passenger Act.
- "Jessie Readman," A.A.1., 962 tons; sailed September 22, 1872, arrived December 15; owned in Glasgow, but despatched by Shaw, Saville, and Co. to Otago in 1870, and again in 1871; in 1870 she was under the Act, but not in 1871.
- "Forfarshire," A.1. 14 years, 1,238 tons; sailed November 15, 1872; purchased in 1872 specially for the New Zealand trade, and was not previously under the Passenger Act.

For Hawke's Bay.

- "Ballarat," A.1. 12 years, 685 tons; sailed June 15, 1872, arrived September 15; duration of passage, 87 days; has previously made four passages to Auckland, one to Nelson, and one to Wellington, three of them under the Act.
- "Chile," A.A.1., 768 tons; sailed September 13, 1872; has previously made six passages to Otago, one to Southland, and three to Auckland, six times under the Act.

LIST of VESSELS despatched to Otago by the Agent-General for New Zealand.

- "Wild Deer," A.1. 16 years, 1,016 tons; sailed February 1, 1872; from Glasgow under the Act.
- "William Davie," A.1. 17 years, 841 tons; sailed April 10, 1872; from Glasgow under the Act.
- "Hydaspes," A.1., 2,098 tons; sailed June 22, 1872, arrived September 20; duration of passage, 89 days; purchased in 1868, and has previously made two voyages to Canterbury, both of them under the Passenger Act.
- "May Queen," A.A.1., 733 tons; sailed July 29, 1872, arrived October 24; duration of passage, 86 days; has previously made three voyages to Otago, one of them under the Act.
- "Christian McAusland," A.A.1., 962 tons; sailed September 5, 1872, arrived December 5; duration of passage, 87 days; owned in Glasgow, where she previously sailed from under the Act.
- "Zealandia," A.A.1., 1,116 tons; sailed October 8, 1872; built in 1869 for Shaw, Saville, and Co., and previously made three voyages to Canterbury, two of them under the Passenger Act.
- "Charlotte Gladstone," A.1., 1,304 tons; sailed November 2, 1872; has previously made one passage to Melbourne and two to Canterbury with Government emigrants.

LIST of VESSELS despatched to Canterbury by the Agent-General for New Zealand.

- "Dover Castle," A.I. 14 years, 1,002 tons; sailed January 19, 1872, arrived May 7; duration of passage, 106 days; purchased in 1872 specially for the New Zealand trade, and previously employed by Messrs. Green in the Melbourne passenger trade.
- "Merope," A.I. 16 years, 1,082 tons; sailed May 10, 1872, arrived August 3; duration of passage, 85 days; built for Shaw, Saville, and Co. in 1870, and has since made three voyages to Canterbury under the Passenger Act.
- "St. Leonards," A.A.I., 999 tons; sailed June 21, 1872, arrived September 21; duration of passage, 89 days; purchased in 1872 specially for the New Zealand trade, and not previously under the Act.
- "Lady Jocelyn," A.I., 2,138 tons; sailed August 3, 1872, arrived November 11; duration of passage, 95 days; purchased in 1868 specially for the New Zealand trade, and not previously under the Act, and made the voyage to Melbourne with emigrants in 1869—passage, 71 days.
- "Pleiades," A.A.I., 997 tons; sailed September 13, 1872, arrived December 28; duration of passage, 102 days; purchased in 1872 specially for the New Zealand trade, not previously under the Act.
- "Crusader," A.A.I., 1,058 tons; sailed October 12, 1872, arrived January 5, 1873; duration of passage, 81 days; purchased in 1870 specially for the New Zealand trade; not previously under the Act, and has made one passage to Melbourne with emigrants, and two to Canterbury.
- "Himalaya," A.A.I., 1,008 tons; sailed November 22, 1872; now on her third voyage to Canterbury; has been twice under the Passenger Act.

Enclosure 2 in No. 2.

Mr. S. WALCOTT to Dr. FEATHERSTON.

Government Emigration Board,

8, Park Street, Westminster, 17th March, 1873.

SIR,—

Having received the permission of the Secretary of State to do so, I now forward to you herewith a copy of our report relative to the recent voyage of the ship "England," from London to New Zealand, with emigrants.

The enclosures (two) to our report are in original. Will you be good enough to return them when you have done with them?

I have, &c.,

S. WALCOTT.

Dr. Featherston, Agent-General for New Zealand.

Mr. S. WALCOTT to Mr. R. G. W. HERBERT.

Government Emigration Board, 12th October, 1872.

SIR,—

I have to acknowledge your letter of the 3rd ultimo, with a Despatch from the Governor of New Zealand, transmitting a report of a Commission of Inquiry held on the emigrant ship "England."

2. The "England," 860 tons, left Gravesend on the 8th December last for Wellington, with 102 emigrants—equal to 81 statute adults—and arrived at her destination on the 9th of March, after a passage of ninety-two days. The mortality on board was very large: 16 deaths, or at the rate of 15·68 per cent. The Colonial Government very properly appointed a Commission to inquire into the case. The Commissioners, who appear to have taken much pains in the investigation, have divided their report into four heads. It is only with the first head—compliance with the Passengers Act—to which the attention of the Secretary of State has been specially requested by the Colonial Government, that I propose to deal. The rest of the report relates chiefly to what took place on the voyage, and to matters affecting the charterers and the New Zealand Government Agency in this country, by whom the emigrants were selected and the arrangements for shipping them were made.

3. The Commissioners find no fault with the ship, either as regards her seaworthiness or suitability for the service; but they object (1) that no adequate provision was made for the emigrants who had arrived before the ship was ready to receive them; (2) that the skylight over the main hatchway was too slight and insufficient to afford light and ventilation in bad weather; (3) that the sleeping bunks were boarded up so as to obstruct ventilation; (4) that no evidence could be obtained that the provisions, water, and medical stores were properly surveyed before they were shipped; (5) that the medical inspection of the emigrants was loosely conducted; (6) that the stowage of the cargo was defective; and (7) that the master did not obtain the Emigration Officers' certificate required by the 11th section of the Passengers Act. The general conclusion of the Commissioners on this point of the case is condemnatory of the way in which the requirements of the Act are attended to by the Emigration Officers.

4. We at once called on the Emigration Officer and Medical Inspector under whose supervision the "England" was despatched, for any explanation they might be able to afford on the above points; and I would beg to refer to their replies, which I now enclose. The reply of Dr. Humphreys, who happened to be abroad, has only recently reached me, which will account for the delay in sending this report.

5. In addition to the explanations of those officers, I may be permitted to make two or three general remarks on this portion of the case.

6. In the first place, it must be borne in mind that Emigration Officers have no absolute authority over passenger ships. Their power is defined and limited by the Passenger Acts. It rests with the shipowner to fit his ship as he thinks best; and so long as he conforms to the requirements of the law, the Emigration Officer, although he may prefer other arrangements, must accept those submitted for his inspection, unless a discretion in any particular instance is conferred on him by the Act. For example, in the matter of hospitals, the Act requires that they shall be placed either "under the poop,

or in a deck-house, or on the upper passenger deck." The choice of situation, however, rests with the owner and not with the Emigration Officer. The latter can object only when the space is insufficient or not properly divided off. In the present case Captain Forster states that the space and ventilation were in his opinion fully sufficient to meet ordinary requirements.

7. It turns out, although the Commissioners were unable to obtain evidence of the fact in the Colony, that the provisions, water, and medical stores were duly surveyed and passed by the proper officer; and it is admitted that no well-founded complaint was made as to the quality or quantity of the provisions supplied. It also turns out that the passenger-list and the Emigration Officer's certificate of clearance were duly made out, signed, and given to the brokers to enable them to clear the ship at the Custom House.

8. The medical inspection of passengers before embarkation has always been a matter of anxious consideration with us; and, looking at the exigencies of the service, we have not been able to suggest any better method for conducting it than that adopted by the Medical Officers in London and Liverpool. This method was followed in the case of the "England," and is substantially described in Captain Forster's report.

9. To judge of the state of health of a passenger while passing before the Inspector may appear at first sight a mere form, and illusory. Our medical officers, however, affirm it is not so, and that a passing scrutiny by a practical eye, though not a perfect, is by no means an ineffective check. In fact the emigration of ailing passengers is constantly arrested by the Inspectors, and suspicious cases thus arrested subsequently receive a more searching investigation. General results, moreover, practically support their view. The amount of sickness and mortality in the vast emigration from this country during many years past (save in one or two exceptional years, when cholera and infectious epidemics extensively prevailed) has been remarkably small, and rarely attributed to disease which could have been detected at embarkation. Indeed, unless depôts be established, as in the assisted emigration to Australia carried on by this Board for many years, in which the emigrants could be maintained and watched for two or three days previous to embarkation, I do not see that any more stringent examination could be enforced without causing great complaints both on the part of the emigrants themselves and of the shipowners. Take the case of Liverpool, through which port upwards of three-fifths of the whole emigration flows. More than 95 per cent. of the passengers are carried in steamers—many of them mail steamers, where delay and want of punctuality in sailing would be a serious public inconvenience. In the busy months of the year, between 3,000 and 4,000 persons embark in a day. If each person was to undergo a medical examination lasting only one minute, it would take the two medical examiners, acting separately, about three days of ten hours each to get through the work which is required to be done in one day. It is true this could to a certain extent be met by a larger medical staff; but then, as the emoluments, which by law are derived from a small *per capita* fee, would have to be divided amongst them, the services of the most efficient men would not be secured. During the last two years, the 344,945 emigrants who left Liverpool and the northern ports of Ireland for all parts of the world (the great majority to North America) were subject to the system of transient examination. The mortality at sea, nevertheless, was astonishingly small; it averaged about '05 per cent.

10. In the case of the "England," small-pox and measles may have been conveyed on board, but it must have been in a latent form, as the first case of disease is stated to have occurred on the 20th of December, twelve days after the ship left Gravesend.

11. I am informed by a competent medical authority unconnected with the service, that from ten to sixteen days is the usual limit of the period of incubation both of measles and small-pox. Individual and close examination, therefore, of the "England," would have failed to detect the existence of the disease at the time of their embarkation.

12. With regard to Mr. Leigh, the surgeon of the ship, whose fitness for the service is brought into question on the score of impaired health, I may remark that there was nothing in his appearance or known to the Emigration Officers to warrant their exercising the power vested in them by the Passengers Act of vetoing his appointment by the charterers. On the contrary, the medical officer, Mr. Humphreys, states that during an hour's interview he discovered nothing that could give him reason to suspect that Mr. Leigh was the subject of epileptic attacks or incompetent for the duties of his post.

13. On the whole, while agreeing in many of the conclusions of the Commissioners, I am unable to acquiesce in the one which, founded on the evidence of persons imperfectly informed on the points to which they spoke, implies that the method of procedure with regard to the fulfilment of the requirements of the Passengers Acts is most unsatisfactory, and that the inspections by the Imperial authorities are mere matters of form.

R. G. W. Herbert, Esq., &c.

I have, &c.,

S. WALCOTT.

Sub-Enclosure 1 to Enclosure 2 in No. 2.

Captain FORSTER to Mr. R. B. COOPER.

SIR,—

Government Emigration Office, London, 17th September, 1872.

I beg to acknowledge the receipt of your letter of 5th September, with an enclosed report of the Commissioners appointed by the Government in New Zealand to inquire into certain matters connected with the immigrants by the ship "England." The Commissioners direct my special attention to those parts of the report which relate to the observance, before the ship sailed, of the requirements of the Act.

The "England," a ship of 853 tons, 168 feet long, 34 feet broad, 21½ feet depth of hold, built in 1863, has made two successive voyages from London to New Zealand, with emigrants, under the command of Captain Harrington. She left Gravesend on the second voyage, the one under consideration, on the 8th December, 1871, with 102 persons, equal to 81 statute adults, and arrived in Wellington on the 9th March, having lost 16 persons from small-pox and other diseases.

With reference to the several points brought forward in the evidence, I beg to report as follows:—

1st.—Stowage.

On the former voyage the "England's" outward cargo consisted of,—

Ballast	...	100 tons	Bales, cases, and other measurement
Iron of sorts	...	150 "	goods.
Salt	...	50 "	
Liquids	...	70 "	

Total dead weight ... 370 " Measurement, 800 tons.

The draft of water at Gravesend then being 16 feet 9 inches forward, 17 feet 6 inches aft, with a clear side midships of 8 feet 6 inches; 1,700 superficial feet of the lower deck being taken up by the emigrant accommodation.

On the second voyage the cargo consisted of,—

Iron rails	...	200 tons	Bales, cases, and other measurement
Galvanized wire	...	50 "	goods.
Nails	...	10 "	
Salt	...	100 "	

Total dead weight ... 360 " Measurement, 500 tons.

The draft of water at Gravesend being 17 feet 3 inches forward, 17 feet 10 inches aft, with 8 feet 4 inches clear side; 1,840 superficial feet of the lower deck being required for the immigrants. I observed from time to time the stowage of both the cargoes, which in fact were very similar, and I did not consider the quantity or description or distribution of the dead weight or other cargo, on either voyage, as unsuitable or to be objected to.

Captain Harrington having the responsibility of master, of representative owner, and also that under the 3rd section of the charter-party (page 26, Appendix to the Commissioners' Report) made no remarks to me suggestive of alteration, but on leaving Gravesend, agreed with Captain Westbrook, the clearing officer, that the ship was in good sea-going order.

2nd.—Emigrants' Accommodation and Ventilation.

The space appropriated for fifty-four* family adults was 1,472 superficial feet, the legal requirements being 9,815 feet; the space forward for sixteen single men was 368 feet in lieu of 240 feet; the single women were berthed in the starboard poop cabins. The plan of the berths, the ventilation of the hospitals, and of the space, was very similar to that on the former voyage. On both occasions it was in my opinion fully sufficient to meet ordinary requirements. The hospitals provided ample undisturbed space for the number of sick intended, as between the sick and the others there would be separation from contact, although not the complete atmospheric isolation desirable in cases of infectious disorders, such as small-pox.

The ventilation of the married compartment was by the after hatchway, 25 and 9 feet; the scuttles in the main hatch, 6 and 9 feet; and four side-scuttles, one being in the hospital. The ventilation of the single men's compartment was the fore hatch, 25 and 9 feet; and two side scuttles, one being in the hospital. In single women's compartment in the poop was three side-scuttles, the door from the quarter-deck, and a skylight, 5 and 9 feet. The poop skylight and the scuttle for the main hatchway were not completed until the vessel cleared from Gravesend. They were however completed, in a strong, serviceable manner, to Captain Westbrook's satisfaction, before he despatched the ship. With reference to the opinion in pp. 17 of the Commissioners' Report, an emigrant 'tween-decks may be, I think, better ventilated, if thoroughly divided into moderate-sized compartments, than is possible as a whole space with the foul used air from one end travelling right over all the bunks to the other end.

3rd.—Provisions.

Application was made by letter, in the usual manner, for the survey of the provisions and medical comforts, with a list on a printed form headed "Provisions, &c., &c., for Eighty Statute Adults." In accordance with the practice, the surveying officer, Captain Westbrook, having examined the list, proceeded on the afternoon of the 2nd December to the ship, and in presence of the provision merchant and others surveyed the stores; the wet goods on the upper deck, the dry goods partly on the 'tween-decks and the bonded stores in the adjacent shed. The survey occupied more than an hour. The office list shows, in Captain Westbrook's pencil, the number of packages opened. The articles were all down except 12 cwt. of fresh potatoes, which were shipped at the last moment. The list is signed by Captain Harrington as correct.

I have enclosed a paper with the scale of provisions and medical comforts under the Act, and also in the Commissioners' ships, the Victoria and the Queensland Government ships, and in the "England." The "England's" provisions, you will observe, were ample, in excess of the law; the medical comforts were sufficient, which is the practice in the New Zealand ships, as they sail under one firm, Messrs. Shaw, Saville, and Co., and are supplied with cuddy stores for the voyage out and home, any of which are furnished to the surgeon on application.

4th.—Medical Examination.

The practice in conducting the medical examination is to assemble the people together in this case on the starboard side quarter-deck; the decks are then examined for stowaways; sentinels are placed to stop passing only the one way. The Medical Inspector, Dr. Humphrey, and the Ship Surgeon, stand

* See reference on plan, p. 24, Appendix. The seventy adults is an error, and includes, I suppose, the whole of the single men, who have thus been counted twice; the total number of adults (p. 1) is eighty-one, out of which seventeen single women were berthed in the poop.

on one side, the Emigration Officer and the Broker on the other. The names are called over from the passenger list; the persons coming forward pass between the Surgeons and the Emigration Officer, and deliver up their counterparts; children are more especially examined as to their having vaccination marks, so that for healthy-looking men and women the calling over will proceed regularly; with families there will be stoppages, waiting to see the vaccination marks. In the "England," there was more than the usual delay, the questions asked by Dr. Humphrey having to be put through the Interpreter.

From the inspection, December 7th, to the first case on the 21st December, is an interval of fourteen days. I do not understand that there is any possibility of discovering the existence of measles or small-pox in the system so long before their appearance on the surface.

Provision was made for infectious disease by my pointing out to Dr. Leigh, after agreement with the Brokers, that there were unoccupied cabins in the poop (there were only two cabin passengers besides the surgeon), which afforded ready means of establishing an isolation hospital if required; the provision for isolation hospital was again repeated by the Clearing Officer at Gravesend.

Dr. Leigh presented himself at this office, with his qualifying documents and testimonials, on the 4th December, and after inspection of the documents, he signed his name in our day book. He was subsequently seen by Dr. Humphrey, who with him examined the medicine chest, the instruments, and other things, and he also lived on board for four days before sailing in charge of the people, and stood by Dr. Humphrey at the medical inspection. No person connected with this office saw any reason to question but that, from his previous employment and proofs of good conduct, he was in every way qualified and suitable for the appointment of surgeon to the "England."

5th.—Subsistence Money.

Subsistence money under the 49th section was not demanded by me. The contract tickets are dated December 4th; the ship left the docks on the 6th; was inspected at Gravesend on the 7th; and sailed at daylight on the 8th. The people were maintained on board for the two days to my satisfaction, the surgeon being in attendance the whole time. The likelihood of catching fresh disease is much lessened by living on board rather than by living in lodgings near the docks, such as strangers could get by the day, with board at 1s. 6d. per adult.

6th.—Passenger Lists and Clearance.

The three passenger lists, when brought to this office and signed by the captain, are examined, and the clearance certificates made out in duplicate; the Emigration Officer then signs the lists and clearances, retaining in the office one copy of each, and handing the others back to the Brokers. The Brokers' copy of the clearance is demanded by the Customs as their authority for clearing the ship under the Act.

Captain Westbrook, the Clearing Officer, considered the ship to be then in very good order.

Mr. R. B. Cooper.

I have, &c.,

JNO. T. FORSTER.

MEDICAL COMFORTS PER 100 PER VOYAGE OF 100 DAYS AND UPWARDS.

—	Scale authorized for Ships under the Act.	Commissioners' Scale.	Victorian Government Scale.	Queensland Government Scale.	Scale in England.
Carolina Rice ...	28 lbs.	28 lbs.	28 lbs.	28 lbs.	28 lbs.
Oatmeal Grits ...	...	10 "	10 "	10 "	...
Best W.I. Arrow-root ...	28 "	35 "	35 "	35 "	28 "
Scotch Barley ...	20 "	30 "	30 "	30 "	20 "
Sago ...	20 "	25 "	25 "	25 "	20 "
Tapioca ...	10 "	10 "	10 "	10 "	10 "
Best Preserved Meat					
Soup ...	25 "	25 "	25 "	15 "	50 "
Preserved Broth ...	25 "	25 "	...	...	...
Beef Tea ...	...	25 "	...	...	...
Liebig Extract ...	...	...	6 "	6 "	...
Chicken Broth ...	...	10 "	10 "	10 "	...
Preserved Meat ...	...	40 "	40 "	40 "	...
Preserved Milk ...	72 pts.	25 lbs. desiccated.	25 lbs. desiccated.	25 lbs. desiccated.	...
Sugar ...	112 lbs.	400 lbs. loaf.	400 lbs. loaf.	300 lbs. loaf.	<div style="display: flex; align-items: center;"> <div style="font-size: 3em; margin-right: 5px;">}</div> <div> And with Cuddy Stores. 12 qts. 108 btls. 2 galls. 5 galls. with provisions 1 cwt. </div> </div>
Port Wine ...	24 qts.	36 qts.	36 qts.	36 qts.	
Appd. Stout ...	144 pts.	88 galls.	88 galls.	88 galls.	
Sherry ...	...	18 qts.	18 qts.	18 qts.	
Gin ...	...	1 gall.	6 galls.	6 galls.	
Brandy ...	2 galls.	5 "	30 "	30 "	
Vinegar ...	5 "	5 "	5 "	5 "	
Lime Juice ...	2 "	with provisions	with provisions	with provisions	
Soap ...	$\frac{1}{4}$ cwt.	5 cwt.	$3\frac{1}{2}$ cwt.	$3\frac{1}{2}$ cwt.	

SCALE of PROVISIONS and MEDICAL COMFORTS WEEKLY, per ADULT.

—	Scale in Act.	Scale in Commissioners' Charter Party.	Scale in Victorian Government Charter.	Scale in Queensland Charter.	Scale in Ship "England."
	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.	lbs. oz.
Biscuit ...	3 8	2 10	2 5	2 5	3 8
Wheaten Flour ...	2 0	3 8	3 5	3 5	3 0
Oatmeal ...	1 0	1 0	1 0	1 0	1 0
Rice ...	0 8	0 8	0 8	0 8	0 8
Peas ...	1 8	0 12	0 12	0 12	0 8
Potatoes ...	2 0	0 8	0 8	0 8	0 8
Carrots ...	...	preserved. 0 8	0 8	0 8	...
Onions ...	...	preserved. 0 8	0 8	0 8	...
Beef ...	1 4	preserved. 1 0	1 0	0 8	1 0
Pork ...	1 0	1 8	1 8	1 8	1 0
Suet ...	0 6	0 6	0 6	0 6	0 6
Butter ...	0 4	0 6	0 6	0 6	0 4
Preserved Meat ...	...	1 0	1 2	1 8	1 0
Soup and Bouilli ...	...	...	30 lbs. per 100 adults.	...	1 0
Milk ...	...	An allowance of eggs, sugar, biscuit, milk, and preserved meat for each child.	170 lbs. per 100 adults.	150 lbs. per 100 adults.	...
Cheese ...	...	...	0 6	...	...
Eggs ...	...	...	2	2	...
Sugar ...	1 0	0 12	0 14	0 14	0 12
Molasses ...	...	0 8	0 8	0 8	0 8
Tea ...	0 2	0 1	0 1	0 1	0 2
Coffee ...	...	0 2	0 2½	0 2½	0 2
Raisins ...	0 8	0 8	0 8	0 8	0 8
Currants ...	...	...	...	...	...
Mustard ...	0 0½	0 0½	0 0½	0 0½	0 ½
Pepper ...	0 0½	0 0½	0 0½	0 0½	0 ½
Salt ...	0 2	0 2	0 2	0 2	0 2
Pickles ...	...	1 gill	1 gill	1 gill	½ gill
Vinegar ...	1 gill	...	...	...	½ gill
Baking Powder ...	...	...	...	...	...
Lime Juice ...	0 6*	0 6*	0 3	0 3	0 6
Liebig's Extract ...	...	...	1½ lb. per 100	...	...

* In the tropics.

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

Captain FORSTER to Mr. R. B. COOPER.

DEAR SIR,—

G. E. Office, 55, Fenchurch Street, 7th October, 1872.

The Medical Inspector, who has returned from leave, has sent me the enclosed letter, referring to the sufficiency of the medical officer of the "England," so far as it could be judged of before starting.

R. B. Cooper, Esq.

I am, &c.,

JOHN T. FORSTER.

Dr. HUMPHREYS to Captain FORSTER.

MY DEAR SIR,—

19, Trinity Square, October, 1872.

With reference to the mental capacity of the medical officer of the ship "England," I must say that I did not observe any signs of deficiency, and I remember that he showed me two prize medals which he had obtained while in the medical classes; and without attaching too much value to such marks of distinction, they are at least proof of industry and of the power of acquiring information.

It appears that he was the subject of epileptic attacks; but, these unless extremely frequent and severe would not leave any external signs that could be discerned in an hour's interview.

I must say in short that he did not give me any reason to think him incompetent for the duties about to devolve upon him.

To Captain Forster, R.N.

I am, &c.,

T. B. HUMPHREYS, F.R.C.S.

Sub-Enclosure 3 to Enclosure 2 in No. 2.

DEAR SIR,—

Government Emigration Office, London, 10th March, 1870.

The points raised as to the sufficiency of the *Bebington's* emigration arrangements are—

(1.) The booby hatches, the ladder, and other fittings, were of a very inferior, cheap, and rude description.

(2.) The ventilation not properly provided for; no side-scuttles; the ship's bulkheads were also close instead of convex.

(3.) The married people's night water-closet should, and the hospital should not, be on the emigrants' 'tween-decks.

(4.) Galley too small.

The point arrived at by the Emigration Office is to see that the fittings are strong and safe, having regard to the particular circumstances of the case, and that they are made of clean and wholesome material. The "*Bebington's*" fittings were, I am assured by the officers who sent her away, quite up to the usual standard. The safety of the hatchway, is, I may observe also, secured by the regular hatches being stowed handy for use.

5. There can be no question that, space (area for area) for space, perpendicular openings through which the wind would blow independently of temperature, are better for ventilation than horizontal openings, only acting from the difference of pressure due to the difference of temperature between the 'tween deck and the free air. Side-scuttles are one form of particular opening, and no doubt thirty side-scuttles $4\frac{1}{2}$ inches \times 6 inches \times 30 = 810 square inches, say 6 square feet, are far better than one deck opening 2 feet \times 3. But in practice the matter scarcely ever comes in so simple a way. There is the chance of the side-scuttle being closed, the amount of air that is driven down the hatchways from the motion of the ship, and other details, so that the question rather is, How is it possible, or Is it possible, to properly ventilate a ship without side-scuttles? Ships in heavy weather, or when rolling much in calm hot weather, cannot use the scuttles, and are ventilated without them. The "*Queen of Nations*" happens to be leaving for the second time for the Victorian Government, with only two small side-scuttles, and is properly ventilated. With reference to the backs to ladders, the less bulkhead in the airways in any compartment the better. With reference to the close bulkheads, there is no object in passing the used-up air from one compartment to another. Each compartment should be sufficiently ventilated for the number of persons to be accommodated in it.

5. The married people's night water-closets were formerly in the married compartment, and were (in the Emigration Commission ships) removed on deck, with a view to cut off a risk of spreading certain forms of diseases. The hospitals, if you have the whole ship, and can put them in the front of poop, are better on deck. When the poop is not taken, a question arises whether a Female Hospital on deck in a deck-house, hearing every movement about the deck, working the sails, &c., &c., is so good for the worst class of disease on board ship, which is not infectious, as if it were below; neither do people like a grown daughter, who happens to be unwell, being sent on deck to an hospital in the deck-house; in fact there is a choice of objections. I would suggest one hospital below for general cases where separation will do, and one on deck where isolation is needed; if there are three hospitals, then two below.

6. Galley accommodation is suited to cook the food included in the dietary, for which the "*Bebington's*" sufficed, with a margin. If the dietary were increased, or taken to include preparations outside the scale, the means would appear, and perhaps won't be insufficient.

I have, &c.,

THOMAS FORSTER.

Enclosure 3 in No. 2.

Messrs. SHAW, SAVILLE, and Co. to Dr. FEATHERSTON.

DEAR SIR,—

London, 14th March, 1873.

We beg to acknowledge receipt from you of sundry copies of Memoranda from the Colony on the subject of Immigration by our vessels, and to lay before you our remarks thereon:—

In Memorandum No. 41-72, we observe that stress is laid on the short time allowed by your contract with us for the immigrants being rationed at the ship's expense in case of quarantine, viz. five days, as compared with the liability imposed on owners in what are termed the "ordinary" charter-parties of Her Majesty's Emigration Commissioners—namely, fourteen days.

In this, and in other particulars hereafter to be referred to, it is evident that your Honorable Minister of Immigration has had before him, in going into the subject, some form of charter-party of days gone by, and long since obsolete. For many years past Her Majesty's Emigration Commissioners have ceased sending emigrants to the Australian Colonies. Each Colonial Government now conducts its own business in this respect; and in the Victorian form of charter-party, as well as in those of all the other Australian Governments, "five days" in case of quarantine is all that is stipulated for—the fourteen-day clause has passed out of use entirely.

With regard to the scale for medical comforts and medicines we are at a loss to understand how your Government can object to them as insufficient, seeing that the medical comforts are laid in on a scale agreed upon by yourself and provided for by our contract, and that the medicines are supplied according to a scale demanded by an order of the Privy Council, and which no shipowner dares to disregard—that is to say, no less quantities can be taken nor any revision made as to the articles comprising the scale. It is of course quite open to your Government to order a larger supply of both medical comforts and medicines if they think proper. We on our part should be happy to make you a tender based on such increased supplies at any time. We would mention, however, that the scale you adopt in your contract with us is one that we have found to work satisfactorily for the last fifteen years, and that the scale demanded by the Privy Council may fairly be considered a sufficient

one seeing that it is issued by the highest and most competent authority in the kingdom. In an exceptional case such as the "Bebington" where much sickness prevails it is quite possible that both medical comforts and medicines may run short; but it should be borne in mind that such a case is a strictly exceptional one, and not to be guarded against by any conceivable scale of rations for these articles. As to any difference between the drugs we get from our own druggist and what are supplied at Apothecaries' Hall, we know none, except that the latter are charged about double price. Both, we believe, are drawn from the same source, and are equally good. We may state that the same firm which supplies us supplies all the ships chartered by the Queensland Government.

The next question is that of preserved milk; this, we mention, is a very expensive item of the dietary scale, and in all emigrant charter-parties the scale for it is fixed according to the number of statute adults in the ship, not according to the number of children there may be amongst them; indeed no other plan could be adopted. Tenders for the conveyance of emigrants are matters of very close calculation; and were the quantity required of such an expensive thing as preserved milk to be regulated by what may really be termed accidental surroundings, ship-owners would never know what they had to tender for.

Then, as to "condensed eggs," these have been struck out of all Australian charter-parties for years past. No doubt such an article may appear in the old form of Commissioners' charter-party already referred to, but they are not used at the present day.

We now arrive at the concluding paragraphs of this Memorandum, which, we must say, as to its tenor and the language used, we are surprised to see in any official document issued by a Government. In effect, it makes a direct charge against shipowners (and, as our ships are under discussion, we must adopt this as against ourselves) of "systematically" shipping short supplies of stores for the emigrants' rations. We need hardly waste your time by pointing out to you that this is a most uncalled-for and unjustifiable assertion to make, and moreover a palpable absurdity.

As you are well aware, we have to hand in a signed list of all stores shipped to Her Majesty's Emigration Officers before they will allow a vessel to prepare for clearance. These lists are in their possession for some days; the stores are then closely surveyed by them on board the ship, the number of packages checked off, and occasional ones opened to test the quality and the correctness of weight even. Over and above all these searching checks on our good faith, however, is another, the existence of which is ignored in the Memorandum—namely, that for any breach of our contract we are liable to you in a penalty not exceeding £1,000, and anything like a short supply of stores would be a decided breach. The assertion or insinuation made in this Memorandum wears the absurd aspect, therefore, of the Government complaining vaguely that we are given to breaking our "contract" systematically, whilst all the time the punishment for such a lapse is in the hands of the Government itself. We may say that, not only during the time we have had the pleasure of conducting the New Zealand emigration for you, but during the whole time we have been in business, no such unfounded or disgraceful charge has been made against us.

Referring to Memorandum No. 43, 1872, we observe that the class of ships employed for the conveyance of immigrants is spoken of, and that, amongst others, the "Christian McAusland" is pointed out as unsuitable from insufficient side-scuttles or ports. Now, on this point we have to say, that none of Messrs P. Henderson and Co.'s ships (of which this is one) have ports, and yet their vessels have been pronounced by the Otago Government to be the finest emigrant ships in the world. The "Christian McAusland" is a sister ship to the "Jessie Readman," also despatched by us for your Government, and lately arrived in Wellington, and landed passengers to the entire satisfaction of the authorities. We fail to see what valid grounds of objection can exist to the one ship and not to the other.

It is now generally admitted that ship ventilation, to be of real service, must be from the deck, and not far from the side. Her Majesty's Emigration Officers therefore lay it down as a maxim that where there are scuttles they may be utilized for light, but that the ventilation is to be from the deck, as being available in all weathers; whereas in bad weather scuttles must be screwed up, and the air excluded, or else the 'tween-decks flooded, to the danger and discomfort of the emigrants.

With regard to the cooking and baking accommodation, we are at all times ready to supply any extra amount of it that may be needed. This is a matter for the decision of the Emigration Officers here, and is under their supervision throughout. If they are satisfied in this respect, we do not see how the Colonial authorities can find fault.

In conclusion, we would beg to remark, that whilst fully convinced of the *bona fides* of the gentlemen of your Government at whose instance these memoranda and the special report on the "Bebington" were drawn up, we cannot help thinking that their recommendations and suggestions have been based either on imperfect data, or on an imperfect acquaintance with the manner in which emigration business is carried on from this country to the Australian Colonies.

In brief, their suggestions are these: that no ship shall be eligible for emigrants unless provided with a profusion of ports or scuttles; that all details as to choice of ship, internal arrangements of fittings, light, ventilation, and sufficiency of stores, should be equal to what would be satisfactory to the Emigration Commissioners; and further, that larger supplies of medical comforts and medicines should be shipped.

Now, we have shown you that in the last-named respect the Government can have extra stores provided if they think proper to pay for them, but that what we now supply is in accordance with our contract with you, and the Order in Council of the Imperial Government. We have also pointed out to you that ventilation from the deck is preferred by Her Majesty's Emigration Officers to ventilation from the sides of a ship, and that to insist on all vessels taken up for your emigrants having scuttles would be tantamount to shutting out from the service some of the finest ships afloat. We have only further to refer to the fact that the gentlemen representing the Crown who survey all ships intended for emigrants, and who rigidly examine fittings, stores, cooking appliances, and every other detail connected with the emigrants' welfare, are the very same staff of officers who used formerly to act in a similar manner for Her Majesty's Emigration Commissioners when they chartered ships

themselves. As you are aware, the supervision of emigrant ships is now made a department of the Board of Trade.

From the insight you have had personally into the mode of procedure of the Emigration Officers of the port of London, we believe you can bear testimony to the zeal and honesty of purpose with which they discharge their duty; and with regard to ourselves, as contractors for the conveyance of your emigrants to the various settlements in New Zealand, we leave it to you to inform your Government what opinion you as their representative in this country have of us and our good faith in carrying out what we undertake to do; and further, whether in the course of your experience in dealing with us, you have found us in any one single instance fail to act up to the strict letter of the contract existing between us.

We have, &c.,
SHAW, SAVILLE AND CO.

I. E. Featherston, Esq., Agent-General for New Zealand.

No. 3.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
9th May, 1873.

SIR,—

Having referred to Mr. C. R. Carter for explanation, the complaints on the character of the emigrants by the "Christian McAusland" contained in the Hon. Mr. O'Rorke's Memorandum of 14th February last, I received on the 1st instant his report, a copy of which I beg to furnish herewith for the information of the Government.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, N.Z.

Enclosure in No. 3.

MR. CARTER to Dr. FEATHERSTON.

SIR,—

7, Westminster Chambers, London, 1st May, 1873.

In reference to a Memorandum No. 31, dated 15th February, 1873, and enclosing Mr. Concannon's "Remarks on Voyage in Ship 'Christian McAusland,'" which you refer to me for explanation in respect of that part of Mr. Concannon's report which says—"The people, as I have already remarked, are of a very bad class, with, of course, exceptions, and are the most obscene and dissatisfied lot I have ever in a varied experience been connected with. Many of the women are scrofulous, have diseases of the arms and joints, and pulmonary affections are not uncommon. How they could (if they did) pass any skilfully conducted medical examination puzzles me." I have simply to state that as neither Mr. Concannon nor the Immigration Officer at Dunedin gives the names of the scrofulous and consumptive women, I am unable to say whether they were Government emigrants or Messrs. Brogden's people. If they were the former, they were only accepted after having conformed, as regards medical examination and character, to the strict regulations and conditions laid down for the use of this office. If they were the latter, still greater precautions were taken, for I saw nearly the whole of these (and the rest of Messrs. Brogden's emigrants) myself, and moreover the medical examination took place in a room adjoining the one I was in, the men being invariably stripped for that purpose. I was not even satisfied with the usual examination, for I gave instructions to the medical practitioners that any man afflicted with ruptures, varicose veins, or what in Cornwall is termed a "miner's heart," was to be rejected, though otherwise in good bodily health. I also directed the surgeons to sign no certificate for any person branded with the letter D. The result of the latter instruction, at Uxbridge, was that about ten men were rejected, from being branded as deserters. The medical examiners were appointed and paid by the firm of John Brogden and Sons. I knew them to be gentlemen of skill and standing in their professions; and I feel certain that they would be very much shocked and hurt if they were informed that their examinations had been a "farce," as assumed by Mr. O'Rorke in his covering Memorandum to Mr. Concannon's report. I have, however, named the subject to the medical gentleman who inspected the twenty-six adult men, with their wives and children, selected in London and sent out in the "Christian McAusland," and I herewith enclose his remarks on the same, and also others he examined.

The whole of the emigrants, male and female, were provided with medical certificates, which, if the Government desire it, may be seen and tested on application to the agents of Messrs. Brogden in New Zealand.

As regards Mr. Concannon's assertion that the emigrants are of a very bad class, I entirely dissent from that gentleman's rash and unjustifiable assertion, and beg to refer you to my report of January last on the emigrants sent out under the contract with John Brogden and Sons. There were in the "Christian McAusland" about forty real navvies, and I am quite ready to admit that, as a class, they are rough in their manners, at times unruly, and require tact, mingled with kindness, to manage them; but I never felt it my business to refuse to accept men of this stamp, which were the most suitable for the requirements of Messrs. Brogden in New Zealand. I believed them, as a body, to be hard-working and honest, and freely accepted them. It must be borne in mind that the gigantic public works of Great Britain have been reared up by this useful class of men, and that it is not the nice sort of emigrants who will be able or willing to make the heavy portions of the railways in New Zealand.

Mr. Concannon, as was his duty, was present with the Government Inspectors when the emigrants were mustered and passed; and as he made no objection to their physical appearance or their general

health, he must be held to have approved of them. He several times expressed his wish to me that he should have as large a number as possible under his charge in this ship, which was held in reserve for him.

In order that you may judge what reliance is to be placed on the accuracy of Mr. Concannon's statements, I enclose a letter from the educated and highly respectable lady who was matron on board the "Christian McAusland." The contents of this letter show grave misconduct on the part of Mr. Concannon, which, if true—and I have no reason to doubt the veracity of the lady in question—disqualified him from reporting on, let alone maligning and traducing, the character of a large body of poor but on the whole deserving emigrants, who probably knowing nothing about Mr. Concannon's report, were unable to defend themselves from these aspersions on their characters.

I am free to admit that, in selecting over 2,000 emigrants as I have had to do under the Brogden Contract (not including 70 or 80 selected by Messrs. Brogden's agents at places I was unable to visit), that some few undesirable ones may have crept in and been accepted by me; but taking them all in all, I venture with confidence to say, that a finer or more useful class of working men has not before been sent out to New Zealand.

To the Agent-General for New Zealand.

I have, &c.,
C. R. CARTER.

Sub-Enclosure 1 to Enclosure in No. 3.

Copy of the MEDICAL INSPECTOR'S LETTER referred to by Mr. CARTER in his explanation dated 1st May, 1873.

SIR,—

28, Great Smith Street, Westminster, 29th April, 1873.

I have no recollection of the names of the different ships that sailed from London with emigrants for Messrs. Brogden's works in New Zealand, but I can certainly say that all I examined, both men and women, were in perfect health, not a sign of scrofula, or tubercular, or any of their kindred diseases, and very far superior in physique to the general run of emigrants, owing in a great measure to your own watchful care in selecting them before they came to me to be examined and passed.

I have, &c.,

C. R. Carter, Esq.

GEO. HUTTON, M.R.C.S., L.S.A., F.Z.S.

P.S.—The foregoing applies to all that I examined, whether they sailed in the "Christian McAusland" or not.

Sub-Enclosure 2 to Enclosure in No. 3.

EXTRACT from the LETTER of the MATRON of the "Christian McAusland," dated Otago, 17th December, 1872, referred to in Mr. CARTER's explanation.

"The doctor (please tell Mr. Carter, Mr. Ottywell, and any other gentleman whom you know) was the greatest scoundrel I ever came across, and long before the end of the voyage was not on speaking terms with any, even of the cabin passengers. I had constant sickness among the single women owing to his neglect—while he used to fall on the deck drunk, and quite openly and on the poop kiss men's wives while he filled the husbands with drink. He told me I was too kind with the girls, while he informed the captain that I was a tyrant, the very last day and before my face. He told me, too—and I blush to write it, but he ought to be exposed—that it did not want me there: the girls wanted a hag who would turn and give the girls a good round of swearing, and a whoremonger. He told captain no end of lies about my neglect of the work, and he believed it for long; but as I felt I did the very opposite, I was not unhappy. In the end every one found him out. My girls would not see him, long before the end. It is a pity he cannot be exposed, and I hope he will never get into another ship, to make every one unhappy through his bad behaviour and neglect."

No. 4.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,
13th May, 1873.

SIR,—

Referring to Lands and Immigration Memoranda, Nos. 10, 1873, and 13, 1873, of 16th January, and No. 25, 1873, of 12th February, I have the honor to send enclosed copies of letters from Messrs. Shaw, Saville, and Co., replying (1) to the complaints of Edwin Major, Charles Jones, and Simon Fraser, (full-paying passengers by the ship "Jessie Readman,") as to the nature of the accommodation allotted to them during the voyage of that vessel to Wellington last year; and (2) to the complaint of Jonathan Heape, an assisted emigrant by the "Agnes Muir," that an insufficient quantity of bedding and mess utensils had been supplied to him by the contractors.

The Government will observe that Messrs. Shaw, Saville and Co. have authorized the refund to Mr. Heape of the whole amount of his deposit—namely, three pounds (£3). On hearing from you that this amount has been repaid to the complainant, I will claim a similar sum from Messrs. Shaw, Saville, and Co.

I note that the Government has reconsidered the question of the admission of full-paying passengers into vessels conveying assisted emigrants, and that it is now left to me to decide whether it is desirable to allow this class of passengers in these ships.

I have, &c.,

I. E. FEATHERSTON,
Agent-General.

The Hon. the Colonial Secretary, Wellington, N.Z.

Enclosure 1 in No. 4.

Messrs. SHAW, SAVILLE, and Co., to Dr. FEATHERSTON.

The Passengers Line of Packets for New Zealand, &c.,

Offices, 34, Leadenhall Street, E.C., London, 30th April, 1873.

SIR,—

We beg to acknowledge receipt of your favour of yesterday, handing us a copy of the statements made by three paying passengers per "Jessie Readman," also a copy of a complaint made by Mr. J. Heape, one of your emigrants per "Agnes Muir." With reference to the former, we have to repudiate that any promise was ever made by us to give these passengers anything but the ordinary steerage accommodation, which would have been the same had the ship not carried emigrants; and the fact of their holding contract tickets for steerage passages only shows conclusively that they only agreed and paid for passages of this class, which they took at the price and in terms of the conditions set forth in our prospectus. The complaint made by these people does not show that we departed in any way from the terms of our contract ticket, which contains the whole agreement entered into between us and them; and it is quite true that one of our clerks endeavoured at Gravesend to make better accommodation for them although they did not pay for it. This matter was however left in the hands of the captain, who it appears did not manage to carry out our proposed arrangement. In no case, however, was a definite promise given that the better berths would be substituted for those they had contracted to get, and which we appropriated to every passenger on board the day before the ship left dock.

As regards the complaint of Mr. J. Heape per "Agnes Muir," we have just seen Messrs. Silver and Co., who supplied bedding to the emigrants by this vessel. They assure us that everything was served out on board, and they can only attribute the articles being short to the fact that, after they had supplied them, some of the other emigrants must have taken possession of them. Messrs. Silver and Co. are in the habit of sending their men to Gravesend, so that every emigrant has the opportunity of seeing them and getting all the articles they pay for. No complaint has before reached us of any article being short, and no doubt the mistake has arisen in this way. Under the circumstances, we are of course quite willing to pay for the articles short shipped.

We may further mention that instead of Mr. Major having had no opportunity of complaining to the Inspecting Officer, we brought them both together at Gravesend, and the latter decided that we were in no way to blame.

We have, &c.,

SHAW, SAVILLE, AND Co.

I. E. Featherston, Esq., Agent-General for New Zealand,
7, Westminster Chambers, S.W.

Enclosure 2 in No. 4.

Messrs. SHAW, SAVILLE, and Co. to the AGENT-GENERAL.

The Passenger Line of Packets for New Zealand, &c.,

Offices, 34, Leadenhall Street, E.C., London, 2nd May, 1875.

DEAR SIR,—

We are favoured with yours of yesterday, and considering that the full quantities of bedding and mess utensils were put on board the "Agnes Muir" by Messrs. Silver and Co. and paid for by us, we do not think we should be asked to refund the whole £3, especially as Mr. Heape acknowledged having received at least £2 worth of them. However, as the matter is so trifling, if you wish it we will pay the £3. We only demurred doing so because it might be inferred that the articles were not supplied, which was not the case.

We are, &c.,

SHAW, SAVILLE, AND Co.

I. E. Featherston, Esq., Agent-General for New Zealand,
7, Westminster Chambers, S.W.

No. 5.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

16th May, 1873.

SIR,—

I have the honor to acknowledge the receipt of the Hon. Mr. O'Rorke's Memorandum of 14th February (No. 29).

It will be perceived that most of the questions raised in that Memorandum have already been answered in my various despatches, and that there are only some points of minor importance to which it will be necessary for me to refer.

The Government seem to be under the impression that Messrs. Brogden's emigration was an aid and assistance to me, whereas it was in point of fact a serious hindrance to the conduct of emigration by the Government.

The Messrs. Brogden were formidable competitors with me in the field of emigration, for the terms which they offered were such as I should not have been justified in offering on the part of the Government. They not only paid the expenses of their emigrants to the port of embarkation and provided the usual Government outfit, but they supplied men, women, and children with whatever amount of clothing they thought fit to demand; nay, in many instances, I believe, gave them a few pounds in cash. It was therefore absurd to suppose that the Government could compete in the emigration market with the Messrs. Brogden who were offering such liberal terms.

Emigrants having these terms offered by the Messrs. Brogden, naturally declined to accept the lower terms offered by the Government. I was so fully conscious of the disadvantage under which the

Government was labouring by this competition that I placed the services of my whole staff at the disposal of the Messrs. Brogden, with a view of enabling them to complete the contract for the despatch of 2,000 emigrants within the shortest possible period, more especially as I was aware that it was absolutely essential for the construction of the railways in contemplation that a large proportion of the emigrants should be of the class known as "navvies."

It is scarcely fair, therefore, on the part of the Government to deduct from the number of emigrants sent out by me those known as "Brogden's men," inasmuch as the labour of selecting and shipping these men was quite as great, if not greater, than in the case of the emigrants nominally despatched on behalf of the Government.

2. I am repeatedly told by the Government that they instructed me to send out 8,000 emigrants during the year 1872, and that I have only sent out about one-half of that number. This charge, I observe, has been repeated by Members both in and outside the House. The only possible inference that could be drawn from this statement is, that I had twelve months given to me in which to execute the order for 8,000 emigrants. Now, what are the real facts? The order from Mr. Gisborne to send out 8,000 emigrants was dated 21st November, 1871, and was received by me in February, 1872; but this order was accompanied by instructions that I was not to land emigrants in the months of June, July, and August. In other words, I was told on the receipt of this despatch, no emigrants were to be sent by me from Europe till the beginning of June. Instead, therefore, of giving me twelve months for the despatch of the 8,000 emigrants, the Government practically limited me to a period of six months; for as I have already explained in a previous letter, emigration from the United Kingdom during the month of December is almost at a standstill.

I repeat that, instead of giving me twelve months for the despatch of emigrants during 1872, the Government prohibited my sending out emigrants during more than six months of that year. But the charge made against me with respect to the non-arrival of the emigrants during 1872 is, I respectfully submit, still more untenable; for while, as I have already shown, the period for the despatch of the emigrants was limited to six months, the period for their arrival in the Colony (so as to permit of their being counted under the order for 8,000) was in effect limited to four months, assuming the average voyage to New Zealand to be three months.

3. In consequence of the representations made to me by the General Government, that they were afraid I was starving emigration by not offering sufficiently liberal terms, and that, provided population could be poured in, the cost was of secondary importance, and likewise their positive instructions that I should make the terms as liberal as those offered by any other Government, I very unadvisedly offered not only free passages so far as money payments were concerned, but to abolish the system of promissory notes altogether. I had no sooner promulgated these new regulations (on the 10th March) than I perceived that I had committed a grave blunder, and at once (on the 17th) cancelled them, intimating at the same time to the sub-agents that all promises made under these ill-advised regulations would be faithfully fulfilled; for I had no sooner abolished the system of promissory notes than I felt I had seriously compromised the Government, both in regard to past and existing emigration contracts. For instance, the Messrs. Brogden might have reasonably complained that while they had been called upon to give their own promissory notes at the rate of £10 per adult on all emigrants introduced by them, emigrants were being introduced without being required to pay any part of their passage money, or to give any promissory notes. The parties with whom I have contracts for the introduction of Germans, and Scandinavians would have had an equal right to make a similar complaint. And further, it would have rendered it difficult for the Government to collect the promissory notes already given by emigrants. I may add, that judging from my own experience, emigrants as a rule do not object to give promissory notes in payment of their passage money. I therefore, for these reasons, admitting the blunder I had made, withdrew the regulations of the 10th March, and substituted those of 17th, of which you have already received a copy.

The Hon. Mr. O'Rourke will find by a return forwarded to the Government that his complaint with respect to the non-appointment of agents, and the inadequacy of the advertisements in the newspapers of the South of Ireland (in the justice of which complaint I quite concur), has now been remedied. At the same time, I must repeat that I am not responsible for the actions of peripatetic agents sent home by the Government, in whose appointment I have been allowed no voice, and who usually act in defiance of my instructions.

I would in conclusion add, that being now in a position to judge of the future prospects of emigration in this country, I do not for one moment share the gloomy anticipations which are constantly being put forth by a section of the Colonial press, and which appear to have somewhat alarmed the Government. On the contrary, knowing as I do the numerous preliminary difficulties that have been already surmounted, and feeling that the interest in New Zealand as a field for emigration is every day increasing in this country, I am more than ever persuaded of the ultimate success of the great scheme inaugurated by the Government, and so emphatically accepted by the Colony.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, N.Z.

No. 6.

Dr. FEATHERSTON to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,

15th May, 1873.

SIR,—

I have the honor to transmit to you herewith particulars of the arrangements for the despatch of emigrant vessels during May and June.

3—D. 2A.

The "Mary Shepherd" sailed from Plymouth for Canterbury on the 12th instant, with emigrants equal to 290½ adults.

The "Columbus" will sail from London for the same Province on the 16th instant, with about 180 adults.

The "Berar" will take not less than 250 adults; the "Allahabad" about the same number; and the "Punjaub" about 280 adults.

I am unable at present to state with any approach to accuracy what number of emigrants will be taken by the June vessels. Under the charter-parties which have been executed with Messrs. Shaw, Saville, and Co., and with the New Zealand Shipping Co., copies of which are herewith enclosed, I have guaranteed 200 adults for each vessel, and I hope that I shall be able, in most instances, to put on board a larger number of emigrants. I regret, however, that in the case of the Napier vessel, in consequence of disappointments in the West Highlands and other quarters, it is improbable that I shall be able to make up the guaranteed number. I will advise you by next mail whether it has been found necessary to make any alteration in the arrangement for the despatch of this vessel.

I send enclosed a list of the emigrants who proceeded from Glasgow for Otago in the ship "James Nicol Fleming," on the 17th April, showing a total of 206½ adults.

I have, &c.,

I. E. FEATHERSTON,

Agent-General.

The Hon. the Colonial Secretary, Wellington, N.Z.

Enclosure in No. 6.

ARRANGEMENTS for the DESPATCH of EMIGRANT VESSELS during MAY and JUNE, 1873.

Port of Destination.	Date of Sailing.	Name of Ship.	Port of Embarkation.
Canterbury	10th May	"Mary Shepherd"	Plymouth.
Do.	15th "	"Columbus"	London.
Auckland	20th "	"Berar"	Do.
Otago	27th "	"Allahabad"	Do.
Canterbury	30th "	"Punjaub"	Do.
Wellington	5th June	"Douglas"	Do.
Napier	11th "	"Celestial Queen"	Do.
Otago	12th "	"Peter Denny"	Glasgow.
Auckland	17th "	"St. Leonards"	London.
Canterbury	20th "	"Merope"	Do.
Otago	23rd "	"Hydaspes" *	Do.
Canterbury	30th "	"Adamant"	Plymouth.

* Charter-party gives this ship to Lyttelton.

There is also a charter-party for a ship named the "Otago," to sail for Dunedin 23rd June.

No charter-party found for "Columbus," "Douglas," "Peter Denny," "Merope," "Adamant."

By Authority: GEORGE DIDSBUY, Government Printer, Wellington.

Price, 1s.]