

*The Engineers* were most efficient. I consider Mr. Srouter, an excellent officer, no hitch having occurred with the engines, and the stoppages having been few.

*Deck-cleaning* was carried out according (I suppose) to the Dutch system, but certainly fell very far short of what obtains on board English merchantmen, so much so that I was obliged to detail three men to supplement the action of the crew in the matter of washing decks—an operation on the latter's part that was frequently omitted for two or three days in succession.

*Saloon Passengers.*—I am strongly of opinion that saloon passengers, especially young men, ought not to be carried in emigrant ships. During the earlier part of the passage (*vide* notes February 27th and March 5th) two of the saloon passengers gave great trouble by most objectionable and obscene pantomimic demonstrations, within view of and with the object of calling the single women's attention to the performance. These two gentlemen left at the Cape. Looking at the stress laid in the surgeon's instructions on the importance of keeping the single, and, indeed, all, men away from the single women, I consider that it is in the highest degree unfair to the doctor and the parents of the girls to plant aft young men of the better classes, who, in the present state of social education, are prone to look upon the domestic servant woman as fair game. In our case, the action of these young men gave me considerable trouble and anxiety, and added, in a crowded ship officered by foreigners, materially to responsibilities heavy enough without such a tax. I am bound to state that our other passengers throughout the passage kept strictly apart from the emigrants, and attempted in no wise to infringe the regulations.

*Steamers as emigrant vessels.*—I am of opinion, notwithstanding the success of the present experiment, that steamers are unsuited for the carrying of large bodies of emigrants, and chiefly on the following grounds:—(1.) The large numbers that—from a paying point of view—would have to be carried, and the consequent increased risk of contagious disease breaking out. (2.) The necessity for calling at coaling stations, and the risk either of emigrants running away altogether, or returning to the ship and possibly introducing on board some contagious or other malady prevalent on shore. (3.) The bilges, and risk of diarrhoea and other gastro-intestinal affections from this source. (4.) The probability of saloon and other class passengers being carried, and the impossibility of keeping these apart from the emigrant contingent as the present regulations require. (5.) The dirt and filth caused by coaling arrangements. (6.) The want of adequate deck space, as contrasted with the room for exercise on sailing ships. On these, and other grounds, I am in favor of sailing ships for the carrying of Government emigrants.

Trusting that the result of the passage may prove satisfactory to your Government.

The Immigration Commissioners,  
Lyttelton.

I have, &c.,  
CHAS. H. GIBSON,  
Surgeon-superintendent s.s. "Stad Haarlem."

## No. 42.

The Hon. J. BALLANCE to the AGENT-GENERAL.

SIR,—

Immigration Office, Wellington, N.Z., 2nd May, 1879.

Herewith you will receive copy of a letter, the original of which will be presented to you by Mr. Arthur Clayden, who leaves for England in the "Stad Haarlem," and whose services while there may be turned to good account by the promotion of the emigration of the best class of colonists.

From Mr. Clayden's connection with the agricultural interests in Great Britain, it is anticipated that his services will be of great advantage in disseminating information amongst tenant farmers, agricultural labourers, &c., and in inducing them to come out to a colony which offers so many and great advantages to persons of these classes.

It is understood that Mr. Clayden's services will be available in any part of the United Kingdom, and of course there will be no commission paid to local agents in respect of persons who may be influenced by him to emigrate, so that it is anticipated a considerable saving will be effected as compared with the present system of promoting emigration.

The Agent-General for New Zealand, London.

I have, &c.,  
J. BALLANCE,  
(for the Minister for Immigration.)

## Enclosure in No. 42.

The UNDER SECRETARY for IMMIGRATION to Mr. A. CLAYDEN.

SIR,—

Immigration Office, Wellington, 2nd May, 1879.

In reply to your letter of the 18th ultimo, I have the honor, by direction of the Hon. the Minister for Immigration, to inform you that the Government will be glad to avail itself of your services as an Emigration Agent in Great Britain, in the way of delivering lectures on the resources of New Zealand as a field for emigration, and otherwise inducing suitable persons to emigrate to the colony.

In consideration of your services, a saloon passage for yourself and your wife will be provided to Great Britain by the steamer "Stad Haarlem," and the Agent-General will be directed to pay you the sum of £200, out of which you will have to find your own travelling expenses in the United Kingdom.

It will be for mutual arrangement between the Agent-General and yourself, whether the sum named will be paid in respect of the whole of your services being devoted to the department for a period of twelve months, or in such other manner as the Agent-General may deem best in the interests of the department, it being distinctly understood that your services are available in such parts of the United Kingdom as the Agent-General may direct.

Mr. Arthur Clayden, Wakefield, Nelson.

I have, &c.,  
H. J. H. ELIOTT,  
Under Secretary.