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VICTORIA.

LABOR TRADE IN THE WESTERN PACIFIC.

DESPATCH

FROM

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES,
TRANSMITTING COPY OF A REPORT ON THE SUBJECT OF THE
LABOR TRADE IN THE WESTERN PACIFIC.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

WESTERN PACIFIC.

The Right Honorable the Secretary of State for the Colonies to His Excellency the Governor.

[Victoria.—Circular.]

MY LORD,

Downing street, 26th February 1882.

I have the honor to transmit to you for the information of your Government, a copy of a Report received from the Admiralty, by Commodore Wilson, on the subject of the Labor Trade in the Western Pacific.

I have, &c.,
(Signed) KIMBERLEY.

Governor the Most Honorable
The Marquis of Normanby, G.C.M.G.,
&c., &c., &c.

[Enclosure.]

[Australian.—No. 84.]

LABOR TRADE IN THE WESTERN PACIFIC.

(By Commodore Wilson, R.N.)

Labor Trade, or more properly speaking the employment of natives on shore, in our Australian and South Sea Colonies, and afloat in trading vessels, is a subject worthy of the most serious consideration and searching enquiry.

The Western Pacific, containing as it does the Navigator, Friendly, New Hebrides, Solomons, Ellice, Gilbert, Santa Cruz, Duke of York, and several other minor groups of islands, together with New Guinea, and hundreds of detached isles, all of which are rich in copra, bêche-de-mer, pearl, tortoise-shell, and other valuable products, is a great and increasing field for trade.

The statistics at the end of this paper (marked D, E, F, and G) will show how large is already the value of the imports and exports to and from the Western Pacific Islands, and as yet the sources of trade may be said to be in their infancy. This considerable trade is conducted in vessels under Europeans, employing native crews and native labor to collect much of the produce in which they trade; such, for instance, as the collection of pearl-shell, bêche-de-mer, &c., which is often fished for, and cured by laborers taken from different islands for that express purpose.

Rules entirely prohibiting the deportation of natives from their islands, or regulations even if made too stringent, would no doubt materially interfere with these growing industries; still I will show in the following report that, in the cause of humanity and common justice, better regulations and some more comprehensive system of supervision is absolutely requisite for the protection of the natives in these seas.

The labor traffic conducted between our Colonies of Queensland and Fiji, though now as a rule carried on legally, is still far from satisfactory.

This traffic may be essential to the proper cultivation and development of our tropical colonies, and, therefore, may have to be continued, however objectionable. Still, there is no reason why, after a careful examination of the question, such remedies should not be employed as the circumstances of the case admit.

Though, speaking broadly, the English labor traffic may be said to be free from the stigma of kidnapping, such as existed a few years ago, these practices unfortunately still occur, as will be seen by the report on the inquiry held at Noumea into the doings of the French labor vessel "Aurora," reported by me to the Governor of that colony last year.* In her case it was clearly shown that the crew had put into practice the worst form of kidnapping, such as staving or running down canoes, and then capturing the natives, shooting those who attempted to escape.

But what I consider a bad feature, as far as we are concerned, was the evident belief held by both the witnesses and members of the court that our ships still followed the same practices.

It is, however, but fair to add that, in the case of the "Winifred" labor vessel, said in evidence to have practised such acts, a careful enquiry held at Fiji proved this statement to be without foundation. At the same time, we must not disguise from ourselves, that where the native is recruited for the fisheries, guano islands, or such like purposes, and when no Government agents are present or checks of any kind placed on the masters or crews of these vessels, such practices as a means of getting cheap labor are as likely as not to exist.

NO. 2.—LICENSES: HOW AND TO WHOM GRANTED.

The Governors of the Australian colonies, and our Consul at Noumea, have the power of granting licenses to vessels employed in the labor trade, or to produce trading vessels to employ labor between certain dates.

Copies of these licenses are usually sent to the commodore, so that the cruisers on the station may be able to check irregularities amongst the islands; but of late, returns from Queensland, Fiji, and New Zealand, have not been rendered unless asked for.

* *Vide Australian letter No. 102, of 1881.*

There is a distinct difference between the position of vessels employed in the transport of laborers, and vessels licensed to employ laborers. In the first case the laborers are intended for the plantations, and the vessels carry Government agents; they are subject to a more or less stringent immigration code of regulations, with a superintendent to inspect the vessel both before leaving and on her return to port. In the other case, when once a master has received a license to employ a certain number of natives, he is entirely independent of all control; he has not even to render an account of when or where he embarked or landed his employés, nor what amount or in what manner he paid them. Such a lax system, if system it can be called at all, is obviously open to many abuses, some of which I will point out when specially treating this part of my subject. Vessels receiving a license have to enter into a bond for the fulfilment of their charter; but there being no supervision exercised over any but those carrying colonial immigrants, it is, as a check, in the other case absolutely useless.

No. 3.—TRADES EMPLOYING NATIVES.

Besides the laborers imported into Queensland and Fiji for agricultural purposes or as domestic servants, a considerable number are employed outside the colonies as divers in the pearl-shell and sponge industries in collecting and curing *bêche-de-mer* and copra, or as scamen to man the different vessels engaged amongst the islands, whether as labor or produce traders. The natives thus employed must consist of many thousands, and it may be correctly said that they are absolutely without any protection whatever against their white employers. This is so well known and understood that I have heard of the master of a trading vessel, openly boasting that he had employed native crews for some years without paying a shilling of wages or trade to any one of them, for by ill-usage he succeeded in forcing the unhappy black to desert when opportunity offered, and had no difficulty in entering another to fill his place at the next island he visited.

I do not think sufficient care is taken to ascertain the character and antecedents of the masters of vessels to whom licenses are granted. What, for instance, can the Governors of New South Wales or Victoria know about the doings of trading vessels amongst the Western Pacific Islands? They, no doubt, refer to the local superintendent of police for the applicant's character, but if that official has nothing to say against him he receives his license.

The naval authorities may know that the receiver bears an indifferent name amongst the islands, but it is one thing to deny a license and another to recommend its withdrawal, or even that it should be withheld. I may know enough to convince me that a certain man should not be trusted with a license, but be unable to give any legal proof that he has committed a breach of the law.

Were the power of stopping the issue of this class of license in the hands of the High Commissioner, it might be possible in time to weed out the more objectionable; but that official has in fact less control in this matter than the commodore, whose opinion, I am bound to say, is always deferred to by the Governors, should he think it his duty to call their attention to any particular case; but to be effective the control must be arbitrary, and not necessarily supported by evidence which would convict in a court of law.

In keeping with this view I find that, amongst the licenses recently granted by the Governor of New South Wales, is one given to a man called Leeman, well known as about the most unscrupulous person in the Western Pacific. I met him as one of the recruiting agents in the American schooner "Sadie F. Caller" at Sandwich Islands, New Hebrides, in 1879, when my attention was called to the more than doubtful proceedings of that vessel, and especially Leeman, by Baron Miklonho-Maclay, who was then a passenger in her. This man was also at one time in the employ of the noted Ross Lewin, who had the unenviable reputation of being the most successful man-stealer in the Pacific.*

Surely such a person ought not to be intrusted with a license which gives him despotic power over sixty-five poor creatures whose welfare his antecedents show will give him but small concern. The very difficulty of proving anything against such persons should be a strong argument in favor of restricting the privilege of licenses, and only granting them to those of undoubtedly good character.

As an instance showing how necessary this is, and how difficult it is to get at the truth of, or hold an investigation into, alleged crime, I may mention the case of Mr. Wolsch, master of the schooner "Venture." In a letter addressed to me in January last by a Mr. Martin, he is accused of kidnapping certain natives from Choiseul Island.

As the question was one directly within the province of the High Commissioner, I forwarded the letter to him. The man Wolsch being a resident of Sydney, and his vessel sailing from that port, the High Commissioner was unable to deal with him, and I suppose official etiquette does not allow of one Governor calling on another to do so. The correspondence therefore went home to the Colonial Office. In the course of five or six months it again appeared, having been forwarded to the Governor of New South Wales by Lord Kimberley. His Excellency after consulting me sent the case to the police, who knew nothing of Mr. Wolsch except that he was a law-abiding citizen whilst in Sydney, for his doings amongst the Islands were not a subject which either concerned or interested them. Lastly the entire correspondence was referred to me. I could only say that I knew nothing *definite* against the man, who, though he bears an indifferent character amongst the Islands, was not then known to have committed any breach of the law. Since, however, he is reported to have done so, and may possibly, if *arrested among the Islands*, be called upon by the High Commissioner to render an account of his action. I give this outline of a recent occurrence to show that, even where men are more than suspected of being worse than slavers, there is no power here capable of at once putting a stop to their proceedings without an amount of circumlocution which must often defeat the ends of justice. This man Wolsch had, long before Lord Kimberley's despatch reached Lord Augustus Loftus, received another license to employ twenty-five native laborers, and had again sailed for the South Sea Islands, therefore, had he *proved* to have been the most guilty of men he was well out of reach of the law, and likely to remain so until the storm had blown over.†

* See the Baron M.-Maclay's Report, marked A.

† In reporting to Sir Arthur Gordon, enquiries made into the conduct of Mr. Wolsch, Mr. Romilly, Deputy Commissioner says:—"Takki (a chief of San Christoval), without hesitation, told me that Captain Wolsch had promised to give him some powder, and either a revolver or musket, if he could catch a boy for him, but he had been unable to do so. Shortly before Captain Wolsch had been there, and had expressed himself dissatisfied with Takki's failure." And, again, he says:—"I gave Commander Bruce a complete statement, as far as I knew, of the accusations against Captain Wolsch, and told him that, in my opinion, there seemed very good grounds for them." And further:—"I found Captain Wolsch had undoubtedly tried to buy two bush natives from a coast chief."

The Queensland Immigration Rules for the guidance of the recruiting agent are very good indeed, but in many important respects they are a dead letter. For instance, Art. 22 and 23 prohibit any trade or remuneration being given to the chief, friends, or relations of the men engaging by way of barter or purchase, the master or agent doing so being liable to punishment, and the vessel debarred from again going to the islands. This law is never attended to, as will be seen in the case of the "Mystery" (1878), and the "May Queen" (at Aoba just recently) and others, where the boats' crews were murdered on purpose to get the trade they contained, and I doubt much if a single recruit is obtained amongst the islands without a certain amount of trade being first paid for him. Again, Art. 41 of the same regulations prohibits the exportation of arms and ammunition, yet a Snider rifle and a proportion of Snider ammunition is part of the kit of every returning laborer from Queensland and Fiji.

Generally speaking the Polynesian laborer is well treated on the plantations of Queensland and Fiji. He certainly is so at Fiji, under the enlightened and fostering care of Sir A. Gordon, the late Governor, who, because he insisted on justice being done to the laborer, has earned the compliment of being heartily hated and abused by the planters, who only too frequently wish to treat their free laborers as slaves. There, whatever laws exist are rigidly carried out and enforced without distinction of color. I may here digress to say that the native policy introduced by the late Governor of Fiji, and I believe carried on by his successor, Governor Des Vœux, is not only the best which, under the circumstances, could have been devised, but is an absolute necessity, if the natives, who are a fine intelligent people, are not, like those of New Zealand and Australia, doomed to extermination. By the adoption of a native tax on produce, the Fijian social system is not only perpetuated but strengthened, the people are kept under their own chiefs and tied to the soil, and thus protected from the necessity of placing themselves unconditionally in the hands of unscrupulous traders and planters, which must necessarily have been their position had the tax been assessed in coin.

As I have said, the Polynesian laborer has not usually much to complain of on the plantations, but still he is not treated as civilized people should deal with those who from their ignorance are entirely dependent on them. In the first place the remuneration given is ridiculously small. In Fiji the laborer gets £3 a year; in Queensland £6. I was told by Mr. Godeffroy (of the German firm of Godeffroy and Sons), when going over his estate at Samoa, where he employs over 1,000 men, that they cost him, everything included, £9 per head a year. I see in certain reports the Fijian planters state that their labor costs them more; but I cannot see why that should be, unless the estate be so remotely situated that the cost of provisions is enhanced by carriage. In Queensland the laborer probably costs, including all charges, £22 per annum; but how entirely out of proportion is such a sum to the market wages of the colony, where no Englishman will do a day's work for less than five shillings, besides a liberal ration.

The rations too, in Queensland, though ample are unsuited to the native, who is almost entirely a vegetarian; the sudden change from his natural, to large quantities of animal food has a most pernicious effect on him, and is one cause of the enormous death-rate, which in Queensland is said to reach to eighty-five per thousand per annum.*

The native in his own island is not accustomed to sustained labor, therefore ten hours a day is too much either to expect or exact. Physically they are not strong, and heavy work regularly continued, added to the change of food and ordinary conditions of life, soon sends all but the most robust to their graves. At certain groups of islands, such as the Loyalty, Navigator, and Friendly Islands, the natives have arrived at such a state of civilization that they may be considered able to take care of themselves; but even these men, if discharged away from civilization, having no one to appeal to, are as liable to be imposed on as their less advanced brother islanders.

No. 4.—RECRUITING.

At first sight the "Kidnapping Act" and the various immigration regulations appear sufficient to ensure that natives are fairly enlisted for the colonies. Such, however, is certainly not invariably the case. These vessels carry Government agents, who are supposed to see that no man is entered except by his free will, and in keeping with the Pacific Islanders Protection Act, but being unable to understand the various dialects spoken amongst the islands or even on the same island, are in a great measure dependent on men called boatsteerers or recruiters, who from long experience have some knowledge of the more common dialects in use; these men are paid, in addition to their wages, a certain sum for each native they recruit, and are, therefore, not too particular in the story they tell the aspirant for colonial employment.

Thus men desirous of engaging for Fiji are carried off to Queensland, and *vice versa*, and not unfrequently men who only wished to enter as seamen for a few months in what they suppose is a trading voyage, find themselves taken against their will to work on the canefields of Maryborough or the plantations of Fiji.†

Pressure too is at times brought to bear on the returning laborers, who are threatened with retention on board unless they can induce others of their village to take their place. Thus much unfair dealing is constantly in practice amongst even the most legally conducted labor ships.

But the real and most distressing hardship lays in the way these unfortunate creatures are too often returned to their homes. The islands of the Western Pacific are but little known, the bulk of them are not surveyed; their coasts are in some cases not even delineated on the charts, whilst others are not named or even marked on them. Such being the case, some estimate can be formed of the extreme difficulty of finding the exact island and village from whence each laborer was taken. But unless he is not only landed on his own island, but at his own village, he is sure to be consigned to slavery, if not death, as well

* See sixth clause of Drs. Wray and Thomson's Report, marked B.

† Akin to this question it will be observed that in my letter No. 213, of 1879, I drew attention to the difficulty likely to be experienced from the fact of the close proximity of the coast of Queensland to that of New Guinea, and in a recent letter received from Captain Maclear, of the "Alert," that officer says:—"Another evil exists, the *bêche-de-mer* captains can ship men from the mainland and get them to sign articles to fish in Queensland waters. The men, not understanding a word of the agreement, think they are to fish in the vicinity of their own town, and when they are carried out of sight to Darnley Island or the Barrier Reef, they think they are being kidnapped, and take the first opportunity of deserting with the boat to return home. Such a case occurred recently; a boat was carried off from Darnley Island by five lads engaged at the mainland to fish, probably thinking they were being kidnapped; the boat has not yet been found. These things lead to reprisals."

as the forfeiture of his hard-earned store of trade in return for his three years of labor and expatriation. The labor agents complain themselves of the very insufficient data they are provided with to enable them to find the homes of the laborers they are required to see returned.* The natives themselves probably do not know their own islands when they see them, the name he gives it is not understood, and so not unfrequently after a vain search for some time the unfortunates are landed anywhere, and have been seen gesticulating and wild with despair as the boat pulls away leaving them to their fate. It is argued by those who are in favor of the Polyuesian labor system that a proof of good treatment, and that it does not possess the evils with which it is credited, lies in the fact that a considerable number of islanders return for a second period to the colonies. Such is undoubtedly true, and that a certain percentage of the natives like the colonies is obvious; but there are many causes which force them back to the plantations. Three years is a long time to a native, and many changes occur in the small community he has left; on his return his wife has probably taken unto herself another man; his hut has fallen into ruins; his garden is overgrown with bushes, and he finds himself an alien and an outcast. It is true that he has brought back trade sufficient to make him a rich man, but such articles as he has collected, mostly consisting of tobacco, knives, tomahawks, &c., are looked on to some extent as common property which he has to divide; besides, having no goods of food, he must buy from his fellows, and soon running through his goods finds himself with nothing left but a rifle and a suit of European slop clothing. He then begins to miss his regular rations, and finding himself the poorest man and of the least consideration in his native district, has nothing left to him but to return to a life which probably he heartily detests.

No. 5.—IMPORTATION OF ARMS, AMMUNITION, AND SPIRITS INTO WESTERN PACIFIC ISLANDS.

The trade in arms and spirits, as will be seen by the accompanying statistics (marked D, E, F, and G) is considerable.

I found amongst the New Hebrides that Snider cartridges were systematically used as the small coinage, in the purchase of yams or other produce, by traders or labor vessels. Whereas a few years ago, in nearly all attacks made on Europeans, the bow and arrow figured as the prominent weapon, now, it will be observed that the rifle, in the majority of cases, has quite superseded them.†

So far the native has no idea of his own power; but when he understands how to utilize the great natural strength of his thickly wooded island, aided by the deadly weapon which the unscrupulous trader is now so liberally furnishing him with, cases of outrage, plunder, and bloodshed will become so frequent that, however much our Government may object, they will be forced into annexation to keep order. It will be seen in Captain Maxwell's recent report on the Gilbert and Ellice groups, how much injury was being done to the natives by the amount of bad spirits sold to them, the bulk of which he traced as coming from a Chinese firm in Sydney. He says, in paragraph No. 56, when referring to his visit to Charlotte Island:—

“Mr. Taylor and Mr. Randolph both told me the curse of these islands was the importation of liquor and firearms; the former was largely done by a Chinese firm in Sydney, and the latter by traders of all nationalities.”

And again, at par. No. 61, he observes:—

“The two objects which strike us as most important for the welfare of these islands are—the prevention of the importation of spirits and firearms, and the more frequent visiting of them by a man-of-war.”

I may, in explanation, point out that this station being kept so short of ships, it is but seldom that one can be spared to visit the outlying groups.

The tour taken by the “Emerald” had last been made by the “Rosario” in 1874, since which time no ship could be detailed to visit these islands. The natives believed themselves quite forgotten, and were much pleased to find that such was not the case; for being mostly of the Polynesian race, they are intelligent, comparatively civilized and docile, and quite look to English men-of-war as their friends and protectors: a very different feeling to that of the Melanesian, who is too much of a wild beast to appreciate anything but the logic of force.

No. 6.—SUGGESTED REMEDIES.

It is more easy to point out defects than to suggest remedies, at least such as are likely to be acceptable or possible.

I can hardly imagine any one not interested in obtaining cheap labor, for a moment countenancing the labor trade, or the employment of natives by traders and others.

Only a few years ago (in 186c–65, and even later), much indignation was felt in England because the French Government sanctioned what was known as the *engagé* trade between their colonies and Africa.

* In my letter No. 206 of 1881, forwarding Commander Bruce's Report of Proceedings, that officer says:—“In landing the return labor from Queensland and Fiji, the case too often arises that the captain of the labor vessel lands his men to save time miles away from their own village, and sometimes on a different island, in either of which case they are almost certain to be killed, nearly every tribe of the Solomon Islands being head-hunters. Mistakes sometimes arise from vagueness in the directions of the Immigration Departments of Queensland and Fiji as to where the returned labor should be landed, and frequently the men do not know their own villages. To obviate this, the name of the village with the latitude and longitude on a certain chart should be registered when the men are recruited and sent back with them.”

† Referring to this question (*vide* my letter, No. 206, of 1881) Commander Bruce observes:—“The Government of Fiji supply their return labor with muskets, powder, shot, and ammunition of various sorts. The Government of New South Wales allows the exportation to the Pacific Islands of any number of guns, rifles, and ammunition, as well as dynamite. The Government of Queensland affords equal encouragement for native outrages as that of New South Wales, and almost every returned laborer from that colony is allowed and does take away with him at his own expense ‘a breech-loading rifle and ammunition.’ Whilst at Ugi I embarked five returned laborers from the ‘Renard,’ as their destination was Florida, and the following warlike implements were in their possession. They were returning from Queensland:—

Rifles—Breech-loading Snider	...	...	2 in No.	Cartridges for revolvers	...	...	112 in No.
„ Muzzle-loading	...	...	6 „	Powder in flasks	...	...	44 lb.
Pistol—Breech-loading revolver	...	...	1 „	Shot—Sporting	...	...	148 lb.
„ Muzzle-loading	...	...	1 „	Slugs—Lead	...	...	8 lb.
Cartridges—Breech-loading Snider	...	...	206 „	Caps—Percussion in boxes	...	...	8,200 in No.
„ Muzzle-loading musket	...	...	50 „				

Such was I know, from personal observations on the spot, nothing but the slave trade under a new name ; but I ask, where is the great difference between the engaged African and the native laborer recruited from the Pacific Islands? I certainly can see none. If anything, as the African originally cost most, being the more valuable animal, his plight was probably the best.

It would no doubt be best to entirely stop what is known as the Polynesian labor trade, but if that cannot be done the following additional rules should be established :—

1. No vessel under 300 tons burden to be engaged in the trade.
2. Government agents appointed by Government to be really well-paid, intelligent officials, who might, if they could pass in a certain number of native languages, be considered eligible at some future date for the appointment of Consul in the Western Pacific.
3. That the Government agent should be required to enlarge the plan of any island from which he takes the recruits to at least two miles to the inch, and on this plan should be entered the name of the recruit and the village, with its native name, from which he came. All these plans to be attached to his journal.
4. The master of the labor vessel should also be required to make a careful entry in the log, of each recruit taken on board, with the latitude and longitude, name of village, &c., so as to be a check on the agent.
5. That a copy of the agent's chart will be furnished to the agent who returns the laborer to his home.
6. That no extra remuneration be given to the men who go in the boats as recruiting agents, and in every case where it is found that false impersonations or inducements were held out, they should be severely punished.
7. Superintendents of Immigration should be instructed to collect about them native interpreters, who could aid in investigating the complaints of either the incoming or outgoing, natives.
8. That all natives before being returned to their homes, be medically inspected, so that they may not carry with them infectious diseases.
9. No arms to be given as remuneration for services or allowed to be purchased by returning laborers.
10. Intimidating natives returning home for the purpose of making them procure substitutes before allowing them to land, should be made a punishable offence.

NO. 7.—TRADERS IN THE WESTERN PACIFIC—CLASS OF MEN.

The regulations for "labor" employed by traders amongst the islands I would make still more stringent. At present the employers are not only entirely without control, but as a rule are men not likely to be too scrupulous when their own interests are concerned ; they contain in their ranks many of the adventurers, and most of the noted scoundrels in the Western Pacific.

1. The power of giving or denying licenses to be arbitrary, so that men of doubtful repute amongst the islands be excluded.
2. All natives to be entered under the supervision and signature of either a Government official or a resident missionary ; these latter gentlemen to be given the requisite powers, or if thought better, be made unpaid Vice-Consuls for the purpose.
3. The paying off of these laborers to be made in like manner in the presence, and under the signature, of one of the above-quoted persons.
4. That it should not be legal to give less than 6d. a day, or its equal in trade as wages, besides a suitable ration (the scale of which to be fixed on entry), or to work the men (except seamen) more than eight hours a day.
5. That the licensee should render to the Governor or other official granting the license a detailed account of when, and where, he enlisted the laborers, and how, and where, he paid them off, and in what official's presence,
6. That arms and liquor should be prohibited either as payment or in trafficking with natives.

I do not deceive myself by supposing that the evils now so prevalent would be entirely stopped, even by the adoption of these rules—nothing can possibly do so, but the entire prohibition of the employment of native labor—but they will do much to ameliorate the conditions of men who, in many instances are far worse off than were even slaves under Europeans or Americans.

Traders will complain that these rules must confine them to islands where either Government officials or missionaries are located ; but as the latter are now to be found on most of the larger islands, and certainly dotted about in every group of the Western Pacific, they will have no difficulty in obtaining from them such labor as they require, especially if they are known to pay and treat their people properly.

I do not say that missionaries are the best class to be given such powers, and I have no doubt that there would be complaints, that from a variety of reasons the traders did not always consider they received fair play : but the trader is decidedly better able to fight his battle and bring his grievance before the proper authorities than the islander, and it is for his protection, and not for the convenience of the trader, that I am pleading.

NO. 8.—CONCLUSION.

The annexed papers speak far more forcibly than I can touching this question, and the reports of Drs. Wray and Thomson (marked B) are especially interesting. It was these reports which induced the Queensland Government to legislate on the subject, and the new Act for the "Regulating and controlling the introduction and treatment of Laborers from the Pacific Islands" goes far to remove the evils brought to light by these gentlemen. Still, in a sparsely-populated country like Queensland it is difficult, if not absolutely impossible, to keep a sufficient check, when it is the interest of the planters to over-work or ill-treat their laborers, who, from want of knowledge of the language, are unable to protect themselves.

I have reason to believe that the planters of Queensland would gladly dispense with Polynesian labor if allowed to introduce coolies from India or China : but hitherto the democratic vote in the colony

has been too strong, and they are up to the present practically excluded. The Indian coolie would cost considerably more than the Polynesian, but the sugar industry is so lucrative that the planter can well afford to pay highly, and thinks less of that than the limited labor supply which he at present commands.

The returns (marked C) giving the amount of labor employed and sugar manufactured in certain estates in the district of Mackay is most curious and instructive, showing, as it does, that by the employment of 1,594 Polynesians no less than 428 whites find remunerative occupation on sugar plantations, which absolutely could not be worked without black labor.* If the white working men, who by their overpowering vote now exclude the Indian and Chinese, could be made to see how much it is to the interest of their class that such restriction should be removed, I am confident that at least in tropical Queensland they would have no need to regret doing so, whilst the introduction of coolies from our own colonies, and under proper regulations, would quickly put a stop to the objectionable labor trade.

Appended is an interesting paper (marked A), written to me by Baron Miklouho-Maclay, a well-known Russian traveller in these seas, and a gentleman of great scientific knowledge and research. His independent evidence must go far to convince the most sceptical that both what is known as the "Labor Trade," *i.e.*, the carrying of laborers to and from our colonies, and the employment of natives, under licenses from Colonial Governors and others, in our trading vessels, as crews and as laborers outside of our colonies, are fraught with evils not even second to the slave trade which England expended so much money and labor to put an end to.

* These numbers are exclusive of townspeople who are dependent on the sugar industry, and who it will be seen amount to 5,000.

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26	FJI :—	
	Number of Polynesians conveyed to Fiji and returned to their homes, 1864 to 1869	H. I.
	LIST OF VESSELS LICENSED BY THE GOVERNORS OF :—	
27	New South Wales.	
29	Victoria.	
30	Queensland.	
36	New Zealand.	
37	Fiji.	
39	Noumea.	
	WESTERN PACIFIC ISLANDS :—	
39	Sale of arms, ammunition, and liquor, Deputy Commissioner's Report	I.

NOTES IN RE KIDNAPPING AND SLAVERY IN THE WESTERN PACIFIC.*

(N. de Miklouho-Maclay to Commodore Wilson.)

SIR,

In my letter dated Melbourne, 8th April 1881, I have stated my readiness to aver and support by facts my assertion of the existence of kidnapping in the South Sea Islands.

1st. In December 1879, during my visit to the Solomon Islands, the natives of the island Longo (or Ronongo, as named on charts), told me that only a few weeks before a canoe with four natives of the village Mikki, on the south-east coast of the island, were kidnapped by a cutter, which they supposed belonged to Fiji, by getting the men on board, destroying their canoe, and casting it adrift.

2nd. In 1876, on the island of Yap, I saw two natives from Ninigo, or Exchequer Islands, brought there by force by skipper C. P. Holcomb, of the schooner "Scotland."

3rd. From the same archipelago skipper Leveson, from a German ship (belonging, I think, to Godeffroy & Sons), kidnapped five or six young girls, after knowing the natives well for some weeks and who were always kind and friendly to him. The girls, after being detained on board for a few months, were brought to the Pelew Islands and sold there for a few bags of bêche-de-mer to the king (Abbatool) of Corrore. I myself saw two of these girls at Corrore in 1876.

* I have called the labor trade and the employ of laborers "Slave-trade" and "Slavery." These names, however, are not quite correct, because the "slavery" in Queensland and Fiji is only a temporary one for three years; but being temporary has a greater disadvantage than slavery for life; that the employer has not, as an owner of slaves, a material interest to take care for, to have longer use of them. The employer compels the employed to work over their strength, pays little attention to their food, and takes little care in case of illness, believing that if they could not endure such a kind of life for long, they are able to stand it for two or three years.

4th. Selling returned laborers is not uncommon. I heard myself from skipper Webber, of the "Sadie F. Caller,"* that at Havannah Harbor, in June 1879, he was offered by Leeman, † for a small sum or some trade, a few men from a labor vessel from Noumea, which he, however, declined, being afraid (?) of the consequences. (N.B.—Under the legal name, "transfer of laborer," a transaction very like selling the imported South Sea islander has for some time taken place in Queensland, but will be a little more difficult in consequence of the new Pacific Island Laborers Act, of November 1880.) ‡

5th. Nine natives of Ambrim Island, New Hebrides, were engaged by the recruiting agent of the "Sadie F. Caller" for only three weeks, but were detained on board, as far as I know, a year or more. I am not at all sure if the men were ever returned. (I left the schooner at Moresby Island on 22nd January 1880, having been ten months in her.) Seven or eight Lifu boys were taken by the same vessel under the idea of being away not longer than five or six months, and were also detained more than a year.

6th. In 1876, the skipper D. O'Keefe, of the schooner "Sea Bird," under British colors, and in which vessel I was a passenger, took, from the large village on the island of Lub, or Hemit, two natives for a trip of a few months. In July 1879, when visiting the island of Lub again in the "Sadie F. Caller," the natives recognizing me, anxiously enquired about the two men, telling me that their children and aged parents were expecting them to return. I then promised them I would tell the Commodore about it.

7th. In April 1879, at the small island of Mélé, Sandwich Islands, the old Chief Margmellü Nelsonson requested me to send his young son Rossa Altoloa, taken by the steamer "Egmont," back to Mélé. He was taken for a few weeks, and has not yet (after more than a year) been returned.

8th. In 1876, at Yap, I heard from the natives (who, if necessary, could be found) a report of the cruise of the schooner "Sea Bird," Captain D. O'Keefe, in 1875. After a successful *bêche-de-mer* fishing trip to the island of Lub, for which purpose thirty-six Yap natives were taken, on the return voyage the greater part of them got ill with fever, the cause of which was not only the bad climate of Lub but overwork and bad food. Only seven men of the whole thirty-six returned to Yap. Amongst those who did not return were two who were thrown overboard *before they were actually dead*. I heard this from many of the natives in different villages of the island Yap and the island Pelau, the report being spread by the seven survivors.

9th. The condition of returned laborers is often very bad in the New Hebrides and Solomons. I have seen at Simbo Island (or Eddystone) and others, very serious (and neglected) cases of syphilis amongst the *recently* returned laborers (men and women) from Queensland, or men who have served as sailors on board different vessels. In Brisbane, 1880, I had the opportunity of finding out that no medical inspection is held before these men are sent back to their homes, which might be effected by the Government with very little trouble and expense.

10th. The result of not landing the returned laborers at their own villages is that they are robbed of their property, and sometimes murdered. Knowing this as a positive fact, I made, in 1878, at Singapore, with the master Ravnkilde, of the British schooner "Montiara," a special agreement (I enclose a copy of it) to land my two servants, Mebli and Miro, at Maleggiok, on the N.E. point of the island Babelthuap, Pelau (or Pelew) Islands, and on no account at any other place in the group, knowing that otherwise they would be robbed, made slaves or possibly killed. The agreement was signed before the Harbor-master at Singapore, 17th April 1878, and I have the honor to request that, in the event of a man-of-war visiting that group, she will be instructed to ascertain if they (Mebli and Miro) were landed at Maleggiok.

11th. The payment of men on board of vessels having a license to employ islanders for fisheries and others, is quite arbitrary, as the captain or supercargo has the power to determine the amount of trade which is to be given instead of money; tobacco, matches, the piece of calico necessary as clothing when on board, quite absorbs the few shillings of wages which they have agreed to serve for—returning to their homes poorer than when they left them.

12th. At the island of Simbo (or Eddystone), one of the Solomon Group, a native of the island Uggi, § complained to me that after having served as a sailor on board the cutter "Lælia" for ten months he got the following articles as payment:—1 shirt (4s.), 1 musket (7s.), 4 small tins of powder (2s.), 20 pieces of tobacco (1s.), 2 pipes (6d.), || the value of which would amount to about fifteen shillings; and instead of being landed at his native island, Uggi, was cast ashore at Simbo as a beggar in the villages of the island, not being able to find the means to get to his own home.

I have selected the above cases from a long list of others, for the reason that I am able to give the names of the offending and offended parties, and the date and locality of each occurrence. In the many other similar cases which I know, but do not mention, I could not give the particulars, knowing them only by reports from natives, who in most cases could not tell me the names of the men or ships, or from white men, who would not give me the names of the offenders or the locality of offence, being afraid that the fact of their disclosing names would be heard by those offending.

I hope that some of the above-mentioned cases will be enquired into, and if possible their claim for justice be met.

Before I close, I should like to add a few facts which deserve some attention from every one for whom the words "humanity" and "justice" have a meaning.

I.—RECRUITING OF LABORERS IN THE ISLANDS.

To give in a few words my experience *how* and through what means the laborers are collected, I will mention the most common.

About 15 per cent. are taken by means of different artifices and lying promises; about 15 per cent. are sold by relatives and chiefs; and 10 per cent. are obliged to leave their islands, being pressed by victorious

* An American schooner. † Referred to in Report, p. 3.

‡ As far as I know, in New Caledonia still exists the custom which existed in Queensland up to about 1876, *i.e.*, the shipping firms engaged in the labor trade used to import islanders wholesale, and dispose of them retail. The remuneration paid by the purchaser was called "passage money," which rose and fell with the state of the labor market. In one case, at Rockhampton in 1876, the "passage money" of four Polynesian women rose to £25 each, while the ordinary rate was about £12 at the time; it is almost needless to add that they were all young and nice looking.

§ He told me that on board he was called "Charlie."

|| The Skipper, Webber, of the "Sadie F. Caller," has told me the prices of the articles.

enemies; about 25 per cent. are returned laborers, who, having convinced themselves that their property was stolen by their own people, prefer to go away, rather than to stay at home, as beggars; about 25 per cent. inquisitive, mostly young people, anxious to travel, or wishing to get arms, powder, &c., &c.; about 5 per cent. pressed by want of food, after a hurricane, repeated dry seasons, &c., &c.; about 5 per cent. by force.

The regulation that the Immigration Agent must have "proof, his satisfaction by means of verbal explanations, questions and enquiries amongst the passengers, that they have a *proper understanding of the condition of their agreements*, and that they voluntarily entered into the same,"* looks very well on paper, but I am quite sure that the islanders taken the first time by a labor vessel never understand the real nature of the transaction which disposes of their services for three years.†

II.—THE YOUNG AGE

Of exported islanders was very often noticed by me whilst visiting the different labor vessels from Queensland and Fiji, especially from New Caledonia.‡ A cargo of young islanders is easier collected than of adults, because of the different allurements used by the recruiting agent, whose sole object is to fill the ship, have more effect on them than on full grown natives; they are also sometimes sent away (not unfrequently *sold*) by their own relatives. Very few of these young people return, the mortality amongst them being very great, in Queensland, chiefly through exhaustion, as they are obliged to work on plantations in the same manner as the adults.

Drs. Wray and Thomson, of Brisbane, visited in 1880 the labor vessel "Janet Stewart" and inspected her passengers. They say in their report,|| "she brought 108, and of these we were compelled to condemn 29, chiefly because they were too young. Sixteen years is the age required by law, but this is not old enough for plantation work, where, *as the man and the boy cost alike*, in too many instances no allowance is made for age, and similar work is required of both. While recruiting, the test of age, viz., the presence of pubic hair,¶ is not only coarse, but exceedingly unsatisfactory, and we are of the opinion that the majority of the 29 boys that we condemned on board the "Janet Stewart" were little over fourteen (14) years old."***

III.—CONDITION AND CHARACTER OF RETURNED LABORERS.

All I have seen of the effect of the labor trade in the islands of the Pacific is anything but confirmatory of the opinion which I have heard expressed and read of "that the same is a blessing" for the natives, a "a step to civilization," &c., &c. The condition of the returned laborers to the islands is not an enviable one in most cases. Taken away under the illusion to be back in a few months, and sometimes receiving the promise to be returned in a few weeks, a man if he has the chance to come back to his village after three or more years will frequently find his hut a ruin or not existing at all, his plantations neglected or destroyed, and his wife (or wives) in possession of other men. It is not seldom that the few things which he got for three or more years of labor are taken away by force by his own friends or relations; should he make opposition, his life would not be safe for long. I have heard of cases of the murder of returned laborers a few hours after their return by their own people, for the purpose of robbing their goods. In Tana and other islands of the Hebrides, the natives prefer to be paid in money, which they conceal on their return home. The above-mentioned condition of returned laborers makes it easy to understand that often the islanders prefer to go again in a labor vessel, to remaining a beggar in his own village. It happens, however, that a returned islander provided with a Snider rifle and ammunition, becomes a very important man in his village, and not only that he becomes often the cause of quarrels with the natives of other villages, but he will sometimes try to avenge the old wrongs inflicted upon him by the whites by using their own arms against them, having had many good reasons to hate them during his stay with them.†† Whilst travelling amongst the islands I mostly tried to avoid intercourse with the returned laborers, because I found these "civilized natives" very often impudent, more inclined to lie and cheat, and, as a rule, are far less to be trusted than others who never had intercourse with the whites.

IV.—LABOR TRADE IN QUEENSLAND.

As numbers are more expressive than words, giving more impartial proofs of facts, I will draw attention to some numbers which I find in official Reports of the Government of the Colony of Queensland, 1880.

The above-mentioned report of Drs. Ray and Thomson appears to me very interesting; but I will satisfy myself by giving here only a few extracts of it.

* Pacific Island Laborers Act, Supplement, Queensland Government Gazette, 20th November 1880.

† I find that my experiences quite confirm the view expressed by Commodore Goodenough, that "The voluntary recruiting is all rubbish, and engagement is all nonsense. These people (South Sea islanders) neither understand why they go, nor where, or what they are to do, or when return. This status is still the *status præsens* for not less than 75 per cent. of the exported islanders." *Journal of Commodore Goodenough, R.N., C.B., C.M.G.*, p. 295.

‡ I find in a letter addressed (by Mr. C. Koff) to the editor of the Noumea Gazette *La Nouvelle Calédonie*, of the 9th April 1879, where, *inter alia*, the writer recommends to the Government the importation of two or three thousand white women, the following passages:—"Elles [the white women] remplacront dans les ménages de Nouméa et dans les fermes de l'intérieur, les Neo-Hébridais. . . . Il se commettait peut-être moins d'abominations dans les villes de la Mer Morte, détruites par le feu du ciel, qu'il ne s'en commet presque en plein jour, impunément dans notre malheureuse colonie. Ah! si l'on faisait une étude des maladies dont meurent les Neo-Hébridais!" I am sorry to say that facts confirm this statement.

|| Report, with details of inspection, of the Board appointed to ascertain if possible the causes of excessive mortality amongst the South Sea islanders on the sugar plantations owned by R. Cran and Co., Maryborough. Queensland Legislative Assembly, 13th July 1880.

¶ I am perfectly sure that I have seen on the Island of Melanesia children not above 10 or 11 years of age with pubic hair.

** In a correspondence from Mackay I find the following remark:—"Many of the imported Kanakas are mere children; not less than half of them employed in the sugar-field will probably die during the first twelve months, in consequence of heavy work, bad maintenance, and through other diseases, &c., &c. It is simply *lawful murder*." (*Nord-Australische Zeitung* 17th September 1881.

†† Commodore Goodenough has made the same observation. He says (in his *Journal*, p. 333)—"It is remarkable that just in proportion to the amount of people who have been taken away as laborers, so are the natives inclined to assault Europeans. Where white men are least known, the people are most friendly."

The *hours of labor* vary (after the report) on different plantations, but average about ten (10) hours daily (from 7 a.m. to 6 p.m., with one hour—12 to 1—for dinner). [At the plantation "Magnolia" they average about nine (9) hours a day; while on the plantation of "Nerada" the hours of labor in summer are twelve (from 6 a.m. to 6.45 p.m., with three-quarters of an hour for dinner); in winter nine and three-quarters (from 7 a.m. to 5.30 p.m., with three-quarters of an hour for dinner)]. The doctors give their opinion: "We consider the hours too long—too long for all; and certainly excessive for those new recruits, who have but lately left an existence of savage idleness. We would suggest eight hours a day for five months in winter, and nine for the remaining months, and we would recommend that, at least on sugar plantations, this be made compulsory."*

The diets.—"The scale in use (on paper) does not look bad; but yet it is simply absurd to expect boys to work five (5) hours until dinner-time on a morning meal consisting of such stuff as the so-called bread and tea we saw at Tarra Tarra (about two and a half handfuls—or rather gripfuls—scarcely seven (7) ounces, to fifteen (15) gallons of water.)

"The meat could scarcely be called first-class. Most of what we saw was either corned or salted, and chiefly ribs and flanks. The sweet potatoes, as a rule, were very small, and the rice was cracked or broken. There seemed to be a great want of variety."

Mortality.—"But whatever diseases may be giving rise to the mortality, this last is certainly appalling. In England, the death-rate of the adult male population, reckoning from 16 to 32 years of age, is as nearly as possible nine (9) per 1,000 per annum.

"The Kanaka population in the Maryborough district might also be looked upon as an adult male one, and yet the mortality in the year 1879 was 74 per 1,000, while on Yengarie, Tarra Tarra, and Irrawarra, the plantations belonging to R. Cran and Co., the mortality for the five and a quarter (5¼) years ending 31st March 1880, was 92 per 1,000, and for the year 1879, 107 per 1,000, and for the *three* (3) months ending 31st March 1880, 100 per 1,000.†

"The sick, as a rule, receive but poor attention. On most plantations there is a hospital; but only at Magnolia and Eaton Vale was it supplied with bedding and good blankets—but frequently it is as uncomfortable and uncared for as the other huts or houses. They prefer their own places, and there in a hut, whose roof was perhaps less than five (5) feet from the ground, they would be found coiled up within a few inches of the smouldering fire, and actually found, for in many instances the fact of their being sick was only made known to the manager or overseer when he discovered them as he accompanied us on our inspection.

"There is no regular inspection of the laborers on any plantations, and no regular attendance upon the sick except at Magnolia, where for an annual sum a medical gentleman attends as required. The owners and managers, as a rule, seem chary of calling in medical aid—it is expensive. On the largest plantations, Tarra Tarra and Irrawarra, although numbers had been sick and deaths were common, no medical men had visited for two (2) months previous to our inspection (8th April 1880), on which occasion 26 were on the sick list, and at least four (4) of these, if not actually dying, were very dangerously ill."

The doctors, after the tour of inspection, came to the conclusion: That the excessive mortality among the South Sea islanders on Yengarie, Tarra Tarra, and Irrewarra, the sugar-plantation of R. Cran and Co., is owing to *poor feeding, bad water, overwork, and the absence of proper care when sick.*

The doctors inspected about 600 South Sea islanders,‡ and had therefore every opportunity of forming a just estimate of the laborer and his condition.

If, in Queensland, the laborers are forced to work 10, 12, and even 14 hours a day, are poorly or unsuitably fed, very often not attended when sick,§ and die at the rate of from 62.8 to 107 per 1,000 a year, it will not be difficult to imagine that the fate of islanders brought to the plantations of New Caledonia, Samoa, and other islands, where there are inspectors appointed by the Government to prevent abuses, is still less enviable. If, in Queensland, for 10 or 12 hours' work their salary is about 4d. a day,|| in Fiji, New Caledonia, Samoa, and other islands it is still less, being only 2½d. a day,¶ and as in the

* Mr. C. Horrocks, of the Immigration Office, Brisbane, gives his opinion as follows:—"There can be little doubt that the hours of labor on plantations are too long, and too little regard is given to the nature of the work the islanders have to perform. It must be patent to any one that young recruits who have never worked, cannot all at once do heavy work in the cane-field or at the mills. Little attention, however, is as a rule paid by employers to this point, and the new arrivals are put at it with often fatal results. I have remonstrated, but without effect, having no power whatever to stop the evil."

† In the *Registrar General's Report*, Vital Statistics for the year 1880, I find that the death-rate of persons in the colony between the age of 15 and 35, exclusive of the Polynesians, was 13.03 per 1,000, but the death-rate of South Sea islanders during the year was 62.89 per 1,000.

‡ The total number of Polynesians living in the colony of Queensland, according to the census enumeration of 1881 is 5,975 males and 373 females. They are scattered in the districts Logan, Maryborough, Bundaberg, Mackay, Lower Herbert, Burdekin, Johnson River. Since the year 1867, when the first importation of Polynesians to Queensland took place, not less than 17,784 (males and females) were imported.

RETURN showing the number of Pacific Islanders introduced into Queensland from 1st January 1868 to 31st December 1880.

Year.	Males.	Females.	Total.	Year.	Males.	Females.	Total.
1868	600	4	604	1875	2,615	66	2,681
1869	306	7	313	1876	1,627	61	1,688
1870	631	12	643	1877	1,912	74	1,986
1871	1,305	47	1,352	1878	1,358	63	1,421
1872	455	6	461	1879	2,170	112	2,183
1873	967	27	994	1880	1,836	159	1,995
1874	1,461	42	1,503				

They were brought from the groups of the New Hebrides, Banks Islands, Torres Group, and the Solomon Islands; few from Leuneva (Ontong, Java, or Lord Howe Islands).

§ In the new "Pacific Island Laborers Act," November 1880, there are some regulations for to provide laborers with medical attendance; but, as I know from a competent source, until now no hospital for Polynesians, as recommended by Drs. Wray and Thomson, has yet been proclaimed in Queensland.

|| £6 per annum for work in the sugar-fields in Queensland. ("Pac. Isl. Laborers Act," Schedule G.)

¶ £3 per annum in Fiji and Samoa, for easier work, as making copra, &c. (M. Eckardt, "Der Archipel der Neu Hebriden." Hamburg, 1877.)

islands and on board of ships employed in the different fisheries they are mostly paid in trade, if paid at all, they are quite in the hands of the employer.*

In conclusion, I may be permitted most respectfully to submit to your consideration the following desiderata:—

1. That the Government agent should be, and hold such a position as to be, above all suspicion, and if necessary the salary should be increased.†
2. That no boy who is not physically well developed and of a credited age of eighteen (18) should be brought by labor vessels to work on plantations.
3. That the hours of labor on plantations should be reduced to *eight*, and made compulsory.
4. That a system of half-yearly inspections of the condition and treatment of the laborers should be established.
5. That a Polynesian hospital should be erected in each district, presided over by a qualified medical practitioner.
6. That the laborers leaving the colony should be inspected by a medical man, to prevent the importation of infectious diseases to the islands.
7. Above all, as *in re* "kidnapping and slavery," very little can be done without a common agreement and uniform policy, the necessity of an *international understanding* should be recommended as very urgent.

I close with the remark mentioned in my letter of 8th April:—"The least that the blacks have a right to expect from the civilized races is neither pity nor sympathy, but *justice*, and this I feel confident can be given them."

I have, &c.,
N. DE MIKLOUHO-MACLAY.

B.

REPORT, with Details of Inspection, of the Board appointed to ascertain, if possible, the cause of the excessive Mortality amongst the South Sea Islanders on the Sugar Plantations owned by R. Cran and Co., Maryborough.

SIR,

We have the honor to inform you that, in accordance with the terms of your letter of the 3rd April, we proceeded to Maryborough for the purpose of holding an inquiry, with the view of ascertaining, if possible, the cause of the excessive mortality amongst the South Sea islanders on the sugar plantations owned by Messrs. R. Cran and Co. We visited Yarra Yarra, Irrawarra, and Yengarie; and, in order that we might compare the condition of things on these with what existed on other plantations, we also inspected Jindali, Eaton Vale, Antigua, Ferney, Magnolia, Alpha, and Nevada, and at each place divided our inquiry into—

- First.—The Polynesian and his condition.
- Second.—The duration and amount of his work.
- Third.—The accommodation provided for him.
- Fourth.—The water supplied to him.
- Fifth.—The diet allowed him.
- Sixth.—The diseases from which he suffers, and his mortality.

The result of our investigations we now beg to submit to you in the following report:—

THE POLYNESIAN.

In the Maryborough, Tiaro, and Wide Bay districts there are, exclusive of time-expired boys, 1,340 South Sea islanders, and out of these we inspected about 600, and had, therefore, every opportunity of forming a just estimate of the laborer and his condition.

The general impression seems to be, the blacker the man the stronger he is, and that the paler the islander the more readily is he attacked by the sickness, and there can be no doubt that the finest men are those from Tanna, and they are very black. They enjoy a marked immunity from sickness, and, consequently, show but a small death-rate, and simply because they are a big strong healthy race. It was a common thing to be told by managers, "Oh, we never have any trouble with Tanna men." The smaller races and those which readily succumb are pale in color and have been constantly intermarrying. The majority of these are quite unfitted for plantation labor, and it is a question whether it would not be advisable to stop recruiting from the islands on which they dwell.

Constant complaints were made as to the undesirable class, either from age or infirmity, of the islanders imported, and as we had an opportunity of satisfying ourselves upon this point, we visited the "Sibyl," a labor schooner, and inspected her passengers. She had eighty-one (81), and with the exception of four (4) boys that we thought under age, they seemed a strong healthy body of men, against none of whom could any objection be raised. The "Janet Stewart" was not so fortunate; she brought one

* The above-mentioned correspondence from Mackay ("Nord Australische Zeitung," July 1881) gives an instance how the want of experience, as regards money, is made of use by the Queensland shopkeepers:—"It is a harvest of gold not to be despised when several hundreds of S. S. islanders are paid £18 after three years (the new Act, 1880, obliges now the employers to pay the wages at the expiration of each six months) of labor time, and not having a clear idea of the value of money, they spend it immediately in buying worthless lumber. To show that the shopkeepers get some profit by it, I give the following instances:—Six common iron knives, £1 (real value, three or four shillings); one watch-chain, very little resembling gold, £1 5s. (real value, sixpence), &c., &c. The operation of 'plucking' is very much facilitated by means of sweets and spirits. It is natural (adds the correspondent) the authority has not to look at this with open eyes." Just the same is very often done by the employers of natives in the islands and on board of ships. I could find in my diary pages of similar examples—an empty bottle sold for the value of one dollar, a box of matches, 25 cents, &c., &c. I have seen in Tanna a white man giving for a £1 note some article of the value of three or four shillings, &c., &c. I was often very much surprised that, after many years of experience, the natives still frequently believe in the white men; however, in two instances (once at the island Yap, 1876, and the other time at Maio, St. Bartholomew, 1880), a native would not believe me, only because I was a "white man."

† A Government agent now receives only, as staff officers, £200 per annum; as supernumeraries, £10 per month while afloat only.

hundred and eight (108), and of these we were compelled to condemn twenty-nine (29), chiefly because they were too young. Sixteen years is the age required by law; but this is not old enough for plantation work, where, as the man and boy cost alike in too many instances, no allowance is made for age, and similar work is required of both.

While recruiting, the test of age—viz., the presence of pubic hair—is not only coarse but exceedingly unsatisfactory, and we are of opinion that the majority of the twenty-nine (29) boys that we condemned on board the "Janet Stewart" were little over fourteen (14) years old; and in order to prevent the importation of boys unfit for plantation work, either from age or infirmity, and so to protect the planter and lessen the Kanaka mortality, we would recommend that the health officer, or other qualified medical man, inspect and certify as to the fitness of each boy for the work for which he is intended, and allow no boy to be engaged for plantation labor who is not physically well developed and of the credited age of eighteen (18) years.

The condition of the islander appeared to vary with his treatment. On one plantation he would seem happy and contented—would readily answer questions, and would have no complaints; on another a very different state of things would exist—with a sullen doggedness he would refuse to speak if any of the white hands were within earshot, and what then with difficulty could be elicited was sure to be a complaint of either want of food or of harsh treatment.

THE DURATION AND AMOUNT OF LABOR.

The hours of labor vary somewhat on different plantations, but average about ten (10) hours daily, viz., from 7 a.m. to 6 p.m., with an hour, 12 to 1, for dinner. Sometimes a couple of hours during summer was given for dinner, but work had to be done either earlier or later to make up for it. On one plantation during summer the hours were from 6 a.m. to 6.45 p.m., with three-quarters of an hour for dinner, and during winter from 7 a.m. to 5.30 p.m.; at another place work was done from 6 to 8, from 9 to 1, and then from 2 to 6; while at a third the work was stated to be irregular, and to depend chiefly on the sun and the amount of fog and dew, but was said to average about nine (9) hours a day throughout the year.

We consider the hours too long—too long for all, and certainly excessive for those new recruits who have but lately left an existence of savage idleness. We would suggest eight (8) hours a day for five (5) months in winter, and nine (9) hours for the remaining months; and we recommend that, at least on sugar plantations, this be made compulsory.

And not only the duration, but the amount of labor should be regulated. The greatest mortality was on those plantations where, other things being equal or nearly so, the number of islanders employed was inversely to the number of acres under cultivation; where there were but few to do the work, there the greatest number of deaths occurred; and it would be well to insist that, in the absence of other labor or assistance, and where only Polynesians are employed, a certain number of these should go to every hundred (100) acres or parts thereof.

THE HOUSE ACCOMMODATION.

The original houses, well seen and in good preservation at Eaton Vale and Antigua, are slab or weatherboarded, with shingle or iron roofs, each about 24 ft. long, 15 ft. wide, a wall 10 ft. high, or about 16 ft. from floor to ridge, with a double row of bunks accommodating twelve (12). These are comfortable, dry, and well ventilated but they do not seem to find favor with the islanders, who, if permitted, put up grass huts. These in great numbers were found on nearly all the plantations, were of all sizes, and were in every stage of decay. The boys would crowd into them, so many as four (4) or five (5) being found in about 11½ ft. long, 8 ft. wide, with a 2 or 3 ft. wall and about a 4½ or 5 ft. ridge, and each boy would usually have a fire smouldering close to him. The worst of those were to be seen at Yengarie, Nevada, and Alpha; at the last the boys refused to occupy the wooden houses which had been provided for them, but at Yengarie and Nevada new dwellings were in course of erection.

At Magnolia there were two very handsome houses for the accommodation of the laborers; each house was octagonal, was surrounded by a large verandah, was well ventilated, had a brick and cemented floor, was very well provided with blankets, and could accommodate about forty (40) persons. It was stated that they cost from £250 to £300 each.

The style of house, however, which we would recommend as a pattern for general adoption is to be seen in the new grass huts at Yarra Yarra; these are 26 ft. long, 15 ft. wide, have a 7 ft. wall, or are 15 ft. to the ridge, and accommodate ten (10). The framework is of properly dressed timber, and the walls and roofs are thickly thatched. These houses are economical, cool, and comfortable, and seem entirely to satisfy the islanders, who infinitely prefer a grass to a wooden house.

THE WATER SUPPLY.

On certain plantations the supply was excellent—on others bad. At Magnolia and Alpha, where it appears dysentery is not the prevailing sickness, the water is from the Tinana Creek (near the source of Maryborough's supply); and at the former place (Magnolia) was collected in iron tanks, and at the latter (Alpha) pumped into a large wooden reservoir. At Yarra Yarra and Irrawarra, where dysentery had been rife, the water was bad. At the former place the supply was from a stagnant waterhole, fed by the drainage from the surrounding fields and also from a hill to the south. The surface of the water was greasy, and a microscopical examination—made within thirty-six (36) hours of the water being collected—showed that it was teeming with varieties of fungoid and bacteroid life—those forms which are most permanent in polluted waters. According to the hygienic classification of waters given in Parker's Hygien, 5th edition, those are *impure* which contain bacteria of any kind, fungi, numerous vegetable and animal forms of low types, epithelia or other animal structures, ova of parasites, &c.; and the water at Yarra Yarra contained all these.

At Irrawarra the surface drainage from a ridge to the west, part of which was under cultivation, was collected in a reservoir about twenty (20) yards square. This water was full of mineral gritty particles, which mechanically might induce a diarrhoea from which new comers, unused to such a water, would be sure to suffer. It is, however, but right to state that at Irrawarra a large brick and well-cemented underground tank, fed by roof water, will in future provide the necessary drinking supply.

A very great want on most of the plantations was the absence of any proper arrangements for supplying the laborers while at work with water. Frequently they were in the fields far from water, and the supply provided for them not nearly meeting the demand, they were compelled to quench their thirst as how and best they could, drinking even, on the admission of one of the managers, from any hole or puddle.

Proper water carts should always accompany the laborers to the field, and, where the water supply is either doubtful or deficient, with a sufficient storing accommodation (preferably iron tanks), the roof of any of the mills would present an abundant collecting area to meet the requirements of the plantation; but on no account should swamp water be made use of, nor should a surface drainage, no matter how collected, be the source of a water supply.

THE DIETS.

At each plantation we made special inquiry as to the diets issued, and the results of these inquiries will be found in detail in the Appendix. The scale in use at each plantation was supplied to us by the owner or manager, and he is alone responsible for the items as they stand, and on paper they do not look bad; but yet it is simply absurd to expect boys to work five (5) hours until dinner-time on a morning meal consisting of such stuff as the so-called bread and tea we saw at Yarra Yarra.

We also endeavored to satisfy ourselves as to the quality of the provisions issued. The bread varied greatly. At Antigua it was first-class; at Eaton Vale and Magnolia it was also very good; but at Alpha it was very indifferent, and at Yarra Yarra not fit for use. At these last places no loaves were made, but irregular lumps of dough were partially baked. The meat scarcely could be called first-class. Most of what we saw was either corned or salted, and chiefly ribs and flanks. The tea at the few places where particulars were obtained was exceedingly doubtful. At Yarra Yarra the cook put about $2\frac{1}{2}$ handfuls—or rather gripfuls—scarcely seven (7) ounces, to fifteen (15) gallons of water. At Irrewarra double this amount or fifteen (15) ounces were used. At Nevada the tea was spoken of as “so-called,” but the infusion was highly sweetened. At Antigua a quarter ($\frac{1}{4}$) of a pound was the daily allowance for fifteen (15) days. This seemed a fair amount. The sweet potatoes, as a rule, were very small, and the rice was cracked or broken.

But, apart from quantity or quality, there seemed to be a great want of variety. A diet scale may be arranged with its chemical constituents just sufficient to meet the requirements of the animal economy, but if without the slightest variation it is issued daily, from month to month and year to year, and, if also it unfortunately suffers from indifferent or bad cooking, the stomach revolts at it—it loses its nourishing powers, and the patient almost starves in the midst of plenty.

To remedy matters, we would suggest that, in all cases, the bread should be baked in two (2) pound loaves; that soup should be a more frequent article of diet, and that it should be thickened with rice or potatoes; that there should be a daily issue of sugar or molasses, which might be used at one meal, with warm water instead of tea, and also with rice, which should enter more largely into the scale than it does at present, and which, if properly cooked, would find more favor with the boys; that the sweet potatoes should be of a better quality, and that English potatoes, yams, and pumpkins should be frequently supplied.

SICKNESS AND MORTALITY.

The general opinion appears to be that dysentery is the prevailing sickness, and, if the returns furnished to the district registrar are correct, there can be little doubt about it; for of 264 deaths which occurred during the two and a quarter ($2\frac{1}{4}$) years from 1st January 1878 to 31st March 1880, 141 were attributed to dysentery. Unfortunately this term is very vague, and seems to include various diseases; cases of pulmonary consumption, where diarrhoea existed, were described as dysentery; a typical case of scurvy was also called dysentery, and from the histories obtained there can be little doubt that very numerous cases of typhoid fever are included under the same head.

The experience on most of the plantations was that dysentery becomes epidemic during the summer and early autumn months, and that new arrivals suffer most. Notably, however, at Magnolia and Alpha, while the epidemic nature of dysentery was admitted, it was denied that it was the chief disease, pulmonary consumption being more common; nor was it allowed that it attacked chiefly the young, for old hands suffered in like proportion.

But whatever diseases may be giving rise to the mortality, this last is certainly appalling. In England, the death-rate of the adult male population (a population relieved of the diseases of infancy and childhood, of those of old age, and of those peculiar to women), reckoning from 16 to 32 years of age, is as nearly as possible nine (9) per thousand (1,000) per annum.

The Kanaka population in the Maryborough district might also be looked upon as an adult male one, and yet the mortality in the year 1879 was seventy-four (74) per thousand (1,000), while on Yengarie, Yarra Yarra, and Irrewarra, the plantations belonging to R. Cran and Co., the mortality for the five and a quarter ($5\frac{1}{4}$) years ending 31st March 1880, was ninety-two (92) per thousand (1,000), and for the year 1879, one hundred and seven (107) per thousand (1,000), and for the three (3) months ending 31st March 1880, one hundred (100) per thousand.

The sick, as a rule, receive but poor attention. On most plantations there is a hospital, but only at Magnolia and Eaton Vale was it supplied with bedding and good blankets—but frequently it is as uncomfortable and uncared for as the other huts or houses. At one place, although three (3) men were reported sick, the hospital was used as a tool shed; at another, although four (4) were sick, the hospital was empty; and at a third, all the bunks, eight (8), were occupied, yet the sick were dirty, poorly clothed and covered, and badly looked after, so much as to call forth our immediate condemnation. At or near none of these hospitals is there any latrine accommodation. The sick or the dying, in no matter what weather, have to expose themselves, and manage as best they can, and so they prefer their own places; and there in a hut whose roof was, perhaps, less than five (5) feet from the ground, they would be found coiled up within a few inches of a smouldering fire, and actually found, for in many instances the fact of their being sick was only made known to the manager or overseer when he discovered them as he accompanied us on our inspection.

The opportunities for examining the food supplied to the hospitals were extremely few; but on one plantation where twenty-one (21) were reported sick, a quantity of beef-tea was prepared and praised by the cook; but on examination it was found to be very unsavory, exceedingly greasy, and quite unfit for any patient suffering from any internal derangement.

There is no regular inspection of the laborers on any plantations, and no regular attendance upon the sick except at Magnolia, where for an annual sum a medical gentleman attends as required. The owners or managers, as a rule, seem chary of calling in medical aid—it is expensive. On the largest plantations, Yarra Yarra and Illawarra, although numbers had been sick and deaths were common, no medical man had visited for two (2) months previous to our inspection (8th April 1880), on which occasion twenty-six (26) were on the sick list, and at least four (4) of these, if not actually dying, were very dangerously ill.

From information received from the district registrar, it appears that, with the exception of those deaths which occur in the Maryborough Hospital, no death of any Polynesian is ever certified to by a qualified medical man. Of the four hundred and forty-three (443) deaths which occurred during five and a quarter ($5\frac{1}{4}$) years, from 1st January 1875 to 31st March 1880, on the ten (10) plantations which we visited, in no one case was a medical certificate forwarded to the registrar—nor, so far as we could learn, was any account ever rendered to the Polynesian inspector, or the Curator of Intestate Estates, or other authority, of any sums of money which might at the time of his death be owing to any Polynesian. These sums, apparently, went to profit and loss—the planter had the profit, the unfortunate islander the loss.

To improve matters we would recommend that a properly qualified medical man should be appointed to attend the Polynesians and devote his whole time to them. We would suggest that the appointment should be by Government, and that any employer having more than seven (7) boys in his service should be compelled to pay a poll-tax to defray expenses. That in all cases where a death occurred on a plantation a medical certificate should be required, and an account rendered to the Polynesian inspector of any wages owing to the deceased. That on each plantation a hospital with necessary conveniences should be provided for the accommodation of at least eight (8) per cent. of the employed; and that a larger hospital should be erected close to Maryborough for Kanakas only, and that patients be removed to it on the order of the plantation visiting surgeon, so that they may be more immediately under his own observation, or that of the health officer of Maryborough.

IN CONCLUSION.

We are of opinion that the excessive mortality among the South Sea islanders on Yengarie, Yarra Yarra, and Irawarra, the sugar plantations of R. Cran and Co. is owing to poor feeding, bad water, overwork, and the absence of proper care when sick.

Appended are the details of our tour of inspection, and also tables furnished by the Polynesian inspector.

We have, &c.,

JOHN THOMSON, M.B.
C. J. HILL-WRAY.

Dated at Brisbane, this 10th day of May 1880.

SIR,

Immigration Office, Brisbane, 17th May 1880.

I have the honor to acknowledge the receipt of a report by Drs. Thomson and Wray, on the excessive mortality amongst the Polynesians employed by Messrs. Cran and Co., Maryborough, on which you invite my report. Although the time at my disposal is short, I shall endeavor to the best of my ability to give you my views on the six headings submitted by the Commissioners. A good deal of what they say is by no means new, and has been reported at different times by myself and others, but much which is beyond the knowledge of unprofessional persons has by their report been brought to light.

Two facts force themselves upon my mind on reading the document: 1st, the urgent necessity of a complete and efficient system of inspection wherever this class of labor is employed; 2nd, the speedy erection of a central Polynesian hospital in each district, presided over by a qualified medical practitioner. The first will be of little use unless the inspector is supported, and his powers largely increased and defined. The second would, I think, meet with the support of a majority of the planters.

FIRST.—THE POLYNESIAN AND HIS CONDITION.

The Tanna may be considered the dominant race, and are therefore physically the finest men in the New Hebrides and Banks' Groups; they are also of a less yielding nature than natives of the other islands, and more apt to insist upon their rights. There is no doubt that insufficient care is exercised by the recruiting agent in selecting islanders—his sole object is to fill the ship; and, unless the Government agent is firm and experienced, miserable-looking, weedy, and small recruits are imported. The only mention made in the Act on this subject is in the latter part of the schedule form I, and that is extremely vague. The suggestion made to prohibit recruiting at certain islands from whence weakly boys are obtained is all very well in theory, but can hardly be carried out.

As regards "age" in section 18 of the printed regulations, it is laid down that "no islander is to be recruited under 16, unless accompanied by his father or brother." The words after "unless" open a loophole which is eagerly taken advantage of by the recruiting agents; the consequence is, a lot of children are sometimes introduced under the plea that they are accompanied by relatives, which in several cases I found to be untrue. The age for enlistment should be raised to 18, similar to recruits for the army, and it should be clearly laid down that none others but those fit to undergo a medical test should be recruited. The medical officer's examination should be real instead of a sham, and any recruits not passed by him be returned to their islands at the shipper's expense. I believe this would considerably reduce the death-rate. The doctors are quite correct in stating that the islander's treatment by his employer has a good deal to say to his condition. After a little experience one can tell by the demeanor of a crowd of boys whether they are well-treated or not, without ever speaking to them. The complaints made to me of assaults committed by white men on Polynesians are numerous, but it does not therefore follow that no ill-treatment takes place. On some plantations the boys are very loth to speak on this subject, and are evidently cowed. In a report I furnished some two years ago on the Mackay district, the cowardly nature of these assaults was thoroughly exposed.

SECOND.—THE DURATION AND AMOUNT OF LABOR.

There can be little doubt that the hours of labor on plantations are too long, and that too little regard is given to the nature of the work the islanders have to perform. It must be patent to any one that young recruits who have never worked, and who in many cases are as soft as females, cannot all at once do heavy work in the cane-fields or at the mills. Little attention is, however, as a rule paid by employers to this point, and the new arrivals are put at it with often fatal results. I have remonstrated, but without effect, having no power whatever to stop the evil.

THIRD.—THE ACCOMMODATION PROVIDED FOR HIM.

On most plantations the islanders are allowed to erect their own native grass huts, into which they crowd indiscriminately; but these must be eminently unhealthy, as has been repeatedly pointed out, for the following reasons:—

1. They are too low.
2. They are not ventilated.
3. They are easily set on fire and the inmates burnt.
4. The grass becomes after a time saturated with impurities which alone are enough to breed every disease.

In fact the sooner they are all burnt down the better.

On some plantations, as at Antigua and Eaton Vale, the ordinary weatherboard houses are provided, but as a rule the islanders prefer to huddle together in their own native huts, chiefly for warmth and a natural love of dirt. When in the weatherboard houses, some show of order has to be made, which they seem to dislike. The best houses in the Maryborough district are at Magnolia, and in the Mackay district at Ploystowe. I have not seen the new houses at Yarra Yarra, mentioned by the Commission. The chief objection to grass houses is the absence of a proper fireplace and chimney, or at any rate ventilation. As the islanders invariably light a fire at night, the smoke where no fireplace exists is almost unbearable. There is also no mention made of bunks, which are most essential to health in houses where no flooring is laid down.

FOURTH.—THE WATER SUPPLY TO HIM.

This is, of course, a most important point, on which the opinion of the Commission is of the highest value. I believe the water used at Yarra Yarra was some years ago reported on by Dr. Power, and condemned as unfit for use, on account of its position at the foot of the islanders' camp. On this estate good water is scarce, which is only now being remedied by the adoption of large iron tanks. The suggestion of the doctors for a water-cart to accompany large gangs working in the field is a good one, and should be adopted. On a hot day, when working hard, it is most necessary that a good supply of water should be available for the use of the laborers.

FIFTH.—THE DIET ALLOWED HIM.

The food supplied to the islanders in the Maryborough district, I considered, generally speaking, to be good, although there was little or no variety about it. The scale in the Act is a good deal to blame for this. It should be augmented and improved upon.

Mutton is never issued, and 1 lb. of beef, when cooked, is too little for a man doing a hard day's work; in reality he only gets about half a pound. Fish—their chief sustenance at the islands—they never get. The bread is as a rule good, but a great deal depends upon the baker, who is frequently changed. Molasses should be struck out, as the islanders do not like it, and always complain when it is served out. The vegetables the Polynesians like best are sweet potatoes, or no doubt yams if they could get them. The potatoes are always boiled; if they were sometimes baked with the meat a nice change would be effected. Good soup—not slops—would also be beneficial to the laborers. On the small farms, where the islanders obtain much the same food as their masters, and where they are not kept to the scale, they always appeared in better condition and spirits than on the large plantations where they are fed by contract. The tobacco I generally found of inferior quality, except at Magnolia, where it was good. Tea—employers are not bound to give it, as it is not mentioned on the scale; it ought certainly to form part of the daily ration, and the quantity to be given should be liberal; what is now served out is thin and poor. Whenever I pointed this out, its absence on the scale was made the excuse. Rice is disliked by the islanders, most probably because when they get it the potatoes are knocked off, and also from insufficient cooking.

The clothing is not touched upon by the Commissioners, and yet it is of great moment to the general well-being of the laborer. The ship's clothing is generally made to do duty for six months before the employer thinks it necessary to issue his own. I did my best to stop this, and was always particular that the boys had a good double blanket each. In winter, when the cold is severely felt by the islanders, each one should be provided with a warm blue jersey to slip over his shirt, which at that time of the year should be of warm flannel. The cold on the early winter mornings has as much to do with the high death-rate as any other cause, and is fruitful in producing pulmonary diseases.

SIXTH.—THE DISEASE FROM WHICH HE SUFFERS, AND HIS MORTALITY.

On this subject the Commissioners are much more competent to speak than I am. The appalling death-rate amongst the islanders is to be deeply deplored, and can only be combated by strict medical supervision and proper hospital accommodation. In my first report upon the district in 1877, I strongly urged the necessity of a Polynesian hospital, situated in a central portion of the district, under the care of a medical practitioner, who could also periodically visit the plantations, the expense to be borne by the employers, who would be relieved of great responsibility and trouble; payment of deceased islanders' wages to be strictly enforced and set apart to relieve their sick countrymen. There were several planters' meetings about the matter, and the Government promised to subsidize the hospital to a certain extent from the

QUEENSLAND.
C II.

RETURN of Polynesians employed on the several undermentioned Plantations during the Years 1875, 1876, 1877, 1878, 1879, and to the 31st March 1880; with the Rate of Mortality, &c.

Year.	Yengarie, Yarra Yarra, Irrawarra.			Alpha.			Jindah.			Nevada.			Eaton Vale.			Antigna.			Magnolia.			Fernev.		
	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.	Number of Boys employed.	Number of Deaths.	Death-rate per cent.
1875	347	34	9.8	113	17	15	126	21	16	71	5	7	156	21	13.4	99	4	4	60	...	...	14	...	...
1876	381	17	4.4	84	4	4.7	171	7	4	75	3	4	163	8	4.9	77	2	2.5	44	2	4.5	13	3	23
1877	353	27	7.6	55	8	14.5	157	9	5.7	72	4	5.5	146	8	5.4	71	4	5.6	64	3	4.6	18	...	...
1878	322	45	14	70	4	5.7	89	15	16.8	55	8	14.5	132	17	12.8	85	9	10.5	64	3	4.6	15	...	...
1879	327	35	10.7	67	6	9	96	8	8.3	83	12	14.4	111	6	5.4	139	9	6.4	118	2	1.7	27	...	...
1880	322	32	10	63	3	4.7	100	4	4	74	2	2.7	113	3	2.6	103	4	3.8	123	5	4	23	...	...

NOTE.—The above death-rate is taken from the books of the district registrar, except Magnolia, which is in the district of Tiaro. No medical certificates to the registrar except in hospital cases.

L. ARCHDEACON.

H. R. BUTTANSHAW,
Polynesian Inspector.

QUEENSLAND.
C III.

REPORT of Inspection of Polynesian Immigration Vessels.

"Sibyl," schooner, 120 tons register. Mr. Eastlake, Government Agent.						"Janet Stewart," brig, 202 tons register. Mr. W. Walker, Government Agent.					
Islands visited.			Recruits.	Disapproved of.		Islands visited.			Recruits.	Disapproved of.	
Api	...	...	35	2		Ambrym	...	...	4	1	
Eromanga	...	...	1	...		Aoba	...	...	14	1	
Mai	...	...	3	...		Api	...	...	44	18	
Maiwo	...	...	3	...		Aurora	...	...	5	...	
Malo	...	...	2	...		Mai	...	...	3	...	
Marolaba	...	...	1	...		Malicolo	...	...	28	9	
Santo	...	...	5	...		Moona	...	...	1	...	
Tanna	...	...	31	2		Santo	...	...	5	...	
						Tanna	...	...	4	...	
Total	...	...	81	4		Total	...	...	108	29	

N.B.—The recruits condemned or disapproved of were, with very few exceptions, on account of age.

QUEENSLAND.
C IV.

POLYNESIANS in the Maryborough, Tiaro, and Wide Bay Districts on the 31st December 1879.

Name of Employer.	Number employed.	Name of Employer.	Number employed.	Name of Employer.	Number employed.
Aldridge, E. T.	3	Cutler, G.	2	Monckton, A.	83
Alpha Sugar Co.	67	Douglas, A. B.	3	Murray, R. L.	1
Barbeler, J.	7	Dowzer, J.	2	O'Kelly, Peter	27
Biddles Bros.	5	Ewart, R.	3	Paul, A.	8
Booker, E.	6	Farquhar and Dunn	29	Ramsay Bros.	32
Boughey, W.	118	Fawcner, C.	2	Rawson, L. B.	7
Boyle, Martin	2	Foster, C. A.	18	Rockheimer, J.	2
Brand, T.	1	Gibson, W. L. G.	22	Rose, T.	1
Broadbent, J.	2	Gilbert, R. G.	1	Ross, A.	4
Brown, A. A.	10	Gordon, A.	2	Scougall, R. W.	4
Brown, J. E.	2	Groundwater, W.	2	Sly, Wm.	2
Brown and Richardson	139	Habler, F.	2	Stewart, J.	4
Cameron, J. A.	9	Heath, R.	2	Stringer, C. A.	2
Canny, M.	13	Hogan, M.	2	Trimbell and Son	2
Canny, Moreton	111	Hospital, Maryborough	1	Travis, R.	4
Caulfield, J. G.	2	Illidge, J. M.	2	Wade, Joe	2
Clarke, John	7	Irving, W. A.	1	Wallace, W.	2
Clarke, R.	1	Jackson, L.	8	Watson, E.	5
Clarke, R. F.	2	Jessen, A.	3	Watson, F.	6
Clayton Bros.	3	Lawrence, Thos.	3	White and Robinson	10
Clayton, J. E.	11	Lenthall, E.	1	Wilson, Hart, and Co.	2
Connor, M.	1	Leslie, A.	2	Wood, J. F.	1
Corfield, H. C.	3	Lillis, P.	26	Woodward, W.	1
Cormrell, F.	3	Lyons, R.	1	Woodward, F.	1
Corser and Co.	3	McCord, Knox, and Co.	21		
Cran Bros.	96	McGregor, M.	3		
Cran, Jas.	2	Master, A.	5		
Cran, R., and Co.	327	Mant and Littleton	2		
				Total Polynesians	1,340

QUEENSLAND.

C V.

DETAILS OF INSPECTION.

Plantation.	Number of Acres under cultivation.	Number of Boys employed.	Proportion of Boys to 100 acres.	Number of Deaths in 5½ years, viz.: 1875-6-7-8-9-80.	Death-rate per cent. in 5½ years.	Death-rate per cent. in 1879.	Hours of Labor.	House Accommodation.	Water Supply.	Diet Scale.		
										Breakfast.	Dinner.	Supper.
Yengarie ...	25	65	...	25	9.2	10.7	Ten:—6 to 8, 9 to 1, 2 to 6	Very bad; 12 grass huts, 3 slab houses	Good; rain water from roofs, collected in 400-gall. iron tanks	Irregular; no fixed scale	Irregular; no scale ...	Irregular; no fixed scale
Yarra Yarra ...	750	108	14	90	9.2	10.7	Ten:—7 to 12, 1 to 6	Very good; 4 grass huts, large; 18 grass huts, small	Very bad; stagnant water-hole, fed by surface drainage from fields	Tea, ½ lb. bread ...	Tea, bread, and potatoes; meat, salt and fresh, alternately	Tea, soup on fresh beef days, and potatoes
Irrawarra ...	500	95	19	75	...	...	Ten:—7 to 12, 1 to 6	Fairly good; 2 slab houses, divided; 8 grass huts	Very bad; reservoir fed by surface drainage from fields	Tea, ½ lb. bread ...	Bread, potatoes, and rice; meat, salt and fresh, alternately	Tea, bread, and potatoes, or rice
Jindah ...	400	95	24	64	8.6	8.3	Ten:—7 to 12, 1 to 6	Indifferent; 21 grass huts, irregular	Indifferent; chain of water-holes	Tea, ½ lb. bread ...	Bread, 2 lbs. potatoes, 1 lb. uncooked meat	Tea, ½ lb. bread
Eaton Vale ...	400	117	29	63	7.6	5.4	...	Good wooden houses and grass huts	Good ...	Tea, ½ lb. bread, ½ lb. cooked meat	Tea, ½ lb. bread, 1 lb. potatoes, rice, ½ lb. meat	Tea, ½ lb. bread, ½ lb. potatoes; occasionally rice
Antigua ...	500	130	26	32	5.5	6.4	...	Good; 7 weatherboard houses; 12 grass huts, bad	Good; from mill roof, collected in underground hardwood tanks	Tea, ½ lb. bread, ½ lb. cooked meat	½ lb. bread, rice cooked in the field, molasses, potatoes for four or five months	Tea, ½ lb. bread, ½ lb. cooked meat
Ferney ...	80	25	31	3	2.7	...	Ten:—7 to 12, 1 to 6	Good; 2 weatherboarded houses	Good; from roof, collected in iron and underground tanks	Tea, bread, meat ...	Tea, bread and potatoes, meat	Tea, bread, soup twice a week, salt meat
Magnolia ...	430	112	26	15	3.1	1.7	Nine:—Irregular, according to sun, dew, and fog	Very good; 2 large octagonal houses, verandahs, brick floors	Good; from Tinana Creek, stored in iron tanks	Tea, ½ lb. bread ...	Tea, ½ lb. bread, 1 lb. potatoes, rice, 10 ozs. uncooked corned beef	Tea, ½ lb. bread, 1 lb. potatoes, 10 ozs. uncooked meat
Alpha ...	280	74	29	42	9.2	9	Summer, 6 to 12, 1 to 6; winter, shorter	Indifferent; 4 houses, good; 15 huts, very small	Good; from Tinana Creek, pumped into wooden tanks	Tea, ½ lb. bread, ½ lb. uncooked meat	Tea, bread, and potatoes	Tea, bread, sometimes potatoes, meat
Nevada ...	360	72	20	34	7.9	14.4	Summer, 6 to 6.45; winter, 7 to 5.30; only ½ hour for dinner	Indifferent; 18 grass huts, small; swamp in front	Bad; from dam fed by surface drainage from plantation	Tea, ½ lb. bread, rice or potatoes, ½ lb. cooked meat	Tea, ½ lb. bread, potatoes; rice occasionally	Tea, ½ lb. bread, rice or potatoes, ½ lb. cooked meat

NEW SOUTH WALES.

D I.

NUMBER of Vessels cleared at Ports of New South Wales for the Western Pacific, from 1850 to 1880 inclusive.

Date.	Number of Vessels.	Vessels' Tonnage.	Approximate Number of Crews.	Value of Imports.	Value of Exports.
From 1850 to 1855 ...	255	40,666	No record.	£ 179,200	£ 137,468
" 1856 " 1860 ...	230	36,563	2,010	252,860	343,399
" 1861 " 1865 ...	342	71,745	3,918	295,019	510,022
" 1866 " 1870 ...	464	81,951	4,848	104,123	654,867
" 1871 " 1880 ...	1,305	395,391	20,531	2,147,858	2,726,227

Custom House, Sydney, 17th June 1881.

W. A. DUNCAN, Collector of Customs.

Date.	Number of Vessels.	Vessels' Tonnage.	Approximate Number of Crews.	Value of Imports.	Value of Exports.
1871 ...	143	30,301	1,772	£ 123,817	£ 188,688
1872 ...	138	26,705	1,704	201,292	202,962
1873 ...	150	31,900	1,974	224,105	242,188
1874 ...	124	33,243	1,856	230,701	226,678
1875 ...	110	29,915	1,777	209,330	262,122
1876 ...	120	54,703	2,547	256,572	284,950
1877 ...	114	35,816	1,861	216,930	326,149
1878 ...	118	45,872	2,008	224,928	318,099
1879 ...	150	57,971	2,641	237,540	306,950
1880 ...	138	48,965	2,391	222,643	367,441

W. A. DUNCAN, Collector of Customs.

NEW SOUTH WALES.

D II.

EXPORT of Arms and Ammunition, 1871 to 1880.

Date.	Arms (small).	Gunpower.	Blasting Powder.	Dynamite.	Litho-fracteur.	Shot.	Percussion Caps.	Cartridges.	Swords.	Bullets.	Gun Caps.
1871 ...	301 pks.	16,201 lbs.	...	...	...	180 cwt.	72 pkgs.	35 pkgs.	1 pkg.	110 cwt.	...
1872 ...	63 "	11,026 "	50 lbs.	...	...	154 "	17 "	17 "	1 "	5 "	...
1873 ...	80 "	33,044 "	75 "	...	...	169 "	23 "	6 "	...	10 "	...
1874 ...	102 "	29,509 "	328 "	...	...	195 "	20 "	3 "	1 "	37 "	...
1875 ...	40 "	41,631 "	40 "	920 lbs.	...	99 "	8 "	8 "	1 "	8 "	...
1876 ...	86 "	6,777 lbs.	38,036 lbs.	...	2,220 "	159 "	...	17 cases	5 cases	23 "	10 cases
1877 ...	121 cases	9,270 "	52,344 "	125 "	3,220 "	291 "	...	15 "	...	2 "	17 "
1878 ...	115 "	8,750 "	9,992 "	...	2,200 lbs.	181 "	...	23 "	...	...	43 "
1879 ...	173 "	10,586 "	44,950 "	...	1,804 "	250 "	...	25 "	...	...	21 "
1880 ...	223 "	12,053 "	2,604 "	...	5,770 "	234½ "	...	35 "	...	...	22 "
	1,304 cases	326,773 lbs.		16,752 lbs.		1,912½ cwt.	140 pkgs.	184 cases	9 cases	195 cwt.	113 cases

Custom House, Sydney, 17th June 1881.

W. A. DUNCAN, Collector of Customs.

NEW SOUTH WALES.

D III.

EXPORT of Liquors, 1871 to 1880.

Date.	Beer in Bottle.	Beer in Wood.	Brandy.	Geneva and Schnapps.	Gin.	Liqueurs.	Methylated.	Perfumed.	Rum.	Whisky.	Colonial Distillation.	All others.	Wines.
1871 ...	Gallons. 14,479	Gallons. 866	Gallons. 12,166	Gallons. 25,230	Gallons. 161	Gallons. 888	Gallons. ...	Gallons. 14	Gallons. 12,345	Gallons. 373	Gallons. ...	Gallons. 121	Gallons. 15,272
1872 ...	16,936	967	7,318	22,471	125	597	...	38	4,642	74	...	89	10,050
1873 ...	8,364	532	5,020	16,811	106	816	...	17½	7,463	96	...	143	12,891
1874 ...	9,924	3,303	2,890	7,813	99	366½	...	36	3,997	348	2,133	...	6,138
1875 ...	13,172	6,042	4,189	6,700	127	263½	...	31	1,483	307	3,255	125	1,496
1876 ...	18,892	9,386	7,492	9,383	342	410	...	24	1,215	396	50,740	530½	10,145
1877 ...	20,303	22,190	8,524	11,517	209	1,012	29	108½	2,780	720	41,662	33½	11,432
1878 ...	16,531	26,274	8,793	13,335	155	156¾	3	19	4,056	1,039	49,658	34	11,681
1879 ...	17,160	27,494	5,609	9,796	232	152½	...	3	3,051	430	49,304	934	3,507
1880 ...	18,534	28,269	4,521	11,241	664	328	...	46½	9,401	1,591	60,155	136½	3,415

Custom House, Sydney, 17th June 1881.

W. A. DUNCAN, Collector of Customs.

NEW SOUTH WALES.
D IV.

ARMS, Ammunition, and Liquor.—Detailed Statement of Exports in certain Vessels.

Names of Vessels.	Whence cleared.	Beer.	Brandy.	Rum.	Geneva.	Sherry and other Wines.	Liqueurs.	Bitters.	Powder.	Cartridges.	Shot.
Energy, May 17...	Noumea	46 casks 35 cases	...	6 hhds.	40 cases	...	...	...	500 lbs.	6 pkgs.	...
Glossariel, May 7	Levuka	60 cases	...	...	28 "	...	...	...	120 cases = 4,840 lbs.	...	...
Fiona s.s., Apr. 16	Suva	...	...	...	...	...	...	...	8 kegs = 400 lbs.	...	...
Southern Cross, } May 11	S.S. Islands	...	...	...	...	...	...	...	7 boxes = 336 lbs.	...	...
Tellus, May 19 ...	"	...	...	...	...	...	...	...	1 case of gun caps	2 cases of rifles	...
Sirocco, May 21 ...	"	135 cases 86 casks 2 hhds.	33 cases 3 qr. cks. 2 octaves	2 qr. cks. 100 gls.	590 } cases }	16 cases 6 qr. cks.	6 cases	4 cses.	8 cases = 384 lbs.	9 cases	1 keg
Gunga s.s., June 6	Levuka	20 cases 7 "	10 cases 2 qr. cks.	1 oct.	16 cases	84 cases	whisky— 25 cases 4 octaves 2 qr. casks		...	...	...

Custom House, Sydney, 17th June 1881.

W. A. DUNCAN, Collector of Customs.

VICTORIA.

E I.

NUMBER, Tonnage, and Crews of Vessels leaving Victoria for the Western Pacific, from 1850 to 1880, as under:—

Year.	No.	Tonnage.	Crews.	Year.	No.	Tonnage.	Crews.
1850	...	...	...	1876	...	15	5,633
1855	5	1,553	56	1877—Sails	...	20	8,479
1860	4	448	23	" Steam	...	1	177
1865	17	7,893	246	1878—Sails	...	14	6,464
1870	26	8,058	299	" Steam	...	11	1,784
1871	23	6,902	237	1879—Sails	...	12	7,339
1872	18	8,938	263	" Steam	...	10	1,770
1873	15	5,288	159	1880—Sails	...	12	4,912
1874	15	4,431	158	" Steam	...	10	1,770
1875	11	3,838	119				

* Melbourne and Fiji.

Statistical Branch, Custom House,
Melbourne, 17th June 1881.

S. S. RENNIE.

T. W. HARDY,
Collector of Customs.

VICTORIA.

E II.

EXPORT of Arms, Ammunition, and Liquor, 1871 to 1880.

Article.	Year.									
	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
Arms, pkgs. ...	302	28	4	70	...	...	...	...	...	...
Sporting powder, lbs. ...	575	450	475	600	150	...	...	208	...	...
Shot, cwt. ...	...	...	9	1½	1½	4½	2½	5	...	...
Spirits—Brandy, gals. ...	752	356	436	464	161	134	182	905	980	955
Cordials, gals. ...	...	...	...	...	14	...	...	165	12	44
Gin, gals. ...	4,834	764	724	1,076	162	214	388	889	696	1,923
of Wine, gals. ...	...	...	...	...	...	...	...	32	20	50
Unenumerated, gals. ...	80	...	3	...	...	28	...	63	30	60
Rum, gals. ...	630	322	294	350	10	51	142	86	249	358
Whisky, gals. ...	333	45	26	84	54	88	126	496	853	930
Wine, gals. ...	1,417	1,682	371	520	451	189	151	872	883	1,098
Beer, gals. ...	1,810	2,255	405	512	1,158	1,496	748	2,761	2,520	5,413

Statistical Branch, Custom House,
Melbourne, 17th June 1881.

S. S. RENNIE.

T. W. HARDY,
Collector of Customs.

NOTE.—The trade is confined to the "Suva" (a regular steam trader to Fiji), the vessels clearing for Malden Island (chiefly owned by Messrs. Grice, Sumner, and Co.), and one vessel, the "Alexandra," a venture trader on the islands; neither in her case nor in any other is sufficient liquor, other than a liberal allowance for stores, taken on board to justify any suspicion of traffic in that article. The exports shown on the return go direct to Fiji. It is not thought there has been any illegitimate trade from Victoria either in arms and ammunition or in liquor.

VICTORIA.

E III.

VALUE and Amount of Imports and Exports to and from the Western Pacific, for Ten Years, as under :—

Year.			Imports.	Exports.	Year.			Imports.	Exports.
			£	£				£	£
1871	...	...	9,648	975	1877	...	...	13,440	5,606
1872	...	...	7,147	8,414	1878	...	...	19,048	18,791
1873	...	...	8,989	9,385	1879	...	...	30,189	22,173
1874	...	...	18,612	6,792	1880	...	...	31,201	30,702
1875	...	...	8,850	3,964	Total			£	
1876	...	...	14,971	3,845				162,095	110,647

NOTE.—There are no records kept of the number of men recruited annually, the number of men returned to their homes, or the number of men of Victorian vessels reported to have been murdered.

Statistical Branch, Custom House,
Melbourne, 17th June 1881.

S. S. RENNIE.

T. W. HARDY,
Collector of Customs.

QUEENSLAND.

F I.

PARTICULARS, &c., of Vessels leaving Queensland for Islands in the Western Pacific, during Years 1860, 1865, 1870, and each subsequent Year to 1880.

Year.		Number of Vessels.	Tonnage.	Number of Crews.	Value of Imports from Western Pacific.	Value of Exports to Western Pacific.
					£	£
1860	...	Nil.	...	...	582	Nil.
1865	...	2	123	15	...	...
1870	...	26	3,442	239	77	919
1871	...	21	3,171	154	785	3,564
1872	...	11	995	71	77	1,330
1873	...	34	4,436	260	144	10,477
1874	...	44	5,842	421	86	13,561
1875	...	51	8,803	522	553	16,516
1876	...	39	6,495	443	217	11,356
1877	...	31	5,260	347	234	10,667
1878	...	28	3,186	317	474	4,853
1879	...	32	4,828	501	197	4,789
1880	...	29	4,374	349	132	6,687

Custom House, Brisbane, 9th September 1881.

WILLIAM J. THORNTON,
Collector of Customs.

QUEENSLAND.

F II.

EXPORT of Arms, Ammunition, and Liquor, 1860 to 1880.

Year.	Amount of Arms, Ammunition, and Spirits exported.			
	Firearms—Value.	Ammunition.		Spirits—Quantity.
		Powder—Quantity.	Caps, Shot, &c.—Value.	
	£	lbs.	£	Galls.
1860
1865
1870	...	200	...	68
1871	...	100	53	411
1872	...	371	...	131
1873	...	25	32	522
1874	...	589	35	443
1875	...	878	59	476
1876	...	561	11	390
1877	...	1,179	15	767
1878	...	626	95	396
1879	...	1,601	59	499
1880	...	2,135	171	527

Custom House, Brisbane, 9th September 1881.

WILLIAM J. THORNTON,
Collector of Customs.

NEW ZEALAND.

G I.

PARTICULARS relating to Vessels trading to Western Pacific Islands from 1850 to 1880.

Year.	Number of Vessels cleared from New Zealand for Pacific Isles.		Exports to Pacific Isles.		Imports from Pacific Isles.		Amount of Arms, Ammunition, and Liquor exported to Western Pacific in last Ten Years.							Number of Murders of Men of New Zealand Vessels Arms and Liquor.			
	Vessels.	Tons.	Crews.			Arms.	Ammunition.			Liquor.							
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
1850 to 1864	No information			No.	£	No.	£	lbs.	£	cwt.	£	Galls.	£	Galls.	£		
1865	24	2,886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870	80	12,246	1,067	14	100	2,016	10	6	2	...	12,076	2,847	13,088	3,016	1,825	...	...
1871	76	29,912	1,286	...	65,331	...	...	...	...	6½	...	6,986	1,849	9,956	3,959	864	613
1872	52	27,621	1,022	...	46,178	...	...	...	...	1¼	...	5,458	935	5,072	2,172	722	485
1873	59	16,963	785	...	72,347	82,000	193	22	5	3	...	8,817	1,216	6,609	2,718	1,409	1,014
1874	62	20,369	1,117	...	54,385	...	...	...	...	...	...	14,407	1,784	3,784	1,859	738	445
1875	132	50,444	2,118	...	90,933	...	...	...	...	¾	...	10,734	1,875	5,839	2,181	383	269
1876	101	42,288	1,942	...	85,967	102	102	4	1	4½	9	7,501	1,529	6,488	2,754	688	470
1877	109	39,750	1,859	...	77,047	...	...	2	1	...	...	4,418	954	6,960	2,547	692	397
1878	101	38,567	1,814	...	42,894	...	...	...	...	1½	...	3,360	718	5,082	1,885	821	305
1879	98	42,647	1,841	...	66,658	...	...	...	...	1½	2	5,090	1,152	7,196	2,551	565	439
1880	118	41,120	1,971	...	83,967	...	...	3	1	...	...	5,193	1,183	4,254	1,590	988	539
				...	771	...	43	...	10	...	25	...	16,042	...	29,181	...	6,861
				...	765,607	...	650,521	...	395	...	...	...	...	...	...	...	...

Customs Department, Wellington, 12th July 1881.

* NOTE.—This column is somewhat ambiguous, as persons murdered from New Zealand ships are frequently reported to a British Consul before the vessel returns to port, and are not therefore recorded by the authorities in New Zealand.

† Return of the number of men belonging to New Zealand vessels reported murdered on return of these vessels from the Western Pacific Islands during ten years ending 1880:—
John Charles Moller, master of the brig "Meg Merrilies," at the Gilbert Islands, | William Edward Huntley, apprentice on the brig "Borealis," at the Solomon Islands, in September 1880.

Details of two or three shipments of arms, ammunition, and liquors to the islands of the Western Pacific within the same period:—

Arms and ammunition	Spirits: Brandy—		Rum—		Wine—	
	Marshall Islands	Eillice Islands	Marshall Islands	Caroline Islands	Marshall Islands	Eillice Islands
...	...	Nil	...	...	...	...
...	28½ gallons	...	...	...
...	15½ "	...	...	...
...
...	43¾ "	...	Total	...
...
...
...	9½ gallons	...	...	...
...	8 "	...	...	...
...
...	Total	...
...
...
...	337 "	...	...	...
...
...
...

D. McKELLAR, 19/8/81.

FIJI.
H I.

RETURN of Polynesian Natives conveyed to Fiji and returned to their homes since the commencement of the Immigration Movement, 1864 to 1869.

Name of Vessel.	Port of Registry.	Name of Master.	Date.		Number transported.	Whence.	By whom engaged.	Expiration of Agreement.	Number returned.
			Sailing.	Return.					
Van Tromp	Sydney	Wilson	4 Nov. 1864	Not known	35	New Hebrides	Wilson and Co.	Not known	Reported, 35
Lily	Insular vessel	Rae	5 July 1865	Not known	45	New Hebrides	Hennings and Co.	Not known	Reported, 45
Elias	Insular vessel	Rebman	26 Aug. 1865	13 Dec. 1865	40	New Hebrides	Rebman	December 1869	Nil
Lily	Insular vessel	Rae	5 Oct. 1865	9 Nov. 1865	60	New Hebrides	Hennings and Co.	November 1869	Nil
Lizard	Insular vessel	Summerville	28 March 1866	21 June 1866	23	New Hebrides	Winter	June 1869	Nil
Sea Witch	Sydney	Hovell	22 May 1866	14 Dec. 1866	109	New Hebrides	Planters (various)	December 1869	Reported, 16
Van Tromp	Sydney	Wilson	3 July 1866	20 Nov. 1866	57	Gilbert Archipelago	Wilson and Co.	July 1869	Reported, 18
Ida	Sydney	Howard	14 Aug. 1866	17 Sept. 1866	112	New Hebrides	Planters (various)	November 1871	Nil
Sea Witch	Sydney	Hovell	28 Dec. 1866	10 June 1867	99	New Hebrides	Planters (various)	June 1870	Reported, 21
Australian Maid	Sydney	Stoly	30 Dec. 1866	5 Feb. 1867	23	New Hebrides	Stoly	February 1870	Nil
Sea Witch	Sydney	Hovell	13 July 1867	20 Jan. 1868	49	New Hebrides	Planters (various)	July 1870	Nil
Reliance	Auckland	Austin	14 July 1867	2 Oct. 1867	113	New Hebrides	Planters (various)	July 1870	Nil
Young Australian	Sydney	Hovell	1 Sept. 1867	29 Nov. 1868	214	Gilbert Archipelago	Planters (various)	November 1871	Nil
Anna	Melbourne	Clarke	1 Dec. 1867	3 Dec. 1868	55	New Hebrides	Planters (various)	December 1871	Nil
Eliza Jane	Insular vessel	Summerville	5 Sept. 1867	9 Oct. 1867	29	New Hebrides	Planters (various)	October 1870	Reported, 18
Van Tromp	Sydney	Wilson	18 Sept. 1867	13 Feb. 1868	42	New Hebrides	Wilson and Co.	February 1870	Nil
Eagle	Auckland	Frost	18 Nov. 1867	17 Jan. 1868	66	New Hebrides	Planters (various)	January 1871	Nil
Mary Smith	Sydney	Watson	30 July 1868	4 Nov. 1868	80	Gilbert Archipelago	Planters (various)	November 1873	Nil
Mary Ann Christina	Lyttleton	McLeever	4 March 1869	25 May 1869	56	New Hebrides	Hennings and Co.	May 1874	Nil
William and Julia	Napier	McLeever	5 April 1869	9 June 1869	51	New Hebrides	Moore and Co.	June 1872	Reported, 24
Barb	Sydney	Robinson	29 April 1869	5 July 1869	25	Tanna and New Hebrides	Moore and Co.	July 1872	Reported, 38
Van Tromp	Sydney	Johns	2 July 1869	13 Sept. 1869	41	Tanna and New Hebrides	Hennings and Co.	Sept. 1871	Reported, 63
Mary Ann Christina	Lyttleton	Field	2 July 1869	6 Oct. 1869	39	Gilbert Archipelago	Barrack	October 1874	Nil
Swallow	Lyttleton	Bradley	15 Aug. 1869	14 Nov. 1869	58	Tanna and New Hebrides	Moore and Co.	November 1872	Nil
Jeannie Duncan	Lyttleton	Nichols	28 Aug. 1869	23 Oct. 1869	85	Tanna and New Hebrides	Reece and others	October 1872	Nil
Flirt	Auckland	Smith	16 Oct. 1869	14 Nov. 1869	20	Tanna and New Hebrides	Reece and others	November 1871	Nil
Warian	Dunedin	Stewart	7 Nov. 1869	30 Nov. 1869	23	Tanna and New Hebrides	Emmerson and Co.	November 1871	Reported, 14
Sea Flower	Auckland	Chaplin	11 Nov. 1869	Not returned	...	...	...	...	...
Flirt	Auckland	Smith	19 Nov. 1869	Not returned	...	...	...	...	...
					1,649				

SUMMARY.

Number of Natives introduced in Fiji and engaged as laborers to December 1869	1,649
" returned to their homes on expiration of agreement	292
" absconded with local boats	18
" of deaths reported to Consulate	52
Number remaining in Fiji	362
Ovalau, 15th December 1869.	1,287

No. 1.

NEW SOUTH WALES.

List of Vessels Licensed by the Governor of New South Wales (Labor to be employed amongst Islands), 1876 to 1881.

Name of Vessel and Port of Registry.	Tonnage.	Rig.	Number of Laborers licensed to be carried.	Between what Ports.		License to hold good—		Remarks.—Name of Master, &c.
				From	To	From	To	
Sydney, Sydney	191 ⁷ / ₁₀₀	Barque	30	Sydney	Solomon Islands	10 Feb. 1876	10 Feb. 1878	Thomas Woodhouse. This is the first license issued since 1870
Dancing Wave, Sydney	67	Schooner	50	Sydney	Torres Straits, and intending to call at South Sea Islands	1 April 1876	1 April 1877	Arthur Harrison
Stormbird, Sydney	94	Schooner	80	Sydney	Torres Straits, New Guinea, Norfolk, New Hebrides, Solomons, New Ireland, and Lord Howe Islands	1 May 1876	1 May 1877	Samuel Mayhew
Martha Ellen, Sydney	124 ³ / ₁₀₀	Schooner	25	Sydney	San Christoval, Solomon Group, New Britain, New Ireland, Duke of York, and Admiralty Islands	15 April 1876	1 Jan. 1877	Neil Brodie
Lady Denison, Sydney	130	Brig	50	Sydney	Cape York, &c.	1 Mar. 1877	28 Feb. 1879	William Walton
Stormbird, Sydney	94	Schooner	80	Sydney	Torres Straits, New Guinea, Norfolk, New Hebrides, Solomons, New Ireland, and Lord Howe Islands	1 May 1877	1 Aug. 1877	Samuel Mayhew. This license is an extension for three months of the license terminating 1st May 1877, so as to enable the native hands engaged under it to be returned to their homes
Rita, Sydney	198	Brig	70	Sydney	New Guinea, South Sea Islands, and Torres Straits	1 Mar. 1877	1 Mar. 1878	John Harvey Bowman
Loelia, Sydney	50	Cutter	15	Sydney	New Guinea and New Hebrides	1 Mar. 1877	1 Mar. 1878	Henry Harrison Perego
Ariel, Sydney	133 ⁵ / ₆	Brigantine	25	Sydney	San Christoval, Solomon Group, New Britain, New Ireland, Duke of York, and Admiralty Islands	1 Mar. 1877	1 Jan. 1878	Neil Brodie
Iserbrook, Sydney	207	Brig	80	Sydney	Solomon Islands, New Hebrides Islands	18 April 1877	18 April 1879	Joseph Frazer
Witch of the Wave, Sydney	248	Barque	100	Sydney	Solomon Islands	1 June 1877	1 June 1878	Richard Davis
Ripple, Sydney	59	Schooner-rigged steamer	40	Sydney	Solomon Islands	1 July 1877	1 July 1879	Alexander Mackenzie Ferguson
Emu, Sydney	131	Barque	50	Sydney	Solomon Islands	1 Aug. 1877	1 Aug. 1879	Joshua William Phillips
Heather Bell, Sydney	188	Brig	50	Sydney	South Sea Islands	1 Aug. 1877	1 Aug. 1878	John Daly
Western Star, Sydney	179 ¹ / ₁₀₀	Brig	25	Sydney	Solomon Group, Marshall Group, and the Line Islands	1 Sept. 1877	31 Aug. 1878	Wilhelm Frederick Martin Wolsch
Ariel, Sydney	133 ⁵ / ₆	Brigantine	25	Sydney	San Christoval, Solomon Group, New Britain, New Ireland, Duke of York, and Admiralty Islands	1 Dec. 1877	1 Dec. 1878	Neil Brodie
Australasian Packet, Sydney	182	Barque	60	Sydney	Solomon Islands and New Hebrides	23 Nov. 1877	23 Nov. 1879	Alfred Martin
Princess Louise, Sydney	90	Schooner	12	Sydney	Solomon Islands, New Hebrides, New Ireland, and Torres Straits, &c.	1 Jan. 1878	1 Jan. 1879	Samuel Craig
Iserbrook, Sydney	208	Brig	80	Sydney	Solomon Islands and New Hebrides Islands	20 Dec. 1877	20 Dec. 1879	Alfred Martin
Sir Isaac Newton, Sydney	121	Brigantine	25	Sydney	Solomon Islands	19 Mar. 1878	19 Mar. 1880	Robert Cable
Venture, Sydney	166 ¹ / ₁₀₀	Brigantine	25	Sydney	Solomon Group, New Ireland, and New Britain	20 April 1878	20 April 1879	William Frederick Martin Wolsch
Australasian Packet, Sydney	182	Barque	80	Sydney	Solomon Islands and New Hebrides Islands	9 April 1878	9 April 1880	Thomas George Charles Nichols
Loelia, Sydney	50	Cutter	15	Sydney	Solomon Islands, San Christoval, Saint Katalina, Contrariches, Melatto, Guadalcono, Isabel, Saint Georgia, Roseul, Stewart's Island, The Sisters, Gulf Island, Boganville, New Britain, and New Ireland, and New Guinea	11 April 1878	10 April 1879	Joseph Foreman
Onward	286	Barque	100	Sydney	South Sea Islands and Torres Straits	1 Aug. 1878	1 Aug. 1880	Isaac Harris
Zephyr	57 ¹ / ₁₀₀	Schooner	12	Sydney	Solomon Islands, New Hebrides Islands	1 Aug. 1878	31 July 1879	Johannes H. M. W. Schwarz

Name	Tonnage	Type	Origin	Passengers	Destination	Departure Date	Arrival Date	Agent
Venture	166 7/10	Brigantine	Sydney	25	Solomon Group, New Ireland, and New Britain	1 Oct. 1878	1 Oct. 1879	William Hay Robertson
Vincent	20	Cutter	Noumea	20	New Hebrides, Tanna, and Anciteum, &c.	14 Nov. 1878	31 Dec. 1879	Frederick Freeman
John S. Lane	82 3/4	Schooner	Noumea	30	Santa Cruz and New Hebrides	1 Jan. 1879	31 Dec. 1880	Donald McLeod
Minnie Lowe	74 6/11	Schooner	Sydney	30	Solomon Islands, New Britain, New Ireland, and Line Islands	1 Feb. 1879	31 Jan. 1880	John McDougall
Ariel	133 5/6	Brigantine	Sydney	25	San Christoval, Solomon Group, New Britain, and New Ireland, &c.	1 Mar. 1879	1 Mar. 1880	Neil Brodie
Lady Denison	130	Brig	Torres Straits	50	Cape York	1 Mar. 1879	28 Feb. 1881	William Walton
Sir Isaac Newton	120 1/10	Schooner	Sydney	30	Solomon Islands, New Hebrides, and Line Islands	24 Feb. 1879	24 Feb. 1880	Robert Morrison Gowens
Princess Louise	90	Schooner	Sydney	12	Solomon Islands	1 Mar. 1879	1 Mar. 1881	Samuel Craig
Grace Dent	98	Topsail schooner	Noumea	30	South Sea Islands, New Hebrides, and Solomon Islands	1 April 1879	1 April 1880	John Henderson
Venture	166 7/11	Brigantine	Sydney	25	Noumea, Solomon Group, New Hebrides, New Britain, and Line Islands	1 June 1879	31 May 1880	Wilhelm Frederick Martin Wolsch
Ripple	59	Schooner steamer	Sydney	40	Solomon Islands	1 July 1879	1 July 1881	Alexander Mackenzie Ferguson
Gazelle	324	Barque	Sydney	40	Solomon Islands	8 July 1879	8 July 1881	Alexander Macintosh
Zephyr	57 1/10	Schooner	Sydney	12	Solomon Islands, New Hebrides	1 Aug. 1879	31 July 1880	Johannes Herman Martin Wilhelm Schwarze
Pacific	60	Schooner	Sydney	40	Solomon Islands	15 July 1879	15 July 1881	John M. Dobbie
Avoca	258	Schooner	Sydney	40	Solomon Islands	20 Aug. 1879	20 Aug. 1881	James Runcie
Vibilla	108	Brigantine	Sydney	20	Solomon Islands	1 Sept. 1879	31 Aug. 1880	Richard Davis
Native Lass	106	Schooner	Sydney	20	Solomon Islands	5 Sept. 1879	5 Sept. 1881	Thomas Davies
Esperanza	17	Fore-and-aft schooner	Sydney	10	Solomon Islands	5 Sept. 1879	5 Sept. 1881	Robert Cable
Emu	131	Schooner steamer	Sydney	40	Solomon Islands	5 Sept. 1879	5 Sept. 1881	Thomas Woodhouse
Lotus	38	Ketch	Sydney	20	South Sea Islands	7 Feb. 1880	7 Feb. 1882	Robert Cable
Venture	166 7/11	Brigantine	Sydney	25	San Christoval, Solomon Islands, New Ireland, New Britain, and Marshall's Group	14 Feb. 1880	31 Dec. 1881	W. F. M. Wolsch
Loelia	50 1/10	Cutter	Sydney	16	Shorthead, New Britain, New Zealand, New Guinea, Admiralty Islands, and Solomon Group	21 April 1880	31 Mar. 1883	M. C. Magnussen
Ariel	133 5/6	Brigantine	Sydney	25	Solomon Islands, New Britain, New Ireland, Admiralty, and the Hermits	10 Mar. 1880	31 Dec. 1881	Neil Brodie
Sea Rip	134 7/10	Brigantine	Sydney	25	Solomon Islands, New Britain, New Ireland, New Guinea, and Admiralty Islands	2 April 1880	31 Mar. 1883	G. H. Southgate
Mavis	80 3/5	Schooner	Sydney	25	Solomon Islands, New Hebrides, and New Ireland	22 Mar. 1880	31 Dec. 1881	Rd. Davis
Mavis	80 3/5	Schooner	Sydney	25	Solomon Islands, New Hebrides, and New Ireland	12 April 1880	31 Dec. 1881	Wm. Rosen
Atlantic	72	Schooner	Sydney	40	South Sea Islands	19 April 1880	19 April 1882	John Stephen
Vibilla	108	Schooner	Sydney	40	Solomon Islands and New Hebrides	9 April 1880	9 April 1883	John Frier
Victor	58 3/10	Schooner	Sydney	25	South Sea Islands	30 April 1880	30 April 1882	Alexander Mackintosh
Gazelle	324	Barque	Sydney	40	Solomon Islands and South Sea Islands	18 May 1880	18 May 1882	Thomas Woodhouse
Leslie	107 1/10	Schooner	Sydney	20	New Caledonia, Solomon Islands, New Hebrides	1 Aug. 1880	31 Dec. 1881	J. H. M. W. Schwarze
Zephyr	64 7/10	Topsail schooner	Sydney	15	Solomon Islands, New Hebrides, New Ireland, New Britain, and Admiralty Islands	1 Aug. 1880	31 July 1882	Frank Marshall
Ripple	59	Screw steamer, schooner rigged	Sydney	30	Solomon Islands, New Britain, &c.	1 Dec. 1880	31 Dec. 1882	Thomas Woodhouse
Avoca	258	Three-masted schooner	Sydney	20	Solomon Islands, New Britain, &c.	1 Dec. 1880	31 Dec. 1882	Robert Cable
Dancing Wave	67	Topsail schooner	Sydney	25	South Sea Islands and Solomon Islands	1 Feb. 1881	1 Feb. 1883	John Leeman
Princess Louise	90	Schooner	Sydney	12	South Sea Islands and Solomon Islands	1 Mar. 1881	28 Feb. 1883	Samuel Craig
Lotus	38	Ketch	Sydney	20	South Sea Islands and Solomon Islands	10 Feb. 1881	10 Feb. 1883	James Bowers
Queen	71	Fore-and-aft schooner	Sydney	24	South Sea Islands and Solomon Islands	1 Mar. 1881	31 Mar. 1882	W. A. Kemp
Leslie	107 1/10	Topsail schooner	Sydney	25	Solomon Islands, New Ireland, New Hebrides, and Admiralty Islands	25 Mar. 1881	31 Dec. 1882	Abraham Robertson
Lizzie Davis	85	Schooner	Sydney	25	Torres Straits, Townsville, and New Guinea	12 Mar. 1881	31 Dec. 1882	Carl G. Lessing
Julia M. Avery	127	Brig	Sydney	80	New Guinea, Louisiade Archipelago, and Solomon Group	12 May 1881	11 May 1884	John Frier

Between 1876 and 1881 licenses to employ 2,345 natives were granted by the Governor of New South Wales.

No. 2.
VICTORIA.
List of Vessels licensed to carry or recruit Native Laborers by His Excellency the Governor of Victoria. (Labor to be employed amongst the Islands.)

Name of Vessel and Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to carry.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Alexandra ...	239	Brig ...	20	Darnley Island	Bramble Cay	29 June 1875	Three months	G. Vinell
Alexandra ...	239	Brig ...	20*	Melbourne	South Seas	2 February 1880	2 February 1882	R. Hays
Birchgrove ...	543	Barque	40	Cook Island	Malden Island	17 September 1877	180 days	J. Murdoch
Birchgrove ...	543	Barque	50	Malden Island	Aitutaki	28 March 1878	180 days	J. Murdoch
Birchgrove ...	543	Barque	44	Cook Island	Malden Island	13 May 1879	180 days	J. Murdoch
Black Hawk...	44	Schooner	20*	Marshall Island	Islands in South Seas	2 February 1880	2 February 1882	F. S. Beaver
Delmira ...	338	Barque	40	Cook Island	Malden Island	4 August 1875	90 days	Joseph Webster
Delmira ...	338	Barque	37	Malden Island	Aitutaki	22 November 1876	60 days	K. H. Lonne
Delmira ...	338	Barque	40	Cook Island	Niu	23 May 1877	60 days	K. H. Lonne
Delmira ...	338	Barque	40	Cook Island	Malden Island	14 October 1878	120 days	K. H. Lonne
Delmira ...	338	Barque	50	Cook Island	Malden Island	4 February 1880	180 days	K. H. Lonne
Delmira ...	338	Barque	50	Malden Island	Aitutaki	12 August 1880	180 days	K. H. Lonne
Don Diego ...	320	Barque	69	Malden Island	Niu	4 August 1874	180 days	H. B. Francis
Don Diego ...	320	Barque	40	Malden Island	Mangui	28 February 1876	180 days	H. B. Francis
Don Diego ...	320	Barque	30	Cook Island	Malden Island	28 August 1876	180 days	H. B. Francis
Don Diego ...	320	Barque	40	Cook Island	Malden Island	25 January 1877	180 days	J. B. Sydesff
Don Diego ...	320	Barque	40	Cook Island	Malden Island	20 January 1879	180 days	H. B. Francis
Don Diego ...	320	Barque	30	Malden Island	Aitutaki	10 July 1880	180 days	J. Murdoch
Don Diego ...	320	Barque	60	Cook Island	Malden Island	25 April 1881	180 days	J. Murdoch
Don Diego ...	320	Barque	56	Malden Island	Aitutaki	1 December 1876	1 June 1877	J. Harris
Douglas ...	93 ¹¹⁰ / ₁₀₀	Schooner	20*	Melbourne	Trinity Bay, &c....	1 August 1877	1 August 1879	J. S. Beaver
Douglas ...	93 ¹¹⁰ / ₁₀₀	Schooner	20*	Brisbane	Gilbert and Kingsmill Group and Brampton Shoals	4 September 1876	31 December 1881	W. H. Blake
Eagle's Wing	175	Schooner	20*	Melbourne	Bramble Cay	1 January 1880	31 December 1881	W. J. McDonnell
Onsurie ...	357	Barque	50*	Mauritius	Islands off New Guinea	13 December 1873	...	J. Brown
Oriental ...	281	Barque	30	Rarotonga Island	Malden Island	6 June 1874	...	J. Brown
Oriental ...	281	Barque	30	Malden Island	Rarotonga Island	4 February 1875	...	J. Brown
Oriental ...	281	Barque	40	Malden Island	Aitiu	11 June 1875	...	J. Brown
Oriental ...	281	Barque	40	Cook Island	Malden Island	25 October 1875	60 days	J. Brown
Oriental ...	281	Barque	30	Malden Island	Malden Island	22 March 1876	60 days	J. Brown
Oriental ...	281	Barque	42	Cook Island	Aitiu	11 December 1876	60 days	J. Brown
Oriental ...	281	Barque	40	Malden Island	Malden Island	17 May 1877	120 days	J. Brown
Oriental ...	281	Barque	40	Cook Island	Malden Island	10 April 1873	182 days	J. Brown
Prince Victor	294	Barque	25	Malden Island	Cook Island	...	...	J. Brown

* License for employment.
Showing that between 1873 and 1880 licenses were granted by the Governor of Victoria to employ 1,959 natives.

No. 3.
QUEENSLAND.

NOTE.—In this colony licenses are used for one voyage only, and whether the full numbers for which the license was issued are recruited or not, it is cancelled and a fresh one issued.

List of Vessels licensed to carry Native Laborers (Recruits) by His Excellency the Governor of Queensland.

Name of Vessel.	Tonnage.	Rig.	No. of Laborers licensed to carry.	Port of Departure.	Number of Returns.	Port of Arrival.	Number of Recruits.	Master.	Remarks.
1870.									
Lyttona	73	Schooner	85	Brisbane	60	Brisbane	24	W. C. Winship	
Schooner	96	Schooner	100	Maryborough	29	Maryborough	96	J. W. Coath	
Amy Robsart	72	Brigantine	82	Mackay	57	Mackay	43	Geo. Anderson	
Woodlark	200	Barque	120	Brisbane	63	Brisbane	58	H. Russell	
Spunkie	132	Schooner	134	Brisbane	27	Brisbane	125	John Rees	
Lyttona	73	Schooner	85	Brisbane	36	Brisbane	69	W. C. Winship	
Jason	96	Schooner	100	Maryborough	15	Maryborough	81	J. W. Coath	
Mystery	82	Schooner	96	Rockhampton	69	Rockhampton	47	J. Irving	
Spunkie	132	Schooner	134	Brisbane	44	Brisbane	134	John Rees	
Mary Campbell	144	Brigantine	130	Maryborough	29	Maryborough	88	C. G. B. Mouatt	
Harriet King	185	Brigantine	130	Brisbane	121	Brisbane	61	W. H. Chapman	
Spunkie	132	Schooner	134	Brisbane	5	Brisbane	91	John Rees	
Jason	96	Schooner	100	Maryborough	36	Maryborough	90	J. W. Coath	
Isabella	89	Schooner	103	Mackay	6	Mackay	101	D. M. Goodall	
				Total	597		1,108		
1871.									
Stormbird	162	Schooner	Not known	Mackay	105	Mackay	51	F. P. Furley	
Mystery	82	Schooner	96	Rockhampton	87	Rockhampton	71	J. Irving	
Harriet King	185	Brigantine	130	Brisbane	11	Brisbane	117	W. H. Chapman	
Spunkie	132	Schooner	134	Brisbane	43	Brisbane	89	John Rees	
Lyttona	73	Schooner	85	Brisbane	71	Brisbane	64	W. C. Winship	
Woodlark	200	Barque	120	Brisbane	92	Brisbane	27	H. Russell	
Jason	96	Schooner	100	Maryborough	9	Maryborough	97	J. W. Coath	
Isabella	89	Schooner	103	Mackay	4	Mackay	44	D. M. Goodall	
Lyttona	73	Schooner	85	Brisbane	37	Brisbane	41	W. C. Winship	
Petrel	...	Brigantine	94	Maryborough	7	Bundaberg	84	John Rees	
Mystery	82	Schooner	96	Rockhampton	82	Rockhampton	88	J. Irving	
Lyttona	73	Schooner	85	Brisbane	58	Brisbane	66	W. C. Winship	
Restless	258	Schooner	Not known	Townsville	64				
Lyttona	73	Schooner	85	Brisbane	80	Brisbane	67	W. Rosengren	
				Total	750		906		
1872.									
Fanny Campbell	...	Schooner	140	Mackay	70		...	John Loutit	Lost at Gambia
Spunkie	89	Schooner	134	Sweet's Island	28		...	H. M. Browne	
Isabella	73	Schooner	103	Mackay	87	Mackay	31	Henry Bolger	
Lyttona	96	Schooner	85	Brisbane	19	Brisbane	66	W. Rosengren	
Jason	73	Schooner	100	Maryborough	7	Maryborough	61	G. Groundwater	
Lyttona	96	Schooner	85	Brisbane	52	Brisbane	65	W. Rosengren	
Jason	73	Schooner	100	Maryborough	40	Maryborough	87	Jas. Taylor	
Lyttona	96	Schooner	85	Brisbane	61	Brisbane	82	W. Rosengren	
Jason	73	Schooner	100	Maryborough	48	Maryborough	45	Jas. Taylor	
Petrel	...	Brigantine	94	Mackay	20		...	Harry Eul	Lost at sea; never heard of
				Total	432		437		

List of Vessels licensed to carry Native Laborers (Recruits) by His Excellency the Governor of Queensland—continued.

Name of Vessel.	Tonnage.	Rig.	No. of Laborers licensed to carry.	Port of Departure.	Number of Returns.	Port of Arrival.	Number of Recruits.	Master.	Remarks.
1873.									
Lyttona	73	Schooner	85	Brisbane	17	Cardwell	82	W. Rosengren	
Chance	68	Schooner	68	Maryborough	...	Maryborough	63	Chas. Smith	
Amy Robsart	72	Brigantine	82	Maryborough	2	Maryborough	63	W. H. Champion	
Isabella	89	Schooner	103	Brisbane	...	Brisbane	47	W. Winship	
Chance	68	Schooner	85	Maryborough	...	Maryborough	68	Chas. Smith	
Lyttona	73	Schooner	96	Bowen	...	Mackay	79	W. Rosengren	
Mystery	82	Schooner	100	Mackay	10	Mackay	74	J. Irving	
Jason	96	Schooner	103	Maryborough	...	Maryborough	96	D. Roberts	
Isabella	89	Schooner	84	Brisbane	19	Mackay	93	W. Winship	
May Queen	96	Schooner	68	Brisbane	54	Brisbane	104	D. M. Goodall	
Chance	68	Schooner	85	Maryborough	20	Maryborough	68	Chas. Smith	
Lyttona	73	Schooner	96	Mackay	37	Mackay	67	W. Rosengren	
Mystery	82	Schooner	156	Mackay	29	Mackay	62	J. Irving	
Jessie Kelly	144	Schooner	100	Maryborough	11	Maryborough	83	R. W. Crickmore	
Jason	96	Schooner	...	Maryborough	...	Maryborough	70	D. Roberts	
				Total	250		1,119		
1874.									
Sybil	120	Schooner	120	Maryborough	31	Maryborough	64	W. H. Champion	
Chance	68	Schooner	84	Maryborough	46	Maryborough	68	Chas. Smith	
May Queen	96	Schooner	103	Brisbane	97	Cardwell	65	D. M. Goodall	
Isabella	89	Schooner	72	Brisbane	72	Brisbane	63	W. Winship	
Mary Stuart	65	Schooner	86	Mackay	48	Brisbane	...	C. W. Bartlett	Wrecked at Paoma
Lady Darling	108	Schooner	85	Mackay	87	Mackay	47	R. J. Belbin	
Lyttona	73	Schooner	96	Mackay	25	Mackay	83	W. Rosengren	
Mystery	82	Schooner	112	Mackay	40	Mackay	81	J. Irving	
Native Lass	106	Schooner	158	Maryborough	52	Maryborough	57	Jas. Taylor	
Southern Cross	158	Schooner	...	Rockhampton	76	Rockhampton	23	H. Kennett	...
				Total	42		94		
Sybil	120	Schooner	68	Maryborough	58	Maryborough	66	E. Keetes	
Chance	68	Schooner	112	Maryborough	24	Maryborough	103	Chas. Smith	
Native Lass	106	Schooner	86	Mackay	21	Mackay	92	Jas. Taylor	
Lady Darling	108	Schooner	103	Brisbane	103	Mackay	52	R. J. Belbin	
Isabella	89	Schooner	100	Maryborough	32	Mackay	87	D. Murray	
Jason	96	Schooner	84	Brisbane	57	Brisbane	102	D. Roberts	
May Queen	96	Schooner	85	Mackay	14	Mackay	71	D. M. Goodall	
Lyttona	73	Schooner	96	Mackay	68	Mackay	70	W. Rosengren	
Mystery	82	Schooner	103	Mackay	15	Mackay	52	Le Gros	
Isabella	89	Schooner	120	Maryborough	22	Mackay	60	D. Murray	
Sybil	120	Schooner	68	Maryborough	29	Maryborough	68	E. Keetes	
Chance	68	Schooner	100	Maryborough	1	Maryborough	100	C. Smith	
Jason	96	Schooner	...	Maryborough	...	Maryborough	...	D. Roberts	
				Total	1,060		1,568		
1875.									
Native Lass	106	Schooner	112	Maryborough	56	Maryborough	84	J. Taylor	
Jason	96	Schooner	100	Maryborough	17	Maryborough	80	D. McConnell	
Flora	130	Schooner	68	Brisbane	10	Rockhampton	84	J. Mackay	
Chance	68	Schooner	85	Maryborough	...	Maryborough	68	C. Smith	
Lyttona	73	Schooner	84	Brisbane	43	Mackay	74	W. Rosengren	
May Queen	96	Schooner	...	Brisbane	56	Brisbane	38	D. Brown	
				Total	1,060		1,568		
				Total	56		84		
				Total	17		80		
				Total	10		84		
				Total	...		68		
				Total	43		74		
				Total	56		38		
				Total	1,060		1,568		
				Total	56		84		
				Total	17		80		
				Total	10		84		
				Total	...		68		
				Total	43		74		
				Total	56		38		

Mate and Govt. agent killed at Torres Gap

Sybil ...	120	Schooner	...	Maryborough	...	...	Maryborough	108	J. Taylor	...
Lucy and Adelaide	89	Schooner	...	Brisbane	...	...	Cardwell	86	J. Anderson	...
Isabella	89	Schooner	...	Brisbane	...	63	Mackay	67	D. Murray	...
Lady Darling	108	Schooner	...	Mackay	...	...	Mackay	99	R. J. Belbin	...
Bobtail Nag	170	Schooner	...	Brisbane	...	28	Brisbane	96	D. Murray	...
Stanley	115	Schooner	...	Maryborough	...	7	Maryborough	72	W. T. Wawn	...
Mystery	92	Schooner	...	Mackay	...	28	Mackay	56	W. J. Beddell	...
Lucy and Adelaide	89	Schooner	...	Brisbane	...	...	Brisbane	86	J. Anderson	...
Native Lass	106	Schooner	...	Maryborough	...	...	Maryborough	104	E. Evans	...
Lady Darling	108	Schooner	...	Mackay	...	...	Mackay	83	R. J. Belbin	...
Sybil	120	Schooner	...	Maryborough	...	32	Maryborough	106	J. Taylor	...
May Queen	96	Schooner	...	Brisbane	...	5	Brisbane	63	J. Williams	...
Chance	68	Schooner	...	Maryborough	...	...	Maryborough	60	C. Selin	...
Flora	130	Schooner	...	Rockhampton	...	...	Rockhampton	95	J. Mackay	...
Lyttona	73	Schooner	...	Mackay	...	...	...	...	W. Hosenegen	...
Jessie Kelly	140	Schooner	...	Maryborough	...	...	Maryborough	127	J. Woodcock	...
May Queen	96	Schooner	...	Brisbane	...	...	Brisbane	85	J. Williams	...
Stanley	115	Schooner	...	Maryborough	...	...	Maryborough	94	W. T. Wawn	...
Isabella	89	Schooner	...	Mackay	...	12	Mackay	58	H. J. Starch	...
Lady Darling	108	Schooner	...	Mackay	...	...	Mackay	56	R. J. Belbin	...
Bobtail Nag	170	Schooner	...	Brisbane	...	...	Brisbane	98	D. Murray	...
Lucy and Adelaide	89	Schooner	...	Brisbane	...	15	Brisbane	89	J. Anderson	...
May Queen	96	Schooner	...	Brisbane	...	3	Brisbane	67	J. Williams	...
Chance	68	Schooner	...	Maryborough	...	17	Maryborough	60	C. Selin	...
Sybil	120	Schooner	...	Maryborough	...	34	Maryborough	110	J. Taylor	...
Jessie Kelly	140	Schooner	...	Maryborough	...	...	Rockhampton	104	J. Woodcock	...
Stanley	115	Schooner	...	Maryborough	...	...	Maryborough	93	W. T. Wawn	...
1876.										
Lady Darling	108	Schooner	...	Brisbane	...	37	Brisbane	86	J. Williams	...
Sybil	120	Schooner	...	Maryborough	...	30	Maryborough	103	J. Taylor	...
Bobtail Nag	170	Schooner	...	Rockhampton	...	...	Brisbane	73	W. Rosengren	...
May Queen	96	Schooner	...	Brisbane	...	13	Brisbane	86	C. S. Kilgour	...
Stanley	115	Schooner	...	Maryborough	...	...	Maryborough	92	W. T. Wawn	...
Isabella	89	Schooner	...	Mackay	...	21	Mackay	75	D. Murray	...
Lucy and Adelaide	89	Schooner	...	Townsville	...	45	Cardwell	88	J. Anderson	...
Lady Darling	108	Schooner	...	Brisbane	...	...	Brisbane	71	J. Williams	...
Chance	68	Schooner	...	Maryborough	...	47	Maryborough	60	C. Satini	...
Isabella	89	Schooner	...	Mackay	...	...	Mackay	61	D. Murray	...
Sybil	120	Schooner	...	Maryborough	...	44	Maryborough	108	J. Taylor	...
May Queen	96	Schooner	...	Brisbane	...	2	Brisbane	63	C. S. Kilgour	...
Stanley	115	Schooner	...	Maryborough	...	1	Maryborough	97	W. T. Wawn	...
Lady Darling	108	Schooner	...	Brisbane	...	...	Brisbane	75	J. Williams	...
Lucy and Adelaide	89	Schooner	...	Mackay	...	76	Mackay	88	Geo. Smith	...
Bobtail Nag	170	Schooner	...	Brisbane	...	38	Rockhampton	108	W. A. Jannen	...
Chance	68	Schooner	...	Maryborough	...	3	Maryborough	60	C. Satini	...
Isabella	89	Schooner	...	Mackay	...	82	Mackay	64	W. Rosengren	...
May Queen	96	Schooner	...	Brisbane	...	...	Brisbane	75	C. S. Kilgour	...
Lady Darling	108	Schooner	...	Mackay	...	95	Brisbane	86	J. Williams	...
Sybil	120	Schooner	...	Maryborough	...	42	Maryborough	97	C. Smith	...
Stanley	115	Schooner	...	Maryborough	...	69	Maryborough	103	W. J. Wawn	...
1876.										
Wrecked at Solomon Group										
Master murdered at Malo										
Total										
426										
645										
1,819										

List of Vessels licensed to carry Native Laborers (Recruits) by His Excellency the Governor of Queensland—*continued.*

Name of Vessel.	Tonnage.	Rig.	No. of Laborers licensed to carry.	Port of Departure.	Number of Returns.	Port of Arrival.	Number of Recruits.	Master.	Remarks.
1877.									
Isabella	89	Schooner	103	Mackay	57	Mackay	67	W. Rosengren	
Pacific	60	Schooner	86	Maryborough	25	Maryborough	73	J. J. Woodcock	
Sybil	120	Schooner	120	Maryborough	51	Maryborough	98	A. Turner	
Mystery	82	Schooner	96	Brisbane	50	Mackay	65	Le Gros	
Lady Darling	108	Schooner	86	Brisbane	23	Mackay	85	J. Williams	
May Queen	96	Schooner	84	Brisbane	33	Mackay	79	E. Witherington	
Chance	68	Schooner	68	Maryborough	37	Cardwell	60	Carl Satini	
Stanley	115	Schooner	109	Maryborough	36	Mackay	96	R. J. Belbin	
Lucy and Adelaide	89	Schooner	88	Brisbane	2	Brisbane	87	W. A. Inman	
Bobtail Nag	170	Schooner	123	Rockhampton	86	Rockhampton	68	W. Rosengren	
Isabella	89	Schooner	103	Mackay	3	Rockhampton	82	J. Williams	
Lady Darling	108	Schooner	86	Brisbane	86	Maryborough	106	A. Turner	
Chance	68	Schooner	120	Maryborough	47	Cardwell	59	C. Satini	
Stanley	115	Schooner	109	Maryborough	7	Mackay	110	C. S. Kilgour	
May Queen	96	Schooner	84	Maryborough	20	Brisbane	84	A. White	
Pacific	60	Schooner	86	Maryborough	56	Maryborough	86	J. J. Woodcock	
Mystery	82	Schooner	96	Mackay	126	Mackay	77	W. A. Inman	
Sybil	120	Schooner	120	Maryborough	57	Maryborough	94	A. Turner	
Isabella	89	Schooner	103	Maryborough	57	Mackay	75	W. Rosengren	
Stanley	115	Schooner	109	Mackay	104	Mackay	91	C. S. Kilgour	
				Total	906		1,733		
1878.									
Pacific	60	Schooner	86	Maryborough	46	Maryborough	59	J. J. Woodcock	
Chance	68	Schooner	68	Maryborough	51	Maryborough	58	C. Satini	
Lady Darling	108	Schooner	86	Brisbane	57½	Brisbane	87	J. Williams	
May Queen	96	Schooner	84	Brisbane	1	Brisbane	79	A. White	
Mystery	82	Schooner	96	Mackay	91	Mackay	56	W. A. Inman	
Sybil	120	Schooner	120	Maryborough	126	Maryborough	87	E. Evans	
Isabella	89	Schooner	103	Mackay	91	Mackay	76	W. Rosengren	
Chance	68	Schooner	68	Maryborough	18	Cardwell	38	C. Satini	
Lady Darling	108	Schooner	86	Maryborough	40½	Brisbane	81	J. Williams	
Janet Stewart	202	Brig	168	Maryborough	21	Mackay	104	J. J. Woodcock	
Mystery	82	Schooner	96	Mackay	11	Mackay	71	W. A. Inman	
Stormbird	162	Brigantine	145	Maryborough	114	Maryborough	107	W. T. Wawn	
Mystery	82	Schooner	96	Mackay	28	Mackay	49	W. A. Inman	Government agent and mate murdered at Aoba
									...
May Queen	96	Schooner	84	Brisbane	16	Brisbane	54	A. White	
Isabella	89	Schooner	103	Mackay	86	Mackay	74	W. Rosengren	
Sybil	120	Schooner	120	Maryborough	124	Maryborough	93	C. Satini	
May Queen	96	Schooner	84	Brisbane	67	Brisbane	81	A. White	...
Janet Stewart	202	Brig	168	Maryborough	151	Maryborough	113	J. J. Woodcock	[cont
Lady Darling	108	Schooner	86	Cardwell	85	Brisbane	81	E. Evans	Mate killed at Pent-
Stanley	115	Schooner	109	Mackay	48	Brisbane	81	C. S. Kilgour	...
Stormbird	162	Brigantine	145	Maryborough	73	Maryborough	111	W. T. Wawn	Went into Fiji trade
Lucy and Adelaide	89	Schooner	88	Brisbane	95	Bundaberg	88	J. J. Woodstock	
May Queen	96	Schooner	84	Brisbane	104	Brisbane	69	A. White	
Isabella	89	Schooner	103	Mackay	83	Mackay	74	W. Rosengren	
				Total	1,628		1,790		

Year	Ship Name	Tonnage	Origin	Destination	Notes
1879.	Mystery	82	Schooner	Mackay	...
	Ceara	193	Schooner	Brisbane	...
	Janet Stewart	202	Brig	Maryborough	...
	Stormbird	170	Schooner	Maryborough	...
	Isabella	89	Schooner	Brisbane	...
	Lucy and Adelaide	89	Schooner	Mackay	...
	Mystery	108	Schooner	Brisbane	...
	Lady Darling	193	Schooner	Maryborough	...
	Ceara	202	Brig	Maryborough	...
	Janet Stewart	120	Schooner	Maryborough	...
	Sybil	68	Schooner	Brisbane	...
	Chance	96	Schooner	Bundaberg	...
	May Queen	89	Schooner	Mackay	...
	Lady Darling	108	Schooner	Maryborough	...
	Sybil	120	Brig	Maryborough	...
	Janet Stewart	170	Schooner	Townsville	...
	Mystery	82	Schooner	Brisbane	...
	Lucy and Adelaide	89	Schooner	Mackay	...
Lady Darling	108	Schooner	Mackay	...	
1880.	Ceara	193	3-masted schooner	Maryborough	...
	Sybil	120	Schooner	Maryborough	...
	Chance	68	Schooner	Brisbane	...
	Superior	205	Brig	Mackay	...
	Noumea	141	Schooner	Maryborough	...
	Janet Stewart	202	Brig	Brisbane	...
	May Queen	96	Schooner	Maryborough	...
	Sybil	120	Schooner	Maryborough	...
	Janet Stewart	202	Brig	Brisbane	...
	Lady Darling	82	Schooner	Maryborough	...
	Mystery	86	Schooner	Brisbane	...
	Jabberwock	86	Schooner	Brisbane	...
	Chance	254	Schooner	Brisbane	...
	Lady Belmore	193	3-masted schooner	Maryborough	...
	Ceara	120	Schooner	Mackay	...
	Sybil	210	Brigantine	Mackay	...
	Borough Belle	96	Schooner	Mackay	...
	May Queen	108	Schooner	Brisbane	...
	Lady Darling	205	Schooner	Mackay	...
	Superior	86	Brig	Brisbane	...
	Jabberwock	68	Schooner	Brisbane	...
Chance	202	Brig	Maryborough	...	
Janet Stewart	170	Brigantine	Maryborough	...	
Stormbird	193	3-masted schooner	Mackay	...	
Ceara	254	Brig	Brisbane	...	
Lady Belmore	108	Schooner	Maryborough	...	
Lady Darling	115	Schooner	Maryborough	...	
Stanley	115	Schooner	Maryborough	...	

Summary.—Number recruited from the islands ... 17,329
 Number returned to the islands ... 9,610
 7,719

[Harbor
 Wrecked at Havannah]

[Reef
 Wrecked on Sumarez]

Wrecked at Sandwich

Wrecked at Insticollo

No. 5.

NEW ZEALAND.

List of Vessels licensed to employ Native Laborers by His Excellency the Governor of New Zealand within the last Ten Years.

Name of Vessel.	Tonnage.	Rig.	Number of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks.
				From	To	From	To	
Ryno ...	85	Brigantine ...	50	Savage Island or other island	Suwaroff Island or other island ...	4 Oct. 1875	For 180 days	To carry native laborers from Savage Island or other islands to Suwaroff or other islands
Kriemhilda ...	36	Fore-and-aft schooner	36	Auckland	Islands of Pacific Ocean, to call at Palmerston Island, &c.	2 Nov. 1875	For 180 days	To carry native laborers between islands of Pacific
Ryno ...	...	Brigantine ...	...	...	...	...	...	No record of this license in this office. It is supposed to have been dated 3rd May 1876, and delivered to master or owner direct.
Mary Anderson ...	52	Fore-and-aft schooner	52	Auckland	Solomon, Lord Howe, and Georgia, to call at Noumea	9 Mar. 1877	9 Mar. 1878	Pearl-fishing and making copra
Belle Brandon ...	64	Fore-and-aft schooner	30	Auckland	Solomon Islands, to call at other islands	1 Oct. 1877	1 Oct. 1877	Pearl-fishing and making copra
Falcon ...	195	Barquentine ...	20	Auckland	Line Islands, calling at Ellise, Gilbert, and other islands	12 Feb. 1880	12 Feb. 1881	Pearl-fishing and making copra
Aia C. Owen ...	182	Brigantine ...	150	Auckland	New Hebrides, Solomon, New Georgia Groups	21 Nov. 1877	21 Nov. 1878	Pearl-fishing and making copra

Showing that licenses to employ 338 natives were granted during above period.

Customs Department,
Wellington, 10th June 1881.

H. S. McKELLAR,
(For Secretary of Customs).

No. 5.

FIJI.

1874.

LIST of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Ringdove ...	28	Schooner	28	Line Islands ...	Fiji ...	1874. 14 Nov.	End of voyage...	E. Witherington
Mary Eliza ...	26	Cutter ...	41	Line Islands ...	Fiji ...	14 Nov.	End of voyage...	F. Plaice
Marion Rennie ...	58	Schooner	83	Line Islands ...	Fiji ...	1 Dec.	End of voyage...	Wm. Rogers
Daphne ...	56	Schooner	118	South Sea Islands	Fiji ...	13 Oct.	End of voyage...	J. McDonald
Emma ...	24	Cutter ...	56	South Sea Islands	Fiji ...	16 Nov.	End of voyage...	Wm. Jones
Tui Tavuke ...	...	S. ...	60	South Sea Islands	Fiji ...	20 Nov.	End of voyage	
Lady Alicia ...	...	...	53	Line Islands ...	Fiji ...	15 Dec.	End of voyage...	J. Daly

Recruits introduced into Fiji from 10th October 1874 152
 Time expired, returned to their homes 593

WILLIAM SEED, Lieut. R.O.,
 Acting Agent-General of Immigration for Fiji.

1875.

LIST of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Emma ...	26	Cutter ...	41	South Sea Islands	Fiji ...	1875. 10 Jan.	End of voyage...	Wm. Jones
Tui Tavaki ...	40	Schooner	39	South Sea Islands	Fiji ...	10 Feb.	End of voyage...	— Witherington
Marion Rennie ...	58	Schooner	82	South Sea Islands	Fiji ...	4 May	End of voyage...	Wm. Rogers
Ringdove ...	26	Cutter ...	37	Line Islands ...	Fiji ...	10 May	End of voyage...	E. Witherington
Daphne ...	60	Schooner	63	South Sea Islands	Fiji ...	6 Feb.	The season ...	John McDonald
Lølia ...	60	Cutter ...	60	South Sea Islands	Fiji ...	17 Jan.	End of voyage...	F. King
Mary Eliza ...	23	Cutter ...	22	South Sea Islands	Fiji ...	1 Feb.	End of voyage...	David Douglas
Lady of Palmerston	37	Ketch ...	60	Line Islands ...	Fiji ...	9 Oct.	The season ...	Johann Stammer
H.M.S. Dido ...	...	...	...	South Sea Islands	Fiji ...	6 Feb.	...	Capt. Chapman, R.N.

Recruits introduced during year 404 immigrants.
 Time expired, returned home 582 "

WILLIAM SEED, Lieut. R.O.,
 Acting Agent-General of Immigration for Fiji.

1876.

LIST of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Black Hawk ...	56	Schooner	60	South Sea Islands	Fiji ...	1876. 4 Jan.	End of voyage ...	Jas. Clapperton
Zephyr ...	58	Schooner	60	South Sea Islands	Fiji ...	1 Jan.	End of voyage...	W. Schwartz
Alarm ...	60	Schooner	66	South Sea Islands	Fiji ...	1 Jan.	End of voyage...	J. Schwartz
Daphne ...	58	Schooner	66	South Sea Islands	Fiji ...	2 Mar.	End of voyage...	Wm. Rogers
John Henderson ...	114	Schooner	120	South Sea Islands	Fiji ...	4 May	End of voyage...	J. Robinson
Prospector ...	360	Barque	340	South Sea Islands	Fiji ...	24 July	End of voyage...	Jas. Duncan
Mary Eliza ...	26	Cutter ...	30	Line Islands ...	Fiji ...	10 Oct.	End of voyage...	Francis Place
Rosomond ...	24	Cutter ...	30	Line Islands ...	Fiji ...	1 Nov.	End of voyage...	Wm. Henley

Recruits introduced during year 352 immigrants.
 Returned to their homes 1,825 "

WILLIAM SEED, Lieut. R.O.,
 Acting Agent-General of Immigration for Fiji.

1877.

LIST of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Prospector ...	367	Ship ...	20	South Sea Islands	Fiji ...	1877. 20 Feb.	End of voyage...	Jas. Duncan
Dauntless ...	98	Schooner	384	South Sea Islands	Fiji ...	27 June	The season ...	Wm. Jones
Marion Rennie ...	60	Schooner	88	South Sea Islands	Fiji ...	24 June	End of voyage...	Wm. Makin

Recruits introduced during year 544 immigrants.
 Time expired, returned home 1,207 "

WILLIAM SEED, Lieut. R.O.,
 Acting Agent-General of Immigration for Fiji.

1878.

List of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Daphne ...	58	Schooner	154	South Sea Islands	Fiji ...	1878. 15 Jan.	The season ...	Reuben Wells
Samoa ...	144	Schooner	152	South Sea Islands	Fiji ...	16 Jan.	End of voyage...	James McKay
Charybdis ...	98	Schooner	59	South Sea Islands	Fiji ...	16 Jan.	End of voyage...	W. Wawn
Patience ...	37	Ketch ...	131	South Sea Islands	Fiji ...	4 Feb.	The season ...	Carsten Stanningshaun
Black Hawk ...	40	Schooner	107	South Sea Islands	Fiji ...	8 Feb.	Two trips ...	Jas. Clipperton
Stanley ...	140	Schooner	149	South Sea Islands	Fiji ...	8 Mar.	End of voyage...	Chas. Kilgour
Dauntless ...	98	Schooner	235	South Sea Islands	Fiji ...	17 April	Two trips ...	William Jones
Mensichkoff ...	320	Ship ...	29	South Sea Islands	Fiji ...	21 April	End of voyage...	Wm. McDonald
Magellan Cloud ...	78	Schooner	263	South Sea Islands	Fiji ...	15 Aug.	Two trips ...	Wm. McDonald
Nymph ...	40	Cutter ...	115	South Sea Islands	Fiji ...	22 Aug.	Two trips ...	W. Shipman
Winefred ...	78	Schooner	126	South Sea Islands	Fiji ...	18 Dec.	End of voyage...	Alex. Gibbs

Recruits introduced during year 1,551 immigrants.

Time expired, returned home 509 "

WILLIAM SEED, Lieut. R.O.,
Acting Agent-General of Immigration for Fiji.

1879.

List of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Patience ...	37	Ketch ...	167	South Sea Islands	Fiji ...	1879. 6 Jan.	The season ...	Johann Stammer
Rose ...	42	Cutter ...	70	Line Islands ...	Fiji ...	25 June	Two trips ...	G. Moore
Dauntless ...	98	Schooner	396	South Sea Islands	Fiji ...	13 Jan.	The season ...	Wm. Jones
Marion Rennie ...	60	Schooner	214	South Sea Islands	Fiji ...	16 Jan.	The season ...	W. Waite
Stanley ...	140	Schooner	427	South Sea Islands	Fiji ...	5 April	The season ...	Chas. Kilgour
Winefred ...	78	Schooner	376	South Sea Islands	Fiji ...	11 June	The season ...	Alexis Gibbs
Agnes Donald ...	75	Schooner	133	South Sea Islands	Fiji ...	14 June	Two trips ...	N. Williams
Jessie Kelly ...	144	Schooner	71	South Sea Islands	Fiji ...	29 Sept.	End of voyage...	Robert Brown

Recruits introduced into Fiji during year 1,588 immigrants.

Time expired, immigrants returned, ditto 345 "

WILLIAM SEED, Lieut. R.O.,
Acting Agent-General of Immigration for Fiji.

1880.

List of Vessels licensed to employ Native Laborers by His Excellency the Governor of Fiji.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Energy ...	80	Schooner	103	South Sea Islands	Fiji ...	1880. 10 Jan.	End of voyage...	Wm. McDonald
Jessie Kelly ...	144	Schooner	466	South Sea Islands	Fiji ...	18 Jan.	The season ...	R. Brown
Marion Rennie ...	58	Schooner	94	South Sea Islands	Fiji ...	18 Jan.	End of voyage...	Wm. McDonald
Agnes Donald ...	75	Schooner	57	South Sea Islands	Fiji ...	2 Feb.	End of voyage...	Jas. Williams
Dauntless ...	98	Schooner	274	South Sea Islands	Fiji ...	19 Feb.	The season ...	Wm. Jones
Winefred ...	78	Schooner	257	South Sea Islands	Fiji ...	17 May	The season ...	Alex. N. Gibbs
Borealis... ..	134	Schooner	274	South Sea Islands	Fiji ...	17 May	Two trips ...	A. McKenzie
Tubal Cain ...	99	Schooner	254	South Sea Islands	Fiji ...	12 June	The season ...	Wm. McDonald
Rose ...	42	Cutter ...	67	Line Islands ...	Fiji ...	12 June	Two trips ...	G. Moore
Stanley ...	140	Schooner	200	South Sea Islands	Fiji ...	26 July	Two trips ...	Jas. Lynch
Flirt ...	100	Schooner	181	South Sea Islands	Fiji ...	10 Aug.	Two trips ...	Alex. Urquhart
Au Revoir ...	140	Schooner	119	South Sea Islands	Fiji ...	6 Sept.	End of voyage...	A. Masatelle
Gall ...	98	Schooner	188	South Sea Islands	Fiji ...	9 Sept.	Two trips ...	Juo. Williams

Recruited for service in Fiji during year 2,534 immigrants.

Time expired, returned to their homes 188 "

WILLIAM SEED, Lieut. R.O.,
Acting Agent-General of Immigration for Fiji.

SUMMARY.

RECRUITED FOR SERVICE IN FIJI.

From 1874 to 1880	...	...	...	...	7,395
Returned home during same period	...	...	...	...	5,249
					<u>2,146</u>

No. 6.

LIST of Vessels licensed to employ Native Laborers by Her Majesty's Consul at Noumea.

Name of Vessel. Port of Registry.	Tonnage.	Rig.	No. of Laborers licensed to employ.	Between what Ports.		License to hold good.		Remarks. Name of Master.
				From	To	From	To	
Ebenezer, Auckland	24 ¹⁰⁰	Schooner	20	Copra-making ...	...	15 Aug. 1877	15 Feb. 1878	W. Norris
Tanna ...	(?)	Schooner	(?)	I think these three vessels only carried labor for Petersen's plantation on Tanna, between that island and New Caledonia		...	...	Vessel wrecked Both licenses had ex- pired on the 6th Au- gust 1877. See letter to Commodore Hos- kins of that date
Luengone ...	...	Cutter (?)	(?)			...	...
Maria ...	...	Cutter (?)	(?)			...	...
John P. Land, Sydney	82	Schooner	20	Polynesia to New Caledonia and islands, to work copra, and as boat's crew		7 June 1877	31 Dec. 1877	Donald McLeod, master
Zephyr, Sydney ...	57	Schooner	(?)	(?) ...	...	May 1877	Dec. 1877	Schwarze, master
Mavis ...	38 Fr.	Schooner	30	To employ in New Hebrides and Solomon Islands, copra-making		1 Sept. 1877	30 Apr. 1878	Harris, master

MEMO.—No vessels were ever, to my recollection, licensed to carry laborers for other purposes than boats' crews or in the manufacture of copra. No vessel under a foreign flag can bring labor into this port; she must be French and commanded by a Frenchman, and have a French Government agent on board.

E. L. LAYARD, H.M.'s Consul.

NOTE.—This return is very meagre, and obviously inaccurate.

I.

SALE OF ARMS, AMMUNITION, AND LIQUOR IN THE WESTERN PACIFIC.

Deputy-Commissioner Romilly to the High Commissioner.

SIR,

Brisbane, 6th August 1881.

I have the honor, in accordance with your instructions contained in No. 2, of March 31, to report on the sale of arms, ammunition, and spirits carried on in the various islands recently visited by me.

2. The sale of arms actually carried on in the Solomon Islands is not, I should say, very large; but it is an undoubted fact that in many of the islands of that group the natives are extremely well armed. It remains, therefore, to be shown how the large number of muzzle and breech loading guns which are possessed by the natives have found their way into the country. There are, to my knowledge, only three resident white traders in the group. I had the opportunity of speaking to two of them on this subject, namely, Mr. Macdonald, of Santa Anna, and Mr. Stephens, of Ugi. Mr. Stephens, during the last year, has sold only twenty muzzle-loaders to the natives, and Mr. Macdonald has not sold so many. Of the third trader, living at Reubiana, I have not much information, as I was unable to visit that place, but Mr. Stephens told me that he had probably not sold more than himself or Mr. Macdonald. I have no doubt that the supply of arms to be found in the Solomons is owing to the fact of that group being the great field for the recruiting of labor, and that almost every returned laborer carries a musket or Snider rifle back with him. Fiji and Queensland are the two colonies engaged in the labor trade; and, though they each pay off their laborers at the expiration of the appointed time on a different system, are, in my opinion, equally responsible for this. In Fiji every laborer whose time has expired may have a gun if he wishes it. In Queensland the laborers are paid off in money, and can almost invariably afford to buy a breech-loader and a stock of ammunition. This has been going on for a considerable number of years, and the number of guns imported into the country is undoubtedly very large. Trading ships, both English and German, visiting these islands are responsible to some extent for the sale of arms. I did not, however, hear of a single instance of guns being left with native traders to dispose of. In my opinion, it is to the present system in paying off laborers, whose term of service has expired, in this manner that so many natives in the Solomons possess the arms they do. In New Britain, in some few localities, the natives are fairly well armed; all the arms they possess, however, have been bought in the country from the resident traders; that is to say, with the exception of those plundered from boats or stations—a not unfrequent occurrence there. In the Duke of York Island, and the little islands round about it, almost every native carries a gun; but in all the places in Blanche Bay and along the coast to the northward which I have visited I have seen large crowds of well-armed natives, but none of them carrying guns. Though, of course, the English trader, Mr. Farrell, is only too anxious to supply them with arms and ammunition, still, I believe, the Germans can supply them with a cheaper description of gun, and the natives, in consequence, deal more with them than with the English. In the event of Captain Zembach appointing a resident consul there, and your Excellency appointing a commissioner, I am convinced the sale of arms and ammunition could be prohibited.

On the subject of the sale of spirits in the Solomons, I had to accept what the traders told me, as I had no other means of obtaining information. They told me that spirits are not sold to natives, and that

it was a sufficiently difficult matter for them to obtain a constant supply for themselves. I myself have noticed that a large proportion of the trading vessels met by us in the Solomons were temperance ships. In New Britain the natives had not acquired a taste for spirits. I myself offered a native, who had seen much of white men, a glass of rum; he took it with some shyness, and immediately spat it out again. The German traders told me that they would certainly sell it if the natives would buy, but that there was absolutely no sale for it.

The other places visited by me are so little known and so seldom visited by white men that no trading, except at rare intervals, goes on at all in them.

I have the honor to be, Sir,

Your Excellency's most obedient humble servant,

HUGH H. ROMILLY.