

Mr. Churchward, by your direction, and that remaining longer in Samoa at present would not only be expensive but useless. While in Samoa, Mr. Lundon obtained an affidavit of the date of the conveyance to the Samoan woman, Manaema, from Mr. Frank Cornwall, and which comprises the lands leased to the company. We shall be happy to give your Excellency any information you may desire on this or any other matter connected with this unfortunate entanglement.

The Circular Despatch from the Right Hon. Sir M. G. Hicks Beach, of the 20th February, 1880, to the Colonial Governors, has decided us in sending the detailed account of our losses and expenditure for your Excellency to deal with. We hope to hear at an early date how your Excellency proposes to secure us against pecuniary loss.

We have, &c.

(L.S.) J. M. SHERA,
H. W. HENDERSON, } Managing Directors.

Mr. WALLINGTON to the AUCKLAND SOUTH SEA ISLAND PRODUCE COMPANY.

Western Pacific High Commission.

SIRS,— Government House, Melbourne, 11th January, 1884.

I am directed by His Excellency the Acting High Commissioner, now on leave of absence, to acknowledge the receipt of your letters dated 13th November and 17th December.

His Excellency has nothing to add to his previous communications with reference to the claims which you have put forward to an interest in certain lands in Samoa; and His Excellency is unable to recognize in any way your claim to be recompensed for the pecuniary loss alleged to have been sustained by you in connection with the mission of your agent, Mr. Lundon.

I have, &c.

E. W. WALLINGTON,

For Secretary to the High Commission.

The Directors of the Auckland South Sea Island Produce Company.

No. 10.

(New Zealand, No. 25.)

SIR,— Downing Street, 1st May, 1884.

I have the honour to transmit to you a copy of a letter from the Board of Trade enclosing printed copies of Reports of Inquiries into Casualties, held in New Zealand during the preceding twelve months, all of which have been confirmed by you.

You will observe, as pointed out by the Board of Trade, that by section 7 of the Merchant Shipping (Colonial Inquiries) Act of 1882, such confirmation by the Governor of a Colony is now unnecessary.

I have, &c.

Governor Sir W. F. D. Jervois, G.C.M.G. C.B. &c.

DERBY.

Enclosures.

The BOARD of TRADE to the COLONIAL OFFICE.

(M. 8138.)

SIR,— Board of Trade, Marine Department, Whitehall Gardens, S.W.,
Wreck Inquiries. 23rd April, 1884.

With reference to their letters of 20th December, 1882, 24th December, 1883, and 11th January, 1884, I am directed by the Board of Trade to request you to call the attention of Lord Derby to the enclosed printed copies of Reports of Inquiries into Casualties, held in New Zealand during the last twelve months, as named in the margin, all of which have been confirmed by the Governor of that Colony, and to suggest that the attention of the colonial authorities should once more be drawn to the provisions of section 7 of the Merchant Shipping (Colonial Inquiries) Act of 1882, which declare that such confirmation is and has been unnecessary since the passing of "The Merchant Shipping Act Amendment Act, 1862."

I have, &c.

The Under-Secretary of State, Colonial Office.

THOMAS GRAY.

(No. 1909.)—"HAWEA," s.s.

FINDING of a COURT of INQUIRY, held at Dunedin, New Zealand, into the Stranding of the s.s. "Hawea," of Dunedin.

I. THAT the official number of said ship, called the "Hawea," is 71,710, of which Francis Holmes is master, who holds a certificate of competency, and which ship belonged to the Union Steam Shipping Company of New Zealand (Limited), of Dunedin.

II. That the stranding of the "Hawea," herein more particularly mentioned, happened on the 9th day of May, 1883, at about 2 o'clock in the morning, on the sandspit, at the entrance to the Waitara River, in the Provincial District of Taranaki, West Coast of New Zealand.

III. That the stranding of the "Hawea," appears by the evidence to have been caused by the said vessel having been steered in a wrong course when on a voyage from Manukau to New Plymouth.

IV. That the nature of the loss or damage done was the straining of the vessel, that necessarily followed from the grounding and being left by the tide.

That the vessel is insured for £18,000 in various offices.

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