

Sessional Papers

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 1.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE.

(EXTRACTED FROM THE MINUTES.)

FRIDAY, 24 NOVEMBER, 1871.

No. 1.

IMPORT ENTRIES REGULATION BILL.

Clause 2. The importer owner or consignee of goods shall make entry of such goods before the expiration of the time hereinafter respectively prescribed after the date of entry of the ship importing the same viz. :—

- (1.) For goods imported in any sailing vessel from any port in "Queensland" Victoria South Australia Tasmania Western Australia New Zealand or the South Sea Islands—*twenty-four hours.*
- (2.) For goods imported in any steamer from any of the said ports—*twelve hours.*
- (3.) For goods imported in any sailing vessel from "any" "port" other than the said ports—*forty-eight hours.*
- (4.) For goods imported in any steamer from any port other than the said ports—*twenty-four hours.*

(Read.)

Question proposed,—That the Clause as read stand part of the Bill. (Mr. Lord.)

Amendment proposed,—That the word "foreign" be inserted between the words "any" and "port" in line 8. (Mr. Bawden.)

And Debate ensuing,—

Proposed Amendment by leave withdrawn.

Amendment proposed,—That the words "New South Wales" be inserted before the word "Queensland" in line 4. (Mr. S. Brown.)

Debate ensued.

Question put,—That the words proposed to be inserted be so inserted.

Committee divided.

Ayes, 11.

Mr. Robertson,	
Mr. Hart,	<i>Tellers.</i>
Mr. Windéyer,	Mr. S. Brown,
Mr. Allen,	Mr. King.
Mr. Fitzpatrick,	
Mr. Greville,	
Mr. W. Forster,	
Mr. Farnell,	
Mr. Webb,	

Noes, 16.

Sir James Martin,	Mr. Brookes,
Mr. Tanks,	Mr. Wisdom,
Mr. Wilson,	Mr. Driver,
Mr. G. A. Lloyd,	Mr. Clarke,
Mr. Lord,	Mr. Byrnes.
Mr. Wearne,	<i>Tellers.</i>
Mr. R. Forster,	
Mr. Cummings,	Mr. Stewart,
Mr. Lucas,	Mr. Bawden.

Clause as read agreed to.

And certain Amendments having been made in the subsequent Clauses,—
Chairman left Chair to report Bill with Amendments.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 2.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE.

(EXTRACTED FROM THE MINUTES.)

TUESDAY, 28 NOVEMBER, 1871.

No. 1.

IMPORT ENTRIES REGULATION BILL.

(Recommended.)

Clause 2. The importer owner or consignee of goods shall make entry of such goods before the expiration of the time hereinafter respectively prescribed after the date of entry of the ship importing the same viz. :—

- (1.) For goods imported in any sailing-vessel from any port in Queensland Victoria South Australia Tasmania Western Australia New Zealand or the South Sea Islands—*twenty-four hours.*
- (2.) For goods imported in any steamer from any of the said ports—*twelve hours.*
- (3.) For goods imported in any sailing-vessel from any port other than the said ports—*“forty-eight” hours.*
- (4.) For goods imported in any steamer from any port other than the said ports—*twenty-four hours.*

(Again read.)

Motion made and Question proposed,—That the words “*forty-eight*” in paragraph 3 be omitted with a view to insert in their stead the words “*seventy-two.*” (Mr. Flood.)

Debate ensued.

Question put,—That the words proposed to be omitted stand part of the Clause.

Committee divided.

Ayes, 22.

Sir James Martin,	Mr. Webb,
Mr. Robertson,	Mr. Clarke,
Mr. Wilson,	Mr. Warden,
Mr. Windeyer,	Mr. Dodds,
Mr. Lord,	Mr. Buchanan,
Mr. Stephen,	Mr. Hoskins,
Mr. B. Forster,	Mr. Stewart,
Mr. Samuel,	Mr. Byrnes,
Mr. Cummings,	
Mr. Fitzpatrick,	<i>Tellers.</i>
Mr. Sutherland,	Mr. Bawden,
Mr. Terry,	Mr. Tunks.

Noes, 7.

Mr. Church,
Mr. Alexander,
Mr. Wearne,
Mr. Hill,
Mr. Fallon,
<i>Tellers.</i>
Mr. Levy,
Mr. Flood.

And the Clause, on motion of Mr. Lord, having been further amended by the addition at the end thereof of the words “And the above computation of time shall be exclusive of Sundays and holidays,”—

Clause, as further amended, *agreed to.*

Chairman left Chair to report Bill with a further amendment.

WEDNESDAY, 29 NOVEMBER, 1871.

No. 2.

PUBLIC ROADS BILL.

(Mr. Piddington, Deputy Chairman.)

The following new Clause brought up by Mr. W. Forster :—

“Whenever in any grant of land from the Crown a general power has been or may be hereafter reserved of taking any portion of such land for the purpose of making roads unless the quantity of land to be taken for such purpose be specified in such grant or the land so required be described or the situation and direction of the roads so reserved be defined the owners or occupants of such land shall whensoever such power shall be exercised be entitled to compensation under this Act for the land so taken as if no such power had been reserved.”

And the Clause having been read,—

Motion made and Question put,—That the Clause, as read, stand Clause 11 of the Bill.

(Mr. W. Forster.)

Committed divided.

Ayes, 10.

Mr. Allen,
Mr. W. Forster,
Mr. Hill,
Mr. Cummings,
Mr. Bell,
Mr. Farnell,
Mr. Clarke,
Mr. Smith,

Tellers.

Mr. Terry,
Mr. Driver.

Noes, 23.

Mr. Robertson,
Mr. Lord,
Mr. Windeyer,
Mr. Wilson,
Mr. Fitzpatrick,
Mr. King,
Mr. Sutherland,
Mr. Stephen,
Mr. Baker,

Tellers.

Mr. Dodds,
Mr. Bawden,
Mr. Webb,
Mr. Eckford,

Mr. Dillon,
Mr. Ryan,
Mr. Wearne,
Mr. Hoskins,
Mr. Fallon,
Mr. Jennings,
Mr. Lucas,
Mr. Byrnes,
Mr. Stewart,
Mr. Brookes.

On motion of Mr. Wilson, Deputy Chairman left Chair to report Bill with Amendments.

FRIDAY, 1 DECEMBER, 1871.

No. 3.

MATRIMONIAL CAUSES BILL.

Clause 13. It shall be lawful for any husband to present a petition to the Court praying that his marriage may be dissolved on the ground that his wife has since the celebration thereof been guilty of adultery and it shall be lawful for any wife to present a petition to the Court praying that her marriage may be dissolved on the ground that since the celebration thereof her husband has been guilty of “adultery” And every such petition shall state as distinctly as the nature of the case permits the facts on which the claim to have such marriage dissolved is founded. *(Read.)*

Question proposed,—That the Clause, as read, stand part of the Bill. *(Mr. Buchanan.)*

Amendment proposed,—That the word “adultery” in line 5 be omitted with the view to insert in lieu thereof the words “incestuous adultery or of bigamy with adultery or of rape or of sodomy or of adultery coupled with such cruelty as without adultery would have entitled her to a divorce *a mensâ et thoro* under the law heretofore existing in England or of adultery coupled with desertion without reasonable excuse for two years or upwards.” *(Mr. Baker.)*

Question put,—That the word proposed to be omitted stand part of the Clause.

Debate ensued.

Motion made and Question put,—That the Chairman do now leave the Chair, report progress, and ask leave to sit again on Friday, the 22nd December. *(Mr. Buchanan.)*

Committee divided.

Ayes, 19.

Mr. Robertson,
Mr. Byrnes,
Mr. Lord,
Mr. Brookes,
Mr. Stewart,
Mr. Buchanan,
Mr. Moses,
Mr. Nowlan,
Mr. W. Forster,
Mr. Hill,
Mr. Wilson,

Mr. Farnell,
Mr. Clarke,
Mr. Warden,
Mr. Tunks,
Mr. Webb,
Mr. Driver,

Tellers.

Mr. Wearne,
Mr. Bawden.

Noes, 4.

Mr. Baker,
Mr. Eckford,

Tellers.

Mr. Fitzpatrick,
Mr. Dillon.

Chairman left Chair accordingly.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

No. 3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE.

(EXTRACTED FROM THE MINUTES.)

FRIDAY, 22 DECEMBER, 1871.

No. 1.

MATRIMONIAL CAUSES BILL.

Clause 13. It shall be lawful for any husband to present a petition to the Court praying that his marriage may be dissolved on the ground that his wife has since the celebration thereof been guilty of adultery and it shall be lawful for any wife to present a petition to the Court praying that her marriage may be dissolved on the ground that since the celebration thereof her husband has been guilty of "adultery" And every such petition shall state as distinctly as the nature of the case permits the facts on which the claim to have such marriage dissolved is founded. *(Again read.)*

Amendment re-stated, viz.:—That the word "adultery" in line 5 be omitted, with the view to insert in lieu thereof the words "incestuous adultery or of bigamy with adultery or of rape or of sodomy or of adultery coupled with such cruelty as without adultery would have entitled her to a divorce *a mensâ et thoro* under the law heretofore existing in England or of adultery coupled with desertion without reasonable excuse for two years or upwards." *(Mr. Baker.)*

Question put (after Debate),—That the word proposed to be omitted stand part of the Clause.

Committee divided.

Ayes, 21.

Mr. Robertson,	Mr. Driver,
Mr. Wilson,	Mr. Buchanan,
Mr. Byrnes,	Mr. Farnell,
Mr. Allen,	Mr. Hill,
Mr. G. A. Lloyd,	Mr. Sutherland,
Mr. Nowlan,	Mr. Clarke,
Mr. Flood,	Mr. Stewart,
Mr. Moses,	<i>Tellers.</i>
Mr. Alexander,	Mr. Brookes,
Mr. Bell,	Mr. Lucas.
Mr. Tunks,	
Mr. Wearne,	

Noes, 4.

Mr. Lord,
Mr. Cummings,
<i>Tellers.</i>
Mr. Dillon,
Mr. Baker.

Clause as read agreed to.

A new Clause having been added, on motion of Mr. Buchanan the Chairman left the Chair, to report the Bill with an Amendment.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 4.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE.

(EXTRACTED FROM THE MINUTES.)

TUESDAY, 23 JANUARY, 1872.

No. 1.

PUBLIC VEHICLES REGULATION BILL (No. 2.)

Clause 20. The Commissioners shall apply the moneys received under this Act in the following manner (that is to say) in the payment of—

- (1.) All authorized expenses and charges incurred in carrying into effect the provisions of this Act.
- (2.) The balance at the credit of the Public Vehicles Account after the said payments shall be divided annually amongst the various Municipal Councils within the Police District of Sydney in approximate proportion to the length and wear and tear of road maintained by each such Council. *(Read.)*

On motion of Mr. Tunks, Question put (after Debate).—That the clause, as read, stand part of the Bill.

Committee divided.

Ayes, 14.

Mr. Lord,	Mr. Clarke,
Mr. Windeyer,	Mr. Dillon,
Mr. Stewart,	Mr. Smith,
Mr. S. Brown,	Mr. Spring,
Captain Onslow,	<i>Tellers.</i>
Mr. Greville,	Mr. R. Forster,
Mr. Tunks,	Mr. Fitzpatrick.
Mr. Farnell,	

Noes, 9.

Mr. Robertson,	Mr. Sutherland,
Mr. Byrnes,	<i>Tellers.</i>
Mr. Wilson,	Mr. E. Brown,
Mr. G. A. Lloyd,	Mr. Driver.
Mr. Wearne,	
Mr. Speer,	

On motion of Mr. Tunks, Chairman left Chair to report Bill with Amendments.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 1.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871. Nov 15 ...	Certain Inhabitants of Bega ...	One hundred and two	Mr. Clarke	{ Praying that the Amended Stamp Duties Act may be further amended in certain respects.
„ 15 ...	Certain Inhabitants of Gundaroo, in Public Meeting assembled	Sixty-five	Mr. W. Forster ...	{ Complaining of the present position of the Post Office at Gundaroo, and praying that it may be removed to a more central and convenient place.

Legislative Assembly Offices,
Sydney, 17 November, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 2.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871.				
Nov. 21 ...	Certain residents in the Town of Wagga Wagga and Murrumbidgee and Lachlan Districts	One hundred and sixty-seven	Mr. Macleay	{ Praying that the existing Border Treaty with the Colony of Victoria may be continued until the end of the ensuing year; and that during the interval, Statistics may be collected on which to form the basis of a future agreement between the two Colonies.
„ 21 ...	William Henry Bedell, of Grenfell	One	Mr. Baker	{ Representing that under the existing law regulating the admission of evidence in civil or criminal proceedings in Courts of Justice, disbelievers in a future state of rewards and punishments beyond the grave are held to be incompetent witnesses; and that in consequence of his inability to profess such belief he has at various times been subjected to great loss and indignities; and praying for relief in the premises.
„ 21 ...	William Thelkeld, as Chairman of a Public Meeting of the Inhabitants of Huy and surrounding Districts	One	Mr. Jennings	{ Praying that the proposal to ascertain the amount derived from the imposition of duties on goods crossing the Border may be accepted; and that the said duties may not be re-imposed until such time as the Government of Victoria refuses to pay to New South Wales her just dues in this respect.
„ 22 ...	The Mayor, Aldermen, and certain Inhabitants of Town and District of Deniliquin, in public meeting assembled	One hundred and nine	Mr. Jennings	Similar prayer.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871.				
Nov. 23 ...	John Newlands Wark, of Sydney, engineer	One	Mr. Samuel	{ Praying for leave to bring in a Bill to enable him to construct Gas Works within the city and suburbs of Bathurst, and providing for the incorporation of the "Bathurst Gas Company (Limited.)"
„ 23 ...	Certain Graziers, Traders, Vinegrowers, Free Selectors, Artisans, and others, resident in the Albury, and Corowa districts	One thousand and forty	Mr. Fallon	{ Alleging that during the currency of the present Border Customs Treaty the prosperity and agricultural and commercial development of Riverina have largely increased, and that the re-imposition of duties on goods crossing the Border from Victoria would be detrimental to their interests; and praying the House to take the subject into consideration, with a view to relief in the premises.
„ 24 ...	The Trustees of the Reserves for Recreation at Coogee Bay	Three	Mr. Lucas	{ Representing that the stand or place set apart for vehicles has been washed away, and that they consider the erection of a substantial sea-wall absolutely necessary to prevent further damage; and praying the House to take the matter into consideration.

Legislative Assembly Offices,
Sydney, 24 November, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 3.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871. Nov. 28 ...	Thomas Walker, late Denom- inational Schoolmaster, Cassilis	One	Mr. Dodds	{ Alleging that he has been for upwards of twenty-five years a Denominational Schoolmaster, and is now in the 72nd year of his age; that he has been super- seded at Cassilis by a younger man, and praying consideration of his case.
„ 30 ...	The Roman Catholics of Grenfell.....	One hundred and sixty-five	Mr. Baker.....	{ Respecting the refusal by the Council of Education to grant a Certificate to the Roman Catholic Grenfell School; and praying the House to take the matter into consideration.

Legislative Assembly Offices,
Sydney, 1 December, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 4.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871.				
Dec. 5 ...	John Cross, farmer, of the Woolshed, near Bundarra }	One	Mr. Bawden.....	{ Respecting the cancellation of a conditional purchase made by him on the Woolshed Run, near Bundarra; and praying inquiry into the matter.
„ 5 ...	The Chairman, Vice-Chairman, and Directors of the Parramatta Gas Company }	Five	Mr. Byrnes	{ Praying for leave to bring in a Bill to incorporate the Parramatta Gas Company (Limited).
„ 5 ...	Joshua Dowe, of Tamworth, Doctor of Medicine, and Andrew Loder, of Colly Creek, grazier	Two	Mr. Hart	{ Praying for leave to bring in a Bill to enable the executors of the will of James Mein Loder, deceased, to sell a certain sheep station or run, called "North Quirindi" or "Currindi Creek," being part of the estate of the said James Mein Loder, and to invest the money to arise from such sale for the benefit of the parties interested in the said station under the said will.
„ 7 ...	The Trustees of the various Cemeteries at the Necropolis, Haslem's Creek	Twenty-five	Mr. Windeyer	{ Against the passing of the Cemeteries Regulation Bill.
„ 7 ...	The Standing Committee of the Synod of the Church of England for the Diocese of Sydney	One	Mr. S. Brown	To the same effect.
„ 8 ...	The Moderator of the Presbyterian Church of New South Wales	One	Mr. Dodds	{ Relative to the present system of licensing public-houses; and praying that a Bill may be introduced to amend the system.

Legislative Assembly Offices,
Sydney, 8 December, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 5.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871.				
Dec. 12 ...	The Reverend Robert King, } Bural Dean of Liverpool... }	One	Captain Onslow ...	{ Representing that the Council of Education have threatened to close the Certified Church of England School at Liverpool, because of the want of certain repairs thereto; and praying for relief in the premises.
„ 13 ...	Most Reverend John Bede } Polding, Roman Catholic } Archbishop	One	Mr. Butler	{ Against the passing of the Cemeteries Regulation Bill.

Legislative Assembly Offices,
Sydney, 15 December, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 6.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHEN PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1871. Dec. 19 ...	Municipal Council of the } Borough of Randwick ... }	One	Mr. Hill	{ Against the passing of the Ceme- terics Regulation Bill.
„ 19 ...	Reverend Canon Vidal, and } other Members of the } Church of England	Sixty-three	Mr. Watson	{ Against the passing of the Matri- monial Causes Bill.
„ 19 ...	Sarah J. Loder, widow	One	Mr. Hoskins	{ Praying to be heard by Counsel against the passing of the Loder's Estate Bill.
„ 20 ...	John Hawdon, Chairman of } a Public Meeting held at } Moruya	One	Mr. Clarke	{ Praying that the Crown Lands Bill, now before the Legislative Assembly, may be amended in regard to the price of frontage lands for free selection.
„ 21 ...	John Paul, of Camperdown, } dealer	One	Mr. Buchanan	{ Representing that, on the 20th day of November, 1871, he was sen- tenced to two months imprison- ment in Darlinghurst Gaol, on a charge of having in his possession certain copper supposed to have been stolen, and remained in the said Gaol until the 8th day of December following, on which day he was released by order of His Excellency the Governor; that in consequence of the said conviction he has been put to great expense; and praying for inquiry into his case.
„ 21 ...	Commissioners of the Mait- } land District Council	Six	Mr. G. A. Lloyd ...	{ Against the passing of the Maitland District Council Dissolution Bill.
„ 21 ...	Priscilla Cohen, of Sydney, } widow, and Lewis Solomon, } of Albury, storekeeper, ... }	Two	Mr. Hart	{ Praying for leave to bring in a Bill to enable the Trustees of the Will of Mr. Michael Cohen, deceased, to sell certain land in Clarence- street, Sydney, and to make pro- vision for the investment of the proceeds of the sale thereof.

Legislative Assembly Offices,
Sydney, 22 December, 1871.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 7.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHERE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1872. Jan. 23 ...	Certain Free Selectors, Farmers, Storekeepers, Miners, and other Residents of the Town and District of Molong, in Public Meeting assembled	One hundred and sixty-four	Mr. Buchanan	{ Against the passing of the Crown Lands Bill.
„ 23 ...	Certain Free Selectors, Farmers, and others in the District of Queanbeyan and portion of District of Braidwood	One hundred and twenty-three	Mr. Greville	Do.
„ 23 ...	Certain Graziers, Agriculturists, Storekeepers, and other Residents of Taralga	Two hundred and eighty-eight	Mr. Butler	Do.
„ 23 ...	Certain Miners and others at Grenfell	Three hundred and fifty	Mr. Watson	Do.
„ 23 ...	Certain Residents of Burrowa	Three hundred and thirty-three	Mr. Watson	Do.
„ 23 ...	Certain Residents of Inverell and surrounding District, in Public Meeting assembled	Two hundred and seventy-seven ...	Mr. Fraser	Do.
„ 23 ...	Mr. George Townshend, senr., of Trevallyn, in the District of Paterson	One	Mr. Dodds	{ Praying that the District Council of Paterson may be dissolved.
„ 24 ...	Certain Inhabitants of the Manning River District ...	Four hundred and thirteen	Mr. Smith	{ Alleging that there is a line of communication between the New England District and the Manning River, which could be made a good road at small expense; and praying the House to take the matter into consideration.
„ 24 ...	The Rurideccanal Chapter of Camden	Six	Captain Onslow ...	{ Praying that Denominational Schools may be placed on the same footing as Public Schools in the matter of repairs.
„ 24 ...	Freeholders, Leaseholders, and Free Selectors, residing on the Roads from Sutton Forest Railway Station, Throsby Park, Burrawang, and its vicinity to the Township of Robertson ...	One hundred and eighteen	Mr. Morrice	{ Praying that the money voted by Parliament for the repairs of these roads may be expended thereon, and not on a proposed deviation known as "Mr. Campbell's Deviation."
„ 24 ...	Gold-diggers, Farmers, and other Residents of Mogo, in the District of Broulee...	Forty-seven	Mr. Clarke	{ Against the passing of the Crown Lands Bill.

Legislative Assembly Offices,
Sydney, 25 January, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 8.

WEEKLY ABSTRACT

OF

PETITIONS RECEIVED

BY THE

LEGISLATIVE ASSEMBLY.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED	ABSTRACT OF PRAYER.
1872. Jan. 30 ...	Certain Inhabitants of Hartley	Two hundred and } twenty-five	Mr. Lucas	{ Against the passing of the Crown Lands Bill.
„ 30 ...	Certain Inhabitants of Muswellbrook and the surrounding districts	Two hundred and } seventy-nine	Mr. Parkes	Do.
„ 30 ...	Certain Inhabitants of Collector and surrounding districts	Four hundred and } ninety-five	Mr. Butler	Do.
„ 31 ...	Certain Electors and other Residents of the Liverpool Plains Electorate	Nine hundred and } ninety-nine	Mr. Wearne	Do.
„ 31 ...	Certain Residents in the Electoral District of the Lower Hunter	Three hundred and } thirteen	Mr. Wisdom	Do.

Legislative Assembly Offices,
Sydney, 31 January, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PETITIONS.

GENERAL SUMMARY of the Weekly Abstracts of PETITIONS received by the Legislative Assembly, during the Session of 1871-2.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED.	ABSTRACT OF PRAYER.	WHETHER PRINTED.
1871.	Border Duties.				
Nov. 21 ...	Certain Residents in the Town of Wagga Wagga, and Murrumbidgee and Lachlan Districts	One hundred and sixty-seven	Mr. Macleay	Praying that the existing Border Treaty with the Colony of Victoria may be continued until the end of the ensuing year; and that during the interval, Statistics may be collected on which to form the basis of a future agreement between the two Colonies	Printed.
" 21 ...	William Thelkeld, as Chairman of a Public Meeting of the Inhabitants of Hay and surrounding Districts	One	Mr. Jennings ...	Praying that the proposal to ascertain the amount derived from the imposition of duties on goods crossing the Border may be accepted; and that the said duties may not be re-imposed until such time as the Government of Victoria refuses to pay to New South Wales her just dues in this respect.....	Printed.
" 22 ...	The Mayor, Aldermen, and certain Inhabitants of Town and District of Deniliquin, in Public Meeting assembled	One hundred and nine	Mr. Jennings ...	Similar prayer	Printed.
" 23 ...	Certain Graziers, Traders, Vinegrowers, Free Selectors, Artisans, and others, resident in the Albury and Corowa Districts	One thousand and forty	Mr. Fallon	Alleging that during the currency of the present Border Customs Treaty the prosperity and agricultural and commercial development of Riverina have largely increased, and that the re-imposition of duties on goods crossing the Border from Victoria would be detrimental to their interests; and praying the House to take the subject into consideration, with a view to relief in the premises	Printed.
	Cemeteries Regulation Bill.				
Dec. 7 ...	The Trustees of the various Cemeteries at the Necropolis, Haslem's Creek	Twenty-five.....	Mr. Windeyer ...	Against the passing of the Cemeteries Regulation Bill	Printed.
" 7 ...	The Standing Committee of the Synod of the Church of England for the Diocese of Sydney	One	Mr. S. Brown ...	Do.	Printed.
" 13 ...	Most Reverend John Bede Polding, Roman Catholic Archbishop	One	Mr. Butler	Do.	Printed.
" 19 ...	Municipal Council of the Borough of Randwick	One	Mr. Hill	Do.	Printed.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED.	ABSTRACT OF PRAYER.	WHETHER PRINTED.
1871. Crown Lands Bill.					
Dec. 20 ...	John Hawdon, Chairman of a Public Meeting held at Moruya	One	Mr. Clarke	{ Praying that the Crown Lands Bill, now before the Legislative Assembly, may be amended in regard to the price of frontage lands for free selection ... }	{ Printed.
1872.					
Jan. 23 ...	Certain Free Selectors, Farmers, Storekeepers, Miners, and other Residents of the Town and District of Molong, in Public Meeting assembled	One hundred and sixty-four	Mr. Buchanan	{ Against the passing of the Crown Lands Bill	{ Printed.
" 23 ...	Certain Free Selectors, Farmers, and others, in the District of Queanbeyan and portion of District of Braidwood	One hundred and twenty-three	Mr. Greville	Do.	Printed.
" 23 ...	Certain Graziers, Agriculturists, Storekeepers, and other Residents of Taralga	Two hundred and eighty-eight	Mr. Butler	Do.	Printed.
" 23 ...	Certain Miners and others at Grenfell	Three hundred and fifty	Mr. Watson	Do.	Printed.
" 23 ...	Certain Residents of Burrowa	Three hundred and thirty-three	Mr. Watson	Do.	Printed.
" 23 ...	Certain Residents of Inverell and surrounding District, in Public Meeting assembled	Two hundred and seventy-seven	Mr. Fraser	Do.	Printed.
" 24 ...	Gold-diggers, Farmers, and other Residents of Mogo, in the District of Broulee	Forty-seven	Mr. Clarke	Do.	Printed.
" 30 ...	Certain Inhabitants of Hartley	Two hundred and twenty-five	Mr. Lucas	Do.	Printed.
" 30 ...	Certain Inhabitants of Muswellbrook and the surrounding Districts	Two hundred and seventy-nine	Mr. Parkes	Do.	Printed.
" 30 ...	Certain Inhabitants of Collector and surrounding Districts	Four hundred and ninety-five	Mr. Butler	Do.	Printed.
" 31 ...	Certain Electors and other Residents of the Liverpool Plains Electorate	Nine hundred and ninety-nine	Mr. Wearne	Do.	Printed.
" 31 ...	Certain Residents in the Electoral District of the Lower Hunter	Three hundred and thirteen	Mr. Wisdom	Do.	Printed.
1871. Miscellaneous.					
Nov. 15 ...	Certain Inhabitants of Bega	One hundred and two	Mr. Clarke	{ Praying that the Amended Stamp Duties Act may be further amended in certain respects	{ Printed.
" 15 ...	Certain Inhabitants of Gundaroo, in Public Meeting assembled	Sixty-five	Mr. W. Forster	{ Complaining of the present position of the Post Office at Gundaroo, and praying that it may be removed to a more central and convenient place	{ Printed.
" 21 ...	William Henry Bedell, of Grenfell	One	Mr. Baker	{ Representing that under the existing law regulating the admission of evidence in civil or criminal proceedings in Courts of Justice, disbelievers in a future state of rewards and punishments, beyond the grave are held to be incompetent witnesses; and that in consequence of his inability to profess such belief he has at various times been subjected to great loss and indignities; and praying for relief in the premises	{ Printed.

WHEN RECEIVED.	FROM WHOM AND VIOLENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED.	ABSTRACT OF PRAYER.	WHETHER PRINTED.
1871.					
Miscellaneous—continued.					
Nov. 24	The Trustees of the Reserves for Recreation at Coogee Bay	Three	Mr. Lucas	Representing that the stand or place set apart for vehicles has been washed away, and that they consider the erection of a substantial sea-wall absolutely necessary to prevent further damage; and praying the House to take the matter into consideration.	Printed.
" 28	Thomas Walker, late Denominational Schoolmaster, Cassilis	One	Mr. Dodds	Alleging that he has been for upwards of twenty-five years a Denominational Schoolmaster, and is now in the 72nd year of his age; that he has been superseded at Cassilis by a younger man; and praying consideration of his case	Printed.
" 30	The Roman Catholics of Grenfell	One hundred and sixty-five	Mr. Baker	Respecting the refusal by the Council of Education to grant a Certificate to the Roman Catholic School at Grenfell; and praying the House to take the matter into consideration	Printed.
Dec. 5	John Cross, farmer, of the Woolshed, near Bundarra	One	Mr. Bawden	Respecting the cancellation of a conditional purchase made by him on the Woolshed Run, near Bundarra; and praying inquiry into the matter.	Printed.
" 8	The Moderator of the Presbyterian Church of New South Wales	One	Mr. Dodds	Relative to the present system of licensing Public-houses; and praying that a Bill may be introduced to amend the system	Printed.
" 12	The Reverend Robert King, Rural Dean of Liverpool	One	Captain Onslow	Representing that the Council of Education have threatened to close the Certified Church of England School at Liverpool, because of the want of certain repairs thereto; and praying for relief in the premises	Printed.
" 19	Reverend Canon Vidal, and other Members of the Church of England	Sixty-three	Mr. Watson	Against the passing of the Matrimonial Causes Bill	Printed.
" 21	Commissioners of the Maitland District Council	Six	Mr. G. A. Lloyd	Against the passing of the Maitland District Council Dissolution Bill	Printed.
" 21	John Paul, of Camperdown, dealer	One	Mr. Buchanan	Representing that, on the 20th day of November, 1871, he was sentenced to two months' imprisonment in Darlinghurst Gaol, on a charge of having in his possession certain copper supposed to have been stolen, and remained in the said Gaol until the 8th day of December following, on which day he was released by order of His Excellency the Governor; that in consequence of the said conviction he has been put to great expense; and praying for inquiry into his case.	Printed.
1872.					
Jan. 23	Mr. George Townshend, senr., of Trevallyn, in the District of Paterson	One	Mr. Dodds	Praying that the District Council of Paterson may be dissolved	Printed.
" 24	Certain Inhabitants of the Manning River District	Four hundred and thirteen	Mr. Smith	Alleging that there is a line of communication between the New England District and the Manning River, which could be made a good road at small expense; and praying the House to take the matter into consideration	Printed.
" 24	The Ruridecanal Chapter of Camden	Six	Captain Onslow	Praying that Denominational Schools may be placed on the same footing as Public Schools in the matter of repairs	Printed.
" 24	Freeholders, Leaseholders, and Free Selectors, residing on the Roads from Sutton Forest Railway Station, Throsby Park, Burrawang, and its vicinity, to the Township of Robertson	One hundred and eighteen	Mr. Morrice	Praying that the money voted by Parliament for the repairs of these roads may be expended thereon, and not on a proposed deviation known as "Mr. Campbell's Deviation"	Printed.

WHEN RECEIVED.	FROM WHOM AND WHENCE PRESENTED.	NUMBER OF SIGNATURES.	BY WHOM PRESENTED.	ABSTRACT OF PRAYER.	WHETHER PRINTED.
1871. Private Bills.					
Nov. 23 ...	John Newlands Wark, of Sydney, engineer	} One	Mr. Samuel	{ Praying for leave to bring in a Bill to enable him to construct Gas Works within the city and suburbs of Bathurst, and providing for, the incorporation of the "Bathurst Gas Company (Limited)"	} Not printed.
Dec. 5 ...	The Chairman, Vice-Chairman, and Directors of the Parramatta Gas Company	} Five	Mr. Byrnes	{ Praying for leave to bring in a Bill to incorporate the "Parramatta Gas Company (Limited)"	} Not printed.
,, 5 ...	Joshua Dowe, of Tamworth, Doctor of Medicine, and Andrew Loder, of Colly Creek, grazier	} Two	Mr. Hart	{ Praying for leave to bring in a Bill to enable the Executors of the will of James Mein Loder, deceased, to sell a certain sheep station or run, called "North Quirindi," or "Curriindi Creek," being part of the estate of the said James Mein Loder, and to invest the money to arise from such sale for the benefit of the parties interested in the said station under the said will	} Not printed.
,, 19 ...	Sarah J. Loder, widow	One	Mr. Hoskins	{ Praying to be heard by Counsel against the passing of the Loder's Estate Bill	} Not printed.
,, 21 ...	Priscilla Cohen, of Sydney, widow, and Lewis Solomon, of Albury, storekeeper	} Two	Mr. Hart	{ Praying for leave to bring in a Bill to enable the Trustees of the will of Mr. Michael Cohen, deceased, to sell certain land in Clarence-street, Sydney, and to make provision for the investment of the proceeds of the sale thereof	} Not printed.

Legislative Assembly Offices,
Sydney, 1 February, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

No. 1.

ALPHABETICAL REGISTER OF PUBLIC BILLS ORIGINATED IN THE ASSEMBLY DURING THE SESSION OF 1871-2.

Table with columns: SHORT TITLES, BY WHOM INITIATED, Ordered, Presented and read 1st, Read 2nd, Committed, Reported, Recommended, Reported, Report adopted, Read 3rd, Passed, Sent to Council for concurrence, Agreed to by Council without Amendment, Agreed to by Council with Amendment, Assent, Number of Act, REMARKS.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ALPHABETICAL REGISTERS

OF

ADDRESSES AND ORDERS FOR PAPERS,

AND OF

ADDRESSES

(NOT BEING FOR PAPERS.)

SESSION 1871-2.

1871-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ALPHABETICAL REGISTER OF ADDRESSES AND ORDERS FOR PAPERS, DURING THE SESSION OF 1871-2.

No.	WHEN PASSED.			ON WHOSE MOTION.	PAPERS APPLIED FOR.		RETURN TO ADDRESS OR ORDER.	REGISTER NUMBER.	IF TO BE PRINTED.	
	VOTES.				By Address.	By Order.			Date of Order.	When delivered for Printing.
	No.	Date.	Entry.							
2	15	1871. 7 December...	5	Mr. Lee.....	.....	Alleged encroachment on Mr. Closo's property...	.....	.....	.....	.....
8	24	22 December...	7	Mr. Driver	Alleged Garroting .....	.....	.....	.....	.....	.....
6	20	15 December...	3	Mr. Stewart	Chief Justice, The .....	.....	1871. 22 December...	71/561	1871. 22 December...	1871. 22 December.
3	17	12 December...	6	Mr. Dodds .....	.....	Church and School Lands.....	.....	.....	.....	.....
4	19	14 December...	5	Mr. Dodds .....	.....	{ Church and School Lands. (Supplementary) Return } .....	.....	.....	.....	.....
11	20	1872. 31 January ...	5	Mr. Stewart	Denominational School at Petersham .....	.....	.....	.....	.....	.....
9	24	1871. 22 December...	3	Mr. Farnell .....	.....	Destruction of an Imported Cow	1872. 22 January ...	72/17	1872. 22 January ...	1872. 23 January.
3	5	21 November...	13	Mr. Fitzpatrick	Gold Fields Commission.....	.....	.....	.....	.....	.....
1	5	21 November...	12	Mr. Farnell .....	.....	Mails <i>via</i> Suez	1871. 23 November...	71/479	1871. 23 November...	1871. 23 November.
8	23	21 December...	6	Mr. Tuks .....	.....	Orphan Schools .....	.....	.....	.....	.....
4	'8	24 November...	11	Mr. Stewart	Political position of Fiji.....	.....	6 December...	71/510	6 December ...	7 December.
6	22	20 December...	5	Mr. Watson .....	.....	Post and Telegraph Offices, Burrows.....	.....	.....	.....	.....
9	25	1872. 23 January ...	13	Mr. Greville	Rodd, Mr. James.....	.....	.....	.....	.....	.....
5	21	1871. 19 December...	8	Mr. R. Forster.....	.....	Roman Catholic Denominational School, Grenfell { Sewerage and Water Supply. (To be added to) Return ordered on the 18th April, 1871) ... }	.....	.....	.....	.....
7	23	21 December...	5	Mr. Tuks .....	.....	.....	.....	.....	.....	.....
2	5	21 November...	10	Mr. S. Brown	{ Volunteer Artillery—Complaints against Lieut.-Colonel Richardson .....	.....	1871. 1 December ...	71/500	1871. 1 December ...	1871. 4 December.
10	24	22 December...	4	Mr. Lackey .....	.....	Volunteer Clothing .....	.....	.....	.....	.....

Legislative Assembly Offices,
Sydney, 1 February, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

ALPHABETICAL REGISTER OF ADDRESSES AND ORDERS FOR PAPERS DURING FORMER SESSIONS.

No.	WHEN PASSED.			ON WHOSE MOTION.	PAPERS APPLIED FOR.		RETURN TO ADDRESS OR ORDER.	REGISTER NUMBER.	IF TO BE PRINTED.	
	VOTES.				By Address.	By Order.			Date of Order.	When delivered for Printing.
	No.	Date.	Entry.							
30	84	1871. 14 February...	7	Mr. Garrett .....	.....	Bridge over Crookhaven River at Mayfield	1871. 6 December ...	71/512	{ Not ordered to be printed ... }	.....
25	49	1870. 8 November...	10	Mr. Tunks .....	.....	{ Crown Land dedicated to religious or charitable purposes	1872. 23 January ...	72/14	1872. 23 January ...	1872. 24 January.
37	80	1871. 7 February ...	3	Mr. Farnell .....	.....	Crown Lands Statistics	1871. 1 December...	71/498	1871. 1 December ...	1871. 4 December.
32	65	1870. 7 December...	8	Mr. Bawden .....	.....	Land Statistics	1872. 23 January ...	72/16	1872. 23 January ...	1872. 24 January.
52	134	1871. 16 May	3	Mr. Farnell .....	.....	Orphan Schools	1871. 8 December ...	71/525	1871. 8 December ...	1871. 9 December.
55	155	1 June	7	Mr. Hart .....	.....	Population of the Colony (in part)	22 November...	71/467	22 November...	23 November.
46	108	28 March	6	Mr. Dodds .....	.....	{ Road from Phoenix Park through Wallalong and Bowthorne Estates—Punt at Wallalong }	6 December...	71/511	{ Not ordered to be printed ... }	.....
15	56	1870. 18 November...	4	Mr. W. Forster	{ Supreme and District Courts—Business of—Travelling Expenses of Judges and Crown Prosecutors .....	.....	22 November...	71/467	22 November...	23 November.
32	154	1871. 14 June	2	Mr. S. Brown	Volunteer Artillery .....	.....	15 November...	71/434	15 November...	15 November.

Legislative Assembly Offices,
Sydney, 1. February, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

ALPHABETICAL REGISTER OF ADDRESSES (NOT BEING FOR PAPERS) TO THE GOVERNOR, DURING THE SESSION OF 1871-2.

SUBJECT OF ADDRESS.	VOTES:				WHEN PASSED OR AGREED TO.			WHEN AND HOW PRESENTED.				WHEN AND HOW ANSWERED.				REMARKS.
	VOTES:				VOTES:			VOTES:				VOTES:				
	No.	Date.	Entry.	On whose Motion.	No.	Date.	Entry.	No.	Date.	Entry.	By whom.	No.	Date.	Entry.	By whom.	
Border Duties	18	1871. 13 Dec.	6	Mr. Jennings	18	1871. 13 Dec.	6	...	...	...	The Speaker	...	...	...	...
Border Duties	27	1872. 25 Jan.	11	Mr. W. Forster	27	1872. 25 Jan.	11	...	...	...	Do.	...	...	...	...
Internal Communication	21	1871. 19 Dec.	10	Mr. Macleay	21	1871. 19 Dec.	10	...	...	...	Do.	...	...	...	...
Reply to Governor's Opening Speech	1	14 Nov.	8	Mr. Smith	1	14 Nov.	8	2	1871. 15 Nov.	1	{ Legislative } { Assembly. }	2	1871. 15 Nov.	1	The Governor.	{ Committee appointed to prepare Reply.
Suspension of Standing Orders. (Dissolution of Parliament).....	20	1872. 31 Jan.	7	Mr. Piddington	20	1872. 1 Feb. A.M.	7	...	...	...	...	...	...	...	...	{ Adopted as an Amend- ment on Motion for Suspension of Stand- ing Orders. Not pre- sented.

Legislative Assembly Offices,
Sydney, 1 February, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STANDING AND SELECT COMMITTEES APPOINTED DURING THE SESSION OF 1871-2.

No. OF COMMITTEE.	DESIGNATION OF COMMITTEE.	WHEN AND HOW APPOINTED.	MEMBERS.	CHAIRMAN.	No. OF MEETINGS.		No. OF WITNESSES EXAMINED.	WHEN REPORTED.
					Called.	Held.		
1	The Governor's Opening Speech ...	14 November, 1871. Votes No. 1, Entry 8 (On motion of Mr. Smith.)	{ Sir James Martin, Mr. Clarke, Mr. Allen, Mr. King, Mr. Dodds, Mr. Terry, Mr. Moses, Mr. Smith. Mr. Robertson, }	Mr. Smith.....	1	1	None.....	14 November, 1871.
2	Library*	15 November, 1871. Votes No. 2, Entry 28 (On motion of Sir James Martin.)	{ The Speaker, Mr. Windeyer, Sir James Martin, Capt. Onslow, Mr. Robertson, Mr. Hart, Mr. Piddington, Mr. Greville. Mr. Wisdom, Mr. Allen. ² Mr. Stephen, ¹} }	.....	2	.....	None.	
			¹ Seat declared vacant 12 December, 1871. ² Added 14 December, 1871.					
3	Standing Orders†.....	15 November, 1871. Votes No. 2, Entry 29 (On motion of Sir James Martin.)	{ The Speaker, Mr. Windeyer, Sir James Martin, Mr. Wisdom, Mr. Robertson, Mr. Butler, Mr. Piddington, Mr. Hart, Mr. S. Brown, Mr. Lackey. }	.....	.....	.....	.....
4	Refreshment Room	15 November, 1871. Votes No. 2, Entry 30 (On motion of Sir James Martin.)	{ Sir James Martin, Mr. Macleay, Mr. Lord, Mr. Bell, Mr. Robertson, Mr. S. Brown. }	Mr. S. Brown ...	2	1	None.	

* This Committee acts also in conjunction with a similar Committee appointed by the Legislative Council.

† Confers upon subjects of mutual concernment with a similar Committee appointed by the Legislative Council.

STANDING AND SELECT COMMITTEES—continued.

NO. OF COMMITTEE.	DESIGNATION OF COMMITTEE.	WHEN AND HOW APPOINTED.	MEMBERS.	CHAIRMAN.	NO. OF MEETINGS.		NO. OF WITNESSES EXAMINED.	WHEN REPORTED.
					Called.	Held.		
5	Elections and Qualifications	14 November, 1871. Votes No. 1, Entry 6 (By Speaker's Warrant, taking effect 21 November, 1871.)	George Wigram Allen, Esquire, Richard Driver, Esquire, Joseph Leary, Esquire, James Henry Neale, Esquire, Matthew Henry Stephen, Esquire, ¹ William Henry Suttor, Esquire, and Robert Wisdom, Esquire, Alexander Dodds, Esquire. ²	.....	.....	.....	.....
6	The Civil Service	21 November, 1871. Votes No. 5, Entry 17 ... (On motion of Captain Onslow.)	Capt. Onslow, Mr. Jennings, Mr. Allen, Mr. Macleay, Mr. Farnell, Mr. Robertson, Mr. Fitzpatrick, Mr. Samuel, Mr. W. Forster, Mr. Windeyer.	Capt. Onslow ...	13	11	13	
7	Bathurst Gas Company's Bill	29 November, 1871. Votes No. 10, Entry 3 ... (On motion of Mr. Farnell, on behalf of Mr. Samuel.)	Mr. Samuel, Mr. Dodds, Mr. Webb, Mr. Bawden, Mr. Jennings, Mr. Hoskins, Mr. Farnell, Mr. Dillon.	Mr. Samuel	1	1	1	6 December, 1871.
8	Parramatta Gas Company's Incorporation Bill.	7 December, 1871. Votes No. 15, Entry 6..... (On motion of Mr. Byrnes.)	Mr. Byrnes, Mr. Piddington, Mr. Farnell, Mr. Tunks, Mr. Driver, Mr. Allen, Mr. Wearne, Mr. Terry, Mr. Lackey, Mr. Lucas.	Mr. Byrnes	1	1	2	14 December, 1871.
9	Loder's Estate Bill	8 December, 1871. Votes No. 16, Entry 5..... (On motion of Mr. Hart.)	Mr. Hart, Mr. Hoskins, Mr. Allen, Mr. Lackey, Mr. Bell, Mr. Morrice, Mr. Dodds, Mr. Moses, Mr. Fitzpatrick, Mr. Windeyer.	Mr. Hart	3	3	3	
10	Circular Quay	23 January, 1872. Votes No. 25, Entry 12 ...	Mr. Flood, Mr. Speer, Mr. Byrnes, Mr. Sutherland, Mr. Tunks, Mr. Alexander, Mr. Farnell, Mr. Lloyd, Mr. Hill,	Mr. Farnell	3	2	2	

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BUSINESS OF THE LEGISLATIVE ASSEMBLY OF NEW SOUTH WALES,
DURING THE SESSION OF 1871-2.

1. New Writs issued	...	...	...	...	...	...	...	...	...	1
2. Select Committees :—										
On Public Matters	...	...	...	3						
On Private Bills	...	...	...	3						
				—	...	...	...	...	...	6
3. Standing Committees...	...	...	...	...	...	...	...	...	...	4
4. Public Bills :—										
Originated in the Assembly—										
Received the Royal Assent...	...	...	...	3						
Dropped or otherwise disposed of...	...	...	...	33						
				—	36					
Brought from the Council—										
Received the Royal Assent...	...	...	...	0						
Dropped or otherwise disposed of...	...	...	...	0						
				—	0	...	...	...	...	36
5. Private Bills :—										
Originated in the Assembly—										
Received the Royal Assent...	...	...	...	0						
Dropped or otherwise disposed of...	...	...	...	4						
				—	4					
Brought from the Council—										
Received the Royal Assent...	...	...	...	0						
				—	0	...	...	...	...	4
6. Petitions received :—										
Printed	...	...	...	35						
Not printed	...	...	...	7						
				—	...	...	...	...	...	42
7. Divisions :—										
In the House	...	...	...	20						
In Committee of the Whole	...	...	...	6						
				—	...	...	...	...	...	26
8. Sittings :—										
Days of Meeting	...	...	...	...	...	...	...	...	...	29
Hours of Sitting	...	...	...	...	...	...	...	...	...	162
Hours of Sitting after Midnight	...	...	...	...	...	...	...	...	...	1h. 38m.
Daily Average	...	...	...	...	...	...	...	...	...	5h. 35m.
Adjourned for want of a Quorum—										
Before commencement of Business	...	...	...	0						
After commencement of Business	...	...	...	1						
				—	...	...	...	...	...	1
9. Votes and Proceedings...	...	...	...	...	...	...	...	...	...	29
Entries in Votes and Proceedings—										
Of Business done	...	...	...	348						
Of Notices of Motion	...	...	...	472						
Of Orders of the Day	...	...	...	758						
Of Questions	...	...	...	270						
Of Contingent Notices	...	...	...	27						
				—	...	...	...	...	...	1,875
Daily Average	...	...	...	...	...	...	...	...	...	64
10. Contingent Notices	...	...	...	...	...	...	...	...	...	6
Entries in Contingent Notice Paper	...	...	...	...	...	...	...	...	...	32
11. Orders for Papers	...	...	...	...	...	...	...	...	...	10
12. Addresses for Papers	...	...	...	...	...	...	...	...	...	7
13. Other Addresses	...	...	...	...	...	...	...	...	...	4
14. Papers laid upon the Table :—										
By Message	...	...	...	5						
By Command	...	...	...	85						
By Speaker	...	...	...	2						
In Return to Orders	...	...	...	9						
In Return to Addresses	...	...	...	6						
Reports from Select Committees	...	...	...	2						
				—	...	...	...	...	...	109
Ordered to be printed	...	...	...	102						
Not ordered to be printed	...	...	...	7						
				—	...	...	...	...	...	109

Legislative Assembly Offices,
Sydney, 1 February, 1872.

STEPHEN W. JONES,
Clerk of Legislative Assembly.

1871-2.

NEW SOUTH WALES.

SUCCESSOR TO GOVERNOR THE EARL OF BELMORE.

(DESPATCH NOTIFYING APPOINTMENT OF.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 89.)

Downing-street,

3 November, 1871.

MY LORD,

Your Lordship having intimated to me your desire that I should advise Her Majesty to relieve you from the Government of New South Wales in the early part of the coming year, I have the honor to inform you that Her Majesty has been graciously pleased to approve the appointment of Sir Hercules Robinson, the present Governor of Ceylon, to be your successor in the high office you now hold.

I am not at present able to state the precise time at which Sir Hercules Robinson will proceed to New South Wales, but I hope to be in a position to do so at an early date.

I gladly avail myself of this opportunity to assure your Lordship that Her Majesty's Government have not failed to recognize the ability and the success with which you have administered the Government which you are about to relinquish.

I have, &c.,

KIMBERLEY.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FIJI ISLANDS.

(CORRESPONDENCE RESPECTING POLITICAL POSITION OF.)

Ordered by the Legislative Assembly to be printed, 6 December, 1871.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 24 November, 1871, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“Copies of the Correspondence between the Imperial and the Colonial Governments, respecting the political position of Fiji.”

(*Mr. Stewart.*)

FIJI ISLANDS.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.
(No. 128.)

Government House,
Sydney, 9 August, 1871.

MY LORD,

* Laid before
Legislative
Assembly, 15th
June, 1871.

Referring to your Lordship's despatch (No. 24) of 18th March* last, in which was enclosed the copy of one to Lord Canterbury, dated 16th, on the subject of the renewal of the decision of Her Majesty's Government not to extend British sovereignty to Fiji, I have the honor to inform you that these papers have been submitted for the consideration of my Responsible Advisers, and I now forward the copy of a letter from the Attorney General, containing the views held by his Cabinet on the subject, which he requests me to communicate to your Lordship.

2. I see Sir James Martin estimates the European (by which term I think he means white) population in the Fiji Group as not exceeding 1,500. Including American citizens, my own impression is that the white population is, or was lately, about 3,000.

I have, &c.,
BELMORE.

THE ATTORNEY GENERAL TO GOVERNOR THE EARL OF BELMORE.

Attorney General's Office,
8 August, 1871.

MY LORD,

The Cabinet have had under their consideration Lord Kimberley's despatch of the 16th March last, addressed to His Excellency the Governor of Victoria, in which the grounds are set forth on which Her Majesty's Government adhere to their former decision not to extend British sovereignty over the Fiji Islands.

2. My colleagues and myself consider that the course which the Imperial Government has felt itself compelled to take in this matter is one very much to be regretted. By the despatch in question it appears that Lord Kimberley and his colleagues are willing to recognize any regular Government which the European community in the Fiji Islands may establish, but are not prepared, as British Ministers, to undertake the responsibility and incur the expense of converting these islands into a British Colony or Possession. We are not aware of any precedent for such an invitation as this to a few Europeans, resident in a part of the world where there is no Government to establish a separate nationality for themselves. Hitherto, the right of British subjects to throw off their allegiance, and either alone or in conjunction with foreigners to form themselves into an independent State, has not, so far as we are aware, been recognized. The number of the European population of the Fijis is not known with any degree of accuracy, but it cannot exceed fifteen hundred, and is probably not so large. To what country these Europeans respectively belong—how many of them are British subjects, how many Americans, how many citizens of other civilized communities,—we cannot say, but there can be no doubt that the white population of the Fijis is made up of persons representing several nationalities, British subjects being probably the most numerous. The establishment of a regular Government by so small and heterogeneous a body of persons would in all probability soon lead to complications of such a character as to demand the interference, either of the United States or of some European power; for, although none of these powers might be prepared to assume the Government of the Fijis, they would certainly interpose to protect their own subjects in those Islands from the acts of the local authorities, not having the support of, or deriving their power from, a population sufficiently large and civilized to command or justify their recognition by other countries. Within the last few weeks the white residents in the Fijis have, acting it seems upon the views contained in Lord Kimberley's despatch, framed a Constitution for those Islands, or a part of them, and have commenced the transaction of some of the ordinary business of a Government, with the concurrence of the most powerful native Chief. We are persuaded that this is a step which the British Government ought not to countenance in any way. The proposal of Lord Kimberley to increase the authority of the Consul over British subjects in the Fijis, by conferring on him Magisterial powers, would, if carried out, be of no advantage. The conferring of such powers by the Imperial Parliament would, itself, be an act of Sovereignty over the Fijis, and the exercise of such powers would be inconsistent with a recognition of the local authority now stated to be established. If Her Majesty's Imperial Government admit that the white inhabitants of Fiji have acted properly in establishing a Government, they cannot, except by treaty with that Government, give their Consul any jurisdiction in the new territory, but must leave their subjects resident in that territory amenable to the jurisdiction of its Courts in the same manner as they would be subject to the jurisdiction of the Courts of any other Foreign country in which they might reside. We venture to express the hope that the Imperial Government will not, by its refusal to interfere, leave British subjects and British property open to control of this description.

3. We are aware from unofficial but reliable sources that Her Majesty's Ministers in England are anxious to have the Fijian question settled in some way or other without delay. We have been informed that powers would in all probability be conferred upon this Colony, if we desired it, to annex Fiji, or take it under our protection. We cannot see how such a scheme could possibly be carried out. This Colony could not hope to control the inhabitants of the Fijis—Native or European—without a considerable armed force to
cause

cause its authority to be obeyed, and there is no reason to believe that the expense necessary to maintain such a force would be incurred. This Colony can have no motive sufficient to warrant it in taking upon itself such a burden. The establishment of a Government in the Fijis, with a Legislature and Courts and all the appliances necessary to keep order, preserve property, and enforce rights, would be a convenience, no doubt, to the inhabitants of all these Colonies, but in such convenience persons in other countries also would largely participate. A new and attractive field for colonization would be opened up, mainly for the benefit of the more populous communities of Europe, but in a very minor degree for the benefit of this or any of the neighbouring Colonies.

4. The securing of such advantages is an Imperial question, and as such should, we think, be taken up by the Imperial Government, whose naval forces are already sufficiently powerful in these seas to protect in its early stages of development, when alone such protection would be necessary, any Government which under Imperial auspices might be created. Entertaining these views, we think it right to request that your Excellency will be pleased to communicate them to the Secretary of State for the Colonies, in the hope that the dangers arising from the assumption in the Fijis of Legislative and Executive powers, by persons who can have no right to exercise such powers, may be avoided, and a splendid country may be secured, while there is yet time, as a field for British capital and enterprise.

I have, &c.,
JAMES MARTIN.

1871.

NEW SOUTH WALES.

ANNEXATION OF FIJI ISLANDS TO NEW SOUTH WALES.

(DESPATCH ON SUBJECT OF DR. LANG'S SUGGESTION RELATIVE TO.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to GOVERNOR THE EARL OF BELMORE.

(No. 54.)

Downing-street,
15 July, 1871.

My Lord,

I transmit to your Lordship a copy of a letter from the Foreign Office, enclosing a despatch from Her Majesty's Consul at Ovalau, with a petition from Dr. Lang to the Legislative Assembly of New South Wales, on the subject of annexing the Fiji Islands to the Colony.

I also enclose a copy of the answer which I have directed to be returned to the Foreign Office.

I have, &c.,
KIMBERLEY.

[Enclosures.]

Mr. Russell to The Under Secretary of State for the Colonies.

Foreign Office,
28 March, 1871.

Sir,

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for the Colonies, a despatch from Her Majesty's Consul at Ovalau, enclosing copy of a petition addressed to the Legislative Assembly of New South Wales, on the subject of annexing the Fiji Islands.

I am, &c.,
ODO RUSSELL.

Consul March to Earl Granville.

H.B.M. Consulate, Fiji and Tonga,
Ovalau, 24 October, 1870.

My Lord,

I venture to enclose a copy of a document which has come under my notice, purporting to be a petition from a Dr. Lang, of Sydney, addressed to the Legislative Assembly of New South Wales, on the subject of annexing the Fiji Islands to that Colony.

Dr. Lang endeavours to show that such annexation might at once be effected by virtue of the Commission issued to the first Governor of New South Wales, which authorized him to exercise jurisdiction in places situated between certain degrees of latitude, and comprehending the Islands adjacent in the Pacific Ocean.

I have, &c.,
EDWARD MARCH.

The Under Secretary of State, Colonial Office, to The Under Secretary of State, Foreign Affairs.

Downing-street,
15 July, 1871.

Sir,

I have laid before the Earl of Kimberley your letter of the 28th March, enclosing a despatch from Her Majesty's Consul at Ovalau, with a petition from Dr. Lang to the Legislative Assembly of New South Wales, on the subject of annexing the Fiji Islands to that Colony.

I am directed by His Lordship to acquaint you, for the information of Earl Granville, that the petition is founded on an error, inasmuch as the Commission on which Dr. Lang rests his opinion "that there is ample authority for annexing and establishing a regular Government in the Fiji Islands as a Dependency of New South Wales," in the Commission "issued by the Imperial Government to Captain Arthur Phillip, R.N., the first Governor of this Colony, in the year 1787," &c., was revoked by another Commission, dated 6th February, 1794.

I am desired to state that all the Commissions issued to the Governors of New South Wales since the appointment of Governor Phillip have each in their turn been revoked by the next Commission.

I am, &c.,
HY. HOLLAND.

1871.

NEW SOUTH WALES.

CHRYSLIDS OF SILKWORMS.

(DESPATCH RESPECTING NEW METHOD OF DESTROYING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF
NEW SOUTH WALES.

(Circular.)

Downing-street,
3 June, 1871.

MY LORD,

I transmit to you, for your information, and with reference to my predecessor's circular despatch of the 15th April, 1869, two copies of a report by Mr. Consul Colnaghi, on a new method of suffocating chrysalids of silkworms, invented by Professor Castrogiovanni, of Turin.

If you should think that the interests of the Colony might be advanced by giving publicity to this report, you will take such steps as you may consider fitting for that purpose.

I have, &c.,
KIMBERLEY.

REPORT by Mr. Consul Colnaghi on a new method of suffocating chrysalids of silkworms, invented by Professor Castrogiovanni, of Turin.

IN my report "On the yield of Cocoons in Italy in 1869" I had occasion to mention Professor Castrogiovanni's apparatus for the destruction of the chrysalids of silkworms in the cocoon.

In the course of last year I witnessed the pneumatic oven (*forno pneumatico*), as it is termed by its inventor, at work. The results appeared to me of sufficient practical importance to warrant a more detailed notice than I gave at first, particularly in view of the recent introduction of the silk husbandry into certain of our Australian Colonies, and the efforts of the Silk Supply Association to promote the production of silk in India.

The ravages of the silkworm disease have caused considerable attention to be given of late years to the destruction of the chrysalids of the worms. Now when the yield is uncertain, and cocoons at high rates, an accident in the baking is a matter of vital importance. In happier times plenty produced carelessness, and low prices indifference to waste.

The destruction of the chrysalids is generally effected either by suffocation under the influence of hot air, or suffocation by steam.

The advantages of the hot-air system are to be found in the good and dry condition of the cocoons, when the operation has been successfully carried out. Its principal defect consists in a too complete desiccation of the gummous substance contained in the cocoons, thus preventing the easy reeling-off of the thread.

The disadvantages of the ordinary steam oven are of an opposite character. The cocoons, instead of being too dry, are over-moistened by the condensation of the vapour, and have a tendency to spoil and rust. The chrysalis, moreover, though killed, is not dried, and is liable to become putrid, to the detriment of the surrounding web.

In Professor Castrogiovanni's system, the novelty of which consists in the application, the cocoons are submitted to a steam bath at a uniform temperature of 100 degrees centigrade. The steam rising practically uncondensed,* under an iron receiver which covers the cocoons, the chrysalids are suffocated by the diffused heat, which penetrates thoroughly, while the web of the cocoon retains its natural condition.

The

* The condensation that occurs is very slight. On the cocoons being placed in the scales immediately after being steamed, when I was present, there was an increase of 3 per cent. on their weight. Twenty minutes later they were of the same weight as before undergoing the operation.

The following tracing will serve to explain the nature of the apparatus. The principal parts are three—

1. A basin (A) with a furnace (B) underneath, or, if more convenient, made to communicate by a pipe with a steam boiler.
2. Two circular plates (CC), running on rails, on which the trays with the cocoons are placed.
3. A bell receiver (D), supported by two iron uprights, and easily raised or lowered by means of a pulley and counterpoise.

The bell is provided with a thermometer (E), and a stop-cock (F), for letting off the air and steam when required.

The apparatus is thus used :—

When the basin has been partly filled with water, to the height of 10 centimètres, the furnace fire is lighted, and the bell lowered, the stop-cock being open. As soon as the thermometer registers 99 degrees or 100 degrees centigrade,

the cock is shut, not to be opened again during the operations. The bell is next raised, to permit the plate on which the trays of cocoons are placed to be run over the basin, and then lowered again into the water until its edges are covered, but not so as to touch the bottom of the basin.*

In about fifteen minutes the bell is lifted, the cocoons which have been steamed are run off, and the second batch, which have been made ready in the meantime, takes the place of the first.

For the full success of the operation the water must always be boiling, the fire well kept up, and the internal temperature of the receiver maintained at the same degree.

The prices of the apparatus, which varies according to size, is noted in the following table :—

Capacity of Receiver.		Weight of Cocoons that may be steamed—		Price.
		In from 15 to 20 minutes.	In from 12 to 15 hours.	
	Litres.	Kilogrammes.	Kilogrammes.	Italian Lire.
I	130	10	500	750
II	260	20	1,000	1,000
III	400	30	1,500	1,300
IV	530	40	2,000	1,650
V	660	50	2,500	2,000
VI	1,330	100	5,000	3,000
VII	2,660	200	10,000	5,000
VIII	4,000	300	15,000	7,000

1 litre = 61·028 cubic inches. 1 kilogramme = 2·20 lbs. avoirdupois.

At the present time the Italian lira may be calculated at about 26 lire 25 centimes per £ sterling.

The advantages to be derived from Professor Castrogiovanni's process may be briefly summed up as follows :—

1. The chrysalids dry more quickly than under the ordinary system. Immediately after the steaming the cocoons are fit for carriage, and at the end of thirty days, at the outside, the chrysalids are quite dried up.
Thus the different lots would be steamed on the market, and conveyed to the filatures the same day, without damage.
2. The condition of the cocoon is the same as if the chrysalid were still alive. The thread can be wound off to the end, the maximum yield in silk being obtained. The colour of the silk is bright and natural, and its elasticity greater than usual.
3. Economy, both of cost and time, is obtained over other methods.

Professor Castrogiovanni's invention has met with the approval of the Chambers of Commerce of Turin and Cuneo, the members of which are generally interested in the silk trade as producers or dealers ; of Professor Cantoni, President of the Agricultural Committee of Turin ; and of various silk rulers who have made a practical application of his system.

Turin, February, 1871.

* By a recent modification of the apparatus, the receiver has been made double instead of single, the inner case resting in the water, the outer hermetically closing in the basin. A stop-cock in the outer case provides for the escape of air and steam during the process. By this arrangement, I understand a considerable concentration of heat is secured.

1871.

NEW SOUTH WALES.

FORCIBLE DEPORTATION OF NATIVES OF THE SOUTH SEA ISLANDS.

(DESPATCHES RESPECTING PAYMENT OF EXPENSES OF WITNESSES IN CASES OF PROSECUTION FOR.)

Presented to both Houses of Parliament, by Command.

SCHEDULE.

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No. 1.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.
(Circular.)

Downing-street,
20 April, 1871.

MY LORD,

You are doubtless aware that acts of violence and barbarity have been from time to time committed by British subjects in various Islands of the Pacific, which are calculated to bring discredit on the British name, and to excite a feeling injurious to the interests of the trade with those Islands in which Australia is largely interested. In the existing state of the law these crimes, which are chiefly perpetrated by persons proceeding from Australian Ports, and are legally cognizable by Australian Courts of Justice, have constantly escaped punishment from the difficulty of procuring evidence against the criminals.

To remove this and other difficulties it has been proposed to introduce into Parliament a Bill which should amongst other things provide that,—

1. If a British subject commits any of the following offences, that is to say,—
 - (1.) Decoys, either by force or fraud, any native of the aforesaid Islands on board any vessel, either on the high seas or elsewhere, for the purpose of importing such native into any island or place other than that to which he belongs, or in which he was residing at the time of the commission of such offence—
 - (2.) Ships, embarks, receives, detains, or confines, for the purpose aforesaid, any native of the aforesaid Islands on board any vessel, either on the high seas or elsewhere, without the consent of such native, the proof of which consent shall lie on the party accused—
 - (3.) Contracts for the shipping, embarking, receiving, or detaining or confining on board any such vessel, for the purpose aforesaid, any native, without his consent, proof of which consent shall lie on the party accused—
 - (4.) Fits-out, mans, navigates, equips, uses, employs, lets, or takes on freight or hire, any vessel, or commands or serves or is on board any such vessel, with intent to commit, or that any one on board such vessel should commit, any of the offences above enumerated—
 - (5.) Ships, lades, receives, or puts on board, or contracts for the shipping, lading, receiving, or putting on board of any vessel, money, goods, or other articles, with the intent that they should be employed, or knowing that they will be employed, in the commission of any of the offences above enumerated,—

He shall for each offence be guilty of felony, and shall be liable to be tried and punished for such felony in any Supreme Court of Justice in any of Her Majesty's Australian Colonies.

2. The Supreme Courts of the Australian Colonies shall have power in all cases of criminal proceedings for such offences to issue Commissions to examine witnesses at any place out of the jurisdiction of the Courts.

3. The Governor of any Australian Colony shall have power to authorize the Commander of any of Her Majesty's ships, or the master of any trading vessel, to obtain the attendance of natives as witnesses before the Supreme Courts in such criminal proceedings, and to remunerate such witnesses for their attendance and reconveyance to the Islands.

But it is evident that the procuring evidence, the remuneration of witnesses, and their occasional conveyance to Australia and reconveyance to their own country, will involve some expense; and before proceeding further in the matter, Her Majesty's Government would be glad to know whether the Australian Governments would be willing to bear this expense.

I request you therefore to place this despatch before your Responsible Advisers, and ascertain from them whether they will be prepared to defray these expenses in cases brought (with their concurrence) before the Supreme Court of the Colony under your Government.

I have, &c.,
KIMBERLEY.

No. 2.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.
(Circular.)

Downing-street,
29 April, 1871.

MY LORD,

With reference to my circular despatch of the 20th April, requesting you to ascertain from your Responsible Advisers whether they would be prepared to defray the cost of prosecutions in the Supreme Court of the Colony, of persons guilty of kidnapping natives from Islands in the Pacific, I transmit to you for your information a copy of a circular instruction which Earl Granville has addressed upon the subject to Her Majesty's Consuls in the Pacific Islands.

6th April, 1871.

I have, &c.,
KIMBERLEY.

[Enclosure.]

Earl Granville to Her Majesty's Consuls in the Pacific Islands.

Foreign Office, 6 April, 1871.

Sir,

I have to acquaint you that a despatch, of which a copy is enclosed, has been addressed to the Governors of the Australian Colonies, requesting them to ascertain whether the Governments of those Colonies will be prepared to defray the expenses of proceedings taken with their concurrence in the Colonial Courts against persons guilty of the offence of kidnapping, or decoying natives by fraud from Islands in the Pacific.

In the meantime, I have to instruct you not to incur any expense in detaining offenders of this description, or in sending them for trial before the Colonial Courts, without a previous understanding that the cost will be defrayed by the Government of the Colony to which the offenders are to be sent.

I am, &c.,
GRANVILLE.

No. 3.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.
[No. 127.]

Government House,
Sydney, 9 August, 1871.

MY LORD,

I have submitted your Lordship's circulars, dated respectively 20th and 29th April,—the first as to a proposed Bill for the punishment of kidnapping natives of the Islands of the Pacific, and the expenses of future prosecutions under it; the second, forwarding the copy of a circular instruction, which Earl Granville has addressed on the subject of the first despatch to Her Majesty's Consuls in the Pacific Islands, to my Responsible Advisers.

2. In reply, I have received a letter from the Attorney General and Premier, offering observations on the first despatch, and stating how far this Government are able to meet the views of Her Majesty's Government.

I have, &c.,
BELMORE.

[Enclosure.]

The Attorney General to Governor The Earl of Belmore.

Attorney General's Office,
Sydney, 9 August, 1871.

My Lord,

The Cabinet have had under their consideration the circular despatch of the Right Honorable the Secretary of State for the Colonies, dated 20 April last, in reference to a Bill which it is proposed to introduce into Parliament to prevent the seizing and carrying away from their homes against their consent of natives of the Islands in the Pacific, in which despatch Your Excellency is requested to ascertain from your Responsible Advisers whether they will be prepared to defray the expenses of prosecutions instituted with their concurrence under the proposed measure.

2. We have fully considered the proposal of His Lordship, and we think an Act in the terms set forth in his despatch is very much required. If proof were wanted to show the necessity of such an Act, the recent case of the "Challenge" would afford it. That vessel appears to have been engaged in the forcible abduction of natives from various Islands in the Pacific, and was seized by the British Consul at Fiji in consequence of repeated acts which would have amounted to infractions of the laws against slavery if it could have been shown that it was intended to keep the natives seized, to forced labor against their will. This could not be made out, because there was no proof that it was intended to take these natives to any place the laws of which would have permitted such forced servitude. Under these circumstances, although Captain Montgomerie, of H.M.S. "Blanche," with a praiseworthy desire to put down such inhuman practices, at the instance of the Consul brought the "Challenge" with the master and crew to this Colony, the vessel had on arrival here to be given up, leaving Captain Montgomerie liable to an action, against the consequences of which we have no doubt the Imperial Government will hold him harmless. In the absence of some such law as the one now proposed, nothing could be done with the Captain beyond prosecuting him for assault. This was promptly done, and he now awaits his sentence on two convictions.

3. We are of opinion that it would be proper, in addition to making the offences set forth in His Lordship's despatch a felony, to render the vessels engaged in the prosecution of such offences seizable as for a violation of the Slave Acts.

4. So far as regards the expenses which may be incurred in procuring the attendance of witnesses, maintaining them while here, and sending them home afterwards, we do not think that there could be any objection to incur such outlay where the prosecutions are directed by this Government. In fact, such expenses have frequently been incurred by this Government already. In the case referred to, of the master of the "Challenge," now awaiting sentence, this Government paid for the maintenance of the witnesses from their arrival till the trial, and the same course is usually taken where the witnesses to offences are persons ordinarily residing out of the Colony. At the same time it would be impossible for us to give any distinct promise that in all cases of offences committed in the South Seas by persons usually resident here, we should incur the heavy responsibility to which His Lordship refers. Each case would have to be determined on its own merits. The formation of a Government in Fiji will interpose some difficulties in the way of dealing with offences in the South Seas, unless the Imperial Government, without delay, either expressly recognizes such Government, or takes possession of Fiji itself. If such Government should remain unrecognized merely, the seizure within its limits by British authority of persons charged with offences for the purpose of trying them in these Colonies may lead to difficulties of a serious character.

5. As regards the evidence of the natives of the South Sea Islands in criminal prosecutions in the Courts of this Colony, it is clear that by the common law no such native can be examined unless he believes in a future state, and that for false swearing he will be punished either in this world or the next. Many of these natives, even when converted to Christianity, are not so fully instructed as to satisfy in those respects the strict requirements of our law, and it is very questionable whether in the majority of cases any advantage would be derived by procuring the attendance of these natives in support of a criminal prosecution.

I have, &c.,
JAMES MARTIN.

1871.

NEW SOUTH WALES.

DESPATCH AND CORRESPONDENCE

RESPECTING THE

DEPORTATION OF SOUTH SEA ISLANDERS,

FROM THE

SECRETARY OF STATE FOR THE COLONIES.

Presented to both Houses of Parliament, by Command.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

[5s. 3d.]
[4s. 2d.]

60—A

1871.

NEW SOUTH WALES.

DEPORTATION OF SOUTH SEA ISLANDERS.

(DESPATCH FROM SECRETARY OF STATE, WITH CORRESPONDENCE RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to THE OFFICER ADMINISTERING THE GOVERNMENT
OF NEW SOUTH WALES.Downing-street,
8 August, 1871.

SIR,

I have sent you, per Book Post, certain Parliamentary Papers, the titles and numbers of copies of which are specified below; and I request you will be good enough to acknowledge their receipt.

Title of Paper.	Number of Copies.
Deportation of South Sea Islanders. [F.O. Papers, 1869 to 1871.]	2 of each.

I have, &c.,

KIMBERLEY.

CORRESPONDENCE respecting the Deportation of South Sea Islanders.

Presented to the House of Commons by Command of Her Majesty, in pursuance of their Address, dated July 29, 1869.

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RETURN to an Address of the Honorable the House of Commons, dated July 29, 1869,

for—

“ Copy or Extracts of Correspondence between the Foreign Office and Her Majesty’s
“ Consuls ; also, between the Board of Admiralty and the Commanders on the
“ Australian and South Pacific Stations, in regard to the Deportation of South
“ Sea Islanders.”

No. 1.

The Secretary to the Admiralty to Mr. Hammond.—(Received, June 18.)

Admiralty, June 16, 1868.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of Lord Stanley, a copy of a communication from Commodore Lambert, dated the 14th April, forwarding copies of correspondence respecting the treatment of South Sea Islanders employed in the bêche-de-mer trade by British subjects belonging to the Australian Colonies.

I am, &c.,
(Signed) HENRY G. LENNOX.

Inclosure 1 in No. 1.

Commander Bingham to Commodore Lambert.

“ *Virago*,” Gladstone, March 28, 1868.

Sir,

I beg to forward herewith a copy of a letter I received from His Excellency Sir George Bowen, Governor of Queensland, together with its inclosure ; also a copy of my letter to him on the subject referred to.

I have, &c.,
(Signed) H. M. BINGHAM.

Inclosure 2 in No. 1.

Sir G. Bowen to Commander Bingham.

Government House, Brisbane, Queensland, December 24, 1867.

Sir,

I have the honor to transmit to you herewith a letter addressed to the Portmaster of this Colony (Lieutenant E. P. Heath, R.N.) by the Government Pilot at Port Hinchinbrook, in Rockingham Bay, respecting the importation and treatment of certain South Sea Islanders by the bêche-de-mer traders on the north-east coast of Queensland.

As you are about to visit that part of the station, it appears to me desirable that you should take the opportunity of inquiring into the truth of the allegation made in this letter.

I request you to carry out, so far as you may be able, the wishes of my responsible advisers.

I have, &c.,
(Signed) G. F. BOWEN.

Inclosure 3 in No. 1.

Mr. Casey to the Portmaster of Queensland.

Cardwell, Port Hinchinbrook, November 20, 1867.

Sir,

Having seen by the newspapers that the Government are making inquiries relative to the employment of South Sea Islanders in Queensland, I trust you will not think I am going beyond my province in making you aware of the following circumstances, gathered by me from the bêche-de-mer getters during my recent visit to the Coral Sea :—

At the present time there are several vessels employed in the trade having curing stations in the Bernard, Frankland, Fitzroy, Euca, and Sow Islands. The crews are chiefly South Sea Islanders, who are brought direct from their homes to the reefs ; in some instances the men have been properly engaged, with the concurrence of their chiefs, but others have been brought away against their own will, either craft or force, or both, being used by the skippers to obtain this class of labour.

It is only a short time since the “ *Active* ” (now in these seas) was chased by a French man-of-war from Deefoo, and only escaped under cover of the night ; yet this vessel afterwards went to the same island during the absence of the frigate, and brought natives away in spite of the authorities.

With the exception of a small Queensland firm, all hail from Sydney. The barque “ *Thitaris*,” schooners “ *Telegraph* ” and “ *Blue Bell*,” Captain Banners’ vessels, have a crew of eighty South Sea Islanders ; the schooners “ *Edith* ” and “ *Active*,” with ketch “ *Isle of Thanet* ” and boat, of Godfrey’s party, employ as many more.

The firm who hail from Bowen have two small vessels, the “ *Enterprise* ” and “ *North Star*,” and employ about ten South Sea Islanders, most of whom they have enticed away from their original employers, and, of course, do not feel bound to return them to their islands. These people, the Messrs. Walton, propose running a craft over for natives about Christmas.

The

The "Fanny Nicholson" arrived in Bowen in July last with 200 South Sea Islanders. She was chartered in Sydney by a Mr. Crossly for the purpose.

From statements made by one of her crew, on oath, in the Police-court here, anything but fair means was resorted to fill the vessel up. Unfortunately this part of his evidence was not taken down in writing, as it was not relevant to the case before the Bench.

Mr. Crossly is again on his way to the islands for more natives.

I feel certain that most unjust and wicked means have been used to obtain South Sea Islanders. In most instances the agreements made are mere farce, and quite different from the ones signed before the chiefs, which I am told are torn up on the vessel's getting out to sea, and others substituted. I have heard that Messrs. Banner and Crossly have been warned, and their lives threatened, for breaches of faith with natives they have engaged, and for kidnapping others.

I am aware that what I have stated would be very difficult to prove, but I think these circumstances should be known, as Captain Ince, of Her Majesty's ship "Falcon," attributes the murders in the New Hebrides as revenge for breaches of faith of Queensland people only, whereas Sydney vessels in the bêche-de-mer trade have employed South Sea Islanders long before this class of labour was introduced into this Colony.

A man-of-war visiting the different fishing stations could easily obtain evidence to substantiate what I have written. I am afraid by no other means could the truth be obtained, as the men employed in these ventures are, as Captain Ince describes, rough, reckless, and almost lawless fellows. Their occupation, as wreckers and traders in these seas, places them almost beyond proper control and supervision.

Having no other means of making known the extent of the traffic in South Sea Islands, with the means resorted to by the bêche-de-mer men to obtain them, I have ventured to address this letter to you, so that if you deem it expedient you will be able to afford information on the subject.

I have, &c.,
(Signed) JOHN B. CASEY.

Inclosure 4 in No. 1.

Commander Bingham to Sir G. Bowen.

"Virago," Gladstone, March 28, 1868.

Sir,

In reference to your inclosure in letter dated the 24th of December, 1867, I have the honor to inform you that I have made every inquiry possible into the matter of the South Sea Island labour, from the schooners "Active" and "Isle of Thanet," as well as from different individuals whom I have met on way to and from Cape York.

From Cape York I gave a passage to a Mr. Jno. de Largey, to Lizard Island, who is part owner of "Edith," "Active," and "Isle of Thanet," together with the fishing gear appertaining thereto.

I closely questioned him as to the number of South Sea Islanders he had in his employ, the mode of engaging them, and also as to their treatment. He stated he had about fifty, all told, and that they were volunteers, and well treated; generally engaged for a period of about two years.

On my arrival at Lizard Islands I sought out and interrogated the man in charge of the fishing party (Jas. Dove) in the same manner. His statement did not materially differ from De Largey's.

I then mustered all the people, having ascertained that none were absent; they numbered six article men, forty South Sea Islanders, and two women. I questioned them as to their food and manner of treatment. A number of these men understood English, and they all appeared satisfied with what they received, viz., rice, fish, and molasses, and flour, with a small portion of meat; and from all I could gather they appeared to be well cared for and happy, many of them coming up to De Largey, shaking hands warmly, and greeting him most cordially. I landed with him. On my questioning the men as to the length of time they had been employed fishing, they said ten months, and expected to remain twelve months longer, when they would go back to their homes.

Taking an impartial view of the demeanour of these people, I do not imagine that any of them were brought away from their homes against their will, or maltreated.

I have, &c.,
(Signed) H. M. BINGHAM.

No. 2.

Memorial from John Kay, Convener and Secretary of Committee on Foreign Missions of the Reformed Presbyterian Church.—(Communicated to Lord Stanley by Mr. Kinnaird, M.P., June 26.)

The Memorial of the undersigned, humbly sheweth,—

THAT at the last annual meeting of the Synod of the Reformed Presbyterian Church in Scotland, when the Report of the Committee on Foreign Missions was submitted, there was brought under the notice of Synod a statement by their Missionaries labouring on the New Hebrides group of islands in the South Seas, in reference to the piratical and inhuman practices being carried on by British and other vessels among said group of islands; and that the undersigned was instructed in his capacity of Convener and Secretary of the Foreign Mission Committee to bring said practices under the notice of Government, in the hope that your Lordship would take steps for the suppression of a practice which is not only injurious to the natives of these islands, and detrimental to the interests of the Mission, but which is also a renewing, under another form, of the Slave Trade, and, consequently, so far as it is carried on under the British flag, brings a stain upon the honour of our country.

May it please your Lordship, therefore, to peruse the accompanying document, and to cause that an investigation be made into the working of this traffic; and should the investigation (as your Memorialist believes it will) issue in confirming the statement of the Missionaries, to take steps for the suppression of this iniquity.

(Signed) JOHN KAY.

Castle Douglas, N.B., June 24, 1868.

Inclosure

Inclosure in No. 2.

Statements by the New Hebrides Mission regarding the traffic in Natives, as at present conducted among the Islands of that Group.

For some time back, and more especially within the last few years, this Mission has had its attention directed to the fact that a large number of the natives of this group are being carried away in vessels, ostensibly as hired labourers, to Queensland, Fiji, New Caledonia, Tahiti, Torres Straits, and other parts.

With reference to the full extent to which this system is carried on, this Mission is not in a position at present to furnish accurate statistics; but we are fully aware that a large number of vessels are engaged in it. Within the course of the last eighteen months vessels directly and avowedly engaged in this traffic have called at the one island, Faté, no fewer than eighteen times, and we are aware that as many as 250 natives at least, out of seven villages of that island, are at present absent from their homes, engaged in the service of white men. We are further credibly informed that several of the smaller islands in the northern part of the group are almost entirely stripped of their male population.

The vessels engaged in this traffic—so far as known to us—sail under one or other of the three flags—the British, the American, and the French. They vary in size, from ships of 700 or 800 tons, down to small schooners of 8 or 10 tons. There are various circumstances connected with this system as at present conducted among the islands of this group, to which we deem it our duty to direct public attention.

1. Many of these natives are taken away fraudulently and by force from their native lands.

Instance:—Towards the close of last year, a vessel sailing under the British flag, bound for Fijis, having on board 110 natives from the northern islands of this group, lay to off Fil harbour, Faté. Some of the natives of Pango put off to her in a canoe. They were able to converse with the natives on board, as some of them had resided on the islands from which they came. As they neared the vessel some of the natives on board warned them not to leave their canoe, adding, "We came off to her in our canoe to trade as she lay to off our shores. While we were thus engaged she bore away; and when we attempted to leave, the crew prevented us, and cut our canoes adrift. Thus they stole us from our land; and if you board her you will share the same fate. Nor does she come to anchor anywhere lest we escape by swimming ashore."

Other instances of the same kind can be given.

2. Many of these natives suffer great hardship and privation on the voyage.

Instance:—In the beginning of this year (1867) a small schooner, bound for the Fijis, having on board thirty-five natives from different islands of this group, came to anchor in the harbour of Mucityum. She then started on her voyage, and after having been out for a fortnight, returned, reporting that she had met with unfavourable weather, and that her provisions were exhausted. In fact, the captain acknowledges that a number of the natives were so reduced by famine that they could not come out of the hold; and his statement was fully borne out by their wretched appearance.

Other instances of the same kind can be given.

3. Some of these natives suffer severe bodily injury, and even death, at the hands of those who carry them away, without any redress or any inquiry being made after their blood. This naturally leads to their cherishing feelings of revenge, and taking opportunities of retaliation against white men generally.

Instance:—Towards the close of last year the people of Emel Faté, pirated a small vessel and murdered the crew, consisting of three white men. When visited by Her Majesty's ship "Falcon," for the purpose of investigating this outrage, they stated, in self-defence, that no fewer than four of their men had been barbarously murdered by persons who had carried them away from their native island—giving names, dates, and circumstances.

Other instances of a similar kind can be given.

4. In the case of those who go of their own accord, the nature of the agreements entered into with them is very imperfectly, and in most cases not at all, understood by them; and there is no real security that we know of that these agreements shall be faithfully fulfilled by those who carry them away.

This has been acknowledged by those who carry them away, and has been stated to us by persons in the Fijis, who have access to natives imported there. It ought to be borne in mind that almost every island in Western Polynesia has a distinct language of its own. The only medium of communication between the natives and the traders is the English language, and this is understood only by a few, and by them very imperfectly. On most islands it is not understood at all.

5. Most of these natives, as is well known to us, are kept away from their native islands for longer periods than they were engaged for.

This statement is fully borne out by individual instances which have come under our own observation, and by the fact that it is the universal complaint of the natives whenever we come in contact with them. One case out of many we may mention.

In August, 1866, a small schooner, of about 10 tons burthen, took twenty-six natives from the Islands of Emon and Faté to Fiji for a term of six months. Up to this date (August, 1867) not one of those taken from Faté, at least, has been returned.

6. Many of these natives are very poorly paid. For five months' service on board a vessel trading in these seas a native of Faté received four handkerchiefs, a few pipes, and a few figs of tobacco.

7. The wives of many of those carried away, despairing of their return, enter into relations with and become the wives of other men. This dissolution of social ties is a fruitful source of disturbance, of destruction of property, and of war.

Instance:—In July of this year a native of Pango, on the Island of Faté, returned from Queensland. He had been away for about three years. During his absence the wife he had left behind had become the wife of another man, on account of which the village had at the time been brought to the verge of a civil war. Immediately after his arrival in July last hostilities began between the two parts of the village inhabited by the friends of the respective parties. A great deal of angry talk passed between them, threats were made of setting houses on fire, several plantations were destroyed, and the utmost confusion and alarm prevailed for some days, when at length the matter was settled by the first husband consenting to give up his claim to the woman on condition of receiving twenty pigs as a solatium. But the matter did not end there. A month or so after these occurrences, the woman, whose second marriage had been the occasion of these disturbances, fled to the house of her former husband and was received by him as his wife. This naturally led to the renewal of hostilities between the two ends of the village; and there is every reason to believe that, but for the presence of the Missionary and the intercession of the Christian party, the matter would not have been settled without bloodshed.

8. In almost all cases the men who are taken away are the strongest and most active in their villages; and by the removal of such men a more than ordinary proportion of old and infirm people, with women and children, remain, which materially interferes with the raising of food, the procuring of fish, and other work necessary to the well-being of the natives.

9. With reference to those who return, we find that those who have been oftenest and longest away are generally the worst and most dangerous characters.

10. The whole system is, so far as we know, under no adequate supervision or control; so that the natives of these islands are at the mercy of any man who can cajole or force them to take a passage on board his vessel.

In these circumstances we have no hesitation in denouncing the trade in human beings, as at present carried on among these islands, as in violation of the natural rights of man; as calculated to be injurious to the social, moral, and spiritual interests of the natives; as demoralizing and degrading to the white men engaged in it; as, in short, a revival of the Slave Trade, without that security for the temporal well-being of those who are the subjects of it, which would be derived from the fact of their being the property of a man who had invested a large sum of money in their purchase.

Signed on behalf of the New Hebrides Mission,—

J. G. PATON, *Chairman.*
JOSEPH COPELAND, *Clerk.*

Aneiteum, New Hebrides, September 7, 1867.

No. 3.

Mr. Murray to the Secretary to the Admiralty.

Foreign Office, July 8, 1868.

Sir,

I am directed by Lord Stanley to transmit to you a copy of a memorial from the Convener and Secretary of the Synod of the Reformed Presbyterian Church in Scotland,* forwarding statements which had been brought to the notice of the Synod by the New Hebrides Mission respecting a system said to be carried on in the Pacific of kidnapping native Islanders, for the purpose of providing labourers in other places.

The Lords of the Admiralty will see that, as is alleged, this system is worked to a certain extent under the British Flag; and, if so, their Lordships will doubtless concur with Lord Stanley in opinion that the proceedings of British ships so employed should be inquired into.

Lord Stanley will forward copies of the papers to the several Consuls stationed in islands or on the shores of the Pacific, and his Lordship would submit to the Lords of the Admiralty whether instructions might not be given to all commanding officers cruising in that ocean to take every opportunity of collecting information on the subject.

The papers will also be sent to the Colonial Office.

I am, &c.,
(Signed) JAMES MURRAY.

No. 4.

Circular addressed to Her Majesty's Consuls in Islands and on Shores of the Pacific.

Foreign Office, July 8, 1868.

Sir,

I am directed by Lord Stanley to transmit to you a copy of a memorial from the Convener and Secretary of the Synod of the Presbyterian Reformed Church in Scotland,* forwarding statements which had been brought to the notice of the Synod by the New Hebrides Mission, respecting a system said to be carried on in the Pacific of kidnapping native islanders, for the purpose of providing labourers in other places.

You will make inquiry into this matter, and you will report in how far British and other shipping is employed in this business; and in the event of your finding the statements correct you will make the facts known to the British Commander-in-Chief on the station, or to the Captain of any British ship of war touching at the port of your residence.

I am, &c.,
(Signed) JAMES MURRAY.

No. 5.

Consul Henderson to Lord Stanley.—(Received, September 15.)

British Consulate, Panama, August 15, 1868.

My Lord,

I have the honor to acknowledge the receipt of Mr. Murray's despatch of the 8th ultimo, instructing me, by your Lordship's direction, to report how far British or other shipping is employed in kidnapping islanders in the Pacific, for the purpose of providing labourers in other places.

I beg to report that this traffic is not carried on by the shipping of any nation at Panama.

I have, &c.,
(Signed) C. A. HENDERSON.

No.

No. 6.

Consul Withlow to Lord Stanley.—(Received, September 30.)

Callao, August 24, 1868.

My Lord,

I have to acknowledge the receipt of a despatch from the Foreign Department of the 8th of July, inclosing copy of a Memorial from the Convener and Secretary of the Synod of the Reformed Presbyterian Church in Scotland, relative to the kidnapping of natives of the New Hebrides, for the purpose of providing labourers in other places.

After due inquiry into the matter I have ascertained that neither British nor other shipping is employed in such traffic on this part of the coast, neither are any parties here aware of its being carried on elsewhere.

Had it been otherwise, it would soon have transpired, and I could not have failed hearing of it.

The only business in human flesh carried on here, and that to some extent, is in coolies from China.

I have, &c.,
(Signed) C. WILTHER.

No. 7.

Consul Gollan to Lord Stanley.—(Received, October 15.)

Coquimbo, September 1, 1868.

My Lord,

I have the honor to acknowledge the receipt of Mr. Assistant Under-Secretary Murray's despatch of the 8th July, transmitting a copy of a memorial from the Convener and Secretary of the Synod of the Reformed Presbyterian Church in Scotland, respecting a system said to be carried on in the New Hebrides Islands, of kidnapping the native islanders for the purpose of providing labourers in other places.

In reply, I have the honor to report to your Lordship that, up to the present time, I was ignorant of the existence of such a trade, and I am glad to be able to state that no case has occurred here, since my arrival, of British or other shipping having been so employed. I may also mention that, as Her Majesty's ship "Nassau" is now in Coquimbo, I had the opportunity of conferring upon this subject with Captain Richard C. Mayne, C.B., who informs me that when on the Australian Station a few years ago a similar rumour had reached them, but he believed that upon investigation it had turned out to be incorrect, or, at all events, greatly exaggerated.

Should, however, any case come to my knowledge of British or other shipping taking part in this traffic, I shall immediately report the circumstances to your Lordship, and to the British Commander-in-chief upon this Station.

I have, &c.,
(Signed) ALEX. GOLLAN.

No. 8.

The Secretary to the Admiralty to Mr. Hammond.—(Received, October 30.)

Admiralty, October 28, 1868.

Sir,

With reference to your letter of the 8th of July, inclosing a copy of a printed memorial from the Synod of the Reformed Presbyterian Church in Scotland, respecting a system, said to be carried on in the Pacific, of kidnapping natives of the South Sea Islands, for the purpose of providing labourers in other places, I am commanded by my Lords Commissioners of the Admiralty to state, for the information of Lord Stanley, that Commodore Powell, commanding Her Majesty's ships in the South Pacific, was directed to inquire into and report on this subject; and I now enclose a copy of a letter from the Commodore, dated the 23rd of September last, reporting that about 1,000 Chinese and 500 natives of the Tubuai group of islands are employed as labourers at the Society Islands, and that it is probable others will be imported to the Marquesas to clear the ground and cultivate cotton; also, that several vessels under English colours have been known to carry such persons to Tahiti.

I also enclose copy of a further letter from the Commodore, dated the 28th of September, relative to natives of New Caledonia being carried in British vessels to Queensland.

I am, &c.,
(Signed) W. G. ROMAINE.

Inclosure 1 in No. 8.

Commodore Powell to the Secretary to the Admiralty.

"Topaze," at Callao, September 23, 1868.

Sir,

I have the honor to acknowledge the receipt of your letter, dated the 10th of July, 1868, inclosing a memorial from the Synod of the Reformed Presbyterian Church in Scotland, respecting a system of kidnapping natives, said to be carried on amongst the South Sea Islands; and I beg leave to give the following information on the subject, as regards the Marquesas and Society Islands, which I last year visited in Her Majesty's ship "Topaze."

2. Although these islands are under French protection, Nukuhiva is the only one of the Marquesas Group in which they have any authority or settlement, and at Nukuhiva they have no large plantations, nor is any foreign labour employed there. The valley of Taiipi has, however, been purchased by a Company, and should they raise capital I have no doubt that Chinese, and natives of the Tubuai Group, will be imported to clear the ground and cultivate cotton.

3. In the Society Islands, Tahiti and Morea only are occupied by the French. In Tahiti there are several small plantations, and one large one belonging to an English Company, in which 1,200 foreign labourers are employed in clearing ground and cultivating cotton. Amongst the other plantations, and at Morea, there may be 300 more, making 1,500 in all. Of these 1,000 may be Chinese, and the rest natives of the Tubuai Islands, or, as they are termed, "savages." These latter are much more industrious than the Kanaka race, and also much darker. No women are imported from China, but a great many come with the savages.

4. They are all "engagés," that is, under contract to serve a certain number of years for fixed pay and rations, the pay varying according to the nature of the labourer: a Chinaman receives about £1 per month, and a "savage" 12s.

5. I had many opportunities of observing the state of these labourers, and I believe that they were well treated and quite contented. The French Government exercise a supervision which is very effective, and well calculated to insure fair dealing between the master and the labourers.

6. The engagé system is so well known to their Lordships, that I need not remark it is liable to abuse, even where the labourer is brought from a civilized country; but where he is brought from a place that is quite uncivilized, it is nearly sure to degenerate into Slave Trade or kidnapping.

7. There are several trading vessels under English colours employed amongst the islands, and I know they bring "engagés" to Tahiti, although I have never seen any of them on board.

From what I saw of the masters and crews of these vessels, I think it not impossible that instances of kidnapping, such as are described in the memorial, may have been practised under British colours, but nothing of the kind came under my notice.

I have, &c.,

(Signed) R. A. POWELL, *Commodore and Senior Officer.*

Inclôsure 2 in No. 8.

Commodore Powell to the Secretary to the Admiralty.

"Topaze," at Callao, September 28, 1868.

Sir,

With reference to my letter, dated 23rd instant, I have the honor to report that I have since been informed by Commodore Count de Marigny, Senior Officer of the French Naval Forces in the Pacific, that the Governor of New Caledonia has written to him to request the aid of French ships of war to suppress a traffic in natives of that island by British ships. These natives are said to be kidnapped, and then to be carried to the British Colony of Queensland in Australia. The traffic is described to be a complete Slave Trade.

I have, &c.,

(Signed) ASHMORE POWELL, *Commodore and Senior Officer.*

No. 9.

The Secretary to the Admiralty to Mr. Murray.—(Received, December 11.)

Admiralty, December 9, 1868.

Sir,

With reference to your letter of the 8th July, relative to a system said to be carried on in the Pacific of kidnapping natives of the New Hebrides and of other islands in the South Sea, for the purpose of providing labourers in other places, I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of Lord Stanley, a copy of a letter from Commodore Lambert, dated the 5th of October, together with copies of its inclosures on this subject.

I am, &c.,

(Signed) W. G. ROMAINE.

Inclôsure 1 in No. 9.

Commodore Lambert to the Secretary to the Admiralty.

"Challenger," at Sydney, October 8, 1868.

Sir,

With reference to your letter of the 10th of July last, conveying to me the directions of the Lords Commissioners of the Admiralty to inquire into a system said to be carried on in the Pacific of kidnapping natives of the New Hebrides, and of other islands in the South Sea, for the purpose of providing labourers in other places, I beg to enclose, for their Lordships information, copy of a very full and clear statement on the subject from Mr. Thurston, Her Majesty's Acting Consul at Fiji, from which it will be observed that vessels employed in transporting labourers from other islands to the Fijis are obliged to obtain certificates from the Consul, and that on arrival the labourers are submitted for examination at the Consulate; also, that when apportioned to a planter they are well treated.

2. In my letter of the 14th April last I forwarded a Report from Commander Bingham, of Her Majesty's ship "Virago," relative to the imported labourers employed in Queensland, and the treatment of them, from which it appears that the native labourers are well treated in the parts of Queensland where inquiry was made.

3. Having only received your letter above referred to after my return from the Islands, I am at present unable to answer in detail the allegations contained in the statement made by the New Hebrides Mission; but I will direct the captain of the first vessel I am able to send to the islands to make full inquiry on all these points, and the result shall be reported.

I have, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 2 in No. 9.

Acting Consul Thurston to Commodore Lambert.

Fiji, September 4, 1868.

Sir,

In reply to your inquiry, whether any person had been improperly transported to the Fiji Islands from other islands of the South Pacific, by British subjects or other persons, I beg to state no such case has occurred to my knowledge.

The only persons arriving in Fiji from neighbouring groups of islands are settlers and native labourers.

As exception has been taken in some quarters to the introduction of the latter, and much misconception upon the subject exists, I have the honor to enclose herewith a statement of the origin of the immigration and condition of the natives while in Fiji.

I have, &c.
(Signed) JOHN B. THURSTON.

Inclosure 3 in No. 9.

Report upon the introduction of Labourers from the New Hebrides and Sandwich Islands to Fiji, and their condition in the last-named Islands.

In the latter part of the year 1864 the Europeans in Fiji, suffering from the want of steady labour for their cotton plantations, turned their attention to the New Hebrides as a source of supply.

The schooner "Van Tromp," of 30 tons register, was first despatched to that group, her proprietors first obtaining from Consul Henry M. Jones a sailing certificate.

At Tanna no difficulty was experienced in hiring natives; and the schooner returned without delay, reporting her arrival, and submitting the labourers for examination to this Consulate, in accordance with their instructions.

The Tanna labourers thus brought, served the proprietors of the "Van Tromp" for three years, when they were paid off, and returned to their own islands.

At the second departure of the "Van Tromp" another sailing letter was applied for, and received. (Form inclosed.) No delay occurred at Tanna, and the schooner returned to Fiji with a second lot of labourers belonging to the same villages at which the first had been engaged. Many of these spoke English sufficiently well to make themselves understood.

During the interval of the first and second voyage of the "Van Tromp" to the New Hebrides, other island vessels had proceeded there under the same conditions.

In order to obtain information, and to invite suggestion on future representation, if the introduction of New Hebrides labour to Fiji gave rise to evils or abuses requiring investigation, Consul Jones wrote in October, 1865, to the Protestant Mission to the New Hebrides. A copy of the letter and reply thereto I beg to enclose.

Since the date of the above-named letter, the Wesleyan Mission in Fiji have communicated with the Presbyterian Mission at the New Hebrides, offering to co-operate in any way if evils existed. No representation has been made to this office that natives have been improperly embarked in any ship. I have inquired of the Mission here whether it has any knowledge of an improper traffic, but learn they have no information excepting of the natives while in Fiji.

I regret to learn the Mission in the New Hebrides cannot co-operate with the Mission in Fiji.

It is quite possible the introduction of foreign labour into Fiji may occasionally be attended with abuses; but up to the present time they have not been so great as to exceed my control or power to redress. At present, and for some time past, I have had among my native servants intelligent men from the principal groups in the Pacific, including the Loyalty Islands, New Hebrides, and Solomon Islands. It is quite possible, therefore, for natives to make known to me their grievances, if any exist. Considering that no report has been received by me from the Mission at the New Hebrides respecting the engagement of natives and their emigration either,—that the natives are examined by me on their arrival here,—that up to the present time the natives whose term of engagement has expired have returned to their island, first, in many cases, being paid in my presence,—that other natives engage with eagerness at the same towns to which Fijian vessels first went,—that there are now in Fiji, Tanna men, others who have returned for a second term of employment,—I cannot think the natives are improperly obtained, neither cheated, cajoled, or kidnapped on board. It is equally as unreasonable to suppose that Europeans would revisit places at which they have committed such outrages as it is to believe natives would voluntarily return to Fiji if their services were forced and ill-required.

Apart from the question of the propriety of importing foreign labour to Fiji, I would observe the position of the natives so introduced differs in one important respect to that of a Polynesian emigrating to Queensland or other Australian Colony. Climate, diet, and the manners and customs of Fiji are similar to the New Hebrides, and the New Hebridean, on landing in Fiji, surrounded by a fauna and flora familiar to him, feels satisfied and at home.

It has been stated in a petition to His Excellency the Earl of Belmore, that the imported labourers do not return to their islands; and again, that those who do return are more vicious than they were prior to their emigration and contact with Europeans.

Having

Having had some years' experience in the South Pacific, I am aware that natives from the New Hebrides, Sandwich Island, and Espiritu Santo, have long been employed in the sandal wood and other island trade, subject to the control of rough and often lawless seamen. The vices of the two races are brought in contact, and the native may sink below the level of his first degradation; but an unqualified assertion that contact with an European renders a savage, very likely a cannibal, more vicious, is unworthy even of savage intelligence.

A body of natives arriving in Fiji, and engaged by a respectable planter, are clothed, housed, and fed well, and taught habits of cleanliness. If, as many of them are, the planter is a married man, the natives, observing and imitating the manners and customs of civilized life, rapidly improve, and outwardly appear as civilized as the Fijians.

Contact with renegade whites, who may be considered almost on a par with the natives, may, as I have already remarked, produce an unfavourable result to the latter; but to assert that contact with a respectable planter, or planter and family, will produce a like result, is equally absurd as to state that a part is greater than the whole.

(Signed) JOHN B. THURSTON, *Acting Consul.*

British Consulate, Fiji, September 4, 1868.

Inclosure 4 in No. 9.

Sailing Certificate.

Description of Vessel.

Name.—“Van Tromp.”	Stem.—Square.
No. of Decks.—One.	Galleries.—None.
No. of Masts.—Two.	Head.—Broom.
Rig.—F. A. Schooner.	Framework.—Wood.

The proprietor of the above-described schooner, “Van Tromp,” 32 tons register, of which Robert Wilson is master and supercargo, has applied to me for this certificate, to the effect that the said schooner is proceeding to the New Hebrides for the purpose of engaging natives as labourers for cotton-planting in Fiji.

The master and supercargo is hereby permitted to convey to Fiji sixty voluntary labourers from the New Hebrides, and he is hereby warned that this certificate will only hold good for this present voyage; that he must report his arrival at Levuka, Fiji, to this office previous to landing any of the voluntary labourers aforesaid; and that their engagements must be in conformity with the rules and regulations of this Consulate.

Given under my hand and seal of office, this 16th day of September, 1867, at Levuka, Fiji.

Inclosure 5 in No. 9.

Consul Jones to the Representative of the Protestant Mission, New Hebrides.

Fiji, October 4, 1865.

Sir,

I shall feel obliged by your giving me some information on the subject of the passenger traffic between the New Hebrides and Fiji, and stating if any abuses exist which require investigation.

There is a great desire in Fiji among the planters to import voluntary labourers from the New Hebrides, on account of their superior industry and the lower rate of wages they require in comparison with the Fijians. We have at present about 100 natives of Tanna and Sandwich receiving wages as labourers in Fiji; but as, on the account of the want of an interpreter, I am unable to learn from themselves the nature and terms of the agreement into which they have entered with their employer, and whether it has in every case been with their own free will and consent, I request that you will inform me of any circumstance which may come under your own observation tending to furnish any evidence to assist in the examination of this question.

I am, &c.,
(Signed) HENRY M. JONES.

Inclosure 6 in No. 9.

The Rev. W. Cullagh to Consul Jones.

Aneityum, New Hebrides, October 11, 1865.

My dear Sir,

In reply to your favour of the 4th instant, I beg to thank you for your kind offer to render any assistance necessary where traffic would interfere with the mission work, but I am glad to say that at present no occasion requires any redress. We had the “Esk” and “Curacoa” here in August, and the “Curacoa” visited Tanna and punished the natives at Port Resolution.

Regarding the natives of this island I am not aware of any at present who would go from home to work; the population is small now compared with what it was in 1858 or 1859. But I shall inquire from Mr. Inglis, who has been in this island since 1852, and let you know by first opportunity.

I am, &c.,
(Signed) W. G. CULLAGH.

No.

13

No. 10.

*The Secretary to the Admiralty to Mr. Hammond.—(Received, December 14.)**Admiralty, December 10, 1868.*

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of Lord Stanley, a copy of a letter of the 1st October, from Commodore Lambert, reporting the result of inquiries as to whether any persons have been improperly transported to the Fiji Islands from other islands in the South Pacific, by British subjects or other persons.

I am, &c.,
(Signed) W. G. ROMAINE.

Inclosure in No. 10.

*Commodore Lambert to the Secretary to the Admiralty.**"Challenger," at Sydney, October 1, 1868.*

Sir,

With reference to your letter of 9th December, 1867, conveying to me the directions of the Lords Commissioners of the Admiralty to make inquiries and report whether any persons have been improperly transported to the Fiji Islands from other islands in the South Pacific by British subjects or other persons, I beg to state, for their Lordship's information, that during my recent visit to the South Sea Islands I made particular inquiries on this subject from the Missionaries, who are the only persons from whom information can be obtained, especially at the different islands of the New Hebrides I called at, and I found that labourers are transported from island to island, but not in an improper manner; they are hired as labourers for a stated time, paid regular wages, and at the expiration of their term of engagement sent back to their native island; several re-engage after a short stay at their home.

2. This system is also carried on by the French, under the sanction of the Government of the island at New Caledonia, where labour is scarce and recourse therefore obliged to be had to imported labour.

3. My own impression is, that amongst the islands where labour is imported there is a *bonâ fide* contract made with the natives so imported; to Queensland, however, there may be isolated cases of deception and even ill-treatment, but it is difficult to trace the proceedings of every vessel trading from the various ports of all the Colonies to the different groups of islands in the South Pacific. Of course, where Missionaries or Europeans reside, information can be obtained, but in the numberless islands where none reside, and the want of interpreters, each group and even island having a distinct language and dialect of its own, it is impossible to obtain any credible information.

I have, &c.
(Signed) ROWLEY LAMBERT.

No. 11.

*The Secretary to the Admiralty to Mr. Hammond.—(Received, January 15.)**Admiralty, January 14, 1869.*

Sir,

I am commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of Her Majesty's Secretary of State for Foreign Affairs, and with reference to Mr. Murray's letter of the 8th July, 1868, a copy of a letter from Commander Nares, of Her Majesty's sloop "Reindeer," dated the 12th October, relative to the employment of natives of Harvey's group of Islands as labourers at Malden and Caroline Islands.

I am, &c.,
(Signed) JOHN HENRY BRIGGS.

Inclosure in No. 11.

*Commander Nares to Commodore Powell.**"Reindeer," Valparaiso, October 12, 1868.*

Sir,

In reply to your letter, dated the 2nd instant, requiring additional information about the Kanakas employed as labourers at the islands visited by me, I have to inform you that at Malden they belong to two of the islands in the Harvey's group. The engagement is for one year, and the pay £2 a-month, £1 of which they take up in clothing from the stores on the island. Each set have their own missionary, who is also the head man, and gets 10s. a-month extra; they are Wesleyans, and give a great deal of money to their church. They seemed well-contented; and I had no reason to suspect that they were taken by force from their own islands.

There is a difficulty experienced in feeding them, there being no cocoa-nut trees on the island, so they have a small vessel running to Tahiti that brings them cocoa-nuts. They formerly had natives from Penryhn Island working here, but they did not work so well as those they have now. At Caroline Island the labourers are also principally from Harvey's group, but they have their wives and children with them; the pay here is only £1 a-month for the men, and 12s. to 8s. a-month for the women. They seemed satisfied with their position, so much so that Mr. Browne told me that some of them wished to settle on the island. At Malden they have forty-seven natives; at Caroline Island only nine men, the rest (sixteen) being women and children.

I have, &c.,
(Signed) E. NARES.

No.

No. 12.

*The Earl of Clarendon to Consul March.**Foreign Office, March 19, 1869.*

Sir,

There are certain points connected with the existing state of affairs in the Fiji Islands to which I think it desirable to call your attention on your proceeding to your post, in order, if possible, to relieve you hereafter from difficulty as to the course which you should pursue.

The absence of a constituted Government will deprive you of the support to which a Consular officer would in ordinary cases look, and as the quarter to which he might appeal for redress in case of injury to the interests which he is bound to protect. On the other hand, the British community with which you have to deal will comprise within its members many persons who, from their antecedents and habits, may be more prone to adventure than ready to conform to authority.

As regards the local chiefs, it is far from my intention to restrict you from the exercise of such influence, in the shape of friendly communications and advice, which you can exert for the benefit of an uncivilized race. But you will clearly understand that it will be your duty to avoid taking part in any internal dissensions, or in any acts of partizanship which would compromise the neutrality of your position, and place you virtually, or even in appearance, in a position of intervention in the disputes amongst the chiefs.

As regards the British community, I trust that by the exercise of tact and judgment you may be able to deal with most cases when your intervention is called for. Your powers of jurisdiction are however limited, and it may be a matter for consideration hereafter whether they may not beneficially be extended. In the meanwhile there are various matters which will call for your early attention, and amongst these you will find the speculations set on foot in the Australian Colonies, involving the contemplated acquisition, by purchase, of large districts in the islands. As far as Her Majesty's Government are concerned, steps have already been taken to discourage enterprises of this description. But from the last information which has reached me the scheme has not been abandoned, and must be dealt with both with reference to the tendency shown by British settlers to extend their operations into the interior, and to a growing disposition to treat the islands in the light of a Colonial possession of the British Crown.

It will be your duty, by your acts and language, to discountenance any such erroneous notion; and you will make it to be clearly and publicly understood that your functions are confined to the limits of your Consular duties in watching over commercial interests, and, as far as may be, contributing to the order and well-being of the British community; but that any attempts to form establishments in the interior will be at the sole risk of the undertakers, who, in withdrawing themselves beyond the bounds of your legitimate influence, may expose themselves to risk.

It is my intention to suggest to the Lords of the Admiralty that the naval authorities on the Australian station should be directed, as far as may be consistent with other requirements, to cause some of Her Majesty's vessels of war occasionally to visit the islands, for the purpose of giving weight to your representations and supporting your proper authority. But you will understand that the presence of such a vessel of war is not proposed with the view to its being made serviceable for purposes connected with native feuds, still less that any operations should be undertaken which would be calculated to show an intention to acquire for this country any territorial possession in the islands.

I am, &c.,

(Signed)

CLARENDON.

No. 13.

*Mr. Hammond to the Secretary to the Admiralty.**Foreign Office, March 19, 1869.*

Sir,

I am directed by the Earl of Clarendon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a despatch which his Lordship has addressed to Mr. March,* who has been appointed as Her Majesty's Consul at Fiji, containing general instructions for his guidance, both as regards the native chiefs and the British community settled in the islands.

Lord Clarendon does not doubt that the Lords of the Admiralty will concur with him in the opinion that it will be desirable that the British naval authorities, as well as Her Majesty's Consul should, as far as may be practicable, confine themselves to matters in these quarters where the legitimate interests of British subjects are concerned, and should abstain, except in very extreme cases, from the employment of force, and from any measures which could give a colour to the erroneous notions current in regard to territorial acquisition in the island.

Lord Clarendon therefore desires me to request that you will suggest to the Lords of the Admiralty that the naval authorities on the Australian Station should be informed of the nature of the instructions addressed to Mr. March, and should be instructed, as far as may be consistent with the exigencies of the service, to give to him the countenance and support which will be afforded by the occasional visit of one of Her Majesty's vessels of war.

I am, &c.,

(Signed)

E. HAMMOND.

No.

15

No. 14.

*Mr. Otway to Sir F. Rogers.**Foreign Office, March 19, 1869.*

Sir,

With reference to your letter of the 26th ultimo, I am directed by the Earl of Clarendon to transmit to you, to be laid before Earl Granville, copy of an instruction which has been addressed to Mr. March,* on his appointment as Her Majesty's Consul in the Fiji Islands, together with copy of a letter which Lord Clarendon has caused to be addressed to the Admiralty in regard to the naval support which should be given to Mr. March.*

Lord Granville will perceive that Lord Clarendon has reserved for the present his decision as to the question whether it is desirable to take steps for an extension of the powers entrusted to Mr. March as a British Consul.

I am to request that you will suggest to Lord Granville that it may be desirable that the attention of the Governors of the adjacent Australian Colonies should be called to the limits within which the operations of the British Consular and Naval Officers will be restricted; and that they should again be cautioned against any measure such as those lately contemplated in Australia for the acquisition of territory in the Fiji Islands. And this caution appears to Lord Clarendon to be the more necessary, as his Lordship has observed that Mr. Evans, one of the original speculators, arrived at the islands furnished with a letter of introduction to Acting Consul Thurston from the Governor of Victoria.

I am, &c.,
(Signed) ARTHUR OTWAY.

No. 15.

*The Rev. E. Hoole, D.D., to the Earl of Clarendon.—(Received, March 20.)**Wesleyan Mission House, Bishopsgate-street Within, London,
March 16, 1869.*

My Lord,

I am directed by the General Committee of the Wesleyan Methodist Missionary Society to request your Lordship's attention to the circumstances of the settlers, subjects of Her Most Gracious Majesty the Queen, in the group of islands in the South Seas, known as the Fiji Islands. These settlers are reported to be about 1,000 in number, chiefly emigrants from the Australian Colonies; they have taken advantage of the change effected among the natives of the islands by the civilizing influences of Christianity to enter on the purchase and cultivation of land, and to carry on a profitable trade. In the pursuit of these objects they appear to be successful, and a great increase has been effected in the export of cotton and other valuable productions of the islands. It is much to be lamented, however, that there is no authority in Fiji to control the conduct or regulate the transactions of these settlers. The native Governments have no authority over white men, and the consequence is that many abuses exist for which there is no remedy. Her Majesty's Consul, it is understood, has no magisterial power, and in case of appeal being made to him can afford no relief to the white settlers when they contend with each other, or to the natives, if they happen to consider themselves oppressed. Your Lordship is aware that the sovereignty of the Fiji Islands was offered to the British Government some years ago and was declined. If there was any hope of the offer being accepted it would again be made. But if the sovereignty of these valuable islands be declined it is hoped that Her Majesty's Government will devise some method by which British subjects in the islands may be made amenable to British law.

Your Lordship will estimate the interest which the Committee of the Society has in those islands, when you are informed that there are now among the natives, under the care of about twelve English Missionaries, 107,000 attendants on public worship, 56,000 scholars in the schools, 24,700 members in communion, 1,400 native teachers, and 45 native Ministers. The Society has expended on this work more than £120,000, and in carrying on the work of the Mission many valuable lives have been exposed to risk and loss. The Mission is still carried on with vigour, and there is hope that the entire population of the islands will eventually become Christian.

Under these circumstances the Committee is persuaded that the subject now brought under your Lordship's notice will have your kind and attentive consideration.

Requesting leave to submit to your Lordship's judgment whether Her Majesty's subjects, settled in the Fiji Islands, do not require the presence of an able Consul, such as Mr. Jones, the predecessor of the gentleman now filling that office, and perhaps also a Commandant or Magistrate, with authority from the Home or Colonial Government for the preservation of peace and good order,

I remain, &c.,
On behalf of the General Committee of the Wesleyan
Methodist Missionary Society,
(Signed) ELIJAH HOOLE, D.D., *Secretary.*

No. 16.

*Mr. Otway to the Rev. E. Hoole, D.D.**Foreign Office, March 24, 1869.*

Sir,

With reference to your letter of the 16th instant, I am directed by the Earl of Clarendon to request that you will state to the General Committee of the Wesleyan Methodist Missionary Society that the question as to the best mode of providing for jurisdiction over the British community in the Fiji Islands is one in regard to which great difficulties exist, but the matter is receiving Lord Clarendon's best attention.

I am, &c.,
(Signed) ARTHUR OTWAY.

No.

* No. 13.

Consul Miller to Lord Stanley.—(Received, April 6.)

Papeete, Tahiti, December 16, 1868.

My Lord,

I have the honor to acknowledge the receipt of Mr. Murray's despatch of the 5th of last July, covering a copy of the Memorial which had been addressed to your Lordship by the Synod of the Reformed Presbyterian Church in Scotland, submitting statements from the New Hebrides Mission respecting a system said to be carried on in the Pacific of kidnapping native Islanders, for the purpose of providing labourers in other places.

Mr. Murray's despatch furthermore brings me your Lordship's orders to make inquiry into this matter, and to report in how far British or other shipping is employed in this business, adding that, in the event of my finding the statements correct, I am to make the facts known to the British Commander-in-Chief on the station, or to the Captain of any British ship-of-war touching at this port.

I have the honor to report to your Lordship, in reply, that I cannot learn that any natives of the New Hebrides Islands have been brought to Tahiti as labourers; and with regard to the complaints preferred by the Missionaries that kidnapping is practised by vessels resorting to that group in quest of native labourers, I regret to say that the rareness of the communications between this place and those distant parts has prevented me from obtaining hitherto any positive evidence touching the accuracy of the statements adduced by the Missionaries as to the abuses attending the traffic in question at the New Hebrides.

But I feel it my duty to state to your Lordship that the rumours which have from time to time reached this island afford, I think, ground for fearing that, at all events amongst the still savage or half savage islands in the Pacific, fraud and deceit have too often been employed both in procuring and in engaging native labourers. In some of these cases the aid even of local chiefs has, it is said, been secured by a bribe; in others, the opposition of authorities or relatives would appear to have been surmounted by stratagem, and when men and women in sufficient numbers have been sent or enticed on board, the ship, it is reported, has made sail, leaving the execution of the written contracts of service of the deluded islanders to be accomplished at convenience during the voyage.

The absence of adequate supervision over transactions wherein the needy agents of recruitment usually employed are in general remunerated in proportion to the number of labourers they succeed in obtaining, renders it in fact almost inevitable that abuses must occur in the engagement of ignorant and unprotected natives who, on arriving at their destination, would seldom find themselves capable of explaining, much less of substantiating, any act of fraud (not to say violence) of which they might have been the victims. On the other hand, when a quarrel amongst the agents employed in this business, or with any of the seamen serving in the ship, threatens to lead to some revelation of such misdeeds, the credibility of the outspoken party would probably be assailed by some counter-charge of misconduct or insubordination.

This same want of disinterested control at the remote place of embarkation leaves besides much room for the overcrowding of the ship, as likewise for her supplies being insufficiently cared for; and I consequently apprehend that there must have been cases giving just cause for the complaint made by the Missionaries that many of the natives suffer great hardship and privation on the voyage, and that they are too much at the mercy of any man who can cajole or force them to take a passage on board his ship.

The preceding remarks are of course not intended to apply to certain limited operations for the recruitment of labourers for Tahiti, which have been carried out by French Government vessels, or under the immediate superintendence of Government officers, at the Hervey Group, Penrhyn Island, &c.; neither are the remarks applicable to instances in which natives of those places in small numbers have been engaged by private parties under contracts to serve for short periods either at Tahiti or at Malden Island, since in all these cases it is believed that the engagements have been regular and voluntary, and that the natives have understood the nature of their contracts, upon the completion of which they for the most part return to their homes, where fresh hands are ordinarily found ready to replace them.

With respect to the labourers introduced from the remoter and so-called savage islands, the number hitherto brought therefrom to Tahiti has not been very considerable, the following statement for the past two years being believed to comprise the whole, viz. :—

In the year 1867 two French barques (the "Nercid" and the "Tampico") and one British schooner (the "Zillah" of Auckland, New Zealand) brought, amongst them, from the Gilbert islands about 200 natives of that group as labourers for a cotton plantation on this island, where they still continue to be employed; but these voyages seem to have proved unprofitable to the vessels engaged on them, either by reason of the great length of the passages or from the small number of the passengers obtained, and no further undertakings of the kind have hitherto been attempted between Tahiti and the Gilbert group.

Up to this date (December 16) in the now closing year (1868) there have been introduced—by a brig called the "Rona," belonging to the port of Lyttelton, New Zealand, W. H. Hayes, master—about 150 natives of Niue or Savage Island, under contracts of service for a term of from two to three years, and at wages averaging £1 per month each person, besides food and lodging. These labourers, who are employed on Tahiti and its neighbouring dependency, the Island of Moorea, have not to my knowledge complained of having been deceived in their engagement, or ill-treated during the voyage hither; but from the within extract of a letter, written by the resident British Missionary at Niue, and recently communicated to me by the resident British Missionary at this place, it would seem that the removal of these people from Savage Island, particularly the clandestine departure of the women, was effected against the laws of the island, and contrary to the will of the native authorities.

It may be proper for me here to mention that by a local regulation in force at Tahiti, relative to immigrants from islands in the Pacific, it is required that when a vessel arrives here with such description of immigrants on board, a Government officer shall visit the ship, inspect the passengers, and hear any complaint they may have to prefer, and that when the proper local authorities shall have been satisfied that the contracts of service are regular, and that the parties fully understand the conditions thereof, such contracts shall be sanctioned and registered.

And

And, generally, French and foreign vessels employed in bringing labourers to Tahiti are bound to comply with the provisions of the second title of the French Decree of the 27th March, 1852, concerning the immigration of labourers into the colonies of France; but as these latter provisions apply to the conveyance of emigrants, under license, from countries where there is a special Government Agent or a Consular officer to superintend their due recruitment, engagement, and embarkation, no further check, beyond that of the verification of the contracts of the islanders on their arrival, required by the previously mentioned local regulation, is afforded by the application here of the French Decree, against those abuses which are to be apprehended so long as the recruitment, engagement, and embarkation of the ignorant natives of the remote islands, where no regularly constituted authority exists, shall be permitted to be undertaken by the interested parties without immediate and efficient control.

My careful attention will continue to be given to this matter, and should any case of kidnapping or other serious proved abuse in the traffic come to my knowledge, I shall not fail to give prompt notice of the facts to the nearest British Naval authority.

I have, &c.,
(Signed) G. C. MILLER.

Enclosure in No. 17.

The Rev. W. Lawes to Rev. G. Morris.

Savage Island, Niué, October 20, 1868.

(Extract.)

Captain Hayes is here (in the "Rona") waiting for his schooner the "Samoa," daily expected from Samoa. As soon as she arrives he is going to buy a lot of pigs and send them on direct to Tahiti. The "Rona" is then going to Samoa and will call here again on her way to Tahiti for a cargo of pigs; pigs are however a secondary object: the primary one I have reason to believe is a cargo of men and women.

These men-stealing vessels from Samoa, Tahiti, and Queensland, are the greatest trouble and hindrance we have. They will be the ruin of Niué. I wish you to understand how the men and women are obtained. You may be able to help us by correcting mistaken notions in Tahiti—I do not mean to say that those taken are taken against their will. They go of their own free will, but against the will of the authorities, who have made laws and done everything in their power to prevent their going. Most who go are lads who have run away from their parents. The women, Captain Hayes says himself, he stole. The boat was sent in by appointment in the night, the women swam off to it; many of them are mothers and wives. They have all left their children uncared for; several of their husbands are in Samoa. Their poor children are left to the mercy of any who may compassionate them.

I am told the French Government have made very stringent laws respecting the importation of coolies. It is more than likely that Captain Hayes will evade those laws if they are any hindrance to him in his traffic. The natives say he wants 200 of them this time; if he gets them it will be in spite of the native authorities.

No. 18.

Acting Consul Thurston to Lord Stanley.—(Received, April 23, 1869.)

Fiji, December 1, 1868.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 8th of July last, inclosing copy of memorial from the Presbyterian Church Mission Society, touching the emigration of natives from the New Hebrides and other neighbouring islands; and directing me to report thereon.

I beg my Lord to state that, in consequence of a like memorial having been made to His Excellency the Governor of New South Wales, I made, in anticipation of your Lordship's instructions, a report upon the subject to Commodore Lambert in September last.

To the charge of cajoling or kidnapping natives from their homes for the purpose of forced and ill-requited service, I have to assure your Lordship no such criminal practices can be imputed to British subjects or others residing within this Consular district. Natives from Tanna, Faté, and other islands, have during the past three years emigrated to Fiji, but under circumstances which no degree of Mission zeal is warranted in terming "traffic in human beings." The personal attention of Captains Luce, Blake, Hope, and Lyons, while commanding on this station, was directed to the system existing here, and I am not aware either of those gentlemen observed anything to which more than trifling objection could be made.

I beg, my Lord, herewith to forward Inclosures 1 to 6, in order that your Lordship may be in possession of the fullest information upon the subject under notice so far as Fiji is concerned. To the best of my knowledge and belief no natives have been introduced to this group of islands since the end of the year 1865 without passing before me, and in no case did the result of my examination warrant a supposition the people had been enticed away or embarked with violence.

In one case some Tanna men had been engaged for two years, but on arriving in Fiji they were pressed to engage for three; the leading man at once demanded to be taken to the British Consulate, where before his employers he stated his case in very fair English and obtained the support he sought. That they will obtain every protection from this office is well known to these people on their arrival in Fiji. If they are any way aggrieved, ill-treated, ill-fed, or kept after the expiration of their agreements, they troop off in a body to lay a complaint at this Consulate, or return direct to their own islands, not hesitating to use any boat or small vessel they can obtain possession of. On the whole, my Lord, I have not found the natives from the New Hebrides, &c., to be as a rule of that helpless class described by your Lordship's memorialists. In many cases the sum to be paid as wages does not appear to be clearly understood by natives emigrating hither; they are unacquainted with coin, and have extravagant ideas as to the value

value of cotton goods and cutlery. They appear, my Lord, quite happy to exchange the miserable life passed on their own islands, which according to Mission report is one of utter privation, fear, and savagery, for a more peaceful and better-fed existence in Fiji.

Fiji lies in the same parallel of latitude as the New Hebrides, is of the same volcanic formation, and possesses the same flora. Thus the New Hebridean on landing here meets upon all sides natural forms familiar to him, enjoys a climate as genial but less sickly than his own, and subsists entirely upon his native food. He also becomes acquainted with a race having a common origin with himself, but whose present condition—the result of Christian training and advancing civilization—is so superior that I venture to think, my Lord, he cannot fail to be benefited by the contract.

The following remarks may tend to show your Lordship's memorialists have drawn conclusions somewhat hastily:—

1. The masters of Fijian vessels proceed regularly to the same villages at the New Hebrides, from whence they first obtained voluntary labourers, and have never failed to engage the men they require. If the masters or crews (averaging eight persons, all told) of these vessels had been guilty of a tithe of the enormities attributed to them, they would not dare return with such confidence to the scenes of former outrages. If the natives previously engaged never returned, or were ill-requited, treated, and fed, it is not reasonable to suppose others would so confidently trust themselves with Europeans again.

2. In four or five cases men have returned to Fiji for a second term of engagement. Three weeks ago a party of Tanna men arrived from that island, to which they had returned last year. On arrival they requested my influence with their former employer at this port to procure a re-engagement. They are now employed sorting, ginning, and pressing cotton with the skill acquired in Fiji two years ago.

3. Some planters, fully confident their labourers are well satisfied with the treatment and payment received, have sent, a month or two prior to the term of engagement ending, one of their party back to their island by a returning ship, in order that a second gang of men may be in readiness to embark on the return of the first party.

This is certainly not fraud, false, or in any way calculated to produce "privation," "bodily injury," or "death," but is the system—if the system be permitted at all by Her Majesty's Government—which will be generally followed by planters in Fiji.

In one instance adduced by your Lordship's memorialists it is stated certain natives in canoes approaching a ship near their island were warned off by those on board, who, advising them not to venture on board, declared they had been forcibly taken from their island, since which time the ship never came to anchor, lest they should escape by swimming.

From this, my Lord, I conclude the interlocutors were a cognate people, with no or little difference of dialect, and most probably friendly. That the ship was very near the land, perhaps within a quarter of a mile, because the boldness of the land permits the close approach of a ship, and, further, because the natives possessing only insignificant canoes never venture far from land. The natives might, therefore, had they chosen, have jumped overboard. I have never yet, my Lord, after many years acquaintance with Polynesian savages, including Papuans, observed it made the slightest difference to a native whether he leapt overboard from a ship under way, or waited until the anchoring of the ship permitted him to depart in a more orderly manner.

On the whole, my Lord, I venture to think most of the instances given are less fact than a reflex of Missionary fears.

While thus expressing to your Lordship my conviction no semblance to slavery can be traced in the relations existing here between employer and employed, I would state, for your Lordship's information, no authority exists in Fiji for the due protection of these people, should necessity arise, or Consular authority be resisted. If magisterial powers were conferred upon this Consulate, which from the increasing interests of British settlers appears to be desirable, as I have already had the honor to report, it would meet the requirements of the case, viz., power to compel the fulfilment of contracts.

Should your Lordship desire to receive personal information on this or other matters relating to Fiji, I beg permission to name Captain Charles Webley Hope, now in England, late of Her Majesty's ship "Brisk," a gentleman who by close inquiry and examination is better acquainted with the commercial, social, and political condition of this group of islands than any other officer in Her Majesty's service.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 1 in No. 18.

Consul Jones to the Representative of the Protestant Mission, New Hebrides, October 4, 1865.

[See Inclosure 5 in No. 9.]

Inclosure 2 in No. 18.

The Rev. W. McCullagh to Consul Jones, October 11, 1865.

[See Inclosure 6 in No. 9.]

Inclosure 3 in No. 18.

Certificate.

THE proprietors of the cutter "Lily," of which Arthur K. Rae is master and supercargo, and Benjamin Pease is sailing-master, have applied to me for this certificate, to the effect that the cutter before-mentioned is proceeding to the New Hebrides for the purpose of engaging natives as labourers for cotton-planting in Fiji.

The

The master and supercargo is hereby permitted to convey to Fiji forty (40) volunteer labourers from the New Hebrides; and he is hereby warned that this certificate will only hold good for this present voyage, and that he must report his arrival at Levuka, Fiji, to this office, previous to landing any of the voluntary immigrants aforesaid.

Given under my hand and the seal of this Consulate, this 5th day of July, 1865.

(Signed)

HENRY M. JONES,

Her Majesty's Consul in Fiji and Tonga.

Description of the Vessel aforesaid.

Name of Ship.—“Lily.”
No. of Masts.—One.
No. of Decks.—One.
Rig.—Cutter.

Stern—Square.
Galleries.—None.
Head.—None.
Framework.—New Zealand timber.

The cutter so described cleared for the New Hebrides on the 5th day of October, 1865, and this certificate is delivered to her supercargo on the same date.

(Signed)

HENRY M. JONES, *Consul.*

(Official Seal.)

Inclosure 4 in No. 18.

LIST of Sandwich Passengers per “Sea Witch.”

Names.	Age.	Village.	Names.	Age.	Village.
Bonkoar Baillie	16	Marlamaitar.	Mairu-orefe	25	Military.
Buck-o-lie	17	Abaugar.	Mallarsose	25	Wauata.
Bakoah	25	Bow.	Marten-c-you	27	Mulaftooner.
Coloroso	22	Marlamaitar.	Nalolo	22	Wauata.
Coorar	18	Bow.	Newgerow	25	Mulabotofawa.
Dit Lang Lang	17	Marlamaitar.	Narcema	26	Mulyfotofarey.
Fartam	22	Wauata.	Nameer	25	Bow.
Tyfat	18	Ditto.	Parler Sooloo	23	Wauata.
Keerou-artar	21	Ditto.	Quau-quau	23	Military.
Kien-marsar-marset	27	Mulaftooner.	Nootoong	17	Wauata.
Lang-farow	19	Wauata.	Sivilly	20	Ditto.
Larhoo	21	Ditto.	Sarmat	17	Ditto.
Langelly-ootar	29	Marlawaiter.	Seemooar	23	Ditto.
Lavaloso	23	Mulaboto-fawa.	Sewa-nau-gessy	15	Marlarwarten.
Langfoil	11	Military.	Suzzi	15	Ditto.
Larsene	17	Ditto.	Sarkey	23	Ditto.
Lallebat	25	Mulificatar.	Loark	19	Caleepo.
Lallibooso	25	Military.	Sowar	25	Makoorar.
Langmass	24	Ditto.	Tarra-poar	19	Wauata.
Lokow	21	Mulaftooner.	Tawai-far-harlar	30	Ditto.
Langooar	25	Lonofart.	Toopoo-nawoo	33	Ditto.
Larleyinat	21	Military.	Takoso	23	Marlawaiter.
Lakalay-foal	20	Caleepo.	Tollar	28	Ditto.
Mooroo-wee	10	Wauata.	Tua-bully-larry	23	Ditto.
Maury Uawa	16	Mulaftooner.	Toffi-ko-low (Chief)	24	Ditto.
Mair	18	Malasar.	Tofawa Mow	19	Mulabotofawa.
Morss	15	Military.	Telecoselly	20	Ditto.
Musscemo	25	Abaugar.	Taugoat	18	Military.
Mutto Sally	27	Muligotofar.	Tavsarey	25	Abaugar.
Mototone	19	Caleepo.	Takoreeke	17	Pontabar.
Tefferey-le-mar	23	Bow.	Lartually	23	Taiffe.
Tokoi-lee-a-kee	21	Ditto.	Terekey Faulla	15	Ditto.
Tavoar	19	Ditto.	Tockeymann	20	Ditto.
Tefferey-nangee	18	Ditto.	Nowstooloo	18	Ditto.
Tavernaro	29	Wauata.	Bakooar	18	My Islands, Three Hills.
Taskeye	18	Caleepo.	Maylee	19	Ditto.
Taryguse	17	Mulybotofawa.	Ke-av-tao	19	Ditto.
Atarooar	15	Bow Sycamoor.	Man Sarley	20	Ditto.
Soamoor	18	Ditto.	Karlar-poopoo	22	Ditto.
Swereey	19	Ditto.	Karlo	23	Ditto.
Mosso	19	Ditto.	Soo-ar	26	Ditto.
Nancawoo	23	Ditto.	Man-arkow	26	Ditto.
Towse	17	Ditto.	Killi-killi	23	Ditto.
Sewar Vallo	18	Ditto.	Kotarvey	25	Ditto.
Looar	25	Ditto.	Low-leeo	25	Ditto.
Bawa-barooar	16	Ditto.	Ovartow	25	Ditto.

List of Sandwich Passengers per "Sea Witch"—*continued.*

Names.	Age.	Village.	Names.	Age.	Village.
Tapity-wear ...	23	Bow Sycamoor.	Karce-see ...	23	My Islands, Three Hills.
Malany-wowu ...	25	Ditto.	Makowee ...	19	Ditto.
Lang-fuan ...	27	Ditto.	Tarki ...	17	Ditto.
Cypong ...	20	Ditto.	Toekotooroo ...	24	Ditto.
Nawowgoot... ..	25	Ditto.	Mulla Mulla ...	26	Ditto.
Buckeye ...	26	Ditto.	Co-kee-kee ...	24	Ditto.
Peeke ...	26	Ditto.	Muggy ...	40	Mow man.
Markor ...	20	Ditto.	Errooce ...	15	Tanna boy.
Nusaloo ...	26	Ditto.			
Passengers from Vate or Sandwich ...					90
Ditto, Engmi, or Three Hills... ..					18
Ditto, Mow, or Montague Island ...					1
Ditto, Tanna, Port Resolution ...					1
					110
		Landed in Fiji ...			110

Inclosure 5 in No. 18.

Form of Contract.

I HAVE this day engaged as farm-labourers the men, per ship (), whose names are mentioned in the margin, for a term of three years from the date hereof, paying them, by way of wages, the sum of £6 sterling for the term, or an equivalent in trade.

And I further agree to provide the said labourers with good and sufficient food, lodging, and clothing; to provide medicine and medical attendance in cases of sickness, at my own expense; and at the expiration of the above term to provide them with a free passage back to their own islands.

Inclosure 6 in No. 18.

List of Vessels importing Free Labourers into Fiji, &c.

Name of Vessel.	Official Number.	Port of Registry.	Master.	Date of Certificate.	Date of Return.	Number of Passengers.	From whence.		
							Tanna.	Sandwich.	Aplu.
Van Tromp	Unknown.	Sydney	Wilson	Nov. 11, 1864	.....	35	35	...	...
Lily	Local .....	.....	Rae	July 5, 1865	.....	45	45	...	...
Do.	Do. ....	.....	Do.	Oct. 5, "	Nov. 9, 1865	60	60	...	...
Elias	Do. ....	.....	Rebman	Oct. 26, "	Dec. 13, "	40	40	...	...
Lizard	Do. ....	.....	Summerville ...	Mar. 28, 1866	June 21, 1866	23	23	...	...
Van Tromp	Unknown.	.....	Wilson	July 3, "	Sept. 17, "	57	57	...	...
Sea Witch	43,215	Sydney	Hovell	May 23, "	Dec. 14, "	109	...	109	...
Idn	46,456	Do.	Conaldo	Aug. 14, "	Nov. 20, "	112	112	...	...
Sea Witch	43,215	Do.	Hovell	Dec. 28, "	June 10, 1867	99	31	57	11
Australian Maid ..	36,741	Lyttleton	Stolz	Dec. 30, "	.....	23	23	...	...
Sea Witch	43,215	Sydney	Hovell	July 15, 1867	Jan. 20, 1868	49	20	29	...
Reliance	31,832	Auckland	Austen	July 14, "	Oct. 5, 1867	113	50	63	...
Eliza Jane	Local .....	.....	Summerville ...	Sept. 5, "	Nov. 9, "	29	19	10	...
Eagle	50,972	Auckland	Frost	Nov. 18, "	Jan. 17, 1868	76	33	16	27*
Young Australian ..	.....	.....	Hovell	Aug. 11, 1868	Nov. 28, "	214	14	100	100

* Vanua Lava.

No. 19.

*The Secretary to the Admiralty to Mr. Hammond.—(Received, April 26.)**Admiralty, April 23, 1869.*

Sir,

I am commanded by my Lords Commissioners of the Admiralty to send herewith, for the information of the Earl of Clarendon, extract from a letter of Commodore Lambert, dated 11th February reporting his proceedings, and the movements of the ships under his orders on the coast of New Zealand.

I am, &c.,
(Signed) W. G. ROMAINE.

Inclosure

Inclosure in No. 19.

Commodore Lambert to the Secretary to the Admiralty.

(Extract.)

February 11, 1869.

"Rosario" arrived at Sydney on the 11th January from Auckland. I have sent orders to Commander Palmer to proceed, as soon as he has finished refitting, &c., to New Caledonia, and make full inquiry into the alleged kidnapping of natives from thence, obtaining from His Excellency the Governor all information on that subject; then to proceed to the New Hebrides, and communicate with the Missionaries at the different islands relative to the traffic in natives between island and island, endeavouring if possible to find out the names of all the vessels engaged in this traffic, by whom commanded, under what colours, from what ports they sail, and to what port they are bound; after which, to proceed to Fiji and communicate with Her Majesty's Acting-Consul on the subject of a letter received from him respecting the importation of a cargo of natives from the Kingsmill group.

No. 20.

Memorial to the Earl of Clarendon, Her Majesty's Secretary for Foreign Affairs.

The Memorial of the undersigned, humbly sheweth:—

That, on the 24th day of June, 1868, he, as Convener and Secretary of the Foreign Missions of the Reformed Presbyterian Church in Scotland, did, by order of said Church assembled in Synod, memorialize, in the following terms, Lord Stanley, at that time Secretary for Foreign Affairs:—

"That at the last annual meeting of the Synod of the Reformed Presbyterian Church in Scotland, when the Report of the Committee on Foreign Missions was submitted, there was brought under the notice of Synod a statement by their Missionaries labouring on the New Hebrides group of islands in the South Seas, in reference to the piratical and inhuman practices being carried on by British and other vessels among said group of islands; and that the undersigned was instructed in his capacity of Convener and Secretary of the Foreign Mission Committee to bring said practices under the notice of Government, in the hope that your Lordship would take steps for the suppression of a practice which is not only injurious to the natives of these islands, and detrimental to the interests of the Mission, but which is also a renewing of the slave trade under another form, and, consequently, so far as it is carried on under the British flag, brings a stain upon the honor of our country.

"May it please your Lordship therefore to peruse the accompanying document, and to cause that an investigation be made into the working of this traffic; and should the investigation, as your memorialist believes it will, issue in confirming the statements of the Missionaries, to take steps for the suppression of this iniquity."

Your memorialist begs to state that in consequence of the above memorial, presented to Lord Stanley on behalf of the Reformed Presbyterian Church, by the Honorable Arthur Kinnaid, M.P., investigations have been made as to the kidnapping of natives from the Hervey Group and from Penrhyn Islands, but that no inquiry has as yet been made as to the New Hebrides, where the system flourishes with greater vigour, and where, through the feelings aroused among the natives through its continuance, not only are the interests of the Mission imperilled, but the commercial value of the islands, present and prospective, destroyed.

Your memorialist begs to call your Lordship's attention to an accompanying letter from one of the Missionaries of the Reformed Presbyterian Church, who has been for twenty years labouring on Aneityum—(Rev. John Inglis, a man of well-known probity of character, and moderation of statement). From this document your Lordship will learn the extent to which the iniquitous traffic is carried on.

May it please your Lordship, therefore, to adopt such measures as will effectually repress and put down this clamant evil.

(Signed) JOHN KAY,
Convener and Secretary of Foreign Missions to the Reformed
Presbyterian Church in Scotland.

Castle Douglas, Scotland, April 24, 1869.

ANNEXES.

Pamphlet, entitled "The Slave Trade in the New Hebrides," by the Rev. John Inglis, one of the Missionaries of the Reformed Presbyterian Church of Scotland.

I HAVE recently returned from a six week's voyage in the "Day-spring," and I take this opportunity of communicating a few facts that have come under my own cognizance, and a few observations on the subject of the slave trade generally.

When we arrived at Futuna Mr. Copeland found that, during his absence at the annual Missionary meeting on Aneityum, a vessel had been there and taken away six natives. When we came to Aniwa Mr. Paton told us that one Sabbath-day lately the captain of a vessel had sent in a boat for natives; he himself went down to the shore and asked the name of the ship and the name of the captain; the man in charge of the boat said he had only lately joined the vessel, and he did not know the name of either. Mr. Paton, however, explained to the natives the object for which the boat had come, and advised them to stay at home on their own island, which they did. But had he not been there some of them would have been ignorantly decoyed away. When we came to the south side of Tanna I asked our Aneityum teachers if many of the natives had been taken away from that district. "Many!" they said, "Why, they are all away; all the young men are away—there is not one left." This, of course, was an exaggeration—their usual way of putting a matter strongly; but it indicated clearly that a great number of the young and strongest of their men had been taken away; and we know that the same thing has been going

going on round the whole of Tanna. When we came to Port Resolution we found two white men living there. They had been previously living on the north end of Tanna; but a party from Brisbane, well known in the trade, had come and taken away two sons of the Chief, at which the father was so angry that he drove away the two men, and they had to break up their establishment and leave the place. When we came to Erromanga we saw a small vessel in the distance, creeping along the coast, and sending in her boat here and there; but she did not come near the Mission station. We subsequently learned that she had got about twenty natives on the one side of Erromanga. She got two in one bay, four in another, three in another, and so on; but all under false pretences. She had on board a white man, well known among these islands; he told them that this was Captain H.'s vessel—a captain well known about Erromanga, many of the natives having gone in his vessel to Santo and the neighbouring islands, and had been always brought back at the time specified—generally the end of the season. When they heard this they went unsuspectingly aboard; but when once on board they were kept there.

When we reached Faté, Mr. Cosh found that five or six people had been taken from Pango while he was at the annual meeting; that two of them belonged to his catechumen's class, and one was Mrs. Cosh's cook, a young man she had been carefully training to this employment. At Havannah harbour we made enquiry as to the amount of the population in one village, and were told by the Chief and others that there were twenty men and fifty women; that forty of their men were away in Queensland. Great numbers have been shipped from this bay. Rangî, the Malay man who was lately murdered there, was the principal agent for procuring them. We were told by the natives that he was in the habit of arming a party of the shore natives, and going into the interior to obtain natives for the vessels. We did not learn that he used any force to compel them to go; and we understood that these armed parties were rather to secure his own safety than forcibly to capture prisoners, because any resort to open violence would in his case have been impolitic.

These are instances of what is going on, of what came under my own eye in one short month on five islands—not by any means the worst specimens of what we have reason to believe has taken place.

In defence of this system we are told that labour cannot otherwise be obtained, or it would not be resorted to. "There is my land in Queensland," says one; "it is of no use to me unless I can get labour. I offered to bring labourers from England—I offered to bring labourers from India; but I cannot get them." "There is my land which I bought in Fiji," says another; "what can I do? I would gladly pay the natives of Fiji to work, but they won't; I am obliged to get men from Tanna or Sandwich, who are willing to work. But they are not slaves; here is a regular contract, signed by both parties, work and wages stipulated. The men are well fed and well cared for. They are not overwrought; they are quite contented; they are become fat as pigs, and merry as crickets; they are become quite attached to me, and would not go home if I gave them liberty. Besides, they are acquiring habits of industry that must be of great value to them when they return home. They are living among Christians—they are seeing Christianity both among white people and the natives; and the Missionaries in Fiji are giving them instruction, and they must return home much more favourably disposed towards Christianity than when they were brought away."

This line of defence is set up in all quarters; but every one must see that it is the same line of defence that has always been set up on behalf of slavery; the very same in kind that was always set up in defence of slavery in the Southern States of America. But in spite of all the plausible and eloquent defences put forth in behalf of slave-holding, the heart of Christianity has instinctively recoiled from the system, and through good and bad report has clung to liberty and freedom for all races.

We are Christian Missionaries sent here to Christianize and civilize these natives, and we feel in duty bound to acquaint the Churches that support this Mission, and through them the Christian public, with the influences, hostile to these objects, that are come so extensively into operation. We emphatically protest against the whole system, because it is essentially a system of slavery. They may be ever so well treated when they are taken; from motives of self-interest alone, men treat their horses well. But be that as it may, in this group the system is neither more nor less than simply a system of kidnapping. Every plan, short of physical force, if not that also, is employed to get them on board. White men, natives of other islands, or natives of their own islands, are employed as agents, and sent ashore in boats, and paid so much a head for all they can bring on board. When Rangî was killed there was great lamentation in the trade—not for Rangî, but for the trade. The head of one party, when he heard of it, expressed his sorrow by saying it would be a great loss to them as Rangî had engaged to obtain such and such a number of natives for them. The greater number of these natives are got on board of these vessels under false pretences. They are taken away against their will, or without their knowledge, or under false impressions. The most of them have no idea either of the distance of the places to which they are going, or of the length of time they are to be kept away. Their ignorance, their credulity, their passions, and their impulsive feelings, are taken advantage of to get them under their power. If two tribes on Tanna have been at war the people that has been conquered are told that if they go they will get muskets and ammunition, and then they will soon conquer their enemies. Take another case: An Erromangan is employed as an agent. He has been away himself, and can speak a few words of English. He tells his own people that they are by no means to go; but he goes to other tribes and tells them that it will be good for them to go; that the work is very little; that the food and the tobacco are plentiful, and the payments are very great. Such baits are too tempting to be resisted by a credulous, gullible people.

This is the same system—a system of pretended contracts, of pretended hired labour—which the French attempted several years ago to introduce into some of their Colonies, but which was denounced by Lord Brougham and the leading anti-slavery advocates in Great Britain as being virtually a system of slavery, and a violation of the Treaties entered into for the suppression of the slave trade, and led, I believe, to its being abandoned. Even if these contracts were freely entered into on the part of the natives, which I have shown they are not, what guarantee is given that they will be fulfilled. One of the leading Wesleyan Missionaries in Fiji wrote to us three years ago, inquiring about the contracts by which the natives were engaged, and saying, "We cannot speak to them, and we have no means of knowing from themselves whether their contracts are fulfilled or not."

We further object to this system, because, so far as it extends, it defeats the ends contemplated by our Mission. Missionary operations have been conducted on this group at a great expenditure of life, labour, and money. We have established all the ordinances of Christian worship, and the means of religious and secular education, on six islands; on two islands the entire population are under our instruction.

instruction. We have ten Missionaries, and a large staff of native agents. We have had a Mission vessel for eleven years. We have translated portions of the Scriptures into six languages, and in three of these they are printed. We have printed schoolbooks in all the six; and our Missionary operations in all directions are steadily advancing. But in so far as the natives are taken off the islands they lose the benefit of these arrangements that have been made for their instruction, and all our efforts are rendered null and void. If the natives were emigrating of their own free will, however much we might regret it, we could not reasonably complain, but when they are taken away either against their will or under false impressions, we consider ourselves in duty bound to use all legitimate means to protect the interests of the natives and the usefulness of the Mission.

It is strongly affirmed—so strongly and so frequently that many intelligent people believe it—that instead of being injured the natives are greatly benefited by being taken away to Fiji, Queensland, and elsewhere. But we know of no religious instruction of any kind communicated to them in Queensland. If any is attempted in Fiji—and we have no reliable information that any has been attempted—we know that the thing is impracticable. The languages spoken on this group are totally different from the language on Fiji. Had there been only one language spoken on this group, some Missionary might have mastered that on Fiji and instructed them, but among the natives taken from this group there cannot be fewer than a dozen languages spoken; and the natives are so mixed up together that several languages will generally be spoken on each plantation, and the few words of broken English which they acquire becomes the only channel between them and their employers, and also among themselves. Our experience is, that as a general rule when they return they evince as little desire to work as before they went away, and they are greatly more averse to Christianity.

Another important consideration is this: These islands, from their fertility and the readiness with which all tropical productions can be reared on them, may yet be of priceless value to the Australasian colonists. But this cannot take place unless the natives are preserved and Christianized. It is now an established fact, fully recognized by the medical faculty, that Colonies of the Anglo-Saxon, or any white race, cannot be formed within the tropics, except under peculiar circumstances. They never become thoroughly acclimated; they may live and labour for one generation; but they soon, as a race, become feeble, degenerate, and die out. Now, whatever may be said of some other groups in these seas, nothing is more certain than that the New Hebrides will never be permanently colonized by any of the white races. Even the copper-coloured Malay races appear to suffer from the climate as much as the whites, so that if the aboriginal races are allowed to be exterminated the islands will be lost to commerce and to the Colonies for ever. They cannot be re-peopled except by robbing some similar islands equally valuable. And if the present system of deportation go on for the next twenty years as it has been going on for the last five, the population will be so reduced in many of the islands that it will be impossible to keep them from complete extermination. It may be a matter of no importance, in a purely commercial point of view, whether the aborigines of Australia and New Zealand perish or not, because their places will be supplied by a higher race, and the loss of their labour may not be felt. But if the natives of this group be allowed to perish, no higher race, no other race of any kind will be found to take their place. This view of the subject has not received at all the attention which it merits. God in His providence has peopled all these isles of the sea, and the aboriginal races are all acclimated; but let any of these be destroyed and it may be no easy task to replace them. The aboriginal inhabitants of the West Indies have long since perished. Slavery replaced them with negroes. But experience has shown that the negro is acclimated with great difficulty anywhere out of Africa, and the highest medical authorities declare that “before a century has passed, the negro race will almost have disappeared from the British Colonies in the West Indies.” If the subject is looked at fairly and fully from this point of view, it is certain that the Christian intelligence of Britain and Australasia will never allow a handful of speculating, avaricious men, who are hasting to be rich, ignorant or regardless of consequences, to inflict a great, certain, and permanent injury upon the Colonies for all time to come.

But if the aborigines of this group are protected, preserved, and Christianized, in due time skill and capital will find their way to the islands, and labour will be awaiting them. It is beginning already. For example, on Aneityum, which is wholly Christianized, there is a whaling establishment, which will this year send up about £1,000 worth of oil to Sydney; and all the hired labour required, with the exception of some one man, has been supplied by the natives of Aneityum. And as Christianity advances similar results will follow; the resources of the islands will be developed, the raw products will find their way to the Colonial markets, and manufactured goods will be sought for in return. But this natural, healthy, and durable state of things appears to be far too slow for the impetuous, restless spirit of avarice, speculation, and selfishness, that is so rampant at the present time.

There is another consideration which the Christian public should not overlook. There is scarcely any sin, except idolatry, so severely denounced in Scripture as oppression. God has taken the poor, the helpless, the oppressed, the captive, and all who cannot protect themselves, under His own special care, and punishes, as well as threatens, the oppressor, whether an individual or a community. In the late American war, God spoke terrible things in righteousness to the whole world on this very subject. President Lincoln himself, not a superstitious or weak-minded man, fully recognized the justice of God in that war, as requiring from both North and South a full retribution for the injuries inflicted on the negro. American slavery grew out of very small beginnings. The spirit of slavery, which is just one form of the spirit of selfishness, lies deep in human nature, and, under favourable circumstances, is always easily developed.

On the other hand, scarcely any of the promises of God are more distinct than those which refer to the defending and protecting of the oppressed. And God's providence has been as clear on this subject as His promises are distinct. This holds specially true as regards communities, as they can only be punished or rewarded in the present life. The late Lord Palmerston, who was never accused of fanaticism, freely recognized this principle. Ten or twelve years ago there was a debate in the House of Commons, on a motion of Mr. Hutt's, to withdraw the African squadron, on the ground that it was worse than useless expense to the nation, as it was not repressing the slave trade. After one member of the Government had shown by statistics, that in consequence of the presence of the squadron the slave trade was virtually stopped in Brazil, Lord Palmerston rose, and, among other remarks, spoke to the following effect:—“He did not know whether the honorable member did, or did not, believe in a particular Providence, watching

over

over the affairs of nations, and rewarding them, or punishing them, according to their merits or their crimes. He knew that there were gentlemen in that House, who did believe in this doctrine. They might be right or they might be wrong in their belief; but one thing was certain, however it might be accounted for, that since Britain had risen in her might, paid twenty millions as a compensation to the slaveholders, and abolished slavery in all her dominions, the nation has enjoyed a continued and unprecedented amount of material prosperity."

In the light of these and other considerations that might be adduced, may we not hope that the Christian spirit in these colonies, which pronounced so unmistakably, and with such effect, against the Peruvian slavers, will be equally earnest in putting down the slave trade in the New Hebrides, whether carried on under French, American, or British colours; will be equally in earnest to prevent the slightest taint of slavery from corrupting these rising communities, and to see that the hands of no British subject shall be polluted with this crime, either in Queensland, Fiji, or elsewhere—a crime characterized by the venerable John Wesley as "the consummation of all villainies."

Aneiteum, New Hebrides, September 1, 1868.

ALLEGED BRITISH SLAVE-DEALING IN POLYNESIA.—Some terrible revelations are coming out respecting the atrocities committed by captains in the act of "recruiting" these poor islanders in the Southern Seas under the British flag and the license of the Queensland Government. Some instances were given by the Rev. John Graham. One was given on the authority of the wife of a Missionary well-known, he said, to many present. She wrote:—"The slave trade is still being carried on among these islands. We had quite a scene here two or three weeks ago. A little schooner anchored in the bay, and a few hours afterwards two heathen natives appeared in a great state of excitement, saying that they had stolen nine natives, two of whom were Under-Chiefs from their land, and they wished to know if the Missionary could do anything in the way of getting them liberated. On the following morning a boat was sent on shore with Maré natives, from whom Mr. M—— learnt the name of the captain, the vessel, and further particulars about the said Erromangans. He then sent a note to the captain requesting him to land the natives, stating that meantime his boat would remain here till he did so. In a little while a boat was seen approaching with the captain, two white men, and a large crew of natives. The captain came to the house in a great rage, with a revolver in one hand and a rifle in the other, while all who were with him were armed to the teeth. He demanded his boat. Mr. M—— said he would get it whenever the Erromangans were landed. He said if he did not get it immediately there would be bloodshed. He had come prepared to fight. Meanwhile the heathens were gathering thick and fast, and were not only willing but anxious to fight for their countrymen. But Mr. M—— being afraid of bloodshed, got the captain to sign a paper promising to send them on shore. This he did rather reluctantly. The natives were most unwilling to let them go before seeing their friends landed; and the captain, as soon as he got on board, weighed anchor and left the bay without fulfilling his promise. As it is full time measures were taken to stop this shameful traffic, Mr. —— has written out a full statement of the case to Commodore Lambert." A case has just come to the knowledge of the authorities at Sydney, and compelled them to put the law in force against the offenders. The captain of the "Young Australian" and one of the crew stand committed to take their trial for the murder of three natives of one of the New Hebrides group of islands. The supercargo, who is also implicated in the affair, has been caught at Melbourne, and is coming up. Briefly, the particulars are as follow:—The vessel mentioned, chartered by a Sydney firm, sailed in September last, or thereabouts, with a cargo for Fiji. The cargo being discharged, a raid was proposed among the New Hebrides Islands for "niggers," as the Polynesians are called, to work on the newly-established plantations at Fiji. The vessel was five weeks gone, and when it returned landed 230 natives, including six women, something like £1,200 having been cleared by the transaction. The vessel returned to Sydney. While there, intelligence was received from Fiji which was made known to the Government. It appears that during that voyage off the Island of Pama, three natives were forced on board, who, breaking open the hold in which they were confined, fought for their liberty, and were shot down and tumbled overboard by command of the supercargo, and under the silent sanction of the captain. The vessel was just on the point of starting again from Sydney on another expedition when the captain was arrested.

No. 21.

Consul-General Wodehouse to the Earl of Clarendon.—(Received, May 6.)

Honolulu, March 17, 1869.

My Lord,

I have the honor to report, for your Lordship's information, the sailing of the barque "Mauna Loa," under the Hawaiian flag, for the Southern Islands of the Pacific Ocean, in obedience to the following order of the Legislature, passed the 23rd day of June, 1868:—

"The Board of Immigration are hereby authorized and directed to take prompt and efficient measures for the introduction of Polynesians of both sexes from other Islands of the Pacific Ocean, and to provide by contract for their support and employment for a term of years; but all such contracts shall provide, as far as may be, that the employers shall receive as many women as men, and that suitable provision shall be made for the support of those women."

I herewith enclose a copy of the instructions issued to Henry English, master of the "Mauna Loa," by the President of the Board of Immigration, together with a copy of the "Form of Contract to be entered into by Henry English, Agent of the Board of Immigration, and _____ native of the Island of _____"

Your Lordship will observe, that in the instructions "especial care is to be taken that no pressure or force, on the part of the Chiefs, or those in authority on the different islands, is used to induce any one to make engagements with Mr. English; that every one is to be left to his or her own free will in making engagements with him."

The

The contract secures to the immigrant, subject to the due performance by him of such lawful and proper labour as he may be called upon to perform, &c., all the rights of citizenship under the Hawaiian law; and likewise, in case of sickness, that he shall be supplied with proper medical attendance, and that all children shall be properly instructed in the public schools."

Finally, if insisted upon by the immigrant, "the Board agrees to give him a free passage home at the expiration of his agreement."

In the arrangements made by the master of the ship for the transport of the immigrants to these islands, he is ordered to take especial care that he does not overcrowd his vessel.

The male and female passengers are to be separated, as far as possible, especially at night.

I have thought it right to draw your Lordship's attention especially to the sailing of the "Mauna Loa," with the objects above alluded to, because such attempts to introduce immigrants from China, Japan, and elsewhere, in order to develop the resources of these places, have been misrepresented as "a modified slave trade."

I have, &c.,
(Signed) JAMES H. WODEHOUSE.

Inclosure 1 in No. 21.

Mr. Hutchison to Mr. English.

*Office of the Board of Immigration,
Honolulu, Hawaiian Islands, February 13, 1869.*

Sir,

I herewith hand you a commission from the Bureau of Immigration and Agriculture of this Government, as their agent, for the purpose of proceeding, in the Hawaiian barque "Mauna Loa," on a voyage to the South Pacific Ocean, for the purpose of making contracts with such of the inhabitants as may be desirous of emigrating, of their own free will and desire, to the shores of this Kingdom, for such term of years as may be agreed on between yourself and them, on condition of a free passage and such compensation per month as may appear reasonable. It would be desirable that the wages should be paid part in money and part in food and lodging; but this is left to your discretion, as the Board are not in receipt of sufficient information as to the disposition of those islanders to enable them to lay down positive rules on this subject.

The Board desires especially to call your attention to the wording of the Act of the Legislature, passed June 23, 1869, entitled "An Act to promote Immigration," which reads as follows:—"The Board of Immigration are hereby authorized and directed to take prompt and efficient measures for the introduction of Polynesians, of both sexes, from other islands of the Pacific Ocean, and to provide, by contract, for their support and employment for a term of years. But all contracts shall provide, as far as may be, that the employer shall receive as many women as men, and that suitable provision shall be made for the support of such women."

You will therefore perceive that the Legislature contemplated the introduction of female immigrants into the country, and it is highly desirable for you to carry out their views as far as possible. The Board is very desirous that at least as many women as men should be brought in; and inasmuch as it has been reported to them that owing to the large emigration of the men from some of those islands an excess of females is to be found there, it is to be hoped that you may find no difficulty on that point.

You are at liberty also to make engagements with heads of families, should they desire to come here, and give their families free passage on board your ship.

You will take especial care that neither pressure nor force, on the part of the Chiefs, or those in authority on the different islands, is used to induce any one to make engagements with you; that every one be left to his or her own free will in making engagements with you. It is desirable that the male and female passengers be separated as far as possible, especially at night. You have on board sufficient lumber to build a partition in the hold of the ship; the women should be made to sleep in the after, and the men in the forward, part of the vessel; and a lamp ought to be kept constantly burning in each compartment from sunset to sunrise.

The number of passengers which you will take on board must be left very much to your own discretion; but you must take especial care not to take on board so many as to endanger the health either of them or your crew.

It is much to be desired that you establish the best relations possible with any Missionaries labouring on any islands you may visit. To that end you are authorized to take on board whatever articles they may wish to send here; and should any wish to make a visit here, allow them a free passage and give them all the attention possible on board your ship.

The Board is of opinion that you should avoid, if possible, making contracts to return emigrants; but if they insist upon it you may endorse upon the back of the contract a stipulation in these words:—"And the undersigned hereby agrees, on behalf of the Board of Immigration, that the within mentioned—[*here write the name*]—shall have a free passage to this island, at the termination of the term of years within mentioned, should he at that time desire it."

Charging you to be as expeditious as the interest placed in your charge will permit, and wishing you a pleasant voyage, good health, and successful results for the enterprise, and more especially charging you, once more, to remember that your own reputation, and that of the country which you are serving, will require the utmost circumspection, so that no accusation of wrong may rest upon your transactions,—

I have, &c.,
(Signed) FRED. W. HUTCHISON,
President, Board of Immigration.

Inclosure 2 in No. 21.

*Memorandum of Agreement to be entered into by Master of the Hawaiian Barque "Mauna Loa," and
 _____, Native of the Island of _____.*

THIS Memorandum of Agreement, entered into this _____ day of _____, in the year of our Lord 186____, by and between Henry English, acting as Agent for the Board of Immigration, a Bureau of the Government of the Kingdom of Hawaii, of the first part, and _____, a native of the Island of _____, of the second part,—

Witnesseth:—That whereas, the said party of the second part is desirous of emigrating to the Hawaiian Islands, there to be employed under the direction of the said Board of Immigration: Now therefore, in consideration of a passage to the Hawaiian Islands on board the ship or vessel called the _____, and a further undertaking, by the party of the first part, that the said Board of Immigration will pay, or cause to be paid, to the party of the second part, wages at the rate of _____ for each and every month during the existence of this agreement, such wages to be paid at the end of each calendar month, reckoning from the date of landing at Honolulu, and in consideration of a farther undertaking, on the part of the party of the first part, to secure and defend the party of the second part in all the rights of citizenship under the Hawaiian law, as fully as the same are enjoyed by the native born subjects of the kingdom, and likewise, in case of sickness, that he shall be supplied with proper medical attendance, and that all _____ children shall be properly instructed in the public schools,—the said party of the second part will duly and faithfully perform such lawful and proper labour as he may be directed to perform, under the auspices of the Board of Immigration, for and during the space of _____ years next succeeding the date of landing in the Hawaiian Kingdom,—it being always understood that he shall not be compelled to labour on Sunday, or any holiday recognized by the Government.

And the party of the first part, in consideration of the agreement hereinbefore expressed, as being entered into by the party of the second part, hereby agrees to the same, and undertakes that the said Board of Immigration will pay, or cause to be paid, the wages hereinbefore set forth, and will keep and perform, or cause to be kept and performed, all the other stipulations hereinbefore set forth.

In testimony whereof we have hereunto set our hands, on the day and year first above mentioned, at

Signed in the presence of,—

No. 22.

Mr. Hammond to Mr. John Kay.

Foreign Office, May 12, 1869.

Sir,

With reference to your letter of the 24th instant, regarding the alleged kidnapping of natives in Polynesia, and specially in the New Hebrides Group, I am directed by the Earl of Clarendon to request that you will acquaint the Synod of the Reformed Presbyterian Church in Scotland that, on the receipt of their representations, his Lordship has directed a report to be drawn up in this office, showing the nature of the information on the subject which has been received from Her Majesty's Consuls or other official sources.

Lord Clarendon has pleasure in communicating this paper to the Synod, and whilst he observes that the accounts circulated in this country have been somewhat exaggerated, his Lordship fully appreciates the importance and interest which attach to the question, and will be ready to give his attention to any statements which the Synod may hereafter consider it their duty to make in the matter.

I am, &c.,
 (Signed) E. HAMMOND.

No. 23.

Consul Williams to Lord Stanley.—(Received, May 14, 1869.)

Apia, Upolo, Samoa, December 9, 1868.

My Lord,

I have the honor to acknowledge despatch, dated July 8, inclosing a memorial from the Convener and Secretary of the Synod of the Reformed Presbyterian Church in Scotland to your Lordship.

I am happy in informing your Lordship that the Samoans do not leave their country for labour in a foreign land. They prefer remaining at home, where they can enjoy happy ease.

The labourers in the plantations have to be imported from Savage Island, where they are eager to leave their own island for other parts of the world.

Their usual pay is at the rate of 5 dollars per month in trade and their rations. Labourers have also been imported from the islands under the equator, who I am informed came of their own free will, but the system carried on is akin to slavery. The people have but little pay: I hear 3 dollars per month, two of which are deducted for their rations, consequently they have one for their remuneration.

They have to work from six to six, allowing time for meals twice in the day. This is on plantations not belonging to any British subject.

Kidnapping, by report, is carried on at the Mitchell's Group, Kingsmills, Mulgraves, and other islands, but the islanders not knowing the names of the vessels nothing can be proved.

I hear that in one instance the sailors of one vessel drove a nail through the hand of a native as soon as he put it on the rail, thus preventing his jumping overboard into his canoe when he found out the nature of the vessel or the business she was on.

The

The master of the schooner "Sea Shell," from New Zealand, was forcibly detaining some natives on board his vessel in this port. As soon as I heard of it I ordered their release, threatening the master if he would not give them their liberty I should seize his vessel under the Slave Act, whereupon he released them. I had to do this, my Lord, for before I could appeal to the commanders of one of Her Majesty's ships of war he would have been away.

I will attend to your Lordship's commands, and report to the Commander-in-Chief in the Australian Station of any outrages which may be committed by British subjects on natives.

I have, &c.,

(Signed) JOHN C. WILLIAMS.

No. 24.

Sir F. Sandford to Mr. Hammond.—(Received, May 17.)

Downing-street, May 15, 1869.

Sir,

With reference to previous correspondence on the subject of the alleged kidnapping of natives of the South Sea Islands by British subjects, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, an article from the "Melbourne Age," of the 1st of March, commenting on certain atrocities stated to have been committed by Captain Lewin, by a man named Levinger, and by two settlers in Fiji, named Best and Underwood.

I am to add that the person called Lewin seems in fact to have been a captain of the name of Ross Hovell. The case of outrage against the girl was brought before a Sydney magistrate and dismissed; but he was also charged with being concerned with Levinger in the murder of the three natives, and is to be tried for murder.

I am, &c.,

(Signed) F. R. SANDFORD.

Inclosure in No. 24.

Extract from the Melbourne "Age," March 1, 1869.

OUR relations with the Polynesian Islanders present features which cannot be contemplated by the humane without considerable uneasiness. A short time since a Captain Lewin, engaged as an emigration agent for the introduction of Polynesian labourers into Queensland, kidnapped a girl, the daughter of a chief belonging to Tanna, turned her naked into the ship's hold, where some ninety islanders were already stowed away, and completed his outrage by violating her person in their presence. Then we hear of two settlers in Fiji, named Best and Underwood, flogging natives sometimes with nettles, sometimes with the cat, and then applying the juice of the Chili plant to the raw flesh; also chopping off the toes and ears of their unfortunate victims, some of whom were women. Now, there is a charge brought against a person named Levinger of having murdered three natives of Tanna on the high seas, when he was supercargo on board a schooner. Atrocities like these are sure to provoke retaliation. But that is not all we have to fear as the result. They are not mere instances of individual wickedness. They are the symptoms of a traffic which may not be evil in itself, but which, if not carefully checked and closely watched, will inevitably degenerate into all the evils attending slavery. The planters of Queensland and Fiji are competing for cheap labour, and to procure it are importing natives from the New Hebrides and other island groups in the Pacific. The islanders are allured by the offer of wages at the rate of ten shillings a month, and the promise of being restored to their homes after two or three years' service. Some of these islanders may be intelligent enough to understand the nature of the engagement, as they have, under the training of the Missionaries, made considerable advance in civilization; and in some cases the planters may be honest enough to fulfil their part of the contract. But the promise of restoration to their homes is one far easier to make than to perform. Certain it is that there are complaints of husbands and fathers being separated from their families, and not likely ever to see them again. Meanwhile, the traffic is open to unscrupulous owners and captains of vessels who care little about the means so long as they get their human cargoes completed, and make their profits out of them. Kidnapping, slave trade, and slavery, are ugly words to use; but what if the ugly system they are used to signify be already in operation amongst us? The matter demands serious investigation. It will not do to trust implicitly to the instincts of modern civilization. There are philanthropic instincts and there are instincts utterly selfish: to which are we to trust? It is not so very long since—it was only when the slave-holding confederacy of America was in its death-grapple with the Republic; it was only when Eyre and his satellites were putting the blacks of Jamaica to ruthless and wanton massacre—we had painful evidence of an attempt to exalt the instincts of selfishness into a system of philosophy. "The black brother," we were told, is such a poor, helpless creature, that it is the duty of the civilized man to put him in the way of earning his living. Quashee is too lazy to work without the whip. He is dirty and malodorous too, and consequently he has no rights which a gentleman is under obligation to respect. If you want cheap labour use Quashee by all means; if you want women, take his wife or daughter; and if they give you any trouble on account of your little pleasantries, polish them off without any ceremony. The weak races must go down before the stronger ones. Such is the law of Providence. These blackfellows can never be civilized by Christian teaching, or by anything else. The Missionaries who tell you that they can are humbugs and hypocrites. "The black brother" is a nuisance, and we must not permit the march of civilization to be arrested by the maudlin sentimentality that bewails his fate. Such is the philosophy most in vogue with the writings. And since Carlyle is their prophet, Lewin and Levinger ought to be their heroes. Quintus Curtius tells of an interview which took place between Alexander the Great and a robber, when the latter told the former that they were both of the same profession,—the only difference between them being that the one robbed

robbed and murdered with an army of 10,000 men, and the other with a gang of twenty. It was rather cheeky of the robber chief to call his Asiatic conqueror a "pal" of his; but setting the cheekiness aside, there was in his argument a logical consistency which might have won approbation from Aristotle's distinguished pupil. By the same logic, if Jeff. Davis and his *confrères* were heroes when they sought gain and power by the sacrifice of 4,000,000 of an inferior race, why withhold the meed of praise from Lewin and the like of him because their victims were only three men and a woman?

No. 25.

The Earl of Clarendon to Consul March.

Foreign Office, May 20, 1869.

Sir,

With reference to that passage in my despatch to you of the 19th of March last, in which I stated to you that it might hereafter be a matter for consideration whether your powers of jurisdiction could not beneficially be extended, I have now to state to you that the matter has been carefully considered by me; but it has appeared that the subject is beset with difficulties, owing to the absence of any constituted Government in the Fiji Islands competent to enter into engagements by which Her Majesty could hold jurisdiction under the Foreign Jurisdiction Acts.

An Act of the American Legislature, framed for the purpose of meeting analogous difficulties, so far as the citizens of the United States are concerned, has likewise proved practically inoperative; and under these circumstances I do not see my way at present to an arrangement for enlarging your powers.

I rely, however, on your prudence and discretion in dealing with the various cases where your intervention may be called for; and, indeed, in Mr. Thurston's despatches, I observe that various offences have been effectively dealt with both by himself and by the American Consul, and I trust that, by personal influence, as well as by official position, you may find that your present powers are sufficient for any cases which are likely to arise.

I am, &c.,
(Signed) CLARENDON.

No. 26.

Mr. Kinnaird, M.P., to the Earl of Clarendon.—(Received, May 28.)

May 27, 1869.

My dear Lord Clarendon,

Herewith I send you the documents to which I alluded a few months ago.

Yours, &c.,
(Signed) A. KINNAIRD.

Inclosure 1 in No. 26.

Memorandum.

Mr. James M'Nair, Missionary at Erromanga, states, in a letter to Commodore Lambert, of the Australian squadron, dated the 22nd October, 1868, that—

On the 6th of that month the schooner "Latona," Captain Smith, anchored in the Bay of Erromanga. A boat with five natives of Maré landed to procure water, and their statement to the Missionary was as follows:—

The schooner "Latona," Captain Smith, from Queensland, came to Maré, got six men—then to Tanna, and got fifteen men at different places,—then to Erromanga, where nine men were procured.

The Missionary, having obtained this information, wrote to Captain Smith, stating that the boat which had landed would be detained until the Erromangans were set free. Captain Smith reobtained possession of his boat by a written promise to send on shore all the Erromangans on board. As soon, however, as he got to his ship he set sail without landing a single Erromangan.

Ishmael Williamson, cook and steward on board the "Syren," which arrived in Moreton Bay in January with 114 South Sea Islanders, made the following statement at Jinna:—

"The 'Syren' sailed from Newcastle, New South Wales, with coals for New Caledonia in November, 1867. After discharging his cargo the captain procured four New Caledonians, whom he concealed on board. Four men were obtained at Lifu. At Tanna a chief named Brown came on board, and, under the pretence of showing them the ship, brought on board six men, who were carried off. The next island visited was Mellicolo, where twenty-one natives were enticed on board and treated in the same way; but at Mutton Island, where more natives were procured, they all managed to escape during the night, except two. For not having prevented their escape the watch had their coffee stopped for two days, the captain stating that he had lost over £100 by it. At Bura Bura nine men were captured, and the number was, by this time, 110. The vessel then sailed for Brisbane, and on the voyage lost by death about twenty-one out of the 110 natives on board."

The passages marked in the pamphlet are more detailed accounts of the statements contained in the manuscript inclosure in Mr. Kinnaird's letter.

Inclosure

Inclosure 2 in No. 26.

Rev. James McNair to Commodore Lambert.

(Extracts.)

Dillon's Bay, Erromanga, October 22, 1868.

You will, perhaps, remember I mentioned a case which occurred on the 2nd of July last. On the morning of that day a suspicious little schooner was noticed to pass the bay, but did not call here. In a day or two some natives from the north end of the island came to the Mission premises to see if the Missionary could do anything for them, because "Charley" was on board the vessel in question, and had deceived them by representing that "Captain Joe" (Joseph Hastings, a kind man to natives) was on board with plenty of tobacco, powder and shot, &c. The bait took well, for the wily Sandalwooder managed to hook a dozen or more stalwart Erromangans on the shoulders of Captain Hastings, who were no sooner got on board than they were clapped below the hatches.

[Here follows a description of said "Charley" (*alias* Charles Hyde), with an account of his antecedents.]

On the afternoon of the 6th October, 1868, a little schooner came to anchor in this bay. The anchor was not long down when two natives of Noras, or South River, made their appearance here, saying that "Charley" was on board the vessel in question, and had succeeded in decoying nine of their friends into his boat. On hearing this story there was a good deal of excitement among even the Christian natives, as not a few of their near relatives had been stolen in a similar manner on previous occasions. I told them to keep very quiet, but it would be well if they could ascertain for me the name of the vessel, captain, and where bound for. Accordingly, four or five went off at once in my boat to the craft; but as it was now dark they could not make out the name of the vessel, neither could they find out the name of the captain, nor where bound for, nor yet could they see any Erromangans on board. They learned, however, that it was their intention to water on the following day, this being a convenient place for that purpose. Consequently, early in the morning a boat with five natives of Maré landed at this station.

Their story is as follows:—

Schooner "Latona," Captain Smith, from Queensland, came to Maré, got six men, then to Tanna, took on board "Charley," and got fifteen men at different places; next to Erromanga, got nine men. These nine Erromangans were put below last night so that their friends could not see them on board of the vessel—the same was done to the Tanna men.

Having obtained this information, I (Mr. Macnair) wrote to Captain Smith, urging him to send the Erromangans on shore immediately, and stating that the boat would remain here until my request was complied with. In half-an-hour or so a boat was seen coming up the river with three white men in it, and a number of natives. The former were armed with revolvers and rifles.

After a lengthened and stormy discussion, during which the Erromangans were with difficulty prevented from falling upon the white men, the following note was signed:—

Dillon's Bay, Erromanga, October 7, 1868.

I hereby agree to send on shore immediately all the Erromangans I have on board.

(Signed) G. SMITH, *Master of Schooner "Latona."*

Rev. James McNair.

Smith proved himself ungrateful enough to me for perhaps saving his life, and faithless enough to his own promise, by weighing anchor as soon as he got on board, and going off without landing a single Erromangan.

I enclose a list of the names of those stolen at this time, which may assist in finding them out in Queensland, and I shall look to you to see that these poor ignorant natives be rescued from the iron grasp and safely returned to their native land, from which they have been so basely and falsely snatched by some of the lowest and most degraded of our countrymen.

Inclosure 3 in No. 26.

Bishop Patteson to the Bishop of Sydney.

I HOPE, if it be God's will, to sail in May or June for an unusually long voyage among the islands, as I could not go last year.

I am very anxious to what I may find going on, for I have conclusive moral (though, perhaps, not legal) proof of very disgraceful and cruel proceedings on the part of traders kidnapping natives and selling them in New Caledonia to the French, and in Fiji, and, I am informed, in Queensland.

Whatever excuses may be (and have been) made as to the treatment they receive at the hands of planters, and the protection they may have from a Consul when landed, it is quite certain that no supervision is exercised over the traders at the islands. All statements of "contracts" made with wild native men are simply false. The parties don't know how to speak to each other, and no native could comprehend the (civilized) idea of a "contract."

One or two friendly men who have been on board these vessels (not in command), and were horrified at what they saw, have kindly warned me to be on my guard, as they may retaliate (and who can say unjustly or unreasonably, from their point of view) upon the first white men they see, connecting them, naturally, with the perpetrators of such crimes.

Inclosure 4 in No. 26.

Extracts from Statement of Ishmael Williamson, Cook and Steward of Brig "Syren."

Paragraph 2. We then sailed to an island named Mallicolo, where we put off a boat to trade with the natives, who came swimming out to meet us, bringing plenty of cocoanuts with them upon sticks in the water; some of them came on board the boats, while others came in their canoes to see the vessel, numbering

numbering twenty-one, many of them bringing their clubs and implements of war with them. They were relieved of these on deck, and taken down to see the mysteries of the hold, when the vessel set sail, the canoes were cut adrift, and we bore away from the island. The wives of some of these men swam after the ship for more than three miles, crying loudly for the restoration of their kidnapped husbands.

Paragraph 3. We then went to Mutton Island, where we got a good many natives on board, but as the vessel stopped over night to take in wood, they all made their escape during the darkness, except two. In the morning the captain called the watch, and asked them why they had allowed the islanders to escape. The men declared they had not seen one of them go away. For this neglect of duty the captain stopped their coffee for two days, as he said he had lost over £100 by it.

Paragraph 5. After touching at many other islands, and getting men in the same way, to the number of 110, we called at an island (the name of which I forget) where we got six men on board out of a canoe, but the chief immediately came off and demanded their liberation. The captain, on seeing the canoes assembling, and the natives, armed, gathering on the beach, thought it best to comply with his demand. However, to chastise them for their opposition, he manned a boat carrying six muskets and four revolvers, and sent it to chase the natives, who retired to the beach and drew up some of their canoes on the shore. The boat's crew then fired into the huts which contained the women, sunk some of the canoes along the shore, and then returned to the ship.

Paragraph 7. We then sailed for Brisbane. During the first part of our voyage the islanders suffered severely from sea-sickness; the Malicolo men in particular touched nothing for four days. The captain tried to induce them to eat by standing over them with a thick stick, threatening to thrash them if they refused. Many of them were attacked with dysentery, and after a passage of six days we came into Moreton Bay, where we remained in quarantine for a month, and altogether losing by death about twenty-one out of the 110 natives who left the islands with us.

(Signed) ISHMAEL WILLIAMSON.

Witnesses to signature :—
WILLIAM CASTLES.
DAVID GRAY.

No. 27.

Mr. Hammond to Sir F. Rogers.

Foreign Office, June 5, 1869.

Sir,

I am directed by the Earl of Clarendon to transmit to you, to be laid before the Earl Granville, some extracts of a letter from Mr. James McNair, a Missionary stationed in the island of Erromanga—one of the New Hebrides Group—together with other papers,* which have been placed in Lord Clarendon's hands by Mr. Arthur Kinnaird, reporting certain acts of kidnapping, and specifically by the captains of the schooner "Latona" and of the "Syren," perpetrated against natives of the South Sea Islands.

I am to request that you will express to Lord Granville the hope that his Lordship will take into his serious and immediate consideration the means by which an end may be put to this system of kidnapping; and that you will suggest to his Lordship that Captain Smith, of the "Latona," who is stated to have broken his written promise that the nine natives of Erromanga should be released, should, if possible, and supposing the circumstances to be correctly stated, be punished.

I am to request that the printed papers which are herein inclosed may be returned.

I am, &c.,
(Signed) E. HAMMOND.

No. 28.

Sir F. Sandford to Mr. Hammond.—(Received, June 9.)

Dowling-street, June 8, 1869.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a despatch from the Governor of New South Wales, with its enclosures, reporting the circumstances connected with the murder of three South Sea Islanders on board the British ship "Young Australian," near Apii, in the New Hebrides, in October last.

I am desired to request that the enclosures to the Governor's despatch, which are forwarded in original, may be returned to this office when done with.

I am, &c.,
(Signed) F. R. SANDFORD.

Inclosure 1 in No. 28.

The Earl of Belmore to Earl Granville.

Government House, Sydney, February 26, 1869.

My Lord,

I have the honor to forward to your Lordship the copy of a letter, and its inclosures, which I have received from Mr. Thurston, Her Majesty's Acting Consul at Fiji, on the subject of three murders of South Sea Islanders on board the British ship "Young Australian," near Apii, in the New Hebrides group, in October last.

2. I referred this letter to the Attorney General, from whom I learnt that, in consequence of information previously received, the Crown had already commenced proceedings by procuring a magisterial inquiry in the nature of a coroner's inquest.

3. I have been furnished with a copy of the evidence taken on that occasion, which I inclose herewith.

4. The result of this inquiry was, that Albert Ross Hovell, the master of the "Young Australian," and two of the crew (natives) names Jimmy and Rangī, were, on the 17th instant, brought up at the Water Police Court, before Captain Cloete, Water Police Magistrate, charged with participating in these murders, and two of them were by him committed for trial. The native, Jimmy, was discharged.

4. I inclose a copy of the depositions.

5. Having subsequently seen a Melbourne newspaper telegram, which stated that one Levinger, the supercargo of the vessel in question, had been arrested in Melbourne, I communicated with the Attorney General about him. I inclose a copy of his reply.

6. Your Lordship will also learn from this last document that the trial of these men has been postponed until May, as Sir William Manning wishes, if possible, to obtain further evidence, particularly that of the declarants referred to in Mr. Thurston's letter.

7. I propose to apply to Mr. Thurston to forward to Sydney, in accordance with a minute of Sir William Manning's, "the declarants, and any other witnesses whom the Consul may find and think competent. They must be persons who, from religion, are admissible as witnesses on oath, and it will be better to select out of the many persons who probably witnessed the whole affair, such as can be understood without an interpreter, or to send an interpreter who must himself be capable of taking an oath."

In a further minute he adds: "The witnesses having differed as to whether, at the moment of the murder being committed, the 'Young Australian' was at anchor within a sea league of the shore, or was at a greater distance and underway, the information or indictment has been prepared and filed with two counts so as to meet either alternative. One charges the offence as having been committed upon the sea, and the other places it at an island or place in the Pacific Ocean, not subject to Her Majesty, or to any European rule or power. I have not before me at this moment either the evidence or the information, but the above is substantially correct."

8. The proceedings in this case are taken under the Imperial Act 9 Geo. IV, cap. 83, sec. 4, known as the New South Wales Act.

9. In conclusion, I beg to state that I will furnish Commander Palmer, of Her Majesty's ship "Rosario," who proceeds shortly from this port for a cruise amongst the islands, with a copy of Mr. Thurston's letter.

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

Inclosure 2 in No. 28.

Acting Consul Thurston to the Earl of Belmore.

Fiji, January 17, 1869.

My Lord,

I have the honor herewith to inclose original declaration, made before me upon the 12th instant by Tom, a native of Tanna, and Mararaya, a native of Vaté, or Sandwich Island, touching the murder of three aboriginals, names unknown, of an island called Pama, one of the New Hebrides. The abovenamed declarants arrived in Fiji on or about the 19th November last, in the ship "Young Australian," Albert Ross Hovell, master, of Sydney, New South Wales, on board of which vessel, while lying off the island of Pama, they declare the three aboriginals were shot to death, having about noon of the same day been, by a portion of the crew under Mr. Hovell's command, forcibly seized while fishing, and conveyed on board the "Young Australian." The details of said alleged seizure and murder are more fully set forth in the accompanying documents.

In accordance with Foreign Office instructions I have by this mail forwarded a report on this matter, together with copies of the declarations, to Commodore Lambert. Considering it not unlikely Commodore Lambert may be absent from Sydney, I have thought it right to place the subject directly before your Lordship, for transmission to the Colonial Secretary, or for the initiation of such proceedings as your Lordship may deem necessary.

The informants, my Lord, are both heathens. The Tanna man speaks English very fairly. His statement throughout was made in English. I afterwards examined him in his own language, through a Christian Tannese, sometime resident in Tonga and Fiji. The Vaté native is far less intelligent than the man Tom. He speaks no language but his own. There can, in my opinion, be no collusion between the informants. He evidently had no idea of the purpose for which he was brought to this office; and, though differing from Tom in the general relation of the voyage, he confirms his statement most clearly, that certain natives were seized and finally shot on board the "Young Australian."

I cannot learn the European name of Pama Island. It is, I believe, in sight of Espiritu Santo. On arrival in Fiji, Mr. Hovell reported himself from Tanna, Sandwich, and Vauna Lava.

A few days before leaving this port for Sydney, the second mate, Robert Lennie, and two able seamen, named respectively _____, were discharged from the ship by mutual consent. These men are subjects of other countries than Great Britain,—Robert Lennie, who is most strongly incriminated, being a Frenchman. The others are Germans. With the exception of Lennie I have no knowledge of the present residence of these men.

While most anxious, my Lord, that the interests of justice shall not suffer by any act of omission upon my part, I find myself placed, as your Lordship will perceive, in a somewhat difficult position.

Considering that the charges of murder, *et cetera*, now submitted to your Lordship's notice, have been made by heathens, whose testimony cannot be taken upon oath, should I promote the interests of justice by forwarding them, alone, to the Colony for examination? Again: Should I be warranted in
arresting

arresting (provided I could find the power in myself, for your Lordship must be aware there is no *lex loci* in Fiji to which application can be made for assistance) the persons of Lennie and others now in Fiji, upon such evidence as I have received.

Again: Had information of the proceedings on board the "Young Australian" been given me prior to the discharge of these men, I might, upon the principle that a British ship carries British law with her, have taken any action within the limits of my authority that appeared necessary; but considering they have been legally discharged from their late ship, and therefore, I presume, from any obligation to submit to my jurisdiction, should I not be incurring a grave responsibility in placing them under arrest, and having them conveyed to Sydney?

After mature deliberation, I have concluded it better to forward your Lordship the inclosed statements only of the crimes and misdemeanours alleged to have been committed on board the "Young Australian" during her late voyage.

I shall endeavour to obtain the evidence of the seamen discharged here by Mr. Hovell, and also that of two Rotumah islanders, who formed part of the boat's crew. These latter are living with a British settler on Viti Levu. It is likely they are Christians; and, from my having resided at their island for some months, will probably be known to me. Meantime, I submit to your Lordship the propriety of arresting, or holding to bail, the master and supercargo of the "Young Australian," pending the opportunity to establish the truth or falsity of the inclosed statements.

I feel it imperative upon me to state the natives Tom and Meraraya are so circumstantial in their report that I, personally, entertain no doubt of the general truthfulness of their statement.

Besides the master and supercargo, who left this port for Sydney, there was on board the chief mate, one MacMasters; and also the cook, who had been the whole voyage in the ship.

The supercargo, Hugo Levinger, a British Jew, formerly resided in Fiji. In my opinion this man would readily become a witness for the Crown were he to entertain a suspicion of inconvenience or danger to himself, unless the subject-matter of this despatch being bruited abroad, as it most likely will be through private letters, he availed himself, as also might the others, of an opportunity to leave the Colonies.

I have, &c.,

(Signed) JOHN B. THURSTON.

Minute on the above by the Earl of Belmore.

The Attorney General,—

Will Sir William Manning be kind enough to consider and inform me what steps can or ought to be taken in this matter if the "Young Australian" and her crew are in Port Jackson; and to advise generally?

(Signed) B.

February 16, 1869.

Minute, in reply, by the Attorney General.

INFORMATION touching these matters having reached me last week, I instructed the Crown Solicitor and the Police to take immediate steps for procuring a magisterial inquiry (in the nature of a coroner's inquest) as to the cause of the alleged deaths. This was done, and such evidence was obtained and submitted to me as called for the institution of criminal charges against the captain of the vessel and two natives who formed part of the crew, and who appeared to have been direct participators in the crime. Informations were accordingly laid by my direction, and the three men were arrested. The charges were thereupon proceeded with, and they terminated yesterday in the committal of Captain Hovell and one of the natives for murder. Bail was refused, and these persons are now in gaol. The other native was discharged. I have also given instructions for an effort to procure the arrest and removal to Sydney of the supercargo, Levinger, who is said to be in Melbourne.

(Signed) W. M. MANNING.

February 18, 1869.

I have instructed the Crown Solicitor to forward to His Excellency's Private Secretary copies of the depositions taken on the magisterial inquiry, and the committal. The former contains some details which do not appear in the latter, because they were admissible in evidence against the persons under charge.

(Signed) W.M.M.

February 18, 1869.

Inclosure 3 in No. 28.

Declarations taken before Acting Consul Thurston.

In re "Young Australian," of Sydney, New South Wales, Albert Ross Hovell, master, ——— Levinger, supercargo, charged with the murder (or of being accessories both before and after the fact) of three aboriginals of Pama Island, near Espiritu Santo, New Hebrides.

PERSONALLY appeared before me, John B. Thurston, Esquire, Acting British Consul in Fiji and Tonga, Hanaen, alias Tom, a heathen, and native of Tanna Island, in the New Hebrides, who stated as follows, to wit:—

I came to Fiji in the ship commanded by Captain Ross Hovell [see Consul's Note A]. At Tanna the ship anchored at Port Resolution; the captain came ashore and said to me, "You bring all your men to Fiji. You can go and see the place and return again, while your men remain there for one year at work;" I replied, "Very well," and went on board with my people. When we arrived at Fiji we learnt we were to remain for three years.

From

From Tanna we went to Erromanga. At Erromanga, Bob [Note B] went on shore, and persuaded the natives with some difficulty, to embark for Fiji upon an engagement for four months. From this island we went to Sandwich (Vat6). The ship was not anchored. I went on shore the first time the boat went. There was no fighting—no guns were discharged during the time. Three guns were in the boat—they were not taken out of the boat. I only went on shore once, having a bad finger. I did not hear any shooting. The Sandwich men were gammoned away by Bob to come to Fiji for four moons (*i.e.*, months). The ship remained two days at Sandwich, that is the large island, then went to Abau and anchored. A lot of mats were purchased; but the natives would not visit the ship.

Thence we went to Tongoa. No natives would come to Fiji. Bob came on board and we sailed for Engmi. At Engmi some men came on board; they were gammoned by Bob.

Thence we sailed to Apee, where some men came on board to go to Fiji. They came for two months' stay.

Thence we reached the island of Pama, near Espiritu Santo—the ship anchored. At noon the boat in charge of Bob went towards the shore. Bob met some men (three) fishing in a canoe, and invited them by signs to come on board; the natives by signs declined, shaking their heads. Then the Erromangans and Rotumah men with Bob seized the three natives, and dragging them into their boat, brought them on board.

There was no firing from the boat. If there had been I must have heard and seen it. We were distant from the canoe, when the seizure was made, about 300 yards (distance indicated by declarant upon Levuka Beach). After embarking these three men the boat went on shore. One of these brought on board was an old man, Chief of the Pama men; the other two were young men. The old Chief cried very much, and touching his breasts, pointed towards the land, signifying his desire to go on shore. The captain told him to come to Fiji and he should have tomahawks; but the old man could not understand. Then a white man with one eye (Levinger), Mr. Lavager, told the Tanna, Erromanga, and Sandwich men, to put these three below in the hold, which was done. The Sandwich men then offered them some food, but they would not eat; they then feigned sea-sickness, and asked to be allowed on deck; but the man with the bad eye (Levinger) would not allow it.

Presently the old man seized some stones and began to fight all the natives down below, who, running on deck, left the hold entirely to the Pama men. The white men then said to the captain, "Let these men be killed." The captain said, "No—wait for Bob, who took them."*

When Bob came on board he said to the captain, "What's the matter?" The captain replied, "The Pama men are fighting." Bob then loaded two muskets in the cabin, and coming forward gave them to Louis. He, Bob, then went aft. Bob and Louis then opened little holes (ports or bullseyes) in the cabin and fore-castle bulkheads, and commenced firing. Louis shot the two young men, and Bob shot the old man. I know who shot the men, although I was on deck. As the natives were shot the captain was informed by the one who fired; and I, standing on the deck close to the captain, heard all that was said.†

When the three were all killed I and some others were sent below to bring them on deck. Stones were tied to their feet, and the bodies were thrown overboard. The ship sailed the same evening for Santo.

At Espiritu Santo men were obtained. A man, a boy, and two women were stolen. These people were fishing on the reef by torchlight. Bob landed with his Erromanga men, and going round in-shore of the natives seized and brought them on board.

At Murray Lava four women were bought. I was in the boat this day. Tomahawks and barter were thrown on shore, and the women swam off. At Kawa (a large island) a native was shot. Having shot some arrows at the boat, he was shot dead in return. I was not in the boat. Tom, an Erromanga man, told me this.

From Kawa we came to Fiji.

Before we came to Fiji the captain and Mr. Levaga (Levinger) said to me, "Tom, when the Consul comes on board at Fiji don't you say anything about the Pama and Kawa men, or he will make us fast."

When you (addressing the Consul) came on board and spoke to us, I was afraid to speak of these occurrences.

Declared at the British Consulate, Port Levuka, Fiji, this 12th day of January, 1869,—

(L.S.) (Signed) JOHN B. THURSTON, *Acting Consul.*

I certify to the correctness of the above in those parts which were also rendered in Fijian through John Pama and Daniel Afu.

Memoranda by Acting Consul Thurston.

BEFORE eliciting the aforewritten statements from Tom he was duly cautioned to tell the truth. In reply, he stated in English and also in Tannese, through John Pama, a Tannese member of the Wesleyan Society, that he intended to tell what he had seen only.

The foregoing statement was made in the English language. Those passages scored with red ink were given both in English and Tannese.

Note A. Albert Ross Hovell, master of the "Young Australian," is better known by the name of Ross than Hovell. By the natives he is known as Ross only.

Note B. Bob is one Robert Lennie, a Frenchman, lately serving as second mate on board the "Young Australian." He was discharged at Levuka on the 1st December last. His present place of abode is uncertain.

In

* In addition to this part of Tom's statement being made in very fair English, he has been closely questioned in his own language through "John Pama," a Christian Tanna man.—JOHN B. THURSTON, *Acting Consul.*

† Same remark applies, Tom being carefully examined through "John Pama."—J. B. THURSTON, *Acting Consul.*

In re "Young Australian," of Sydney, New South Wales, Albert Ross Hovell, master, — Levinger supercargo, charged with the murder (or of being accessories both before and after the fact) of three aborigines of Pama Island, near Espiritu Santo, New Hebrides.

PERSONALLY appeared before me, John B. Thurston, Esq., Acting British Consul in Fiji and Tonga, Mararaya, a heathen native of Eukinbau, in the Island of Vaté, or Sandwich, who, being examined through Soh, a native of the same place, speaking Fijian, stated as follows, to wit:—

I came to Fiji with Captain Ross (Hovell). We were on the beach at our town when the boat came in and the crew offered to trade for tobacco. The men landed with guns. They were white men and Rotumah men. The only one of whom I know the name is Bob. They pointed guns at us and ordered us into the boat. Some of us, being frightened, went into the boat,—ten in all. Others, also frightened, ran away towards the bush. The white men fired at them, but no natives were wounded.

On reaching the ship Captain Ross (Hovell) told us to come to Fiji and work for ten moons. He told us we should make oil. We did not want to come. We were not allowed to go on shore after our embarkation. The ship anchored near our town, and remained, I think, thirteen nights. No canoes visited the ship. After we left Vaté we went to Makuni. The men of this place came on board; some came to Fiji by their own desire. Thence we went to Engmi, where some men embarked for Fiji by their own consent; thence to Tongoa; and anchored. Some men of Tongoa came willingly to Fiji. Thence to Sarroway (?). Six men embarked here for Fiji; they came willingly. Thence to Telakoro (?), whence some men came willingly. Thence to Murrilava, whence some men also came willingly to Fiji.

Thence to a land, the name of which I do not know. The ship anchored. The boat went towards the shore, and met a canoe coming out with seven men on board. Those in the boat seized three, and put them in the bottom of the boat. The remaining natives in the canoe fled. The whites fired and shot them all. The boat brought the three taken to the ship. One of them was an old man, a Chief,—two were young men. They were taken below in the hold. Then they began to fight. The white men then shot all three dead. They shot from two holes—one forward and one aft. We (that is, the other natives on board) ran up on deck and took to the rigging when the Pama men first commenced to fight. When the Pama men were dead, stones were tied to their feet and they were thrown overboard. It was then night. Two fired guns, Bob and the *matai*.* We then went to another island, where one man came on board willingly.

Thence we went to another island. I do not know its name. The natives brought yams on the beach to sell. Those in the boat fired at the natives. I saw one fall on the sand. I think he was dead. From this island we came to Fiji.

I did not tell these things to Joe, the Consul's boy. I did not know him; he is not of my tribe.

Declared at the British Consulate, Port Levuka, Fiji, this 12th day of January, 1862,—

(Signed) JOHN B. THURSTON, *Acting Consul*.

(L.S.)

Inclosure 4 in No. 28.

Translations of Native Letters.

Levuka, December 22, 1868.

In this letter, Sir, I write a report which I heard, and which was told to me by John Pata, a native of Tanna, who lives with me. It was told to him by three Tanna natives, who were brought here by the large ship that was sailing with men, and which was anchored at Levuka. The names of the three Tanna natives who told this report are Heaneary and Yan and Nuravu, and their report is like this:—

The great ship ("Young Australian") went first to Tanna, and the Tanna men went on board; then it went to Erromanga, thence to Sandwich, thence to Inea, thence to Ipi, and from thence to Pama. When it was at anchor there, Papo (a white man), three Rotumans, and two Erromangans went down into the boat and they pulled towards the land and met a canoe belonging to that island, which they seized by force, and took to the great ship ("Young Australian") the three men (the old man being the Chief) and two young men. When these men were got on board they were strongly averse to being taken to Fiji. They wept and refused to eat. Therefore said the captain of the ship, "Let them be taken down into the hold and put in irons, and wait for Papo, who brought them on board, so he may decide whether it would be well to let them go back again to their land or not." When in the hold these three resisted strongly, and tried to fight. They got bows and arrows belonging to the Tanna and Erromanga men which were in the hold, and also stones, and fought with all the black men in the ship. They shot an Erromangan in the ear with an arrow. The white men tried to stop this but did not. Then Papo went down into the hold to stop it, but they hit him with stones, and he fled up again to the deck. Then the white men decided that the three should be shot. Then they opened a door from the cabin into the hold, and shot them with guns. Two men fired the guns,—Papo and Lui. The old chief was first wounded in the thigh, but he bound up the wound and went on fighting; then one of the young men was shot dead; then the other young man was shot also, and fell dead; then the old Chief, who was first wounded, was shot dead. When this was finished night had come over the land; then a lamp was taken down into the hold to find the dead, and they were all three taken up to the deck and thrown into the sea. Then the ship went to Sado, thence to Maleravo, thence to Ikawa, and thence to Fiji. This, Sir, is the report which I heard, and my letter is finished.

I am, &c.,
(Signed) TANIELA AFU.

Levuka,

* "Matai" (Fijian), a mechanic or tradesman. A carpenter or cooper is most likely meant.—J.B.T.

Levuka, January 2, 1869.

ANOTHER letter, Sir, I write to you in confirmation of my former letter, which contained a report told to me by John Pata, the Tanna native, who lives with me, about the Pama men who were killed on board the great ship ("Young Australian") that brought men here, and was anchored at Levuka. I was anxious because this thing was great and heavy, therefore I sent John Pata to bring the Tanna men who told this report to him. When they come to my house I said, "My friends, this is a great thing which you have told. If this be false, it is very bad. If you know that these Pama natives were really killed, then take hold of this pen. If it be false,—do not."

Heaneavu ×.

Yan ×.

Nuravu ×.

These are their own or true hands with which they made these signs; and when they had made them they said, "What we have seen and known we tell." The great ship went to Tanna and we Tanna natives went on board; then she went to Erromanga, thence to Sandwich, thence to Inea, thence to Ipi, thence to Pama. When we got there the boat was prepared to go ashore. Bob, the white man, three natives of Erromanga, and three natives of Rotumah pulled towards the shore. They met a canoe belonging to the place with three men on board, one being an elderly man, and two young men. The elderly man was a Chief. They were seized by force and thrown into the boat, and taken to the great ship. When on board the ship they wept and refused to come to Fiji. They did not wish to eat or drink; they wept only. Then said the captain of the ship; "Let them be taken down into the hold till Bob comes back again from the land, and decides concerning them." When they were in the hold they resisted, and threw stones at the black men in the hold, and shot at them with bows and arrows. Then all the black men fled on deck, and only the three Pama men were left in the hold. Then Bob came and tried to speak to them, but they threw stones at him, and he fled on deck. Then was opened a piece of the bulkhead in the captain's end of the ship, and they fired with guns. The old man was first wounded in the thigh, but he bound it up and went on fighting. Then the two young men were shot dead. Then the old man was shot again, and died. Then night was over the land, a lamp was put on its stand, and taken down into the hold, and the dead bodies were lifted up and thrown into the sea. Two only fired the guns,—Bob and Louis. It is said that Bob lives at Wairiki. There are two Rotumans who live with Mr. Hennings, who knew about this thing, because they went about in this great ship. One of them is named David. These two told to Tom, a Rotuman, who has been long here, all this affair, and Tom told it to John Pata, and John told it to me. Tom said to John that they were commanded not to let this thing be known. This, Sir, my letter, is finished.

I am, &c.,
(Signed) DANIEL AFU.

Inclosure 5 in No. 28.

Evidence taken during Inquiry into the alleged Murder of Three South Sea Islanders at Sea.

Mr. Lett: Joseph Johnson, on oath, states: Was cabin-boy of the vessel "Young Australian"; I live in Cumberland-street. I was on board the "Young Australian" at the South Seas in October; I saw three men come up in a boat. The ship was at anchor at Apia, about a musket-shot from the shore, in October last, when three islanders came on board among the other blacks; the three men came with Rangī about 9 o'clock in the morning; a boat left the ship with the second-mate, and his crew of six men, all South Sea Islanders; there was another with four South Sea Islanders. The second-mate's boat went on shore at Apia to get natives, and on their way back, without any natives, they met a canoe with three men (natives) in it; they took the men out of the canoe and brought them on board the vessel; they sent them down below by a man named Levinger, a supercargo; there were other natives below who commenced teasing these three men; they then tried to make their escape from the hold, and the other natives knocked them back again. Some of the other natives then came on deck and put on the hatch (the main hatch). The three islanders came on deck and looked for spears, and some bows and arrows that were lying in the hold; then two Frenchmen, Antony and Louis, cried out to the other natives that these three islanders had bows and arrows; the three natives broke the hatch off and commenced to fire the arrows, and throw stones and coconuts at everybody on deck; they struck one native in the head with an arrow, and another in the breast; then Levinger, the supercargo, told the two Frenchmen and Rangī, who had muskets, to shoot at these three islanders; an islander named Jem had a musket; the second mate got some oakum and put on an iron rod, and the cook dipped it in kerosene oil; they lit it to show light to those who were firing down the fore hatch; the second mate's name is Robert, and the cook's name is Sam; he is in Sydney; the second mate is at the island; Jemmy, a native, fired first, and then Louis; they both went down the fore-castle and fired through the bulkhead into the hold at these three islanders; Tom and Antoni fired down the hatch at these three islanders; a number of shots were fired; after the firing ceased these three men were brought on deck by the other natives; two were dead and the other died shortly after being brought on deck; they were bleeding; stones were tied to the bodies and they were thrown overboard; Rangī fired at these men; also the names of the men who fired at Rangī, Antoni, Louis, Tom, and Jemmy; Rangī, Tom, and Jemmy are natives; Antoni and Louis are white men; both the cook and second mate held the light whilst the others fired; these three men were alone in the hold when they were fired at.

The "Young Australian" is a three-masted schooner sailing under the British flag, and commanded by Captain Hovell; the captain was standing on the poop during the whole of this time. I heard the captain call out not to shoot them; he did not endeavour to prevent their doing so; he also told them to let the men come out of the hold and jump over the side; Levinger was standing forward inciting the men to shoot the natives; he did not fire himself.

Mr. Cloete: I signed articles at the Shipping Office in Sydney; when these men came to the ship's side

side they came on board themselves, and were led down the hatchway by the supercargo; they could not understand what was said to them; they did not struggle; one of the islanders who were shot was old, another middle-aged, and the other young; the other men we had on board in the hold were caught by the second-mate, some at Tanna, some at Erromanga, and some at Sandwich; there were about eighty of them; Tommy, who could speak all of their languages, told them yarns, that they would take them to the Fijis and give them tobacco and muskets, and they could come back the next day; when they are taken to the Fijis they are sent in smaller vessels to all parts of the Fijis; these three men were crossing from one island to another when they were taken; there is not an American, French, or any flag flying on the Island Apii; it was about 3 o'clock when these men were taken, and they were shot about dusk; we sailed from Apii at 3 o'clock the next morning; I did not hear this affair logged; it was not told to anybody there; this vessel belongs to a person named Griffiths, in Sydney; payment was made to Levinger, the supercargo, for each islander; the supercargo is a German Jew.

Mr. Lett: I heard the cook say they were not more worth shooting than a dog; Jemmy and Rangii are on board the schooner "Active," now in this port.

(Signed)

JOSEPH JOHNSON.

Sworn at Sydney, this 12th February, 1869,—

P. L. CLOETE, W.P.M.

Robert McMaster, on oath, states:—

Mr. Lett: I am chief officer of the British schooner "Young Australian." We were during our last voyage under British colours; I remember being off the Island of Apii during the month of October last. I don't remember three natives being brought on board when lying off the Island of Apii; I remember three coming aboard the vessel at Buma; they came aboard and sat down on the poop, and sat there all the afternoon. They put a piece of cloth round them and towards dark they got a yarn to eat, and were shown the hold where they were to sleep; they went down into the hold, and the Tanna men commenced teasing them, throwing coconuts at them, and jeering them; they commenced quarrelling and making a great noise; I went to the hatch and sang out to a Tanna man named Tom, and said to him, "You look out Tom Tanna man: you make plenty of fight presently;" and he said, "All right, mate; no make no fight," and I went away to my work, and my attention was attracted a few minutes afterwards by a great noise, and hearing the Tanna man crying out, "Fight! fight!" and the three islanders firing arrows at everybody they could see through the hatches. They shot several of the crew and natives. Rangii, a native, got a musket; Jemmy, a native, got a musket; Louis and Antoni, Frenchmen, and Tommy, a native, each got a musket. When it was getting dark the captain gave instructions that muskets and ammunition should be served out to the crew; the muskets were loaded when served out; these muskets were fired at these three islanders, who were below; they were fired from the cabin, the fore-castle, and down the hatches, by the men Rangii, Jemmy, Tommy, Louis, and Antoni. The firing lasted from twenty minutes to half-an-hour. I think Sam held a light down the hold to permit the men who had a musket to see the three islanders. The second mate, Robert, held the light down the hold—I think they held the light to allow the men who were firing to see how to fire. The three men were shot; they were brought on deck dead; stones were tied to the bodies and they were thrown overboard. The supercargo, Levinger, did not give the men orders to fire—the captain, Captain Hovell, ordered the men to fire. Tanna and Buma are portions of the New Hebrides; there is no protection given to that group by any power; it was the shooting that killed the men. These three men were pulling towards the vessel, when they were taken into the boat and brought by the mate to the vessel. The sixty or eighty men we had on board were taken to the Fijis, where they were engaged under the supervision of the British Consul. When I first saw these three men they were in the ship's boat; whether they were taken out of their canoe by force or not I don't know. I heard the captain order the men to desist from firing, but to try and pacify these men, during the time the firing was going on. Tommy, one of the men who were armed, was wounded with an arrow by one of these islanders whilst he was looking down into the hold.

The men desisted firing when ordered by the captain; the men were then wounded, and some of the other men on deck tried to secure these men in the hold, and one of them got wounded, and the captain ordered them to fire again, which they did until the three islanders were killed. These three men did not, by either signs or in any manner whatever, express a wish to leave the vessel. I showed one of them down into the hold; Levinger was there too; the hatches were removed by somebody, I don't know whom, as there was a fair meeting on board. Sam, the cook, held the light down the main hatchway. When I say that several were shot by these three islanders, I mean they were wounded by the arrows fired by these men. Neither the cook nor second mate were wounded while they were holding the light down the hatchway.

When I say these three islanders were pulling towards the vessel they were in the ship's boat. I heard the captain give orders to allow these three men to jump overboard. We took about 230 men to Hoviloh; we discharged those men at the Consul's office. We were refused any more permits by the Consuls. All the men we had were engaged at Hoviloh, in the presence of the Consul. I don't know that we had a permit on the last voyage.

(Signed)

ROBERT McMASTERS.

Sworn at Sydney, this 12th February, 1869,—

P. L. CLOETE, W.P.M.

Henry Heath, on oath, states :—

I was cook on board the "Young Australian." We were off one of the two islands Apiti and Bama in October last. The mate went on shore with two boats,—we and five men in one, and Rangī, with about the same number of men, was in the other boat. They got no natives on shore, and on their returning they met a canoe with three islanders in it. I saw one boat (the second mate's) towing the canoe to the vessel, and the three islanders in his boat. The three men came on board quietly, and the supercargo gave them a stick of tobacco and a pipe. They remained on the poop for some time, when the supercargo ordered them to go down below. They resisted, and by signs intimated their desire to go on shore, but the supercargo prevented them from going ashore, and forced them down below. The elder man resisted a good deal. There were about 150 men already down below, and the Tanna men commenced throwing the ballast (small stones) at these three men, and the three islanders commenced throwing stones back; and as soon as all the ballast was thrown away the three islanders got some bows and arrows and commenced firing at anybody that showed near the hatches; then the Tanna men commenced dancing their war dance, and wanted to set fire to the vessel to burn these three men out; and towards dark someone (I don't know who) ordered the muskets to be brought out. The second mate, Rangī, and Antoni, brought the muskets. The captain was on the poop. The supercargo said, "Don't shoot them if you can help it; there are £16 10s. lost." I saw Rangī fire, and saw Louis and Antoni fire. Jemmy had not a musket; he threw a large piece of ballast at one of the three men. I saw Tom fire. The captain did not speak during the time they were firing. I did not hear him tell them to stop firing. I did not hear the supercargo tell them to fire, or interfere in any way. After they had fired all their arrows they took refuge in the fore part of the vessel. There was no attempt made to seize them by anybody then. When they went forward the fore hatch was taken off, and a light made of oakum and paraffine oil was put down, and they were shot by Antoni, Rangī, and Bob, the second mate, through the fore hatch and main hatch. Bob fired through the main hatch, and Antoni and Rangī through the fore hatch. They fired from the cabin into the main and fore hatch. I saw their bodies brought on deck. They were dead. Their death was caused by the firing. I was ordered to hold the light by the second mate. Antoni, Louis, and I threw them overboard. There was no French, American, or any other flag flying on that island. We were under English colours. We sold in Levuka 230 men and six women for £1,200. They were sold to Englishmen who are planting cotton there, and in three years they get a small piece of unbleached calico, a flask of powder, and a few beads from their masters. Sometimes they get back to their own islands, and sometimes they don't. I don't know whether they were sold with the Consul's consent. The way these men are got on board is this :—The vessel is tacking about, and two boats are sent on shore with natives painted and dressed with feathers in their hair to act as decoys; they show the natives a musket and tomahawk and other things, and when they get a number of islanders on board the boat they put up the sail and steer for the vessel; and when they get the islanders aboard they don't allow them to go ashore again. At the time the three islanders were shot they were unarmed and were in the fore part of the vessel. The vessel was about five miles from land and was under sail at the time. Two men were shot in the fore hold, and one of them in the main hold. Rangī and Tom shot the man in the fore hold, and Antoni shot the man in the main hatch.

(Signed) HENRY HEATH.

Sworn at Sydney, this 12th February, 1869,—

P. L. CLOETE, W.P.M.

[Adjourned till Monday next, the 15th February, 1869.]

Inclosure 6 in No. 28.

The Crown Solicitor to the Private Secretary, Sydney.

*Crown Solicitor's Office,
Sydney, 19 February, 1869.*

Sir,

I have the honor, by direction of the Hon. the Attorney General, to transmit herewith copy of the depositions taken in the case of the men named below,* who are charged with having murdered three natives of one of the South Sea Islands on board the British vessel "Young Australian," on the high seas.

I have, &c.,
(Signed) JOHN WILLIAMS.

Inclosure 7 in No. 28.

Depositions of Witnesses.

New South Wales, City of Sydney, to wit :—

THE examination of George Turner, a constable of the Police Force of the Colony of New South Wales, Richard Elliott, a constable in the said Police Force; Robert McMasters, of Neutral Bay, in the district of Sydney, in the said Colony, Joseph Johnson, of Cumberland-street, in the said city, and Henry Heath, of the said city, in the said Colony, cook, taken on Wednesday, the 17th day of February, in the year of our Lord 1869, at Sydney, in the Colony aforesaid, before the undersigned, one of Her Majesty's Justices of the Peace for the said Colony, in the presence and hearing of Albert Ross Hovell, Rangī, and Jemmy, who are charged this day before me, for that they, the said Albert Ross Hovell, Rangī, and Jemmy, in the month of October last, on the high seas, feloniously, wilfully, and of their malice aforethought, did kill and murder three men whose names are unknown.

Rangī

* Albert Ross Hovell and "Rangī"

Rangi and Jemmy charged with Murder.

George Turner, on oath, states:—I am a constable of Water Police of this Colony; about 3 o'clock this afternoon I arrested the two prisoners on board the Colonial schooner "Active," lying at the Baltic Wharf in this port, by virtue of the warrant I produce, wherein they are charged with having wilfully murdered a man (name unknown) on board the vessel "Young Australian," on the high seas, in October last; Rangi said, "All right;" the other, Jemmy, can't speak English.

(Signed) GEORGE TURNER.

Sworn at Sydney, this 12th day of February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Resworn, this 17th day of February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Prisoners stand remanded till Wednesday next, the 17th February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Albert Ross Hovell, charged with having murdered three South Sea Islanders on board the "Young Australian," at sea.

Richard Elliott, on oath, states:—I am a constable of the New South Wales detective police force; between 12 and 1 o'clock this afternoon I arrested prisoner at his residence, Riley-street, in this city, by virtue of the warrant produced, wherein he is charged with having, in the month of October last, on board the British ship "Young Australian," then on the high seas, feloniously, wilfully, and of his malice aforethought, killed and murdered three men whose names to me are unknown. I read the warrant to prisoner, but he made no reply. I asked him if he had the ship's log-book or any papers in connection with this charge; he said the log-book and papers were in Mr. Roberts's, the solicitor's, possession. I also asked him if he had the permit from the Consul; he said, "No, he had not; they had to give that back to the Consul."

Bench: The murdered men I allude to in my evidence were South Sea Islanders, natives, I believe, of the New Hebrides. I pray for a remand till to-morrow, to bring the necessary evidence.

(Signed) RICHARD ELLIOTT.

Sworn at Sydney, the 15th February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Resworn, this 17th day of February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Prisoner stands remanded till to-morrow, the 16th instant, at 11 o'clock A.M.,—
(Signed) P. L. CLOETE, W.P.M.

February 16, 1869.

Prisoners Hovell, Rangi, and Jemmy stand remanded till to-morrow, the 17th instant, at 11 o'clock,—
(Signed) P. L. CLOETE, W.P.M.

Robert M'Masters, on oath, states:—I am chief officer of the vessel "Young Australian," now in this port. She sails under the British flag. I was on board her in the month of October last. She was then at the New Hebrides. I recollect being off the island of Apii. That island is not under any civilized Government. I remember three natives coming on board in the ship's boats off the island of Pama. It was in the middle of the month,—a Monday or Tuesday; the vessel was at anchor from three-quarters to a mile from the land. The second mate and five of a boat's crew (natives). The first I saw of them was in the ship's boats. I saw no canoe with them. They sat down on the poop. This was between 1 and 2 o'clock. They sat there for a couple of hours; they were tying a piece of cloth around, and amusing themselves with a pipe and tobacco; they got a yam and went down below into the hold. About 4 o'clock they sat down, and commenced eating their yam. I went away to work at the mainsail. About half an hour after they went down I heard a row. I went into the hatch, looked down, and spoke to Tom Tanna, who could speak good English. The two prisoners, Rangi and Jemmy, were not on board. I turned to my work again. The next thing I saw the Tanna men rushed out of the hold, and singing out "Fight!" getting sticks, bolts, and anything they could. This was about ten minutes after I spoke to Tom Tanna. The three natives I have mentioned were throwing stones and cocoanuts. The three natives got hold of some bows and arrows, and were firing at anyone they could see—black or white; they were in the hold firing up through the hatches.

Erromanga Tom was wounded by the arrows. A Rotumah man, David, was wounded; a white man (Frenchman), Louis, was wounded. The captain was at this time on deck; he gave instructions not to shoot the three men, or hurt them, but to pacify them as much as possible. Some of the men had muskets, which, when it was dusk, the captain said they would have to shoot the three men who were in the hold. He said this to the persons around him. I heard him say it. The captain said they must wound, not kill, them. At 6 o'clock Louis and Antonio had muskets; they got them out of the cabin. The captain was on the poop. The captain said, addressing the men who had the muskets, "Don't shoot them to kill them, but to wound them." There was not any shooting for some time. The ship's boats came alongside at half-past 6 o'clock. The captain went to the hatch several times, and was nearly wounded; he made motions to them to be quiet, and spoke to them in English. When the boats came alongside all hands collected on the hatch to try and get down, but it was no use; every time any one showed an arrow was fired at him. This went on for half an hour, until it got so dark that you could not see anything.

These three men had a barricade in the hold, and we could not see them. The second mate, Robert, got a light coat, I believe; the cook held it for him. The second mate fired; I heard him say one was dead. The captain was at this time in the poop, and had not said anything immediately before. Antoni
fired

fired through the cabin bulkhead, and he said he had shot one man. There was a shot fired, I believe, by Louis, from the forecabin; there were five shots fired. The cook held the light down the hatch whilst the firing was going on. We had a supercargo named Levinger on board. I did not hear anyone besides the captain give any orders about firing. The captain attempted to stop the firing in the middle of it. Rangi had a musket. I think Jemmy had a musket too, but am not sure. I don't know whether they fired. The captain said, they—speaking of the three natives who were in the hold—must be shot before they were shot, and whilst these men had muskets in their hands. I don't know who shot the third man. I saw the corpses of the three men brought on deck by the other natives and the crew; stones were tied to them by the crew, and they were thrown overboard. The captain was on the poop, and could see what was done. I did not hear these three men, or any one of them, called by any name; their names were unknown to me. The shooting killed these three men. I have no doubt about the matter. There were sixty or seventy other natives on board at this time. The three men were in the fore part of the hold, on the starboard side. The men desisted from firing when ordered by the captain for a time, and afterwards they commenced again. The captain, after he had ordered the firing to desist, said the men would have to be shot, and on that the firing recommenced, which resulted in the killing of the three men. I can't say any more as to what the two coloured prisoners were doing than what I have said. We had 230 men on board that trip; we had that number on board at one time; we took them to Ovalau, Fiji, where they were hired out at service. The "Young Australian" is a schooner of 130 tons tonnage. We left our anchorage at 4 o'clock the next morning, and went to Santo, 200 miles away; we got about fifteen men there. We took the boat ashore, the natives came into her, and we rowed them on board. The "Young Australian" is a Sydney vessel, sailed from this port, and I believe her owner is James Griffin.

To the Bench: There was a native who could speak the same language as these three men on board. The captain did not have anything told to these three men as to what was going to be done to them, or anything. From the poop, where the captain was standing, is about 20 feet, and from the main to the fore hatch is 20 feet more.

Mr. Williams: Some of the men round the captain when he said the three men must be shot had muskets. There were somewhere about five or six shots fired. I do not know of my own knowledge that there was a person on board who could speak the language of these three natives. The prisoner Albert Ross Hovell is the person of whom I have been speaking as the captain through my depositions. The Island of Pama is not under any recognized Government that I know of. I saw no flag flying there. It is one of the New Hebrides, and is distant about fifteen or twenty miles from Apia.

(Signed) ROBERT M'MASTERS.

Sworn at Sydney, this 17th day of February, 1869,—
(Signed) P. L. CLOETE, W.P.M.

Joseph Johnston, on oath, states:—I was cabin-boy on board the "Young Australian" in October last. I was on board the "Young Australian," off the Island of Apia, in the middle of October last. I remember three islanders coming on board. I first saw them in the ship's boat. The boat was coming round a point of the Island of Apia. There was not a canoe with them. The ship's boat came to the ship. The three islanders came on the deck and sat on the poop. This was about 3 o'clock. They remained on the poop half an hour. They were sitting still. I then saw the supercargo (Levinger) lead these three islanders to the main hatchway. These three men went down into the hold. About five minutes after that I saw the other natives who were in the hold tormenting these three islanders, spitting on and laughing at them. The three men then tried to come out of the hold, and the other natives tried to shove them back. All the other natives then got hold of pieces of wood. The three islanders had not anything just then. All the other natives commenced to rush out of the hold and put the hatches on, keeping the three men down below. I heard the Frenchman Antoni sing out that they had bows and arrows. Antoni got rope to make these three islanders fast, but the supercargo said it was too late then. The three islanders began then to break open the main hatch, and did break it open, and began to heave up stones and coconuts at anyone that was passing. I ran up the foremast to get away from these three islanders. As soon as the hatches were broken off I saw that the three islanders had bows and arrows, and I ran up the mast to get out of their way; the other natives had these bows and arrows in the hold; these three natives fired the arrows at me. I heard some one sing out, "Look out; they are firing arrows up," but I saw them myself. I came down the jib-stay on to the jib-boom, and went and sat on the bond where the other natives were sitting. The men were still firing arrows up. Erromanga Tom was firing muskets to defend himself. Erromanga Tom had a musket. I saw him fire down the main hatchway only once. The second mate, Bob, had a musket. Louis and Antoni also had muskets. The two prisoners before the Court, Jemmy and Rangi, had muskets. It was just getting dusk at this time. The cook, Sam I call him, was there. I heard Levinger say to shoot them. I heard Louis say, "What is the use of firing yet?" I did not hear anyone say anything else about firing. I did not hear anyone else say anything about firing before the firing commenced, except what I have stated. The captain was on the poop at the time. I heard him say, "Don't fire at them; let them come up and go over the side." The prisoner, Albert Ross Hovell, is the person I refer to as the captain. When these three islanders attempted to come up, all the other natives commenced throwing stones at them. I did not see either of the two coloured prisoners, Jemmy and Rangi, fire, but both of them had muskets; it was not dark then. It was dark when the firing ceased; it became dark whilst the firing was going on. The firing lasted about three-quarters of an hour. After the firing ceased I saw these three islanders on deck,—two were dead, the other had a little life in him. I don't know whether he was alive when they threw him overboard. They tied stones to the bodies of these three islanders, and threw them overboard. I don't know where the captain was at this time; it was dark. I heard the captain all the time say, "not to shoot them." The prisoners, Jemmy and Rangi, were looking over the side when the bodies were being thrown overboard. I did not see the captain whilst the bodies were being thrown overboard, nor did I hear him give any instructions about it. The captain was on the poop when I saw him during this transaction. The poop is about 20 feet from the main hatch. The captain was looking on; he did not come off the poop to where the men were firing. We sailed at 3 o'clock the next morning.

Bench:

Bench : These men's bodies were brought up through the main hatch. They were firing arrows the whole of the time. I was down in the hold the next morning and there were not any arrows there then.

Mr. Williams : There were about sixty arrows in the hold. I was about two feet away from the bodies of these men. They were bleeding from wounds. One had five wounds,—one in his arm, one in his thigh, one in his leg, and one in his forehead, and the other in the middle of his body. They were bullet wounds. This was the man that had some life in him when he was on deck. I did not go close to the other bodies—I only went close to this body because I saw some life in him. There were about a dozen shots fired. The ship was at anchor. She was not tacking about. The arms were kept in the main cabin. I don't know who threw them (the three islanders' bodies) overboard, or who tied the stones. When I say that I saw the captain on the poop during this transaction I mean during the firing. These three islanders were all men. One was old, another young, and the other middle-aged. I did not hear them called by any names. I did not hear any one of them called by any name.

Mr. Roberts : The time I ran up the mast I went to get out of danger. I considered myself in danger. Three or four arrows were fired at me in quick succession. I was on the top-gallant arm. I saw them firing at Erromanga Tom. Many arrows had been fired at different members of the crew before I heard the report of firearms. The arrows were used whilst the firing was going on. Erromanga Tom was a Chief. Rangi and Jemmy came on board after the firing of the arrows had commenced. These three men commenced firing about half-past 3. I heard only twelve shots fired. The firing ceased after dark ; during that time I did not hear the captain's voice. I don't know when these three men were shot. It was not quite dark when the first shot was fired. These three islanders were carrying on this disturbance for several hours before a shot was fired. I considered mine and the lives of the other members of the crew endangered before any shot was fired. I saw Antoni fire a shot. I did not see Rangi and Jemmy fire, but I heard the report of the muskets.

Bench : These three islanders were not armed when they came on board. When they came on board the captain had not any intercourse with them. The boats went ashore before the vessel anchored. We came there about 1 o'clock on the day the affair occurred.

Mr. Williams : We on deck could not get out of the way of these men shooting. These three islanders put their heads up through the hatchway and looked where to aim.

Bench : There were about eighty men on board, and two were wounded. These three islanders had not any other weapons than bows and arrows. They were shooting their arrows all the time the muskets were being fired.

(Signed) JOSEPH JOHNSON.

Sworn at Sydney, this 17th day of February, 1869,—

(Signed) P. L. CLOETE, W.P.M.

Henry Heath, on oath, states :—I was cook on board the "Young Australian" in October last. I recollect that vessel being off the island of Apii or Paura in that month. I know prisoner, Albert Ross Hovell ; he was captain of that vessel at this time ; the prisoners Rangi and Jemmy were seamen on board. I recollect the second mate going on shore in one boat with five men, and prisoner Rangi in another boat with about five men ; I saw them leave the ship and go in the direction of the shore. I noticed them when they were returning to the ship. I noticed them when they came alongside,—that the second mate had three islanders (men) in his boat. There was not a canoe with them ; there was not a canoe being towed by either of the boats ; when the boat came alongside these three islanders walked up the ladder, and on to the poop, where they sat down, and the supercargo gave them a pipe and some tobacco. These three islanders remained on the poop about an hour, and were then shown the way down into the hold. The supercargo made signs to them to go down into the hold, and they went down. There was no ladder leading from the deck into the hold ; there was a piece of firewood there with some of the branches cut off, by which they went down ; they did not resist when motioned to go down into the hold. These three men had some yams given them down in the hold. The other natives of the other islands we had on board went below and commenced jeering at these men. We had about 150 other natives on board the vessel at that time. The Tanna boys commenced throwing pieces of cocoanut-shell at these three islanders, and the three islanders retaliated by throwing pieces of ballast at the other natives. The whole lot of them, excepting the three men, then came on deck by some means or other. The Tanna men had obtained some bows and arrows, and these three men found the bows and arrows in the hold and commenced to fire at every one they could see. They were at this time in the main hold ; the hatch was open ; the ballast and firewood in the hold was just enough to allow a man to put his head up on deck. The eldest man of the three put his head through the hatchway and fired some arrows fore and aft, at any one he could see. One of the crew, named Davy, was wounded by an arrow in the breast ; a man named Tom was wounded in the forehead. No one would go near this man to secure him, because they did not know whether the arrows were poisoned. I don't know where these other two islanders were ; they were somewhere in the hold at this time ; they shot all of their arrows away, and it commenced to become dark. Captain Hovell was at this time on the poop. I did not hear him say anything ; I could not hear him on account of the excitement on board. Just before dark muskets were handed round. The second mate, Antoni, Louis, Rangi, the prisoner before the Court, and a man named Tom, each got a musket ; when Louis went down into the fore-castle the prisoner Jemmy handed him the rifle. The firing commenced just before dark from the cabin.

I can't say who fired first ; they fired two shots through an opening in the cabin leading into the hold. These three islanders retreated to the fore part of the hold ; one of them got behind a canoe that was in the hold ; there was then a wad of oakum tied on to a rod of iron and dipped in oil.

The fore-hatch was taken up. The second mate came to the galley, lit the oakum, and ordered me to hold it down the fore-hold ; one man was on one side of the hold and the other on the other side. I don't know where the third mate was ; as the light went down the two men retreated into the middle of the hold. Antoni fired and shot one of them ; the man fell when shot. Rangi shot another man. The third man was behind the canoe ; the man behind the canoe was shot by a man named Tom. Altogether there were only five shots fired ; they had not any fresh muskets, and they did not load again. At the time

time these three men were shot they had ceased firing their arrows. A rope was put down the hold and the three bodies of these islanders were hauled up and laid on the deck. They had been killed by the musket-shot wounds. The three bodies were thrown overboard; I can't say by whom. Captain Hovell was on the poop all the time the shooting was going on. I heard the captain say, "Spare the men if you can." I have stated that the supercargo called to the captain, "Don't shoot the men if you can help it—there is £16 lost on them." The captain tried to put a stop to the firing, but it was all in vain; the excitement was too great. The muskets were brought from the cabin; I did not hear anyone give orders for the muskets to be brought from the cabin. After these men had shot away all their arrows, and before they were shot, no attempt was made to secure them. There was plenty of ballast there. No one liked to go down. The vessel was under sail when the shooting was going on. The vessel was about 5 miles from land, between Apia and Pama. The "Young Australian" sails under the British flag. I heard the captain say, "Don't fire if you can help it." I did not hear him say, "Stop firing."

Bench: I did not see muskets handed round. I don't know who brought them; the captain was present when the muskets were served out. I don't know where the captain was when the bodies were thrown overboard. The captain and the men who had the muskets and the natives were all mixed together on the poop.

Mr. Roberts: The captain was on the poop when the shots were actually fired. I cannot say whether the shots were fired at these three men on the motion of the men themselves, or whether by orders from some person. I did not hear the captain order the shots to be fired. The three islanders could be seen through the hole in the bulkhead of the cabin, from which place the first two shots were fired; the excitement was so great on board at the time the two shots were fired that no orders could be heard before the muskets were discharged. These three islanders were firing their arrows at every one they saw. These three islanders were in no degree civilized. The natives of these islands are cannibals. Nearly twenty minutes elapsed between the firing of the first two shots and the firing of the third, fourth, and fifth shots. It was during the interval that the captain said, "Don't shoot the men; spare them if you can;" and these men paid no attention to it. The excitement was still great. The boats that went to the shore had muskets; they always do. The muskets they had firing with may have been brought out of the boats for all I know; they were handed about on the poop. I never heard the captain order them to fire. I was never near the captain. I never heard him say, "These three men must be shot," when these men had the muskets. If he had said so I could have heard him. The captain could not see the third, fourth, and fifth shots fired, except by the flash and report. The third and fourth shots were fired at once, and the fifth soon after, as soon as the light could be shown. It was at this time that the captain said, "Spare the men if you can; don't shoot them." I was close by, and distinctly heard the captain use those expressions. I did not see the captain hand round the guns; the muskets were handed round, and a quarter of an hour elapsed before they were discharged. There was great excitement, disturbance, and confusion going on at the time the muskets were handed round, as long as these three islanders had possession of the hold. I consider the lives of the members of the crew were endangered. Jemmy did not fire at all. I did not know whether all the arrows had been fired before the last three shots were fired. One man laid in his bunk a month in consequence of the wounds received from one of these islanders. I am positive that the three men were dead before they were thrown overboard; that stones were not tied to them; and that the vessel was under sail at the time.

Bench: I did not hear the captain order the men to give up the muskets, or place them in the cabin between the firing of the first two shots, and the firing of the third, fourth, and fifth shots.

Mr. Roberts: Just before the third shot was fired the captain cried out, "Don't shoot the men—spare them if you can," and they took no heed—the shots were fired in such quick succession.

Mr. Williams: I did not hear the captain say anything during the interval of twenty minutes between the second and the third, fourth, and fifth shots. The captain was on the deck all this time, and saw the men with the muskets on deck. He did not interfere to take the muskets from the men nor tell them, as far as I heard, not to shoot.

(Signed) HENRY HEATH.

Sworn at Sydney, this 17th day of February, 1869,—

(Signed) P. L. CLOETE, W.P.M.

Prisoner Jemmy is discharged,—

(Signed) P. L. CLOETE, W.P.M.

Inclosure 8 in No. 28.

Minute from the Attorney General, for the Earl of Belmore's information.

THE man Levinger will be tried in Sydney in the event of his being sent up. The warrant is sent with that view; but it is not certain that it can be executed. Should Levinger apply for a *habeas corpus*, and be brought before a Melbourne Judge, a question of considerable difficulty may be raised as to the application of the extradition enactment to a case in which the offence was not committed within the ordinary limits of the jurisdiction of our Courts.

I have decided not to proceed to the trial of Hovell and Rangi at the present sitting, as I think it proper to endeavour to obtain further evidence, especially that of the declarants whose statements are forwarded by Her Majesty's Consul. The case will not therefore be tried until May.

(Signed) W. M. MANNING.

February 23, 1869.

No. 29.

Acting Consul Thurston to the Earl of Clarendon.—(Received, June 19.)

My Lord,

Fiji, March 23, 1869.

It is my duty to inform your Lordship a most wanton outrage is alleged to have been perpetrated by the master and crew of the schooner "Young Australian," belonging to Sydney, New South Wales, while upon a voyage through the New Hebrides procuring labourers for the cotton planters in Fiji.

The circumstances, as far as they have come to my knowledge, are as follows :—

The schooner "Young Australian," Albert Ross Hovell, master, being at the end of November last on a cruise through the neighbouring islands, known as the New Hebrides, made prisoners, three men, natives of Pama Island, who at the time of alleged seizure were peaceably fishing, or journeying along the coast of their island in a small canoe. The captured men were conveyed in the ship's boat on board the vessel, and placed among a number of other natives in the "hold." Finding themselves entrapped, and rendered desperate, for that, or some reasons not yet known to me, the prisoners commenced fighting with bows and arrows found in the vessel's hold. The crew, consisting of Frenchmen and one German, then shot them to death, and threw the bodies overboard. It does not appear the master gave orders to fire at the Pama men; but he does not appear to have prevented their action.

The "Young Australian" leaving the New Hebrides came to Fiji, and visited this port (Levuka) without making any report of the circumstances above related.

Some days after her departure from this place information was given me by certain Tanna men and others lately arrived in the "Young Australian," which led to my making instant inquiry. The results of the investigation I immediately forwarded to Commodore Lambert. In view of the probable absence of Commodore Lambert, I also forwarded a report, covering the original declarations of witnesses, to His Excellency the Earl of Belmore.

A copy of the covering despatch I have the honor to inclose, with a request that your Lordship will be pleased to furnish me with instructions as to the extent of Consular authority for procuring the arrest of persons other than British subjects who may have been guilty of murder or other criminal offence on board a British ship, from which, prior to an information being laid, they have been discharged.

The 267th section of the "Mercantile Marine Act" provides for "crimes committed on the high seas and abroad," but does not appear to reach the case which is submitted to Earl Belmore in the accompanying inclosure.

The French seamen, Lennie and Voller, are I learn still in this Group, but, in the absence of positive authority, I have deemed it inadvisable to arrest these men, in order they may be forcibly conveyed within the jurisdiction of the Supreme Courts of New South Wales.

I have every reason to suppose the case now laid before your Lordship to be, so far as Fiji has been concerned, an exceptional one; yet the influx of population and capital to Fiji is so rapid, and the demand for agricultural labourers so great, that an irresistible temptation is offered unscrupulous persons to procure them from other islands at any risk, and therefore, notwithstanding the people introduced are well treated by the settlers while here, and that their condition bears no semblance to what is understood by "slavery," I have the honor to recommend the traffic be at once suppressed, or placed under authorized supervision and control.

This recommendation, my Lord, is in no way based upon treatment or condition of Tannese and other Islanders while in Fiji, but on account of the improprieties and evils to which I fear the system, increasing and uncontrolled, is gradually drifting.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure in No. 29.

Acting Consul Thurston to the Earl of Belmore, January 17, 1869.

[See Inclosure 2 in No. 28.]

No. 30.

Mr. Murray to Acting Consul Thurston.

Foreign Office, June 24, 1869.

Sir,

With reference to your despatch of the 23rd of March, reporting the murder of some natives on board the British ship "Young Australian," and the steps you have taken in the matter, I am directed by the Earl of Clarendon to inclose, for your information, a copy of a despatch from the Earl of Belmore to the Secretary of State for the Colonies,* reporting the proceedings taken at Sydney for the trial of the alleged perpetrators of this crime.

It appears from this despatch that the Earl of Belmore has communicated with you upon the subject of the further evidence which is required in this case.

I am, &c.,
(Signed) JAMES MURRAY.

No. 31.

Sir F. Rogers to Mr. Hammond.—(Received, July 1.)

Downing-street, June 30, 1869.

Sir,

With reference to the letter from this office of the 8th instant, forwarding a copy of a despatch from the Governor of New South Wales, respecting the murder of three natives of the South Sea Islands on board the ship "Young Australian," I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a further despatch from the Governor on the subject, in which he encloses a correspondence with the French Consul relating to some Frenchmen supposed to have been implicated in these murders.

Lord Granville proposes, with Lord Clarendon's concurrence, to approve the course taken by Lord Belmore.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure

* Inclosure 1 in No. 28.

Inclosure 1 in No. 31.

The Earl of Belmore to Earl Granville.

Sydney, March 20, 1869.

My Lord,

With reference to my despatch of 26th February, 1869, forwarding the copy of a letter and its inclosures, received by me from Mr. Thurston, Her Majesty's Acting Consul at Fiji, on the subject of three murders which had been committed in October last on board the British ship "Young Australian," I now beg to inclose a copy of my answer to Mr. Thurston's communication.

2. In framing this reply I have been advised by the Attorney General, and on one point, relating to natives of France who are supposed to have been implicated and to be still at large, I have received a formal opinion from him, a copy of which I inclose.

3. I have also sent a copy of this opinion to Mr. Thurston for his guidance.

4. Your Lordship will see that Sir William Manning advised me that the proceedings should be communicated to the French Consul in Sydney, M. Sentis, and that no attempt should be made to arrest the Frenchmen without his concurrence.

5. M. Sentis, as you will find by the inclosed copy of a memorandum received by me from him, declines to interfere unless these men are actually in custody here, and then only to the extent of claiming for them a mixed jury.

6. I have consequently told Mr. Thurston that I cannot advise the arrests being made, but must leave him to act on his own judgment and responsibility. Warrants appear to have been issued by the Water Police Magistrate here, but not at the instance of the Attorney General. As I am quite without instructions or authority to take action in the matter, I trust your Lordship will approve of what I have done.

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

Inclosure 2 in No. 31.

The Earl of Belmore to Mr. Thurston.

Sydney, March 10, 1869.

Sir,

I have had the honor to receive your communication of the 17th January, 1869, covering certain declarations made before you respecting the murders alleged to have been committed in October last on board the British vessel, "Young Australian."

I have sent copies of these papers to Her Majesty's Secretary of State for the Colonies, but before doing so I referred them to Sir William Manning, Attorney General for New South Wales, and learnt from him that, acting on prior information, the Crown had already commenced proceedings in the matter, first, by an inquiry in the nature of an inquest, and afterwards, by a prosecution of the master (A. R. Howell) and two of the crew named Rangi and Jemmy for murder.

The master and Rangi have been committed for trial and are in custody. An information was filed against them at a recent sitting of the Supreme Court, and the trial has been postponed till May next with a view to the procuring of further evidence if obtainable.

Levinger, the supercargo, has, I learn, been arrested in Melbourne under a warrant from this Colony, and is now in custody. He appears to have been remanded to Sydney.

The Attorney General advises that you should be invited to collect such further evidence as may appear to you calculated to throw light on the case, and that any persons whom they may consider also acquainted with the true facts, and legally competent to give evidence in a Court of Justice, may be sent by you to Sydney in time for the May sittings of the Court. It will be necessary that they should be persons "sensible of the obligations of an oath from religious sentiment and belief;" persons who believe in the existence of a God, and that Divine punishment will be the consequence of perjury, and "who regard an oath as binding on their consciences."

It will also be desirable to select, in the event of their being a choice of competent witnesses, such as can understand and can make themselves understood in the English language, or to send with them a competent interpreter, such interpreter being also qualified to undertake under the sanction of an oath that he will faithfully interpret. I request that you will be so good as to act upon the suggestions above conveyed, and I shall be glad if you will convey to me the earliest information in your power as to the additional evidence you may have collected.

The expenses to which you may be put in acting under my request will, I presume, be ultimately paid by the Home Government, but of this you will be a better judge than I can be; but in the meantime you are at liberty (should you find it necessary) to communicate with the Crown Law Officers of this Colony respecting them.

In view to an inquiry whether the course said to have been pursued by the master and crew of the "Young Australian," in procuring labourers for service in Fiji, comes within the laws for the suppression of slavery, I shall be glad if you will give me information as to the disposal, legal and social position, and treatment of these men when landed in that and other islands, and as to the measures (if any) adopted to secure their subsequent return to their native islands.

I find that the French Consul in Sydney declines to interfere further than to claim a mixed jury if the men are actually brought and tried here; but I cannot take upon myself to advise the arrests mentioned by Sir William Manning being made, and must leave you to act upon your own judgment and responsibility with regard to them.

I have, &c.
(Signed) BELMORE.

Inclosure

Inclosure 3 in No. 31.

Minute by the Attorney General.

In the matter of the participation by subjects of France in the murders on board the British vessel, "Young Australian."

In reference to the note of His Excellency the Earl of Belmore, of yesterday's date, I have the honor to report as follows:—

Warrants have, as I learn, been issued by the Water Police Magistrate for the arrest of the Frenchman and another foreigner, supposed to be of the same nation, who were concerned in the murders on board the "Young Australian." These warrants were not applied for at my instance, and I know of no authority for executing them in the Island of Fiji, or elsewhere in those parts. The Supreme Court has jurisdiction to try cases of this sort when the persons accused are within the limits of this territory; but it does not follow that our Justices of the Peace can reach the persons of the offenders by warrants executed beyond such limits, and not within some place to which the Extradition Laws may extend. Should the warrants be in fact executed, and the offenders thereupon be brought within the Colony, the charges may be proceeded with, and perhaps it might not be deemed wrong to seize these men if found on the South Sea Islands after having committed their offence on board a British ship, and when under articles as members of its crew, and to convey them by force to this Colony.

But such a step would be, in a legal sense, of such a questionable character, that I must advise that it be not attempted in the case of a subject of France without the concurrence of the representative of that country.

Upon the above grounds I recommend that the proceedings should be communicated to the French Consul at Sydney, and that nothing should be attempted towards the arrest of the Frenchman, or Frenchmen, said to have been concerned in this murder, without prior consultation with him.

(Signed) W. M. MANNING.

March 4, 1869.

Inclosure 4 in No. 31.

Memorandum for Lord Belmore, by M. Sentis, French Consul in Sydney.

THE French Consul in Sydney having received communication of the Attorney General's opinion on the matter of some Frenchmen, supposed to be connected with a murder committed on the high seas, when articulated to the ship "Young Australian," expresses his thanks to His Excellency for the courtesy shown to him on this occasion.

As regards his countrymen, he begs to state that he has no jurisdiction in the Fiji Islands, and therefore could not interfere in the matter.

In the case the men would be brought to Sydney and tried before the Supreme Court of New South Wales, the Consul would only claim what is granted by the law of the country, *i.e.*, that the accused might have the benefit of a jury with half of their countrymen resident in Sydney.

(Signed) W. SENTIS.

No. 32.

Sir F. Rogers to Mr. Hammond.—(Received, July .)

Downing-street, July 7, 1869.

Sir,

I laid before Earl Granville your letter of the 10th of May, inclosing a copy of a despatch from Her Majesty's Consul-General in the Sandwich Islands on the subject of the introduction of immigrants from the South Sea Islands.

By his Lordship's direction your letter and its inclosures were referred to the Emigration Commissioners for any observations they might have to offer; and I am desired to annex a copy of their report, for the Earl of Clarendon's information.

With reference to the suggestion of the Commissioners that the Lords Commissioners of the Admiralty should be requested to instruct the officer commanding on the Australian station to watch this traffic, as those instructions would probably relate to the whole emigration, so far as it is effected by British subjects, and not merely to that part of it which is directed upon Queensland, Lord Granville has left it to Lord Clarendon to make any requisite communication to the Admiralty.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure in No. 32.

Mr. Murdoch to Sir F. Rogers.

Emigration Board, May 27, 1869.

Sir,

I have to acknowledge your letter of the 18th instant, with the copy of a despatch from Major Wodehouse, Her Majesty's Commissioner and Consul-General in the Sandwich Islands, on the subject of the proposed introduction into that kingdom of immigrants from the South Sea Islands.

2. Major Wodehouse transmits a copy of the instructions given by the President of the Board of Immigration at Honolulu to the master of the Hawaiian barque "Mauna Loa" for the collection of immigrants, together with a copy of the agreement to be entered into with them. There is nothing to object to in the instructions as to the collection of the people, or in the agreement. The instructions contemplate the introduction of equal numbers of each sex, and direct especial care to be taken that no pressure or force is used by the Chiefs to induce the islanders to enter into engagements. The agreement provides for the monthly payment of the wages to be agreed upon for the admission of the immigrants to all the rights of citizenship, according to the Hawaiian law, and for the instruction of all their children in the public

public schools. If these provisions are carried out the South Sea Islanders will probably be better off in the Sandwich Islands than in their own homes; but we have no information as to the organization of the Immigration Department in the Sandwich Islands, or the means the Government would have of superintending the treatment of the immigrants. At the same time, as long as emigration from the South Sea Islands to Queensland is allowed to continue, I do not see on what grounds Her Majesty's Government could object to a similar immigration to the Sandwich Islands. The Commission to the master of the "Mauna Loa" must be considered as equivalent to the license to be taken out by persons proposing to collect immigrants for Queensland, and, if so, we have no right to assume that precautions against fraud or violence, which are considered sufficient in the case of Queensland, would be less than sufficient in the case of the Sandwich Islands.

3. The provisions for protecting the people on the voyage appear, however, defective. The master of the ship is left to his own discretion as to the number to be embarked, being only enjoined "not to take on board so many as to endanger the health either of them or your crew;" and he is only recommended, not required, to keep the men and women separate, especially at night, and to construct a bulk-head, dividing the compartments in which they are berthed respectively. These instructions are evidently very insufficient, even if attended to, and there is no penalty attached to the neglect of them. The numbers to be carried ought to be defined in proportion to space, the ration and water to be issued ought to be prescribed, and the duration of the voyage for which the ship should be provisioned ought to be fixed. But I do not know how far Her Majesty's Government may think it right to interfere with the Government of the Sandwich Islands in regard to details of this description.

4. Looking to the matter generally, it is, I think, impossible not to regard with anxiety the demand which has recently sprung up for the services of South Sea Islanders. While the whole number required was small there would be no difficulty in obtaining a sufficient number of willing emigrants among the islands. But this will become more difficult as the demand becomes greater, and the competition to obtain them will be likely to lead to bargainings with the Chiefs which will end, practically, in the purchase of the people. It would not be fair to Queensland to pronounce definitively against the emigration till a larger experience has been obtained of it; but I think the time has come when it requires to be very carefully watched, and that the Admiralty should be requested to issue instructions to that effect to the officer commanding on the Australian Station. It must be borne in mind that our example in recruiting emigrants among these islands is sure to be followed by the French in New Caledonia, and by others; and if abuses are discovered in our emigration they will neutralize any remonstrances which Her Majesty's Government might desire to make against abuses in the emigration to other places.

I have, &c.,

(Signed) T. W. C. MURDOCH.

No. 33.

The Earl of Clarendon to Consul-General Wodehouse.

Foreign Office, July 13, 1869.

Sir,

With reference to your despatch of the 17th of March last, I have to acquaint you that I see no reason to object to the general character of the instructions addressed by the Honolulu Immigration Commission to the commanders of vessels engaged in procuring immigrants from the Polynesian Islands. The provisions however for protecting the immigrants whilst on the voyage appear to be defective. The master of the vessel is left to his own discretion as to the number to be embarked, being only enjoined "not to take on board so many as to endanger the health of them or your crew;" and he is also only recommended, not required, to keep the men and women separate, and to construct a bulk-head, dividing the compartments in which they are respectively berthed. No penalty also attaches to a neglect of the instructions.

You will call attention to these points, and suggest that the numbers of immigrants to be conveyed in a vessel should be defined in proportion to space; the rations and water to be issued should be prescribed, and the duration of the voyage for which the ship should be provisioned ought to be fixed.

In making a representation in this sense you will point out the necessity for every precaution being taken to prevent the operations of persons thus engaged in procuring immigrants from degenerating into what might virtually prove to be a slave trade in disguise.

I am, &c.,

(Signed) CLARENDON.

No. 34.

Mr. Hammond to the Secretary to the Admiralty.

Foreign Office, July 13, 1869.

Sir,

I am directed by the Earl of Clarendon to request that you will acquaint the Lords Commissioners of the Admiralty that his Lordship has lately received from Her Majesty's Commissioner and Consul-General at Honolulu, information as to the steps being taken to introduce Polynesians into the Sandwich Islands.

The steps thus taken appear to be founded on an Act of the Hawaiian Legislature, dated June 23, 1868, by which the Board of Immigration are authorized and directed to take prompt and efficient measures to introduce these immigrants from other islands in the Pacific.

The Lords of the Admiralty will learn from the papers herewith enclosed* the nature of the instructions given by the Immigration Board to the masters of vessels employed on this service, as also the form of

* Nos. 21 and 22.

of contract to be entered into with the immigrants, and Lord Clarendon sees no objection to these instructions, except as regards the points of detail alluded to in the instruction to Mr. Wodehouse, of which copy is inclosed. Indeed, so long as emigration from the South Sea Islands to Queensland is permitted to continue, Her Majesty's Government would not be in a position to object to a similar emigration to the Sandwich Islands. The commissions granted by the Immigration Board at Honolulu must be considered as equivalent to the license taken out by persons proposing to collect emigrants for Queensland; and, if so, Her Majesty's Government cannot assume that precautions against fraud or violence which are considered sufficient in the case of Queensland would be insufficient in the case of the Sandwich Islands.

Looking however to the matter in its general aspect, Lord Clarendon considers it desirable to call the attention of the Lords of the Admiralty to the results which may possibly ensue from the demand which has recently sprung up for the services of South Sea Islanders. Whilst the demand for these immigrants was small, little difficulty would be found in obtaining in the islands a sufficient number of willing immigrants; but an increasing demand might lead to competition and to bargains with the Chiefs, which would practically end in the purchase of the so-called immigrants; and under these circumstances Lord Clarendon would suggest that the special attention of the Admiral on the station should be directed to the subject, and that he should be instructed to watch very carefully the operations of the parties concerned in procuring the immigrants from the Pacific Islands.

I am, &c.,
(Signed) E. HAMMOND.

No. 35.

The Secretary to the Admiralty to Mr. Hammond.—(Received, July 17.)

Admiralty, July 16, 1869.

Sir,

With reference to your letter of the 13th instant, relative to the steps which are being taken for the introduction of Polynesians into the Sandwich Islands by the Honolulu Immigration Commission, I am commanded by my Lords Commissioners of the Admiralty to request that you will inform the Earl of Clarendon that in conformity with his Lordship's suggestion they have directed the Commander-in-Chief on the Pacific Station, and the Commodore on the Australian Station, to instruct the commanding officers of vessels under their orders to take every opportunity that may occur for watching the operations of the parties concerned in procuring the immigrants from the Pacific Islands, and to furnish their Lordships with any information they may obtain on the subject.

Lord Clarendon will probably be aware that visits to those parts of the Pacific, in which this traffic will be conducted, are very rarely paid by Her Majesty's ships.

I am, &c.,
(Signed) VERNON LUSHINGTON.

No. 36.

Sir F. Rogers to Mr. Hammond.—(Received, July 24.)

Downing-street, July 22, 1869.

Sir,

With reference to your letter of 5th ultimo, forwarding extracts from a letter from Mr. McNair, a Missionary at Erromanga, one of the New Hebrides Group in the South Pacific, in which he charges the captains of the "Latona" and of the "Syren" with the perpetration of acts of kidnapping against natives of those islands, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a despatch from the Governor of Queensland, with copies of such of the inclosures to that despatch as relate to Mr. McNair's letter, from which Lord Clarendon will perceive that considerable doubts are thrown on the correctness of Mr. McNair's statement.

I am also desired to inclose, for Lord Clarendon's information, a copy of a Report from the Emigration Commissioners, upon the subject of your letter of 5th June, in which Mr. MacNair's letter was forwarded; and I am to add, that a further report from them has been called for on the Governor's present despatch.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 36.

Governor Blackall to Earl Granville.

Brisbane, April 16, 1869.

My Lord,

I have the honor to forward to your Lordship copies of resolutions adopted at a meeting held in Brisbane on the 8th March, and presided over by the Mayor, with regard to the importation into this Colony of natives from the group of South Sea Islands, called Polynesia, or New Hebrides.

2. As these resolutions, in effect, request the appeal of an Act of Legislature, and express an opinion that no legislation on such a subject can be satisfactory, I considered it my duty to lay the matter before my Attorney General, and to call upon him for a report as to the correctness of the view taken by the meeting of the working of the present Act and the probable consequences of repealing it, with suggestions of any amendment which struck him as possible to introduce to satisfy the memorialists that due care was taken to insure fair dealing in shipping natives from the islands.

3. I have now the honor to forward the report furnished by the Attorney General, by which your Lordship will perceive that whilst the Attorney General admits the present law may be improved, and he has introduced an amended Act for that purpose, yet he considers that great misapprehension exists on the part of the memorialists; and the imputation that anything like slavery existing in Queensland is a gross exaggeration; and that an unconditional repeal of the present Act would lead to great difficulty.

4. In connection with this matter, I enclose to your Lordship copy of a letter, which I have received from Commodore Lambert, covering a complaint made to him by the Rev. Mr. McNair, a Missionary stationed at one of the islands of the New Hebrides. I referred these letters to the Colonial Secretary, with a request that a searching inquiry should be made into the case on the arrival of the "Latona," the vessel alluded to; this, your Lordship will perceive, has been done, and the result throws considerable doubt on the correctness of the Rev. Mr. McNair's statement.

5. In conclusion, I would venture to offer to your Lordship my own opinion, derived from my short residence here, that there is no reason to apprehend any unfair treatment of these islanders during their employment in this Colony. They have even greater opportunities of making their complaints known than the coolies who are imported into Trinidad or British Guiana from India or China.

6. I have seen them employed on several plantations here, working amicably with the Europeans, and treated on an equality with them.

7. Nor do I believe that their employment is likely seriously to interfere with European immigration, or the employment of white labour; on the contrary, I consider that some kind of coloured labour must be introduced if sugar is to be cultivated to any great extent in the tropical portions of this Colony, which will entail an additional demand for skilled white labour; at the same time I am quite impressed with the necessity of surrounding this traffic with well-considered safeguards; and your Lordship may rely upon my watching with great care the legislation proposed, and the manner of carrying out the details.

I have, &c.,
(Signed) S. W. BLACKALL.

Inclosure 2 in No. 36.

Commodore Lambert to Governor Blackall.

"Challenger," at Wellington, January 28, 1869.

Sir,

I have the honor to enclose, for your Excellency's information, copy of a correspondence I have this day received from the Rev. Mr. McNair, Presbyterian Missionary at Port Dillon, Island of Erromanga, New Hebrides, relative to the proceedings of G. Smith, master of the schooner "Latona," in taking away natives of that island, and stating, as his reason for so doing, that he had a license from the Queensland Government.

I forward this correspondence to your Excellency, as I have lately received communications from the Admiralty on the subject of the traffic of natives from the South Sea Islands, and I am about to send the "Rosario" to make full inquiry into the whole system.

I have, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 3 in No. 36.

The Rev J. McNair to Commodore Lambert.

Dillon's Bay, Erromanga, October 22, 1868.

Sir,

When I had the pleasure of seeing you here two months ago you will, I dare say, recollect a part of our conversation turned on the semi, or rather real, slave traffic carried on amongst these islands by a parcel of ruffians of the lowest type, sailing, as the case may be, from Queensland, Fiji, or New Caledonia, and employing as agents old Sandalwooders, who have acquired a smattering of some of the New Hebrides languages, and who have at the same time distinguished themselves for their treachery, and foul murders, and gross immorality. You will perhaps remember I mentioned a case which occurred on the 2nd July last. On the morning of that day a suspicious little schooner was noticed to pass the bay, but did not call here. In a day or two some natives from the north end of the island came to the Mission premises to see if the Missionary could do anything for them, because "Charley" was on board the vessel in question, and had deceived them by representing that Captain Joe (Joseph Hastings, a kind man) was on board with plenty of tobacco, powder, and shot, &c. The bait took well, for the wily Sandalwooders managed to hook twelve or more stalwart Erromangans on the shoulders of Captain Hastings, who were no sooner got on board than they were clapped below the hatches. As this man is a fair specimen of the class of agents employed in this nefarious traffic, we shall, with your pleasure, endeavour to sketch him: Charles Hyde, a native of New York, rather below the middle size, about thirty-five years of age, peering eyes, sallow countenance, sufficiently sunburnt, bloated face, and very emaciated—certainly no great temptation to cannibals—and yet the deceived Erromangans are threatening him to try him in the oven should he fortunately fall into their hands. So far as I can learn he came to these islands about ten years since in the capacity of cook or steward on board a sandalwooding or trading vessel. He remained on this island four or five years, shifting from place to place as circumstances required, for he made himself very odious to the natives by running off with other men's wives, stealing fowls and pigs, and having a hand in killing one of the natives of the Island of Lifu (one of the Loyalty) and three Erromangans,—two men and a girl. Quitting Erromanga, he went sandalwooding to Santo, where he took a prominent part, killing ten of the natives of that island in a skirmish, caused very much on account of his pilfering propensities. After leaving Santo, two years ago, he set up a kind of a cocconut oil establishment towards the north end of the Island of Tanna, but having sold to the slavers sons or relatives of a Chief there, he was this year burnt out by the enraged Tannese there, when he made good his escape to Port Resolution, which appears to be his present head quarters.

On

On the afternoon of the 6th instant a little schooner came to anchor in this bay. The anchor was not long down when two natives of Horas, or South River, made their appearance here, saying, that Charley was on board the vessel referred to, and that he had succeeded in inducing nine of their companions into his boat by declaring he had very large pigs for them on board—excellent ones for their approaching feasts—as well as tobacco, powder and shot, &c., in abundance. On hearing this story there was a good deal of excitement even among the Christian natives, as not a few of their near relatives had been stolen in a similar manner on previous occasions. I told them to keep very quiet, but it would be well if they could ascertain for me the name of the vessel, captain, and where bound for. Accordingly, four or five of them went off to the vessel in my boat, but as it was now dark they could not make out the name of the craft, neither could they find out the name of the captain, nor yet could they see any Erromangans on board. They learned, however, that it was their intention to water on the following day, this being a convenient place for that purpose. Consequently, early in the morning a boat with five natives of Maré landed at this station. I desired them to come under the verandah that I might question them a little there. I may add (with one exception) that I found these natives calm and Christian in their conduct, thoughtful and accurate in their expressions, and the knowledge of one of them, especially of the English language, surprising for a native; in short, quite a credit to the Missionaries on that island,—Messrs. Jones and Creagh. Their story is as follows, viz. :—

Schooner "Latona," Captain Smith, from Queensland, came to Maré; got six men; thence to Tanna, took on board Charley, and got fifteen men at different places; next to Erromanga, got nine men. "Now my good fellow, are you sure about the number you got in Erromanga? You know nine are—four and five," holding up my fingers. He replied somewhat indignant, "Yes, me know, nine—me know English." "Well my good friend, I see you do; but tell me now where these nine Erromangans were last night, when their friends could not see them when on board your vessel?" "Oh, we put 'em below." "Why do you do that?" "Because we no like 'em see their friends when near their own land." "Then I understand you have put them down below and closed the hatches upon them until you are away from the land. Is that what you do?" "Yes; we do that." "And have you done the same to the Tanna men?" "Yes, we do same man Tanna; we keep 'em below." Having obtained this information, I wrote the following note and sent it off in a canoe :—

"To Captain Smith, schooner 'Latona,'—I understand you have got nine Erromangans on board by treachery and lies—induced to go on board your vessel yesterday: I have therefore to request you will have the kindness to send them on shore immediately that I may question them on the subject; meanwhile your boat will remain here until you comply with my request.

(Signed)

"JAS. MCNAIR."

Dillon's Bay, October 7, 1868."

In half an hour or so a boat was seen coming up the river with three white men in it, and a number of natives. The white men were armed to the teeth with revolvers and rifles, one of whom remained in the boat; the other two came up to the verandah and knocked violently at one of the doors, and then came to one of the windows, which was open; when I observed that he was so heavily armed, and another rough at his back similarly equipped, I ordered him to put away his arms at once and then I might be induced to speak to him. He did so, and in great rage demanded what business I had to keep his boat. The following interlocations then took place:—"And who are you, pray?" "I am Captain Smith, of the schooner 'Latona.'" "Well, sir, if you come in here and take a seat, we shall talk over matters a little." "No, I won't go in; I want my boat—I shall make you pay for this. A man-of-war is not far off (referring to the "Blanche," I suppose). I shall get you punished; there will be bloodshed and you will be blamed for it; I want to know what authority you have for keeping my boat. I shall go on board and get more men. I want my boat and I shall have her too." "Well, my good fellow, you are talking very fast; now I shall ask you one question, which you will please answer directly, viz.: Who has given you authority to steal men?" "What business have you to question me;—are you Governor of this island? You have not seen the Erromangans on board this vessel—you have only native evidence. I have a license from the Queensland Government, which I can show you if you like to come on board." "A license to steal people?" "No; not to steal people." "And yet you have stolen nine Erromangans yesterday." "I want to know what business you have to interfere with me?—I want to be off;—I want my boat." "Well, I daresay—but you will have the goodness to land these Erromangans first. Suppose I saw you killing a man there do you not think I should have a right to interfere?" "Yes; certainly." "Well then, is stealing men a much less crime? You know they are both often classed together, and are both infringements of British law, and yet you have violated that law. You ask my authority for interfering with you. I have British law on my side—yea, I have even a higher authority to bear me out: The laws of justice and morality on which the British Constitution is founded, and which you have so foully transgressed yesterday. You will therefore land these Erromangans at once, or sign a note to that effect, otherwise your boat will remain here." "No, no, I will sign nothing; I will not put my hand to anything of the sort. You had better not try me; I will not do it." "Very well, the boat will simply remain." "I will go for more men; there will be bloodshed." "Oh, if you want fighting, there are plenty here ready to fight you." Meanwhile I noticed a number of heathen collecting fast by a back path, and it is quite possible our bullying friend noticed this movement also, for he very soon signed the note, taking care, however, before doing so, to draw the pen through the words, "Dillon's Bay, Erromanga."

The note is as follows :—

Dillon's Bay, Erromanga, October 7, 1868.

"I hereby agree to send on shore (immediately) all the Erromangans I have on board.

(Signed)

G. SMITH, Master, Schooner 'Latona.'

"To Rev. Jas. McNair."

I enclose the original that you may judge for yourself. I explained to the natives that he had signed this note to me, and that if he did not land their friends I would forward it to his Chief (meaning you in Sydney), and meanwhile, in order to prevent fighting, they had better allow him to take the boat; some of them however were not satisfied, and argued strongly that the boat should be kept until their friends were actually landed, for they had plenty of guns, powder, and ball, and they could sink the boats and

and then the white men could not get away. I said I did not doubt that they were quite able to kill all the white men, but the white men had a number of revolvers, and they might kill a number of Erromangans ; besides, Missionaries did not like to see people fight and kill one another ; it would be better to leave it with the big Chief in Sydney to punish them, and that I was sure if the man-of-war was here to-day the bad vessel would be searched immediately and the Erromangans landed. At last they somewhat reluctantly allowed the boat to go, and Smith proved himself ungrateful enough to me for perhaps saving his life, and faithless enough to his own promise, in weighing anchor at once, and going off without landing a single Erromangan.

I enclose a list of the names of those kidnapped at this time, which may assist in finding them out in Queensland, and I shall look to you as the good and big Chief of these lawless subjects of yours to see that these poor natives be rescued from their iron grasp and safely returned to their native land, from which they have been so basely and so foully snatched by some of the lowest and most degraded of our countrymen.

I am, &c.,
(Signed) JAMES McNAIR.

Names of Natives of Errömanga stolen by Captain G. Smith, of the Schooner "Latona," from Queensland on the 6th of October, 1868.

Naling, Chief.	Chupukan.
Nolmah, ditto.	Etangar.
Nararunan.	Eijore.
Jowene.	

Two others were taken at the same time, but being from a distance, or bushmen, I have not been able to get their names.

(Signed) JAS. McNAIR.

Inclosure 4 in No. 36.

Mr. McDonnell to the Colonial Secretary.

Immigration Office, Brisbane, February 16, 1869.

Sir,

In compliance with your request I have the honor to report on the letter from Commodore Lambert to His Excellency the Governor, enclosing a communication from the Rev. Mr. McNair, of the Island of Erromanga, New Hebrides, in which the latter states that in October, 1868, the schooner "Latona," of Queensland, George Smith, master, arrived there with a man named Charley, who induced nine Erromangans to go on board the vessel, and confined them below the hatches, with the intention of bringing them to Queensland, and that Captain Smith, when applied to by the Rev. Mr. McNair, gave an order for their release, but ultimately sailed without landing them.

On reference to the records of this department I find that the schooner "Latona," George Smith, master, arrived in Brisbane from the South Sea Islands on the 3rd November last, with 75 Polyne- sians on board, viz., 6 from the Island of Maré, 5 from Taka, 24 from Lifu, 27 from Tanna, and 13 from Erromanga. On looking amongst the names I can only discern three in any way corresponding with those mentioned by Mr. McNair ; this coincidence appears to be sufficient to prove that these are the men alluded to when coupled with the dates given. The names of the Erromangans who arrived are shown below* in juxtaposition with those given by Mr. McNair. I may add that the names were given to me by the natives themselves.

The certificate required under clause 8 of the Act was procured for these men, signed by the recruiting agent, James Martin ; the interpreter, Charles Hyde ; by the natives, with their marks ; and countersigned by the master, George Smith.

On my visit to the vessel the thirteen men were mustered, and, amongst other questions, I asked them if the captain (pointing him out) had stolen or run away with them, and they replied as well as they could in the negative. I put the question to them in various shapes with the same result.

Six of the other islanders on board had been employed in the colony before, and were returning for further service ; one of these could make himself understood by the Erromanga men, and assisted me in questioning them. He spoke and made signs in such a way that I could understand him as well.

The Erromanga men as well as the others were in good health, condition, and spirits ; they stated by signs and words that they came to work for three years, and were to get £18, with plenty of food and clothing. The latter I described to them ; they were all hired under bond and agreement, which were signed in my presence. They are engaged in agricultural occupations,—5 in the district of the Logan, 4 at Nerang Creek, and 4 at Maryborough.

The vessel was very clean, and there was abundance of food on board, consisting of yams, pigs, &c.

Mr. Taylor Winship, of Cleveland, is the owner and employer of the "Latona," and was on board at the time of my visit. From what I know of that gentleman I am sure he will make strict inquiry on the arrival of the vessel, daily expected.

George

* Erromangans, per "Latona."

Nalen.	Narron.
Narrafoonam.	Nairpowan.
Jowene.	Oomass.
Hitaby.	Isia.
Maneroo.	Nawatue.
Eshoot.	Isogenta.

Names given by Rev. Mr. McNair.

Naling.	Eijore.
Nararoonam.	And two others,
Jowene.	Unknown.
Naluch.	
Umpoohun.	
Itagar.	

George Smith is no longer master of the "Latona," but the former recruiting agent, James Martin, is now captain, and will therefore be in a position to answer inquiries.

It appears to me a pity that the Rev. Mr. McNair did not accept the invitation given him by Captain Smith to go on board his vessel and see the license, as he would then have had an opportunity of conversing with the Erromanga men, and probably have thrown more light on the subject.

I have, &c.,
(Signed) JOHN McDONNELL.

Inclosure 5 in No. 36.

Mr. Hodgson to the Attorney General.

*Colonial Secretary's Office, Brisbane,
April 8, 1869.*

Sir,

I do myself the honor to forward you a further report from the Immigration Agent on the subject of the alleged kidnapping case by Captain Smith, late of the schooner "Latona," as brought under the notice of His Excellency the Governor in a letter from Commodore Lambert, accompanying a complaint from the Rev. Mr. McNair. I also forward a declaration from Mr. James Martin, at present master of the "Latona," now in this port, and as soon as Captain Smith returns from Melbourne his declaration shall be taken and forwarded to you.

I have, &c.,
(Signed) ARTHUR HODGSON.

Inclosure 6 in No. 36.

Mr. McDonnell to Mr. Hodgson.

Immigration Office, Brisbane, April 7, 1869.

Sir,

With reference to my letter, dated the 16th February last, reporting on a communication from Commodore Lambert, respecting a complaint made by the Rev. Mr. McNair, on the subject of the embarkation of nine Erromangans in the schooner "Latona" in October last, I have the honor to state that the "Latona" has lately arrived in port after a long delay at the islands, owing to bad weather.

As soon as possible after her arrival I went on board and saw Captain Martin, who was alluded to in my former letter as having been the licensed agent on board the "Latona" in October last; on examining him very closely, in the presence of Mr. W. C. Winship, he stated that on the occasion alluded to he accompanied Captain Smith, when he went on shore at Dillon's Bay to see Mr. McNair relative to the seizure of the boat, and was acquainted with all the circumstances of the case. The statement made by Captain Martin has been drawn up in the shape of a statutory declaration, which is herewith inclosed.

It will be seen on reference thereto that Captain Smith, on receipt of Mr. McNair's letter informing him of the seizure of the boat, and demanding that the men should be sent on shore, asked the Erromangans who were on board if they wished to be landed, and they replied that they wished to go in the ship. On seeing Mr. McNair, Smith informed him of the circumstance, and invited him to come on board and examine the men himself if he disbelieved his (Smith's) statement. This Mr. McNair declined to do.

It will doubtless be remembered that Mr. McNair alluded to this invitation in his letter to Commodore Lambert.

Captain Martin attributed the seizure of the boat to a desire on the part of one of the natives to prevent his brother from coming in the vessel; this native had previously been on board the "Latona" with his brother, and having no wish to come with him was sent on shore with a number of the islanders, who also refused to remain in the schooner. Captain Smith is at present in Melbourne in charge of a vessel, but is expected back in a few weeks, as his family are resident in Brisbane. Before he left I told him that when the "Latona" arrived I intended to hold an investigation into the matter of Mr. McNair's complaint, and he expressed his willingness to give whatever information was required, and made a verbal statement which is corroborative of that given by Captain Martin.

A declaration will be taken in his case as soon as he returns to Brisbane.

I have, &c.,
(Signed) JOHN McDONNELL.

Inclosure 7 in No. 36.

Declaration of James Martin.

I, JAMES MARTIN, master of the schooner "Latona," do solemnly and sincerely declare that in the month of October last I was duly licensed recruiting agent for the purpose of importing Polynesian labourers from the South Sea Islands into Queensland, and in such capacity I was engaged on board the aforesaid schooner, of which vessel George Smith was then master, and called at the Island of Erromanga and engaged thirteen islanders for service in Queensland. They remained on board of their own free will and consent, and several others from same island, who had also been on board, were re-landed as they refused to engage for service in Queensland. Amongst the latter was a man whose brother remained on board. We had on board at this time an Erromangan woman, to whom we gave a free passage from the Island of Tanna to her native place, which was situated near Dillon's Bay, Erromanga; we proceeded to the latter place in order to land this woman; we sent the ship's boat for the purpose of landing this woman, and as soon as she was landed the natives seized the boat and drew it up a long distance from the water.

Amongst these men was the islander who did not wish to come to Queensland, and who objected to his brother coming with us; this, in my opinion, was the cause of the seizure of the boat.

Soon

Soon after this occurrence Captain Smith received a letter from Mr. McNair, informing him that he had detained the boat, and that his reason for so doing was, that nine Erromangans were taken on board and kept there against their will. On receiving the letter Captain Smith asked the Erromangans who were on board if they wished to be landed; they said they wished to go in the ship. Captain Smith then went on shore and I accompanied him. On seeing Mr. McNair, Smith asked him why the boat was seized, and what authority he had for acting in such a manner. Mr. McNair replied that there were nine Erromangans on board whom he required Smith to land. Captain Smith explained that when he received Mr. McNair's letter he had asked the men if they wished to go ashore as he did not want to keep them if they liked to be landed, and that they had said they would remain on board. Mr. McNair then said he could not get the boat unless his wish was complied with. Smith then said, "If you disbelieve me, come on board and talk to the men yourself." Mr. McNair said he would do nothing of the kind, but wished us to bring the men ashore. Smith replied, "If you do not give me the boat by fair means he would be obliged to take it by force;" but he feared there would be bloodshed, and he said he blamed Mr. McNair for the disturbance, and that if anything occurred Mr. McNair would only have himself to blame, as he considered him (Mr. McNair) the instigator of the whole affair.

Captain Smith again said that he would not bring the men on shore, but that if Mr. McNair went on board, either that he (Captain Smith) or I would remain on shore as a guarantee of fair treatment. Mr. McNair declined to go on board at all, and said we would have to take the boat by force.

At this time there were upwards of 150 natives near us. After some further conversation between Captain Smith and Mr. McNair, the latter told the natives to haul the boat down to the water from the place where they had it, which was about 200 yards from the beach; we then got into the boat, went on board, and sailed away shortly afterwards. The men were not landed.

I am not aware that Captain Smith signed any paper promising to put the men on shore; I did not see him doing so. The natives appeared to be waiting for orders from Mr. McNair to seize us. If the natives had resolved on seizing the vessel they could easily have done so, as they numbered over 150 and were well armed, and had plenty of canoes; in fact, they could have killed us and burned the vessel without much difficulty.

I have not seen Captain Smith since I returned from Brisbane, neither have I received any communication from him whatever; and I make this declaration, conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act of 1867.

(Signed) JAMES MARTIN, *Master of the schooner "Latona."*

Declared and signed before me, this 5th day of April, 1869,—

(Signed) JOHN McDONNELL, J.P.

Inclosure 8 in No. 36.

Mr. Murdoch to Sir F. Rogers.

Emigration Board, June 21, 1869.

Sir,

I have to acknowledge your letter of the 17th instant, with one from the Foreign Office, inclosing an extract of a letter from Mr. McNair, a Missionary in Erromanga, and other documents, on the subject of the alleged kidnapping of South Sea Islanders for employment in Queensland.

2. Mr. McNair states that, in the month of October, 1868, the schooner "Latona," Captain Smith, from Queensland, succeeded in kidnapping thirty natives from Maré, Tanna, and Erromanga (the former one of the Loyalty Islands—the two latter belonging to the New Hebrides Group), and sailed away with them, in spite of a written promise to Mr. McNair to reland the Erromangans. This is one of the cases referred to at the meeting recently held at Sydney to protest against South Sea emigration; but the name of the vessel and her destination was not then stated.

3. If the circumstances are correctly described, the case is clearly one of great atrocity, and occurring as it did after the passing of the Queensland Polynesian Labourers' Act (which was assented to on 4th March, 1868), it justifies serious misgivings as to the efficacy of that Act. It is evident that if, as may be taken for granted, the "Latona" sailed from Queensland after the passing of the Act, the master must have felt confident that he would be able to evade the provisions intended to prevent the introduction of labourers procured by force or fraud. We have no intelligence of the return of the "Latona" to Queensland, but I presume Earl Granville will call on the Governor to institute an inquiry into the case, and to report the result. Should it appear that the people were procured in the manner described, and that they have been landed in the Colony without discovery of the facts, it will be difficult to avoid the conclusion that the Polynesian Labourers' Act is a failure; but if so, there seems no alternative but to prohibit the immigration altogether. I do not see in what way the Act could be altered to make it more efficient to prevent kidnapping, and, at all events, if it failed in so outrageous a case as this, there could be no confidence that it would succeed better in other cases. The Legislature of Queensland would probably not refuse to prohibit the immigration, if once convinced that it could not be carried on without abuse, but if they did, the only authority that could intervene would be the Imperial Legislature. To give practical effect, however, to any Act that might be passed by Parliament, it would be necessary to employ vessels to cruise among the islands. It is superfluous to remark that even then the cruisers could only deal with British vessels. The American and French vessels engaged in trade among the islands would be beyond their cognizance.

4. The Foreign Office suggests that if the circumstances of the case have been correctly reported the master of the "Latona" should be punished. If there are the means of punishing him there cannot be a question as to the obligation to do so. But unless he can be subjected to the penalties of the Polynesian Labourers' Act, it is much to be feared that there is no law that can reach him. His kidnapping could not, I apprehend, be punished by Colonial law, even if there were any law that would meet the case, because it was done beyond the jurisdiction of the Colony. It does not fall within the terms of the Imperial Act (5 Geo. IV, cap. 113) for the abolition of the slave trade, and it would obviously be useless to
bring

bring actions for damages against him on behalf of the islanders. If, nevertheless, the Colonial authorities consider that he can be prosecuted in the Colony with any chance of success, the necessary proceedings should be taken against him. Even if the prosecution should eventually fail, the good faith of the Colonial Government would be vindicated, and a warning would be given to others that the utmost power of the law would be used to put a stop to outrages of this description.

I have, &c.,
(Signed) T. W. C. MURDOCH.

No. 37.

Sir H. Sandford to Mr. Hammond—(Received, July 30.)

Downing-street, July 29, 1869.

Sir,

With reference to my letters of the 8th and 30th of June, and your letter of the 9th June, relative to the kidnapping of some Polynesians for service in the Fiji Islands, and the murder of three of them on board the ship "Young Australian," of Sydney, I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a further despatch from the Governor of New South Wales, respecting the measures taken for bringing to justice the persons concerned in this outrage.

Lord Granville fears, however, that the exertions of the Colonial authorities, however they may affect the emigration to Queensland, can be of little service in controlling the inter-insular slave trade of the Pacific.

I am, &c.,
(Signed) F. R. SANDFORD.

Inclosure 1 in No. 37.

The Earl of Belmore to Earl Granville.

Sydney, May 18, 1869.

My Lord,

With reference to my despatches, dated 26th February and 20th March, 1869, on the subject of the alleged murders on board the British ship "Young Australian," I have now the honor to forward three further despatches, (two of them with inclosures) which I have received since the departure of the last mail, from Her Majesty's Consul for Fiji and Tonga.

2. Mr. Thurston forwarded at the same time with these papers two natives of the Island of Rotumah for the purpose of giving evidence at the trial of Albert Ross Hovell and Rangī, in accordance with a request contained in my letter to him of 10th March, a copy of which formed one of the inclosures to my despatch above referred to.

3. I now beg to inclose a copy of my letter to Mr. Thurston in reply to his last communications. This, with them, will I think fully explain the position of the matter to your Lordship.

4. Mr. Thurston in one of his letters refers to a despatch which he sent to me at the same time under flying seal, addressed to Commodore Lambert. In accordance with his request I perused it and forwarded it to New Zealand, where I believe the Commodore is at present.

5. This letter mentioned that the British barque "Anna," of Melbourne, had returned on the 8th February from a cruise to the Kingsmill Islands (where I believe she went for the purpose of procuring labourers); had disembarked at the port of Rewa (Fiji) between sixty and seventy souls. That no report of her entry had been made to him as Consul, and that she had returned to the Kingsmill Islands on the 16th.

6. Mr. Thurston also informed Commodore Lambert of an attempted fictitious sale of a vessel by a British subject, who had not himself obtained (or completed) a clear title to her, to an American subject at Fiji, whom he described as a pauper, proposing to take a bill of exchange in ostensible payment for her, for the supposed purpose of enabling her to sail under American colours. The Consul would appear, however (as I understand him), to have prevented this arrangement being carried out at any rate at that time.

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

Inclosure 2 in No. 37.

Acting Consul Thurston to the Earl of Belmore.

My Lord,

Fiji, February 3, 1869.

I have the honor to inclose herewith the declarations of two Rotumah men, alluded to by me in my former despatch to your Lordship, reporting charges of murder against the master and crew of the ship "Young Australian." These men (Hau or Ao, and David or Levita) fully confirm the information first received. I have placed them among my native servants, where they will remain until the receipt of your Lordship's advices.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure

Inclosure 3 in No. 37.

Declaration of two Rotumah Men.

PERSONALLY appeared before me, John B. Thurston, Esq., Acting British Consul in Fiji and Tonga,—Hau, a Christian native of Rotumah, who, being examined touching the proceedings on board the ship "Young Australian," during her late voyage to the New Hebrides, declared as follows, to wit:—

I joined the "Young Australian," under the command of Captain Ross Hovell, at Rotumah; 4 men from Notau, my town, joined; 4 from Oinafa; and 2 from Elutert. From Rotumah we went to Tanna. At Tanna we took on board sulphur and pigs, and also embarked some Tanna men for Fiji. We then went to Erromanga and embarked some men by their own consent. Thence to islands of which I do not know the names. At Santo we stole plenty of men. The boat was usually sent in and anchored close to the beach. In the boat were Levinger, Bob, four Rotumah men, and two Erromangans. The white men stayed in the boat. The native crew went on shore and laid in wait for Santo men. Sometimes Santo men came to the boat with yams for sale, and were seized and taken to the ship. Bob stood up with a musket to shoot anyone who should attempt to escape. The ship sailed round the island, and her boat landed at different places.

I recollect three natives being shot on board the ship. I do not know the name of their island. They did not come on board by their own consent. They were seized and made prisoners. It happened thus: We saw a small canoe lying off the shore, and two boats were lowered to catch it. I was in one boat commanded by Bob; an Erromanga man steered the other boat. We gained on the canoe, and the natives on board jumping into the water were soon caught. Two were caught by my boat, and one by the Erromanga man's boat. We then took the three men to the ship, and put them in the hold. They tried to come up, and Levinger pushed them down again. I then went on shore with the boats. On my return I saw all the people were in the rigging and on the yards, and heard the three men taken by us were fighting with bows and arrows. Shortly after I returned, Bob, Antonio, Louis, and two Rotumah men named Mai-ma-ofa and Moy-langi commenced firing with muskets at the three men in the hold. By-and-by all three were killed. Then the Tanna men and others (I among them) went down into the hold. The bodies appeared quite dead, and were shot (wounded) all over. One was a boy, one a young man, and the other an old man. The old man was not quite dead, and lifting his head began to speak, when a Tanna man cut him down with an axe. I saw it done. The bodies were taken on deck, stoned tied to them, and they were thrown overboard. The moon was up at this time; it was evening. The white men loaded guns and gave them to the Rotumah men. I cannot speak English, and do not know what the captain and others were saying during the time these facts were occurring. No other men were shot to my knowledge during the voyage. I know nothing more than I have stated about the death of the three natives who were seized.

Before we anchored in Fiji we Rotumah men were told not to say anything about the seizure and shooting of the natives, because misunderstanding would give rise to much lying, and the captain and other whites would therefore tell the story themselves.

(Signed) A. O.

I certify the above written statement to be a true interpretation of the replies made by Hau to questions put to him through me by the Acting British Consul in Fiji and Tonga, and that I have carefully read and explained the same to him, the said Hau, prior to the subscription of his sign or mark,—

(Signed) E. W. LOMBERN.

Declared before me, this 2nd day of February, 1869, at Levuka, Ovalau, Fiji,—

(Signed) JOHN B. THURSTON, *Acting Consul.*

PERSONALLY appeared before me, John B. Thurston, Esq., Acting British Consul in Fiji and Tonga,—David, a Christian native of Rotumah, who being examined touching the proceedings on board the ship "Young Australian" during her late voyage to the New Hebrides, declared as follows, to wit:—

I joined the ship "Young Australian," under the command of Captain Ross Hovell, at Rotumah, from which place we went to Tanna. I was not employed at any time on boat service, but remained entirely on board ship. I do not know the names of the many islands we visited during the voyage. We took on board many men. I heard they were stolen. I remember three natives being brought on board one day. They had been caught in a canoe not far from the land. They were put below into the hold to prevent their escape. I was at the hatch on deck watching them. They had not been below long when they commenced to fight, and drove all the other natives on deck. Some of the hatches were put on; but I was kept at the open one, until an arrow striking me in the left breast (wound exhibited) caused such pain that I had to leave my place and lie down. The three men below were afterwards shot. Firing commenced as soon as Bob came back with the boats. I did not see the men shot; I was lying down. While the white men and Tanna men were tying stones to the three bodies I went on deck. All three were dead. The old man was cut on the head, and shot in the legs and back. The boy was shot through the head. The other was shot in many places. Bob, Antonio, and Louis shot from the fore-castle and cabin bulkheads. Two Rotumah men had guns given them; one gun would not go off. These two men are still in the ship. I hear Bob is in Fiji. The men Antonio and Louis went away from Fiji in a brig. During the firing the captain said, "Shoot them in the legs." Some of the Rotumah men who left in the ship for Sydney can speak English. I and Hau left the ship without being paid off. The Tanna man who cut down the native in the hold with an axe is in Levuka. I saw him a day or two ago. I do not know his name.

(Signed) TEVITA.

I certify the above written statement to be a true interpretation of replies made by David to questions put to him through me by the Acting British Consul in Fiji and Tonga, and that I have carefully read and explained the same to him, the said David, prior to the subscription of his sign or mark,—

(Signed) E. W. LOMBERN.

Declared before me, this 2nd day of February, 1869, at Levuka, Ovalau, Fiji,—

(Signed) JOHN B. THURSTON, *Acting Consul.*

Inclosure

Inclosure 4 in No. 37.

Acting Consul Thurston to The Earl of Belmore.

My Lord,

Fiji, March 30, 1869.

I have the honor to acknowledge the receipt of your Lordship's despatch, under date of 10th March instant, together with the annexed opinion of Sir William Manning, Attorney General for New South Wales, "in the matter of participation by subjects of France in the murders on board the British ship 'Young Australian.'"

On the 3rd of January last I wrote a despatch to your Lordship, covering the depositions of Ao and David, two Rotumah boys, who formed part of the crew of the "Young Australian" during her late voyage.

Since writing, no opportunity has offered until the present to forward this despatch.

I have now to inform your Lordship of the transmission of said depositions, and also, in accordance with your Lordship's suggestions, that I have forwarded the boys Ao and David by the schooner "Ida" to the Colonies for examination.

David is the man stated to have been wounded during the affray.

Both Ao and David are intelligent and likely, if not moved by their unusual position, to give their evidence clearly. They are both Christians, and are either members or on trial for admission to the Wesleyan Church at Rotumah. They can write a little in their own language, and have been for some years under the tuition of the Rev. W. Fletcher, the resident Protestant Missionary at their native island. They cannot sufficiently explain themselves in English.

The arrival of the "Ida" permits me, however, to secure the services of the most competent interpreter that could possibly be obtained. The master of the "Ida," Charles Howard, has resided for nearly thirty years past at Rotumah, and speaks that peculiar and difficult language as well or better than English. He is an illiterate, but very respectable and honest, old man, and I have no doubt the Attorney General will approve of him as a trustworthy interpreter.

Touching the expenses incurred in the conveyance to Sydney, and maintenance while there of the witnesses, I am of opinion that the charge should be debited to the public of New South Wales. Should the Crown Law Officers dissent from this conclusion, I have directed Mr. Howard to refer to this office. In order that the conveyance of these men may be a matter of contract they will be forwarded much in the same manner as distressed British seamen.

As the Island of Rotumah is within the limits of this Consular district, it is my duty to request the witnesses Ao and David may, at the termination of the May sessions, be returned to Rotumah, or to this office, in order I may return them from Fiji.

I have attentively read the opinion of Sir William Manning upon the propriety or otherwise of arresting the French seamen charged with complicity in the murders on board the "Young Australian," and note in your Lordship's despatch, "the French Consul declines to interfere further than to claim a mixed jury, if the men are actually brought and tried" in Sydney.

Feeling at the first what I now find ruled by the Attorney General, that no warrants issued by Colonial Justices of the Peace could take effect beyond the limits of the Colony, excepting to such civilized places as the extradition laws might extend, I feared the actual murderers of the natives might escape.

I remark the words of M. Sentis do not even convey an expression of opinion, but are confined solely to a claim he would prefer "if the men" were brought within the limits of the territory of New South Wales.

Under the circumstances, my Lord, I have decided not to risk the probabilities of much lengthy and unpleasant correspondence by arresting the men Lennie and Voller without full and sufficient authority.

The social position and treatment of New Hebrideans while in Fiji will form, my Lord, the subject of a separate despatch.

For the further information of your Lordship, and by way of illustrating the desire some resident British subjects have to withdraw their vessels from the surveillance of this office, I have the honor to forward, under flying seal, a despatch addressed to Commodore Lambert, to whom, after perusal, I beg it may be forwarded.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 5 in No. 37.

*Acting Consul Thurston to The Earl of Belmore.**Fiji, March 30, 1869.*

My Lord,

In reply to your Lordship's request for information as to the disposal, legal and social position, and treatment of the labourers procured for service in these islands, I have the honor to state:—On the arrival of any ship importing labourers, it has been customary for the master to hand into this office a complete list of passengers, setting forth also the villages and islands at which they have been engaged.

The people are then mustered before me, and (as far as it is possible to do so) are examined as to whether they have voluntarily arrived in Fiji, and understand the purpose for which their services are required. Upon the planter (for whom the people have been engaged) signing an undertaking to clothe, feed, pay, and finally return said labourers to their homes at the expiration of three years, the men are allowed to be removed. In no case, however, are the different villagers allowed to be separated.

The legal and social condition of these people must, my Lord, be considered separately. Their legal position and rights are much the same as that enjoyed by British subjects, on the ground of their being introduced upon the guarantee of British subjects, and in British vessels. Briefly, they receive the protection of British authority as fully as it can be extended to British subjects. If the labourers were ill-treated

ill-treated it is understood they would be removed by the Consul. Not the slightest difficulty exists to prevent such removal. If a labourer is assaulted or robbed by a Fijian, the offender, at the instance of this office, is brought before the native Chief and punished.

If native labourers are not sent back to their homes at the expiration of their agreement they never fail to complain to this office, and no difficulty as yet has been experienced in seeing justice done to complainants.

Your Lordship will inquire what authority exists to enforce any planter to perform his contract with these people? I regret to reply there is no authority, except the assumed authority of this office, an authority described by the Colonial press as "influence." To insubordinate settlers it may perhaps be compared to what is known in the army as "regimental pressure"; in some, grave cases, it is something more. This want of authority (magisterial) is the great evil, and is the principal reason, my Lord, why I have recommended the suppression or authorized supervision of the system. As an illustration of the foregoing, that contracts can at present be, and are fulfilled, through the "influence" of this office, I beg to call your Lordship's attention to inclosures A, B, and C.

The manner in which I should have dealt with Mr. Scott, had he failed to return his labourers at the termination of the just expired hurricane months, is not made apparent in the correspondence forming inclosure; but the means are patent to Mr. Scott and every other settler in Fiji, and they produce, as your Lordship will observe, the desired effect. Any assumption of magisterial power may be attended with inconvenience to a Consular officer. The peculiar position of this Consulate district, its large and increasing British population, render it imperative on me, for the prevention of gross wrongs or resort to "Lynch law," to overstep the strict limits of my instructions, and compel an observance to law and order. This state of things, however expedient, is very unsatisfactory, and, with the influx of population, present Consular authority must in part become inoperative, from the utter impossibility of attending to all matters arising within the group of islands, particularly without the assistance of subordinate officers. I need not say more on this subject, my Lord, except that, awaiting particular instructions expected from the Foreign Office, I shall continue to exercise all the power at my command for the protection of right and suppression of wrong so far as British subjects or Polynesians are concerned.

The social condition of imported labourers in Fiji is undoubtedly much superior to their condition at home. They are, as a whole, well fed, not overtasked, comfortably housed, and daily brought in contact with a superior race. Many of them attend the native chapels, and doubtless all would do so did their employers encourage them by example.

No doubt in a community of 1,200 or 1,400 persons many exceptional acts take place which are not reported to this office, but I am not aware of any serious case. In fact, an employer is compelled to treat his men fairly, as they can run away at any moment.

In conclusion, my Lord, to your query, as to the condition and treatment of labourers, and referring solely to their condition while in Fiji,—I beg to state it bears no resemblance to slavery at present; but considering the disposition of settlers to maintain labourers from the New Hebrides and Kingsmill Islands without referring to this office, and with the unmistakable intention, as reported in my despatch to Commodore Lambert, under date 23rd of March, of removing future immigrants from my authority and protection, I cannot but advise the early adoption of such measures as your Lordship may deem necessary.

Regular reports have been forwarded to Commodore Lambert of all vessels lately leaving Fiji for labourers.

I beg your Lordship to understand, a standing notice without this office calls the attention of ship-masters and others to the "Slave trade laws," which, within, are open for perusal.

I have, &c.,

(Signed) JOHN B. THURSTON.

Inclosure 6 in No. 37.

Acting Consul Thurston to Mr. W. Scott.

Fiji, March 15, 1869.

Sir,

Mr. Rae, on the part of Messrs. Hennings of this port, has brought some of your Tanna labourers before me, complaining they will not leave the Totoga store.

The men, in explanation, say they look to Mr. Rae for a passage back to Tanna, he having brought them hither; that their term of engagement at Viro has expired; and that they see no prospect of discharge or payment at your hands.

They also state, you "intend offering them bad muskets," articles they do not want, by way of settlement.

You will understand the above as the remarks of your men, upon which I make no comment.

It is right, however, that I again call your attention to the fact, your labourers have for some months past desired to be returned to their own island, and that you have retained them beyond the period of their term of service for some reason of your own.

You are doubtless aware your engagement with the late Mr. G. Mockler was to continue his agreement in its entirety: that is, pay the men 1 dollar each per month.

This simple arrangement obviates any necessity for their longer detention.

I have therefore to request you will inform me of the course you intend pursuing in the matter under notice, for if you cannot or will not do these men justice, I must extend to them such aid and protection as I may feel Her Majesty's Government will warrant.

I have, &c.,

(Signed) JOHN B. THURSTON.

Inclosure

Inclosure 7 in No. 37.

Mr. Scott to Acting Consul Thurston.

Viro, Ovalau, March 20, 1869.

Sir,

In reply to your communication of the 15th instant, wherein you request me to inform you of the steps I am taking to return my plantation labourers to their homes, I beg to state that I have entered into arrangements with Messrs. Moore and Smith to have a vessel ready by the 1st of April, for the purpose of taking them and their effects to their respective islands, viz., Tanna and Sandwich.

In explanation of my having detained them longer than the proper period, I beg to inform you that I induced them to remain a few months longer, to avoid the dangers attending navigation in those waters during the hurricane months. On my explaining to them my reasons for keeping them a few months longer they seemed perfectly satisfied.

On the completion of my arrangements I shall bring the men before you to be questioned as to their treatment and payment received at my hands.

I have, &c.,
(Signed) WM. SCOTT.

Inclosure 8 in No. 37.

Mr. Scott to Acting Consul Thurston.

Levuka, Ovalau, April 1, 1869.

Sir,

Referring to my letter, dated March 20, I now beg to inform you that my arrangements are complete to send my Tanna and Sandwich men to their homes, and that they are ready for your inspection on any day you may appoint. I am returning ten Tanna men and fourteen Sandwich men, whose names are as under. A copy of agreement *in re* charter I inclose.

I have, &c.,
(Signed) WM. SCOTT.

Tanna Men (Port Resolution).

Paddy.	Gotereli.
Mangabin.	Beka.
Coperni.	Nako.
O Shiati.	Yareum.
Kanini.	Gutwas.

Sandwich Men (Town Waratap).

Jack (Tame).	Fatmeal.
Tom (Kaliman).	Kalasio.
Kalaruku.	Kaltataka.
Nambati.	Kaparo.
Kalmet.	Veiseva.
Kalawat.	Kalapaan.
Sipitera.	Kalasang.

The above men were this day paid off before me, and individually and collectively expressed their satisfaction and receipt in full of wages due.

(Signed) JOHN B. THURSTON,
Acting Consul.

April 1, 1869.

Inclosure 9 in No. 37.

Agreement between British Settlers and Foreign Labourers.

I HAVE this day engaged to hire, as farm labourers, the men, per ship "Sea Witch," whose names are mentioned in the margin,* [see below] for a term of three years from the date hereof, paying them by way of wages the sum of £6, or its equivalent in trade.

And I further agree to provide the said labourers with good and sufficient food and lodgings, to provide medicine and medical treatment in cases of sickness at my own charges, and at the expiration of the above term to provide them with a free passage back to their own island.

Signed before me, at Levuka, Fiji, this 14th June, 1867.

(Signed) JOHN B. THURSTON,
Clerk of H.B.M. Consulate.

Inclosure 10 in No. 37.

The Earl of Belmore to Acting Consul Thurston.

Sydney, April 28, 1869.

Sir,

I have the honor to acknowledge the receipt of your three despatches, dated respectively 3rd February, 30th March, and 30th March, and also another, under flying seal, addressed to Commodore Lambert, which I have perused and forwarded to New Zealand to him by the mail of the 24th instant.

2.

Island Twosse, Village Tongoar.

* 1. Lerbooki.	3. Konlay.	5. Terroo.	7. Inmeyar.
2. Lokonos.	4. Towarrar.	6. Karlailsee.	

2. The schooner "Ida" arrived, I believe, on the 22nd. Notice was given the same day to the Crown Solicitor, who at once provided for the safe custody of the two native witnesses whom you forwarded.

3. I did not get your despatches, owing to absence from Sydney, till next day. On their receipt I communicated by telegram with the Attorney General, who is attending the Maitland circuit, and the next morning had an interview with the Crown Solicitor on the subject.

4. I find that the trial of Hovell and Rangi is fixed for the 17th May, at Sydney, whereas Levinger's trial is fixed for the 19th, at Melbourne. The Crown Solicitor appeared to think that the witness David, who seems to have understood English sufficiently well to give evidence of what he heard said, as well as of what he saw, on the occasion of the murders, would be a material witness at both trials. Should the Law Officers of the Crown in Victoria be of the same opinion, Levinger's trial will probably have to be postponed to the following sittings; Hovell's trial having been already postponed once, cannot be so again, and it would be hardly possible for the witness to give evidence in Court in Sydney on the 17th, and in Melbourne as soon afterwards as the 19th.

5. This will probably lead to the detention of David longer than you may expect. The return of these natives to Rotumah or Fiji will however be attended to.

6. With regard to the non-arrest of the two Frenchmen, the Crown Solicitor assures me that no right whatever exists to arrest them under the circumstances. If they were found here, I apprehend, however, the Court would have jurisdiction, no matter how they came here. I am further informed that the English law which enables foreigners to claim a mixed jury does not extend to New South Wales.

7. I observe a query in your despatch to Commodore Lambert, which leads me to think that you have not yet received a copy of certain papers on the subject of the Polynesian labour question, which have been laid before the House of Commons. I therefore enclose a copy of the reprint of them which has been made here.

8. In conclusion, I beg to assure you of my willingness to give you any assistance or advice in my power at all times. At the same time I am in possession of no instructions, and have received no authority from Her Majesty's Government to take any steps in this matter, or to interfere further than in the performance of such duties as may be incidental to the Governor or Government of this Colony in the execution of the Act 9 Geo. IV, cap. 83, sec. 4, which extends the jurisdiction of the Supreme Court of New South Wales to deal with offences committed in the islands of the Pacific Ocean, not occupied by any civilized Power.

9. I will forward a copy of your letters, and of this reply, to Lord Granville.

I am, &c.,
(Signed) BELMORE.

No. 38.

Circular addressed to Her Majesty's Consuls in the Pacific Islands.

Foreign Office, July 31, 1869.

Sir,

Great interest has been taken of late in this country as regards the steps reported to be in progress for obtaining from the various islands in the Pacific, immigrants to supply the labour required in adjacent quarters; and reports, which can scarcely have originated without some foundation, have been current as to the hardships to which the immigrants have been exposed.

The matter, indeed, has attracted so much public interest as to have made it necessary for some explanations on the subject to be furnished to Parliament. Her Majesty's Government, therefore, feel it due, both to the cause of humanity and to public feeling in this country, to exert any influence in their power on behalf of the immigrants, and to protect them against any evil consequences which might result either from ignorance on their own part, or from the cupidity of speculators in human labour.

On these grounds, I have to instruct you to direct your special attention to the operations which may be undertaken to procure immigrants, and to report to me any information you can procure on the subject, explaining for what labour markets the immigrants may be destined; what contracts are entered into between the immigrants and the contractors; and what precautions are taken for their safety and comfort on the voyage.

I am, &c.,
(Signed) CLARENDON.

No. 39.

Mr. Otway to Sir F. Sandford.

Foreign Office, August 3, 1869.

(Extract.)

With reference to your letter of the 29th ultimo, I am directed by the Earl of Clarendon to request that you will state to Earl Granville that his Lordship anticipates that Lord Granville will concur with him in the opinion that the state of things exhibited in the correspondence, of which you inclose copies, is very serious,—and all the more so from the extreme difficulty of dealing with it; and Lord Clarendon considers that an intolerable responsibility will be thrown upon Her Majesty's Government if the present state of things, as regards the introduction of immigrants into the Fiji Islands, is allowed to continue.

In the meanwhile, Lord Clarendon considers it of the utmost importance that Her Majesty's Government should be in possession of full and accurate information on the whole subject; and with this object his Lordship proposes, with Lord Granville's concurrence, to address to Mr. March, Her Majesty's Consul at Fiji, the instructions of which copy is inclosed.*

I

* No. 40.

I am at the same time to inclose, for Lord Granville's information, copy of a circular which Lord Clarendon has lately addressed to Her Majesty's Consuls in the Pacific,* with a view to direct their attention to the general question regarding the operations being carried on in the South Sea Islands.

No. 40.

The Earl of Clarendon to Consul March.

Foreign Office, August 3, 1869.

Sir,

The Secretary of State for the Colonies has communicated to me copies of the despatches which Mr. Acting Consul Thurston addressed to the Earl of Belmore on the 3rd February and 30th March last. I have, however, received no despatches direct from Mr. Thurston of so recent a date as the last of these, and I am therefore left to gather from these despatches the anomalous state of things with which you will have to deal on your arrival at your post.

In my despatch of the 20th May, I explained to you the circumstances under which I have been precluded from taking steps to extend your jurisdiction over British subjects in the Fiji Islands. But it seems from Mr. Thurston's despatches that, in the absence of such powers legally conferred, necessity and convenience have practically secured to him a certain extent of jurisdiction—more or less recognized by the resident community—which may probably be extended to you.

The mode in which the influence thus acquired has been exercised as regards immigration into the Islands, and with respect to the position of the immigrants, is a very serious matter. Indeed, there can be little doubt from the facts stated by Mr. Thurston that a slave trade with the South Sea Islands is gradually being established by British speculators for the benefit of British settlers, and that the traffic has had the indirect sanction of the British Consul in the Fiji Islands, the only British authority on the spot, who appears to have intervened, and hitherto with success, to prevent the gross abuses of which the traffic is capable; but already, reports of entry are evaded, fictitious sales of vessels are made, kidnapping is audaciously practised; and it is under these circumstances that Mr. Thurston reports that there are indications that the control he has hitherto exercised will be opposed in some quarters, and it is manifest that the protection which he has extended to the emigrants, and which cannot be enforced, will soon be openly defied.

The responsibility which has up to this time attached to Her Majesty's Consulate in regard to this question, and which becomes the more grave in view of deplorable occurrences such as those which occurred in the case of the vessel "Young Australian," must eventually rest with Her Majesty's Government; and it is therefore necessary that they should receive accurate information on the subject in order to enable them to decide as to the course which it may be expedient to follow in dealing with the matter.

You will therefore lose no time in reporting to me fully upon the whole subject, explaining by whom, by what means, and from what quarters the emigrants are procured; the nature of the contracts of engagement; the guarantees given by the settlers for the due performance of the contracts; the employment for which the labourers are engaged; the means possessed by Her Majesty's Consulate for ascertaining how they are treated, and specially whether you can rely upon having an interpreter through whom you can communicate with the labourers; the facilities for re-conveying them to their homes at the expiration of their engagements; the character of the vessels and commanders engaged in the traffic, and whether there is overcrowding in the vessels, and a proper supply of provisions; and the price paid per head for each emigrant.

If the introduction of emigrants is, as it would appear, conducted on an increasing scale, it is to be presumed that a demand must exist resulting from a corresponding increase in the number of the European settlers and in the development of their operations. You will therefore furnish me with particulars as to the nationality and general character of these settlers; the amount of land held by them, and as to the probability of their requiring a large increase in the number of labourers, and whether these last cannot be found in the Fiji Islands without importing them from other quarters.

You will understand that the subject is one which occupies the anxious attention of Her Majesty's Government, and you will endeavour to throw upon it all the light in your power. Any suggestions you may offer, either for placing the traffic on a sound footing, or for putting an end to it altogether, will be well received by Her Majesty's Government.

I have, in conclusion, only to instruct you to convey to Mr. Thurston my approval of the steps taken by him to procure the evidence which will be required by the Australian Courts in dealing with the case of the "Young Australian," and you will bear in mind that it is your duty to avail yourself of every opportunity which may present itself for keeping the Australian Government informed of any points connected with the matter in which their influence can usefully be exercised.

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

No. 41.

Mr. Otway to the Hon. A. Kinnaird, M.P.

Foreign Office, August 4, 1869.

Sir,

On the receipt of your letter of the 27th of May, Lord Clarendon requested Her Majesty's Secretary of State for the Colonies to institute an inquiry into the alleged case of kidnapping at Erromanga, reported by the Rev. James McNair; and I am now directed by his Lordship to inform you that he has received from the Colonial Office a copy of a despatch from the Governor of Queensland, dated April 16, from which it appears that the matter had been brought to his notice by Commodore Lambert, and that he had directed a searching inquiry to be made into the circumstances as stated by Mr. McNair.

The result of the inquiry is shown in two Reports drawn up by the Immigration Officer at Brisbane, of which I am directed by Lord Clarendon to inclose copies for your information,† and which would appear to throw considerable doubt on the accuracy of Mr. McNair's statements.

It

* No. 38.

† Inclosures in No. 36.

It will be seen from the last of these reports that it was intended to procure further evidence on the subject in the shape of a declaration from Captain Smith, and meanwhile, Commodore Lambert has informed the Governor of Queensland of his intention to send the "Rosario" to the Islands to make full inquiry into the whole system of native emigration.

I am, &c.,
(Signed) ARTHUR OTWAY.

No. 42.

Sir F. Sandford to Mr. Otway.—(Received, August 10)

Downing-street, August 10, 1869.

(Extract.)

In reference to the letter from this office, of the 22nd ultimo, on the subject of the charges of kidnapping, brought against the captains of the "Latona" and "Syren" by Mr. McNair, a Missionary at Erromanga, in the South Pacific, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a further Report from the Emigration Commissioners, which appears to Lord Granville to impugn the accuracy of Mr. McNair's statements.

Inclosure in No. 42.

Mr. Murdoch to Sir F. Rogers.

Emigration Board, July 27, 1869.

Sir,

I have to acknowledge your letter of 22nd instant, with a despatch from the Governor of Queensland, inclosing and reporting upon various papers connected with the introduction of South Sea Islanders into that Colony.

2. Among the inclosures to Colonel Blackall's despatch are a copy of resolutions adopted at a meeting at Brisbane, presided over by the Mayor, in which the immigration is denounced as slavery, and the copy of a letter from Commodore Lambert, forwarding a complaint from Mr. McNair, a Missionary in Erromanga, that some natives in that island had been kidnapped and carried away by the master of the ship "Latona." The other inclosures are, in substance, the answers of the local Government to these complaints.

3. The resolutions of the Brisbane meeting described the immigration as "a backward step in the direction of slavery;" as an attempt to establish a system of labour opposed to the law and policy of the Imperial Government; as destructive of the work of the Missionaries in the islands, and demoralizing to the people themselves; and as opposed to the principles on which the Colony of Queensland was established, and calculated to check European immigration. It is further stated that the Act passed by the Legislature for the protection of the people has failed to accomplish that object; that it does not secure to the people proper treatment and protection, while it affords facilities for kidnapping and other crimes. It is therefore prayed that the Act may be repealed.

4. The Letter from Mr. McNair, transmitted by Commodore Lambert, states that the schooner "Latona," Captain Smith, had kidnapped thirty natives from Maré, Tanna, and Erromanga, having decoyed them on board by false pretences and confined them under hatches; that the people of Erromanga were, in consequence, so excited that they would have murdered Mr. Smith and his boat's crew but for his (Mr. McNair's) interference; and that he interfered only on a written promise from Mr. Smith to re-land the Erromangans, which promise he broke.

5. It will be convenient to take the case of the "Latona" first.

6. Mr. McNair's representation was received in the beginning of last month from the Foreign Office. In reporting upon it on 21st ultimo, I observed that if the circumstances were correctly reported the case was one of great atrocity, and that if the people had been landed in Queensland without discovery it would lead to the conclusion that the Polynesian Labourers' Act was a failure. The inclosures to Governor Blackall's despatch, however, give a different colouring to the transaction described by Mr. McNair. The papers were referred by the Governor to the Immigration Agent for investigation, and the result was as follows:—James Martin, now the master of the "Latona," but at the time of the transaction in question the licensed recruiting agent on board, deposes that the Erromanga people remained on board of their own free will and consent; that others from the same island, who had been on board but refused to engage for service, were relanded; that among those relanded was the brother of one of the men who decided to go on; that it was the endeavour of this man to prevent the immigration of his brother, which caused the excitement among the people; and, as is acknowledged by Mr. McNair, that the master had invited Mr. McNair, if he was not satisfied, to go on board and talk to the men, offering to remain on shore while he did so, but that he refused. The Immigration Agent further reports that, on the arrival of the "Latona" at Brisbane, he went on board and asked the Erromangans whether the master had stolen them, and that they replied, "as well as they could," in the negative; that six of the other natives on board had been in the Colony before, one of whom could make himself understood by the Erromangans, and acted as interpreter; that the Erromangans as well as the others were in good health and spirits; and that they understood the agreement they had made and the wages they were to receive. The vessel also is said to have been clean and well provisioned.

7. The Immigration Agent expresses regret that Mr. McNair did not accept the master's invitation to go on board and inquire on the spot into the circumstances of the case. If he had done so he would probably not have made the representation he did make to Commodore Lambert. It is clear that either Mr. McNair, or the Immigration Agent, were deceived in the matter, and the circumstances appear to make it more probable that it was Mr. McNair than the Immigration Agent.

8. In respect to the resolutions of the meeting at Brisbane, the Attorney General asserts that no instance of cruelty towards the South Sea Islanders, or anything like slavery, has ever come under his notice; that there are many persons in Queensland who would bring forward any case of kidnapping or ill-usage if they existed; and that any attempt to treat the people as slaves would be at once dealt with by the Law Officers of the Crown; that large investments in the cultivation of sugar and cotton, for which European labour would not be available, have been made in dependence on the labour of these people, and consequently

consequently that if the immigration were stopped, great loss would accrue to the settlers engaged in this cultivation; that, moreover, to repeal the Act as proposed in the resolutions would leave the immigrants without any other protection than the ordinary law, and would deprive them of the security provided for their back passages; that the question will be dealt with during the approaching session of the local Legislature; and that among the amendments to be introduced into the Act it is proposed to require in future the introduction of a certain proportion of women; that the outrages that have been committed in connection with South Sea Island immigration have had no connection with emigration to Queensland; and that the Queensland Legislature has no power to prevent them. The Immigration Agent gives a summary of the number of South Sea Islanders introduced into Queensland before and since the Act. He admits that the Act has not been altogether successful, and he suggests alterations to the effect:—

1. That women should be included in the immigration at the rate of one-fifth the number of men.
2. That a Government agent should accompany each vessel to superintend the collection of the emigrants.

3. That wages should be paid through the Government.

4. That a Government agent should accompany return emigrants to see that they are landed at the proper islands.

5. That employers of men introduced before the Act should make the necessary payments for their return passages; and

6 and 7. That cases between South Sea Islanders and their employers should be dealt with under the Polynesian Act, the evidence of the islanders being accepted without oath.

9. Lastly, the Governor asserts that there is no reason to apprehend any unfair treatment of the immigrants in Queensland. He states that they have greater opportunities of making their complaints known than the Indian immigrants in the West Indies, and that he has seen them on several plantations working amicably with Europeans, and treated on an equality with them.

10. The conclusion to be drawn from these papers is, as it appears to me, that the South Sea Islanders hitherto introduced into Queensland have been well treated; that the Polynesian Labourers' Act was passed in good faith, and with the full intention of providing these people with sufficient protection; and that the Legislature may be depended upon to make any additions or alterations that may be necessary to render it more efficient; the proposed additions, especially those that require the introduction of a proportion of females, and the presence of a Government officer on board the vessels both that recruit and that return emigrants, will be essential improvements of the law, and ought to be sufficient safeguards against kidnapping or ill-treatment of the people on board ship. At the same time it is evident that the labour of these people will be very valuable in Queensland, and it is difficult to deny the justice of the remarks of the Attorney General as to the advantages to be derived by the people themselves from their introduction to the higher civilization to be found in Queensland as compared with their native islands.

11. But while the present papers vindicate the Queensland emigration, they do not disprove—on the contrary, they distinctly show—that fraud and force have been employed by others in recruiting emigrants in some of these islands. The principal offender in this way appears to be a vessel called the "Young Australian," owned in and sailing from Sydney, which has been employed in the conveyance of natives from the New Hebrides and other islands to the Fiji Islands. No authority short of the Imperial Legislature can put a stop to proceedings of this description, nor would an Act of Parliament be of much avail unless cruisers were employed in the Polynesian seas to carry it into effect. It is for Her Majesty's Government and Parliament to decide whether the circumstances are such as to require so stringent and costly a remedy. But in deciding on that question it must be borne in mind that the settlers in the Fiji and Samoa Islands, for whose service labourers are said to be kidnapped from other islands, are not all British subjects, but that there are among them Americans, and, it is believed, Frenchmen. Messrs. Burt and Underwood, whose treatment of the natives in their employ is said to have caused the outbreak in Viti Levu, mentioned in the Attorney General's report, in which a number of lives were lost, are Americans. Over others than British subjects, as well as over foreign ships, an Act of Parliament would of course, have no authority.

I have, &c.,
(Signed) T. W. C. MURDOCH.

No. 43.

Sir F. Sandford to Mr. Hammond.—(Received, August 10.)

Downing-street, August 10, 1869.

(Extract.)

With reference to previous correspondence respecting the alleged kidnapping of South Sea Islanders, I am directed by Earl Granville to transmit to you the inclosed copy of a despatch on this subject received, from the Governor of New South Wales.

Inclosure in No. 43.

The Earl of Belmore to Earl Granville.

Sydney, May 17, 1869.

My Lord,

Your Lordship's serious attention has been drawn to a subject about which it has been my duty lately to address you more than once,—the traffic in South Sea Island labourers.

2. This is a question about which a great diversity of opinion exists here, but it is one upon which I think I shall not be out of place in troubling you with a few observations which you will no doubt take for what they may be worth.

3. In the first place, I will give you a story told me the other day by one of my Ministers, showing one of the methods by which the spirit of the Queensland Act may be evaded, whilst the letter of it is complied with. My informant, it is right to say, did not vouch for the truth of the story.

4. A vessel goes to one of the cannibal islands, thickly populated and under the control of a Chief. The Chief wishes to reduce his population, and to pocket the premium the trader is ready to pay for each labourer.

labourer. He calls his people together and says, "Here is a chance for thirty or forty of you to engage with this trader." The number required go on board. They are asked whether they are willing to go away in the vessel; they declare their willingness, and the terms of the law are apparently complied with.

5. But they know very well that if they refuse to go they will be killed and eaten. No comment seems to be necessary upon this if it is true.

6. As far as I am able to form an opinion, the engagements made with those labourers who emigrate voluntarily are generally carried out by employers. There may be cases where they are not, but I am inclined to think they are the exception rather than the rule.

7. Where the Act is evaded is, in procuring men by force, or otherwise improperly, and sometimes perhaps on the voyage. Your Lordship will see by a letter from the Consul at Fiji, which forms an inclosure to one of my despatches by this mail, that the contracts made by the labourers engaged there are fairly carried out.

8. The only way that I can see to check the irregularities on the part of masters of vessels which are complained of, is to have a man-of-war permanently stationed, or cruising about amongst the islands. I have conversed with naval officers on the subject, and although I have not found an absolute agreement of opinion, yet I have come to the conclusion that if this service is to be properly attended to, the present strength of the Australian squadron (four ships) is insufficient.

9. Fiji is, speaking roughly, somewhere about 20° east by 8° or 9° north of Sydney. The ships are constantly wanted in New Zealand. The "Virago" spends a great deal of time to the northward in surveying and other duties; consequently, the visits of the men-of-war to the islands are only occasional, leaving considerable intervals of time, during which traders can do pretty much what they like.

10. If I might venture to offer an opinion, founded on what I have heard from others, a corvette of the "Brisk" class is the most useful for the islands. Speed or heavy guns are not required, but a light draught of water. Comparatively large crews for the size of the ship and plenty of boats are the great desiderata. It is also advisable that a vessel on this service should be commanded by a post-captain, in order that he may have precedence of the Consuls.

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

FURTHER Correspondence respecting the Deportation of South Sea Islanders.

(In continuation of Correspondence presented to Parliament, August 10, 1869.)

Presented to the House of Commons by Command of Her Majesty, in pursuance of their Address, dated February 10, 1871.

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RETURN to an Address of the Honorable the House of Commons, dated February 10, 1871 ;

for—

“ A Copy or Extracts of Correspondence between the Foreign Office and Her Majesty’s Consuls, subsequent to the 10th day of August, 1869, in regard to the Deportation of South Sea Islanders.”

No. 1.

Circular addressed to Her Majesty’s Consuls in the Pacific Islands.

Foreign Office, July 31, 1869.

Sir,

Great interest has been taken of late in this country as regards the steps reported to be in progress for obtaining from the various islands in the Pacific, immigrants to supply the labour required in adjacent quarters ; and reports, which can scarcely have originated without some foundation, have been current as to the hardships to which the immigrants have been exposed.

The matter, indeed, has attracted so much public interest as to have made it necessary for some explanations on the subject to be furnished to Parliament. Her Majesty’s Government, therefore, feel it due, both to the cause of humanity and to public feeling in this country, to exert any influence in their power on behalf of the immigrants, and to protect them against any evil consequences which might result either from ignorance on their own part, or from the cupidity of speculators in human labour.

On these grounds, I have to instruct you to direct your special attention to the operations which may be undertaken to procure immigrants, and to report to me any information you can procure on the subject, explaining for what labour markets the immigrants may be destined ; what contracts are entered into between the immigrants and the contractors ; and what precautions are taken for their safety and comfort on the voyage.

I am, &c.,
(Signed) CLARENDON.

No. 2.

The Earl of Clarendon to Consul March.

Foreign Office, August 3, 1869.

(Extract.)

The Secretary of State for the Colonies has communicated to me copies of the despatches which Mr. Acting Consul Thurston addressed to the Earl of Belmore on the 3rd February and 30th March last. I have, however, received no despatches direct from Mr. Thurston of so recent a date as the last of these, and I am therefore left to gather from these despatches the anomalous state of things with which you will have to deal on your arrival at your post.

It seems from Mr. Thurston’s despatches that necessity and convenience have practically secured to him a certain extent of jurisdiction—more or less recognized by the resident community—which may probably be extended to you.

The mode in which the influence thus acquired has been exercised as regards immigration into the islands, and with respect to the position of the immigrants, is a very serious matter. Indeed, there can be little doubt from the facts stated by Mr. Thurston that a slave trade with the South Sea Islands is gradually being established by British speculators for the benefit of British settlers, and that the British Consul in the Fiji Islands, the only British authority on the spot, appears to have intervened, and hitherto with success, to prevent the gross abuses of which the traffic is capable ; but already, reports of entry are evaded, fictitious sales of vessels are made, kidnapping is audaciously practised ; and it is under these circumstances that Mr. Thurston reports that there are indications that the control he has hitherto exercised will be opposed in some quarters, and it is manifest that the protection which he has extended to the emigrants, and which cannot be enforced, will soon be openly defied.

The responsibility which has up to this time attached to Her Majesty’s Consulate in regard to this question, and which becomes the more grave in view of deplorable occurrences such as those which occurred in the case of the vessel “ Young Australian,” must eventually rest with Her Majesty’s Government ; and it is therefore necessary that they should receive accurate information on the subject in order to enable them to decide as to the course which it may be expedient to follow in dealing with the matter.

You will therefore lose no time in reporting to me fully upon the whole subject, explaining by whom, by what means, and from what quarters the emigrants are procured, the nature of the contracts of engagement, the guarantees given by the settlers for the due performance of the contracts, the employment for which the labourers are engaged, the means possessed by Her Majesty’s Consulate for ascertaining how they are treated, and specially whether you can rely upon having an interpreter through whom you can communicate with the labourers ; the facilities for re-conveying them to their homes at the expiration of their engagements ; the character of the vessels and commanders engaged in the traffic, and whether there is overcrowding in the vessels, and a proper supply of provisions ; and the price paid per head for each emigrant.

If the introduction of emigrants is, as it would appear, conducted on an increasing scale, it is to be presumed that a demand must exist resulting from a corresponding increase in the number of the European settlers and in the development of their operations. You will therefore furnish me with particulars as to the nationality and general character of these settlers ; the amount of land held by them, and as to the probability of their requiring a large increase in the number of labourers, and whether these last cannot be found in the Fiji Islands without importing them from other places.

You will understand that the subject is one which occupies the anxious attention of Her Majesty's Government, and you will endeavour to throw upon it all the light in your power. Any suggestions you may offer, either for placing the traffic on a sound footing, or for putting an end to it altogether, will be well received by Her Majesty's Government.

I have, in conclusion, only to instruct you to convey to Mr. Thurston my approval of the steps taken by him to procure the evidence which will be required by the Australian Courts in dealing with the case of the "Young Australian," and you will bear in mind that it is your duty to avail yourself of every opportunity which may present itself for keeping the Australian Government informed of any points connected with the matter in which their influence can usefully be exercised.

No. 3.

Mr. Otway to Sir F. Sandford.

Foreign Office, August 3, 1869.

(Extract.)

I am directed by the Earl of Clarendon to request that you will state to Earl Granville that his Lordship anticipates that Lord Granville will concur with him in the opinion that an intolerable responsibility will be thrown upon Her Majesty's Government if the present state of things, as regards the introduction of immigrants into the Fiji Islands, is allowed to continue.

If no means can be found for exercising an efficient control over the operations connected with the immigration, and if evils so flagrant as those which occurred in the case of the "Young Australian" cannot be checked by other means, Lord Clarendon apprehends that legislation must be resorted to next year.

In the meanwhile, Lord Clarendon considers it of the utmost importance that Her Majesty's Government should be in possession of full and accurate information on the whole subject; and with this object his Lordship proposes, with Lord Granville's concurrence, to address to Mr. March, Her Majesty's Consul at Fiji, the instructions, of which copy is inclosed.*

I am at the same time to inclose, for Lord Granville's information, copy of a circular which Lord Clarendon has lately addressed to Her Majesty's Consuls in the Pacific,† with a view to direct their attention to the general question regarding the operations being carried on in the South Sea Islands; and in suggesting that it may be desirable to communicate that despatch to the Australian Government, I am to request that you will call Lord Granville's attention to the statement contained in Lord Belmore's despatch to Mr. Thurston, of the 23th of April, to the effect that he is in possession of no instructions, and has received no authority from Her Majesty's Government to take any steps in this matter.

Allusion has been made to a law existing in the Colony as regards Polynesian labour; and if the Colonial Department are in possession of a copy, Lord Clarendon would be glad if it could be communicated to this Department.

No. 4.

Mr. Otway to the Hon. A. Kinnaird, M.P.

Foreign Office, August 4, 1869.

Sir,

On the receipt of your letter of the 27th of May, Lord Clarendon requested Her Majesty's Secretary of State for the Colonies to institute an enquiry into the alleged case of kidnapping at Erromanga, reported by the Rev. James McNair; and I am now directed by his Lordship to inform you that he has received from the Colonial Office a copy of a despatch from the Governor of Queensland, dated April 16, from which it appears that the matter had been brought to his notice by Commodore Lambert, and that he had directed a searching enquiry to be made into the circumstances as stated by Mr. McNair.

The result of the enquiry is shown in two reports drawn up by the Immigration Officer at Brisbane, of which I am directed by Lord Clarendon to inclose copies for your information, and which would appear to throw considerable doubt on the accuracy of Mr. McNair's statement.

It will be seen from the last of these reports that it was intended to procure further evidence on the subject, in the shape of a declaration from Captain Smith, and, meanwhile, Commodore Lambert has informed the Governor of Queensland of his intention to send the "Rosario" to the islands to make full inquiry into the whole system of native emigration.

I am, &c.,
(Signed) ARTHUR OTWAY.

Inclosure 1 in No. 4.

Governor Blackall to Earl Granville.

My Lord,

Brisbane, April 16, 1869.

I have the honor to forward to your Lordship copies of resolutions adopted at a meeting held in Brisbane on the 8th March, and presided over by the Mayor, with regard to an importation into this Colony of natives from the group of South Sea Islands, called Polynesia or New Hebrides.

2. As these resolutions, in effect, request the repeal of an Act of Legislature, and express an opinion that no legislation on such a subject can be satisfactory, I considered it my duty to lay the matter before my Attorney General, and to call upon him for a report as to the correctness of the view taken by the meeting of the working of the present Act, and the probable consequences of repealing it; with suggestions of any amendment which struck him as possible to introduce to satisfy the memorialists that due care was taken to insure fair dealing in shipping natives from the islands.

3.

3. I have now the honor to forward the report furnished by the Attorney General, by which your Lordship will perceive that, whilst the Attorney General admits the present law may be improved, and he has introduced an amended Act for that purpose, yet he considers that great misapprehension exists on the part of the memorialists; and the imputation that anything like slavery existing in Queensland is a gross exaggeration; and that an unconditional repeal of the present Act would lead to great difficulty.

4. In connection with this matter, I enclose to your Lordship copy of a letter which I have received from Commodore Lambert, covering a complaint made to him by the Rev. Mr. McNair, a Missionary stationed at one of the islands of the New Hebrides. I referred these letters to the Colonial Secretary, with a request that a searching inquiry should be made into the case on the arrival of the "Latona," the vessel alluded to; this, your Lordship will perceive, has been done, and the result throws considerable doubt on the correctness of the Rev. Mr. McNair's statement.

5. In conclusion, I would venture to offer to your Lordship my own opinion, derived from my short residence here, that there is no reason to apprehend any unfair treatment of these islanders during their employment in this Colony. They have even greater opportunities of making their complaints known than the coolies who are imported into Trinidad or British Guiana from India or China.

6. I have seen them employed on several plantations here, working amicably with the Europeans, and treated on an equality with them.

7. Nor do I believe that their employment is likely seriously to interfere with European immigration, or the employment of white labour; on the contrary, I consider that some kind of coloured labour must be introduced, if sugar is to be cultivated to any great extent in the tropical portions of this Colony, which will entail an additional demand for skilled white labour; at the same time I am quite impressed with the necessity of surrounding this traffic with well-considered safeguards; and your Lordship may rely upon my watching with great care the legislation proposed, and the manner of carrying out the details.

Inclosure 2 in No. 4.

Commodore Lambert to Governor Blackall.

Sir,

"Challenger," at Wellington, January 28, 1869.

I have the honor to enclose for your Excellency's information copy of a correspondence I have this day received from the Rev. Mr. McNair, Presbyterian Missionary at Port Dillon, Island of Erromanga, New Hebrides, relative to the proceedings of G. Smith, master of the schooner "Latona," in taking away natives of that island, and stating, as his reason for so doing, that he had a license from the Queensland Government.

I forward this correspondence to your Excellency, as I have lately received communications from the Admiralty on the subject of the traffic of natives from the South Sea Islands, and I am about to send the "Rosario" to make full inquiries into the whole system.

I have, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 3 in No. 4.

The Rev. J. McNair to Commodore Lambert.

Sir,

Dillon's Bay, Erromanga, October 22, 1868.

When I had the pleasure of seeing you here two months ago you will, I dare say, recollect a part of our conversation turned on the semi, or rather real, slave traffic carried on amongst these islands by a parcel of ruffians of the lowest type, sailing, as the case may be, from Queensland, Fiji, or New Caledonia, and employing, as agents, old Sandalwooders who have acquired a smattering of some of the New Hebrides languages, and who have at the same time distinguished themselves for their treachery, and foul murders, and gross immorality. You will perhaps remember I mentioned a case which occurred on the 2nd July last. On the morning of that day a suspicious little schooner was noticed to pass the bay, but did not call here. In a day or two some natives from the north end of the island came to the Mission premises to see if the Missionary could do anything for them, because "Charley" was on board the vessel in question, and had deceived them, by representing that Captain Joe (Joseph Hastings, a kind man) was on board, with plenty of tobacco, powder and shot, &c. The bait took well, for the wily Sandalwooders managed to hook twelve or more stalwart Erromangans on the shoulders of Captain Hastings, who were no sooner got on board than they were clapped below the hatches. As this man is a fair specimen of the class of agents employed in this nefarious traffic, we shall, with your pleasure, endeavour to sketch him: Charles Hyde, a native of New York, rather below the middle size, about thirty-five years of age, peering eyes, sallow countenance, sufficiently sunburnt, bloated face, and very emaciated—certainly no great temptation to cannibals—and yet the deceived Erromangans are threatening him to try him in the oven should he fortunately fall into their hands. So far as I can learn he came to these islands about ten years since in the capacity of cook or steward on board a sandalwooding or trading vessel. He remained on this island four or five years, shifting from place to place as circumstances required, for he made himself very odious to the natives by running off with other men's wives, stealing fowls and pigs, and having a hand in killing one of the natives of the island of Lifu (one of the Loyalty), and three Erromangans,—two men and a girl. Quitting Erromanga, he went sandalwooding to Santo, where he took a prominent part, killing ten of the natives of that island in a skirmish, caused very much on account of his pilfering propensities. After leaving Santo, two years ago, he set up a kind of a coconut oil establishment towards the north end of the island of Tanna, but having sold to the slavers sons or relatives of a Chief there, he was this year burnt out by the enraged Tannese there, when he made good his escape to Port Resolution, which appears to be his present head-quarters.

On the afternoon of the 6th instant a little schooner came to anchor in this bay. The anchor was not long down when two natives of Floras, or South River, made their appearance here, saying that Charley

was

was on board the vessel referred to, and that he had succeeded in inducing nine of their companions into his boat by declaring he had very large pigs for them on board,—excellent ones for their approaching feasts,—as well as tobacco, powder and shot, &c., in abundance. On hearing this story there was a good deal of excitement even among the Christian natives, as not a few of their near relatives had been stolen in a similar manner on previous occasions. I told them to keep very quiet, but it would be well if they could ascertain for me the name of the vessel, captain, and where bound for. Accordingly, four or five of them went off to the vessel in my boat, but as it was now dark they could not make out the name of the craft, neither could they find out the name of the captain, nor yet could they see any Erromangans on board. They learned, however, that it was their intention to water on the following day, this being a convenient place for that purpose. Consequently, early in the morning a boat with five natives of Maré landed at this station. I desired them to come under the verandah that I might question them a little there. I may add (with one exception) that I found these natives calm and Christian in their conduct, thoughtful and accurate in their expressions, and the knowledge of one of them, especially of the English language, surprising for a native; in short, quite a credit to the Missionaries on that island, Messrs. Jones and Creagh. Their story is as follows, viz. :—

Schooner "Latona," Captain Smith, from Queensland, came to Maré, got six men; thence to Tanna, took on board Charley, and got fifteen men at different places; next to Erromanga, got nine men. "Now, my good fellow, are you sure about the number you got in Erromanga? You know nine are—four and five," holding up my fingers. He replied somewhat indignant, "Yes, me know nine—me know English." "Well, my good friend, I see you do; but tell me now, where these nine Erromangans were last night, when their friends could not see them when on board your vessel?" "Oh, we put 'em below." "Why do you do that?" "Because we no like 'em see their friends when near their own land." "Then I understand you have put them down below, and closed the hatches upon them until you are away from the land. Is that what you do?" "Yes, we do that." "And have you done the same to the Tanna men?" "Yes, we do same man Tanna; we keep 'em below." Having obtained this information, I wrote the following note, and sent it off in a canoe :—

"To Captain Smith, schooner 'Latona,'—I understand you have got nine Erromangans on board by treachery and lies,—induced to go on board your vessel yesterday: I have, therefore, to request you will have the kindness to send them on shore immediately, that I may question them on the subject; meanwhile, your boat will remain here until you comply with my request.

(Signed) "JAS. McNAIR.

"Dillon's Bay, October 7, 1868."

In half an hour or so a boat was seen coming up the river with three white men in it, and a number of natives. The white men were armed to the teeth with revolvers and rifles, one of whom remained in the boat; the other two came up to the verandah and knocked violently at one of the doors, and then came to one of the windows, which was open. When I observed that he was so heavily armed, and another rough at his back similarly equipped, I ordered him to put away his arms at once, and then I might be induced to speak to him. He did so, and in great rage demanded what business I had to keep his boat. The following interlocutions then took place :—"And who are you, pray?" "I am Captain Smith, of the schooner 'Latona.'" "Well, sir, if you come in here and take a seat, we shall talk over matters a little." "No, I won't go in; I want my boat—I shall make you pay for this. A man-of-war is not far off (referring to the "Blanche," I suppose). I shall get you punished; there will be bloodshed, and you will be blamed for it. I want to know what authority you have for keeping my boat. I shall go on board and get more men. I want my boat, and I shall have her, too." "Well, my good fellow, you are talking very fast; now I shall ask you one question, which you will please answer directly, viz. : Who has given you authority to steal men?" "What business have you to question me—are you Governor of this island? You have not seen the Erromangans on board this vessel—you have only native evidence. I have a license from the Queensland Government, which I can show you, if you like to come on board." "A license to steal people?" "No; not to steal people." "And yet you have stolen nine Erromangans yesterday." "I want to know what business you have to interfere with me?—I want to be off—I want my boat." "Well, I daresay—but you will have the goodness to land these Erromangans first. Suppose I saw you killing a man there, do you not think I should have a right to interfere?" "Yes; certainly." "Well then, is stealing men a much less crime? You know they are both often classed together, and are both infringements of British law, and yet you have violated that law. You ask my authority for interfering with you. I have British law on my side—yea, I have even a higher authority to bear me out: the laws of justice and morality on which the British Constitution is founded, and which you have so foully transgressed yesterday. You will therefore land these Erromangans at once, or sign a note to that effect, otherwise your boat will remain here." "No, no, I will sign nothing; I will not put my hand to anything of the sort. You had better not try me; I will not do it." "Very well, the boat will simply remain." "I will go for more men; there will be bloodshed." "Oh, if you want fighting, there are plenty here ready to fight you." Meanwhile I noticed a number of heathen collecting fast by a back path, and it is quite possible our bullying friend noticed this movement also, for he very soon signed the note, taking care, however, before doing so, to draw the pen through the words, "Dillon's Bay, Erromanga."

The note is as follows :—

"Dillon's Bay, Erromanga, October 7, 1868.

"I hereby agree to send on shore (immediately) all the Erromangans I have on board.

(Signed) "G. SMITH, Master, schooner 'Latona.'"

"To Rev. Jas. McNair."

I inclose the original, that you may judge for yourself. I explained to the natives that he had signed this note to me, and that if he did not land their friends I would forward it to his Chief (meaning you in Sydney), and meanwhile, in order to prevent fighting, they had better allow him to take the boat. Some of them, however, were not satisfied, and argued strongly that the boat should be kept until their friends were actually landed, for they had plenty of guns, powder, and ball, and they could sink the boats and then the white men could not get away. I said I did not doubt that they were quite able to kill all the white men, but the white men had a number of revolvers, and they might kill a number of Erromangans; besides, Missionaries did not like to see people fight and kill one another; it would be better to

leave

leave it with the big Chief in Sydney to punish them, and that I was sure if the man-of-war was here to-day the bad vessel would be searched immediately and the Erromangans landed. At last they somewhat reluctantly allowed the boat to go, and Smith proved himself ungrateful enough to me for perhaps saving his life, and faithless enough to his own promise, in weighing anchor at once and going off without landing a single Erromangan.

I enclose a list of the names of those kidnapped at this time, which may assist in finding them out in Queensland, and I shall look to you as the good and big Chief of these lawless subjects of yours, to see that these poor natives be rescued from their iron grasp and safely returned to their native land, from which they have been so basely and so foully snatched by some of the lowest and most degraded of our countrymen.

I am, &c.,
(Signed) JAMES McNAIR.

Names of Natives of Erromanga stolen by Captain G. Smith, of the schooner "Latona," from Queensland, on the 6th of October, 1868:—

Naling, Chief.	Chupukan.
Nolmah, ditto.	Etangar.
Nararunan.	Eijore.
Jowene.	

Two others were taken at the same time, but being from a distance, or bushmen, I have not been able to get their names.

(Signed) JAS. McNAIR.

Inclosure 4 in No. 4.

Mr. M'Donnell to the Colonial Secretary.

Immigration Office, Brisbane, February 16, 1869.

Sir,

In compliance with your request, I have the honor to report on the letter from Commodore Lambert to His Excellency the Governor, enclosing a communication from the Rev. Mr. McNair, of the Island of Erromanga, New Hebrides, in which the latter states that in October, 1868, the schooner "Latona," of Queensland, George Smith, master, arrived there with a man named Charley, who induced nine Erromangans to go on board the vessel, and confined them below the hatches, with the intention of bringing them to Queensland; and that Captain Smith, when applied to by the Rev. Mr. McNair, gave an order for their release, but ultimately sailed without landing them.

On reference to the records of this department, I find that the schooner "Latona," George Smith, master, arrived in Brisbane, from the South Sea Islands, on the 3rd November last, with 75 Polynesians on board, viz., 6 from the Island of Maré, 5 from Taka, 24 from Lifu, 27 from Tanna, and 13 from Erromanga. On looking amongst the names I can only discern three in any way corresponding with those mentioned by Mr. McNair. This coincidence appears to be sufficient to prove that these are the men alluded to when coupled with the dates given. The names of the Erromangans who arrived are shown in the margin* [see below] in juxtaposition with those given by Mr. McNair. I may add that the names were given to me by the natives themselves.

The certificate required under clause 8 of the Act was procured for these men, signed by the recruiting agent, James Martin; the interpreter, Charles Hyde; by the natives, with their marks; and countersigned by the master, George Smith.

On my visit to the vessel the thirteen men were mustered, and, amongst other questions, I asked them if the captain (pointing him out) had stolen or run away with them; and they replied, as well as they could, in the negative. I put the question to them in various shapes with the same result.

Six of the other islanders on board had been employed in the colony before, and were returning for further service. One of these could make himself understood by the Erromanga men, and assisted me in questioning them. He spoke and made signs in such a way that I could understand him as well.

The Erromanga men, as well as the others, were in good health, condition, and spirits; they stated, by signs and words, that they came to work for three years, and were to get £18, with plenty of food and clothing. The latter I described to them; they were all hired under bond and agreement, which were signed in my presence. They are engaged in agricultural occupations—5 in the district of the Logan, 4 at Nerang Creek, and 4 at Maryborough.

The vessel was very clean, and there was abundance of food on board, consisting of yams, pigs, &c.

Mr. Taylor Winship, of Cleveland, is the owner and employer of the "Latona," and was on board at the time of my visit. From what I know of that gentleman I am sure he will make strict inquiry on the arrival of the vessel daily expected.

George Smith is no longer master of the "Latona," but the former recruiting agent, James Martin, is now captain, and will therefore be in a position to answer inquiries.

It appears to me a pity that the Rev. Mr. McNair did not accept the invitation given him by Captain Smith to go on board his vessel and see the license, as he would then have had an opportunity of conversing with the Erromanga men, and probably have thrown more light on the subject.

I have, &c.,
(Signed) JOHN M'DONNELL.

<i>* Erromangans, per "Latona."</i>		<i>Names given by Rev. Mr. McNair.</i>	
Nalen.	Narron.	Naling.	Umpoohun.
Narrafoonam.	Nairpowan.	Nararoonam.	Itagar.
Jowene.	Oomass.	Jowene.	Eijore.
Hitaby.	Isla.	Naluch.	And two others, unknown.
Maneroo.	Nawatue.		
Eshoot.	Isogenta.		

Inclosure

Inclosure 5 in No. 4.

*Mr. Hodgson to the Attorney General.**Colonial Secretary's Office, Brisbane, April 8, 1869.*

Sir,

I do myself the honor to forward you a further report from the Immigration Agent on the subject of the alleged kidnapping case by Captain Smith, late of the schooner "Latona," as brought under the notice of His Excellency the Governor in a letter from Commodore Lambert, accompanying a complaint from the Rev. Mr. McNair. I also forward a declaration from Mr. James Martin, at present master of the "Latona," now in this port; and as soon as Captain Smith returns from Melbourne his declaration shall be taken and forwarded to you.

I am, &c.,
(Signed) ARTHUR HODGSON.

Inclosure 6 in No. 4.

*Mr. M'Donnell to Mr. Hodgson.**Immigration Office, Brisbane, April 7, 1869.*

Sir,

With reference to my letter, dated the 16th February last, reporting on a communication from Commodore Lambert respecting a complaint made by the Rev. Mr. McNair on the subject of the embarkation of nine Erromangans in the schooner "Latona" in October last, I have the honor to state that the "Latona" has lately arrived in port after a long delay at the islands owing to bad weather.

As soon as possible after her arrival, I went on board and saw Captain Martin, who was alluded to in my former letter as having been the licensed agent on board the "Latona" in October last. On examining him very closely, in the presence of Mr. W. C. Winship, he stated that on the occasion alluded to he accompanied Captain Smith, when he went on shore at Dillon's Bay, to see Mr. McNair relative to the seizure of the boat, and was acquainted with all the circumstances of the case. The statement made by Captain Martin has been drawn up in the shape of a statutory declaration, which is herewith inclosed.

It will be seen, on reference thereto, that Captain Smith, on receipt of Mr. McNair's letter, informing him of the seizure of the boat, and demanding that the men should be sent on shore, asked the Erromangans who were on board if they wished to be landed, and they replied that they wished to go in the ship. On seeing Mr. McNair, Smith informed him of the circumstance, and invited him to come on board and examine the men himself if he disbelieved his (Smith's) statement. This Mr. McNair declined to do.

It will doubtless be remembered that Mr. McNair alluded to this invitation in his letter to Commodore Lambert.

Captain Martin attributed the seizure of the boat to a desire on the part of one of the natives to prevent his brother from coming in the vessel. This native had previously been on board the "Latona" with his brother; and having no wish to come with him was sent on shore with a number of the islanders, who also refused to remain in the schooner. Captain Smith is at present in Melbourne, in charge of a vessel, but is expected back in a few weeks, as his family are resident in Brisbane. Before he left I told him that when the "Latona" arrived I intended to hold an investigation into the matter of Mr. McNair's complaint, and he expressed his willingness to give whatever information was required, and made a verbal statement, which is corroborative of that given by Captain Martin.

A declaration will be taken in his case as soon as he returns to Brisbane.

I have, &c.,
(Signed) JOHN M'DONNELL.

Inclosure 7 in No. 4.

Declaration of James Martin.

I, JAMES MARTIN, master of the schooner "Latona," do solemnly and sincerely declare that, in the month of October last, I was duly licensed recruiting agent for the purpose of importing Polynesian labourers from the South Sea Islands into Queensland, and in such capacity I was engaged on board the aforesaid schooner, of which vessel George Smith was then master, and called at the island of Erromanga, and engaged thirteen islanders for service in Queensland; they remained on board of their own free will and consent, and several others from same island, who had also been on board, were re-landed, as they refused to engage for service in Queensland. Amongst the latter was a man whose brother remained on board; we had on board at this time an Erromangan woman, to whom we gave a free passage from the Island of Tanna to her native place, which was situated near Dillon's Bay, Erromanga. We proceeded to the latter place in order to land this woman. We sent the ship's boat for the purpose of landing this woman, and as soon as she was landed the natives seized the boat, and drew it up a long distance from the water.

Amongst these men was the islander who did not wish to come to Queensland, and who objected to his brother coming with us; this, in my opinion, was the cause of the seizure of the boat.

Soon after this occurrence Captain Smith received a letter from Mr. McNair, informing him that he had detained the boat, and that his reason for so doing was, that nine Erromangans were taken on board and kept there against their will. On receiving the letter Captain Smith asked the Erromangans who were on board if they wished to be landed; they said they wished to go in the ship. Captain Smith then went on shore, and I accompanied him. On seeing Mr. McNair, Smith asked him why the boat was seized, and what authority he had for acting in such a manner. Mr. McNair replied, that there were nine Erromangans on board whom he required Smith to land. Captain Smith explained that when he received Mr. McNair's letter he had asked the men if they wished to go ashore, as he did not want to keep them if they liked to be landed, and that they had said they would remain on board. Mr. McNair then said he could

not

not get the boat unless his wish was complied with. Smith then said, "If you disbelieve me, come on board and talk to the men yourself." Mr. McNair said he would do nothing of the kind, but wished us to bring the men ashore. Smith replied, "If you do not give me the boat by fair means, he would be obliged to take it by force;" but he feared there would be bloodshed, and he said he blamed Mr. McNair for the disturbance, and that if anything occurred Mr. McNair would only have himself to blame, as he considered him (Mr. McNair) the instigator of the whole affair.

Captain Smith again said that he would not bring the men on shore, but that if Mr. McNair went on board, either that he (Captain Smith) or I would remain on shore as a guarantee of fair treatment. Mr. McNair declined to go on board at all, and said we would have to take the boat by force.

At this time there were upwards of 150 natives near us. After some further conversation between Captain Smith and Mr. McNair, the latter told the natives to haul the boat down to the water from the place where they had it, which was about 200 yards from the beach. We then got into the boat, went on board, and sailed away shortly afterwards. The men were not landed.

I am not aware that Captain Smith signed any paper promising to put the men on shore; I did not see him doing so. The natives appeared to be waiting for orders from Mr. McNair to seize us. If the natives had resolved on seizing the vessel they could easily have done so, as they numbered over 150, and were well armed, and had plenty of canoes; in fact they could have killed us, and burned the vessel, without much difficulty.

I have not seen Captain Smith since I returned from Brisbane, neither have I received any communication from him whatever; and I make this declaration, conscientiously believing the same to be true and by virtue of the provisions of the Oaths Act of 1867."

(Signed) JAMES MARTIN,
Master of the Schooner "Latona."

Declared and signed before me, this 5th day of April, 1869,—

(Signed) JOHN McDONNELL, J.P.

Inclosure 8 in No. 4.

Mr. Murdoch to Sir F. Rogers.

Emigration Board, June 21, 1869.

Sir,

I have to acknowledge your letter of 17th instant, with one from the Foreign Office, inclosing an extract of a letter from Mr. McNair, a Missionary in Erromanga, and other documents, on the subject of the alleged kidnapping of South Sea Islanders for employment in Queensland.

2. Mr. McNair states that, in the month of October, 1868, the schooner "Latona," Captain Smith, from Queensland, succeeded in kidnapping thirty natives from Maré, Tanna, and Erromanga (the former one of the Loyalty Islands, the two latter belonging to the New Hebrides Group), and sailed away with them, in spite of a written promise to Mr. McNair to reland the Erromangans. This is one of the cases referred to at the meeting recently held at Sydney to protest against South Sea emigration; but the name of the vessel and her destination was not then stated.

3. If the circumstances are correctly described, the case is clearly one of great atrocity, and occurring as it did after the passing of the Queensland Polynesian Labourers' Act (which was assented to on 4th March, 1868), it justifies serious misgivings as to the efficacy of that Act. It is evident that if, as may be taken for granted, the "Latona" sailed from Queensland after the passing of the Act, the master must have felt confident that he would be able to evade the provisions intended to prevent the introduction of labourers procured by force or fraud. We have no intelligence of the return of the "Latona" to Queensland, but I presume Earl Granville will call on the Governor to institute an inquiry into the case, and to report the result. Should it appear that the people were procured in the manner described, and that they have been landed in the Colony without discovery of the facts, it will be difficult to avoid the conclusion that the Polynesian Labourers' Act is a failure; but if so, there seems no alternative but to prohibit the immigration altogether. I do not see in what way the Act could be altered to make it more efficient to prevent kidnapping, and, at all events, if it failed in so outrageous a case as this, there could be no confidence that it would succeed better in other cases. The Legislature of Queensland would probably not refuse to prohibit the immigration, if once convinced that it could not be carried on without abuse; but if they did, the only authority that could intervene would be the Imperial Legislature. To give practical effect, however, to any Act that might be passed by Parliament, it would be necessary to employ vessels to cruise among the islands. It is superfluous to remark that even then the cruisers could only deal with British vessels. The American and French vessels engaged in trade among the islands would be beyond their cognizance.

4. The Foreign Office suggest that if the circumstances of the case have been correctly reported the master of the "Latona" should be punished. If there are the means of punishing him there cannot be a question as to the obligation to do so. But unless he can be subjected to the penalties of the Polynesian Labourers' Act, it is much to be feared that there is no law that can reach him. His kidnapping could not, I apprehend, be punished by Colonial law, even if there were any law that would meet the case, because it was done beyond the jurisdiction of the Colony. It does not fall within the terms of the Imperial Act (5 Geo. IV., cap. 113) for the abolition of the slave trade, and it would obviously be useless to bring actions for damages against him on behalf of the islanders. If, nevertheless, the Colonial authorities consider that he can be prosecuted in the Colony with any chance of success, the necessary proceedings should be taken against him. Even if the prosecution should eventually fail, the good faith of the Colonial Government would be vindicated, and a warning would be given to others that the utmost power of the law would be used to put a stop to outrages of this description.

I have, &c.,

(Signed) T. W. C. MURDOCH.

No. 5.

*Sir F. Sandford to Mr. Otway.—(Received, August 10.)**Downing-street, August 10, 1869.*

Sir,

In reference to the letter from this office of the 22nd ultimo, on the subject of the charges of kidnapping brought against the captains of the "Latona" and "Syren" by Mr. McNair, a Missionary at Erromanga, in the South Pacific, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a further Report from the Emigration Commissioners, which appears to Lord Granville to impugn the accuracy of Mr. McNair's statements.

I am desired to add that Lord Granville proposes to consult the Law Officers of the Crown as to whether any measures can be taken to put an end to abuses reported to have occurred in connection with the introduction of natives of the South Sea Islands into the Australian Colonies.

I am, &c.,
(Signed) F. R. SANDFORD.

Enclosure in No. 5.

*Mr. Murdoch to Sir F. Rogers.**Emigration Board, July 27, 1869.*

Sir,

I have to acknowledge your letter of 22nd instant, with a despatch from the Governor of Queensland, inclosing and reporting upon various papers connected with the introduction of South Sea Islanders into that Colony.

2. Among the enclosures to Colonel Blackall's despatch are a copy of resolutions adopted at a meeting at Brisbane, presided over by the Mayor, in which the immigration is denounced as slavery, and the copy of a letter from Commodore Lambert, forwarding a complaint from Mr. McNair, a Missionary in Erromanga, that some natives in that island had been kidnapped and carried away by the master of the ship "Latona." The other enclosures are, in substance, the answers of the local Government to these complaints.

3. The resolutions of the Brisbane meeting describe the immigration as "a backward step in the direction of slavery;" as an attempt to establish a system of labour opposed to the law and policy of the Imperial Government; as destructive of the work of the Missionaries in the islands, and demoralizing to the people themselves; and as opposed to the principles on which the Colony of Queensland was established, and calculated to check European immigration. It is further stated that the Act passed by the Legislature for the protection of the people has failed to accomplish that object; that it does not secure to the people proper treatment and protection, while it affords facilities for kidnapping and other crimes. It is therefore prayed that the Act may be repealed.

4. The letter from Mr. McNair, transmitted by Commodore Lambert, states that the schooner "Latona," Captain Smith, had kidnapped thirty natives from Maré, Tanna, and Erromanga, having decoyed them on board by false pretences and confined them under hatches; that the people of Erromanga were, in consequence, so excited that they would have murdered Mr. Smith and his boat's crew but for his (Mr. McNair's) interference; and that he interfered only on a written promise from Mr. Smith to re-land the Erromangans, which promise he broke.

5. It will be convenient to take the case of the "Latona" first.

6. Mr. McNair's representation was received in the beginning of last month from the Foreign Office. In reporting upon it on the 21st ultimo, I observed that if the circumstances were correctly reported, the case was one of great atrocity, and that if the people had been landed at Queensland without discovery, it would lead to the conclusion that the Polynesian Labourers' Act was a failure. The inclosures to Governor Blackall's despatch, however, give a different colouring to the transaction described by Mr. McNair. The papers were referred by the Governor to the Immigration Agent for investigation, and the result was as follows:—James Martin, now master of the "Latona," but at the time of the transaction in question the licensed recruiting agent on board, deposes that the Erromanga people remained on board of their own free will and consent; that others from the same island, who had been on board but refused to engage for service, were re-landed; that among those re-landed was the brother of one of the men who decided to go on; that it was the endeavour of this man to prevent the emigration of his brother, which caused the excitement among the people; and (as is acknowledged by Mr. McNair) that the master had invited Mr. McNair, if he was not satisfied, to go on board and talk to the men, offering to remain on shore while he did so, but that he refused. The Immigration Agent further reports that, on the arrival of the "Latona" at Brisbane, he went on board and asked the Erromangans whether the master had stolen them, and that they replied, "as well as they could," in the negative; that six of the other natives on board had been in the Colony before, one of whom could make himself understood by the Erromangans, and acted as interpreter; that the Erromangans as well as the others were in good health and spirits, and that they understood the agreement they had made and the wages they were to receive. The vessel also said to have been clean and well provisioned.

7. The Immigration Agent expresses regret that Mr. McNair did not accept the master's invitation to go on board and inquire on the spot into the circumstances of the case. If he had done so he would probably not have made the representation he did make to Commodore Lambert. It is clear that either Mr. McNair or the Immigration Agent were deceived in the matter, and the circumstances appear to make it more probable that it was Mr. McNair than the Immigration Agent.

8. In respect to the resolutions of the meeting at Brisbane, the Attorney General asserts that no instance of cruelty towards the South Sea Islanders, or anything like slavery, has ever come under his notice; that there are many persons in Queensland who would bring forward any case of kidnapping or ill-usage if they existed; and that any attempt to treat the people as slaves would be at once dealt with by the Law Officers of the Crown; that large investments in the cultivation of sugar and cotton, for which European labour would not be available, have been made in dependence of the labour of these people,
and

and consequently, that if the immigration were stopped great loss would accrue to the settlers engaged in this cultivation; that, moreover, to repeal the Act as proposed in the resolutions would leave the immigrants without any other protection than the ordinary law, and would deprive them of the security provided for their back passages; that the question will be dealt with during the approaching session of the local Legislature; and that among the amendments to be introduced into the Act it is proposed to require in future the introduction of a certain proportion of women; that the outrages that have been committed in connection with South Sea Island emigration have had no connection with immigration to Queensland; and that the Queensland Legislature has no power to prevent them. The Immigration Agent gives a summary of the number of South Sea Islanders introduced into Queensland before and since the Act. He admits that the Act has not been altogether successful, and he suggests alterations to the effect:—

1. That women should be included in the immigration at the rate of one-fifth the number of men.
2. That a Government agent should accompany each vessel, to superintend the collection of the emigrants.
3. That wages should be paid through the Government.
4. That a Government agent should accompany return emigrants to see that they are landed at the proper islands.
5. That employers of men introduced before the Act should make the necessary payments for their return passages; and
- 6 and 7. That cases between South Sea Islanders and their employers should be dealt with under the Polynesian Act, the evidence of the islanders being accepted without oath.
9. Lastly,—the Governor asserts that there is no reason to apprehend any unfair treatment of the immigrants in Queensland. He states that they have greater opportunities of making their complaints known than the Indian immigrants in the West Indies, and that he has seen them on several plantations working amicably with Europeans and treated on an equality with them.

10. The conclusion to be drawn from these papers is, as it appears to me, that the South Sea Islanders hitherto introduced into Queensland have been well treated; that the Polynesian Labourers' Act was passed in good faith, and with the full intention of providing these people with sufficient protection; and that the Legislature may be depended upon to make any additions or alterations that may be necessary to render it more efficient. The proposed additions, especially those that require the introduction of a proportion of females, and the presence of a Government officer on board the vessels both that recruit and that return emigrants, will be essential improvements of the law, and ought to be sufficient safeguards against kidnapping or ill-treatment of the people on board ship. At the same time it is evident that the labour of these people will be very valuable in Queensland, and it is difficult to deny the justice of the remarks of the Attorney General as to the advantages to be derived by the people themselves from the introduction to the higher civilization to be found in Queensland as compared with their native islands.

11. But while the present papers vindicate the Queensland emigration, they do not disprove—on the contrary, they distinctly show—that fraud and force have been employed by others in recruiting emigrants from some of these islands. The principal offender in this way appears to be a vessel called the "Young Australian," owned in and sailing from Sydney, which has been employed in the conveyance of natives from the New Hebrides and other islands to the Fiji Islands. No authority short of the Imperial Legislature can put a stop to proceedings of this description, nor would an Act of Parliament be of much avail unless cruisers were employed in the Polynesian Seas to carry it into effect. It is for Her Majesty's Government and Parliament to decide whether the circumstances are such as to require so stringent and costly a remedy. But in deciding on that question it must be borne in mind that the settlers in the Fiji and Samoa Islands, for whose service labourers are said to be kidnapped from other islands, are not all British subjects, but that there are among them Americans, and, it is believed, Frenchmen. Messrs. Burt and Underwood, whose treatment of the natives in their employ is said to have caused the outbreak in Viti Levu, mentioned in the Attorney General's report, in which a number of lives were lost, are Americans. Over others than British subjects, as well as over foreign ships, an Act of Parliament would of course have no authority.

I have, &c.,
(Signed) T. W. C. MURDOCH.

No. 6.

Sir F. Sandford to Mr. Hammond.—(Received, August 10.)

Sir,

Downing-street, August 10, 1869.

With reference to previous correspondence respecting the alleged kidnapping of South Sea Islanders, I am directed by Earl Granville to transmit to you the enclosed copy of a despatch on this subject, received from the Governor of New South Wales.

As the matter has no special reference to Queensland, it will be for Lord Clarendon to decide whether any communication should be made to the Admiralty in consequence of the suggestion made by Lord Belmore in the 8th paragraph of his despatch.

Lord Granville's despatch of the 25th March last, which is acknowledged by Lord Belmore, is that of which the draft was approved in your letter of the 6th of March last, having reference to reports made to the French Government by the Governor of New Caledonia respecting the kidnapping of the natives of the Loyalty Islands.

On this point Lord Granville expects to receive a further report from the Governor.

I am, &c.,
(Signed) F. R. SANDFORD.

Inclosure in No. 6.

The Earl of Belmore to Earl Granville.

My Lord,

Sydney, May 17, 1869.

Your Lordship's despatch, dated 25th March, informs me that your serious attention has been drawn to a subject about which it has been my duty lately to address you more than once,—the traffic in South Sea Island labourers.

2. This is a question about which a great diversity of opinion exists here, but it is one upon which I think I shall not be out of place in troubling you with a few observations, which you will no doubt take for what they may be worth.

3. In the first place, I will give you a story told me the other day by one of my Ministers, showing one of the methods by which the spirit of the Queensland Act may be evaded, whilst the letter of it is complied with. My informant, it is right to say, did not vouch for the truth of the story.

4. A vessel goes to one of the Cannibal Islands, thickly populated, and under the control of a Chief. The Chief wishes to reduce his population, and to pocket the premium the trader is ready to pay for each labourer. He calls his people together and says, "Here is a chance for thirty or forty of you to engage with this trader." The number required go on board. They are asked whether they are willing to go away in the vessel; they declare their willingness, and the terms of the law are apparently complied with.

5. But they know very well that if they refuse to go they will be killed and eaten. No comment seems to be necessary upon this, if it is true.

6. As far as I am able to form an opinion, the engagements made with those labourers who emigrate voluntarily are generally carried out by employers. There may be cases where they are not, but I am inclined to think they are the exception rather than the rule.

7. Where the Act is evaded is in procuring men by force, or otherwise improperly, and sometimes perhaps on the voyage. Your Lordship will see by a letter from the Consul at Fiji, which forms an inclosure to one of my despatches by this mail, that the contracts made by the labourers engaged there are fairly carried out.

8. The only way that I can see to check the irregularities on the part of masters of vessels which are complained of, is to have a man-of-war permanently stationed, or cruising about among the islands. I have conversed with naval officers on the subject; and, although I have not found an absolute agreement of opinion, yet I have come to the conclusion that if this service is to be properly attended to, the present strength of the Australian squadron (four ships) is insufficient.

9. Fiji is, speaking roughly, somewhere about 20° east by 8° or 9° north of Sydney. The ships are constantly wanted in New Zealand. The "Virago" spends a great deal of time to the northward in surveying and other duties; consequently, the visits of the men-of-war to the islands are only occasional, leaving considerable intervals of time, during which traders can do pretty much what they like.

10. If I might venture to offer an opinion, founded on what I have heard from others, a corvette of the "Brisk" class is the most useful for the islands. Speed or heavy guns are not required, but a light draught of water. Comparatively large crews for the size of the ship and plenty of boats are the great desiderata. It is also advisable that a vessel on this service should be commanded by a post-captain, in order that he may have precedence of the Consuls.

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

No. 7.

Acting Consul Thurston to the Earl of Clarendon.—(Received, August 13.)

My Lord,

Fiji, April 26, 1869.

I have the honor to inform you that Commander George Palmer, Her Majesty's ship "Rosario," has detained the British schooner "Daphne," of Melbourne, Victoria, and this day forwards said vessel to Sydney, New South Wales, in charge of an officer and crew from Her Majesty's ship under his command.

The "Daphne" arrived at this place on the 21st instant from a group of islands north of the New Hebrides, known as Banks' Islands. She had on board 100 Banks' islanders, none of whom could speak English; neither, my Lord, could they be communicated with through any foreign natives resident here.

The ship's papers showed her to have cleared from Queensland for the New Hebrides, carrying native passengers returning to their homes. The master also held "permits" from the Queensland Government for the conveyance of fifty passengers back to that Colony. These "permits" authorized one, Ross Lewin, a most notorious man, and almost beyond the pale of the law, to be recruiting agent.

The master of the "Daphne," one John Daggett, not being able to give good reasons why he has so far departed from the voyage for which he cleared, and considering that he is carrying more passengers than the Colonial Governments allow; that it is impossible to discover the means used, or the offers held out, inducing the islanders to embark; and seeing the *bonâ fides* of the agreements between the natives and any persons with whom they may engage, rests entirely upon the honesty of the above-named Ross Lewin, who is utterly unworthy of credit,—Commander Palmer and myself unite in deciding to forward the schooner to the Colony of New South Wales, on the ground of grave suspicion that the vessel has been engaged, either in active slavery, or in acts tending to promote and encourage a slave trade, contrary to Acts Geo. IV, cap. 113, and Vict. 16 and 17, cap. 98.

On the 17th of January last I requested Commodore Lambert would, if possible, despatch a ship to the New Hebrides as early as possible in April, in order that the system might there be investigated, and the exact title applicable to the traffic, so rapidly increasing, at once confirmed.

This duty has been performed by Commander Palmer, whose report will, I presume, be forwarded for your Lordship's information.

Commander Palmer has landed the natives arrived per "Daphne" in preference to sending them to Sydney. He has requested me to take charge of them on behalf of the Crown, or until I receive instructions from the Government of New South Wales.

I have, &c.,
(Signed) JOHN B. THURSTON.

No.

No. 8.

Sir F. Sandford to Mr. Otway.—(Received, August 13.)

Downing-street, August 13, 1869.

(Extract.)

I HAVE laid before Earl Granville your letter of the 3rd instant on the subject of the abuses connected with the introduction of immigrants into the Fiji Islands.

Lord Granville has by no means lost sight of this important question, and despatches are sent by the mail of the 13th instant to the Governors of New South Wales and Victoria, directing them to use every possible endeavour for the repression of these atrocities.

I am desired to inclose copies of two despatches which were received from Lord Belmore upon this subject by the last mail.

Lord Clarendon will observe, that, in his despatch of the 27th of May, Lord Belmore suggests that a Commissioner should be sent out to inquire into these cases of alleged slave-trading. Lord Granville will be glad to be made acquainted with Lord Clarendon's views upon this suggestion.

Inclosure 1 in No. 8.

The Earl of Belmore to Earl Granville.

Sydney, May 27, 1869.

(Extract.)

I HAVE the honor to inclose a memorial, addressed to me by planters and others at Fiji interested, on the subject of the Polynesian labourers imported to those islands.

This memorial has been conveyed to me by Commander Palmer, R.N., who has lately returned from the Islands with Her Majesty's ship "Rosario." The memorialists request me to send a copy of it to your Lordship, accompanied with such remarks as I may see fit to make. I send the original document, with the signatures attached.

Very considerable difference of opinion exists here with regard to this question.

As to the method by which labourers are procured, I had cause to think that the law was too often either evaded or set at defiance. I therefore requested Captain Palmer to furnish me with such general information as he might consider likely to be of value to me in reporting on the subject.

Herewith I inclose his reply.

My correspondence by this and former mails about the alleged murders on board the "Young Australian," and the detention of the schooner "Daphne," suspected of being engaged in a breach of the laws relating to the slave trade, will, I think, have shown your Lordship that there is a *prima facie* case for an inquiry into this matter.

I would suggest that such an inquiry could best be made by a Commissioner possessing a competent knowledge of the law, and totally unconnected either with the Australian Colonies, or with the islands in the Pacific Ocean.

I think that something of this sort is called for, both in the interest of the natives of the islands, and of the planters who desire to deal fairly with their native labourers, and also with regard to the honor of the British Empire.

Inclosure 2 in No. 8.

Memorial.

To His Excellency the Right Honorable the Earl of Belmore, Governor of New South Wales, &c.,—

My Lord,

We, the undersigned planters, and others interested, beg to memorialize your Lordship on a matter which deeply affects our interests and the progress of civilization in Fiji, and to express our regret that from press of time, and the want of means of communication, the far larger proportion of our fellow-residents cannot have an opportunity of joining your memorialists in this step.

Certain charges have been preferred against us in the Australian Colonies with reference to our mode of obtaining, and our treatment of, foreign labour.

We beg most distinctly to refute such charges, and in support thereof inclose certain documents, which we are confident will amply disprove those one-sided statements, and will further materially assist in establishing for our group so fair a reputation that your Excellency may have no hesitation in confirming the views we now respectfully submit.

We would suggest that Her Britannic Majesty's Consul be empowered to inspect all ships arriving with foreign laborers, in order to satisfy himself that they are voluntary immigrants, and that he should further have the power to demand a guarantee from parties employing such labour for their return home at the expiration of the time agreed on in each individual case.

To place prominently before your Excellency the feelings of our community on this subject we would call your attention to the following resolution of a meeting held here on the 20th instant, and carried unanimously:—

"That this meeting desires to express its indignation at any abuses that may have been committed, either by masters of vessels or by employers of foreign labour in these islands, and that it is its earnest wish to have the mode of introducing labour placed on a system of proper supervision."

We may here mention that, so far back as two years, a large portion of the planters formed amongst themselves an association for the purpose of protecting from any abuse the men on their various estates.

We can only add that immigrants, whose term of contract had expired, have in many cases assisted their former employers in procuring further labour, by not only themselves returning, but by also inducing their friends and relatives to join them in their return to Fiji.

We

We desire to record that the labourers hitherto employed have derived an actual benefit at our hands by being brought under a system of law and order, whereas in their own country they had lived in a state of cannibalism. We also beg to remind your Lordship that these natives, when brought to Fiji, have the advantage of a climate and diet similar to what they have been accustomed.

We respectfully refer you to the following inclosures :—

1. Reports of the proceedings at a public meeting, held at Levuka on the 20th April.
2. Copies of Consular statistics.

In conclusion, we would respectfully request your Excellency to forward a copy of this memorial to the Home Government, accompanied, should you see fit, by any remarks of your own.

And your memorialists will ever pray, &c.

Inclosure 3 in No. 8.

*Report of a Public Meeting held on the 20th of April, at the School of Arts, Levuka, Ovalau.
J. F. Wilson, Esq., Chairman.*

Proposed by Mr. F. W. Hennings, and seconded by Mr. A. Hamilton :—

“That a Committee of seven be appointed to draw up a memorial to the Earl of Belmore, praying him to forward the same to the Home Government for the purpose of explaining our present system of labour, and the mode of obtaining the same for Fiji; requesting that the Consul may be empowered to supervise the introduction of foreign labour; and that a letter be addressed to his Lordship with reference to certain abuses alleged to have been committed.”

Carried unanimously.

Proposed by Mr. J. T. Smith, and seconded by Mr. F. W. Hennings, that the following gentlemen form the Committee :—

Mr. F. W. Hennings.	Mr. W. Hennings.
Mr. J. F. Wilson.	Mr. J. T. Smith.
Mr. Wm. Scott.	Mr. M. Moore.
Mr. Stewart Lee.	

Mr. F. W. Hennings proposed the first resolution, which was seconded by Mr. J. T. Smith, and carried unanimously :—

“That the planters of Fiji form a body to draw up a code regulating the hours of labour, the food, accommodation, and wages, of all South Sea Islanders employed in Fiji, and that two Commissioners be appointed for the purpose of periodically inspecting the various plantations, and to enforce the code formed.”

Proposed by Mr. Rupert Ryder, seconded by Mr. G. H. Holmes, and carried unanimously :—

“That this meeting desires to express its indignation at any abuses that may have been committed either by masters of vessels or by employers of foreign labour in these islands, and that it is its earnest wish to have the mode of introducing labour placed on a system of proper supervision.”

Proposed by Mr. A. Hamilton, and seconded by Mr. G. H. Holmes :—

“That this meeting desire the Committee to consider what means had best be adopted to collect the opinions of the planters and employers of Foreign labour on the question of the selection of Commissioners.”

Carried.

(Signed) { J. FORD WILSON, *Chairman.*
 { W. HENNINGS, *Secretary.*

Inclosure 4 in No. 8.

List of Vessels importing Free Labourers into Fiji.

[See previous Correspondence presented to Parliament August 10, 1869, Inclosure 6 in No. 18.]

Inclosure 5 in No. 8.

The Earl of Belmore to Commander Palmer.

Sydney, May 22, 1869.

Sir,

With reference to the memorial which you gave me to-day, signed by a large number of planters and others in Fiji, which they request me to forward to Her Majesty's Government, and also to your letter of this day's date, on the subject of the detention of the schooner "Daphne," suspected of being engaged in the slave trade amongst the South Sea Islands, I have the honor to request you to favour me with such general information on the subject of the Polynesian labour question as you may think likely to be of value in making a report to the Secretary of State for the Colonies.

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

Inclosure

Inclosure 6 in No. 8.

*Commander Palmer to the Earl of Belmore.**"Rosario," Sydney, May 25, 1869.*

My Lord,

I have the honor to acknowledge your letter of the 22nd instant, and, in reply, beg to inform your Lordship that, during my recent cruise among the South Sea Islands to carry out orders received from Commodore Lambert, I have ample proofs that a complete slave trade is being carried on amongst them.

I will give your Lordship a few instances:—

1. No less than fourteen English vessels are known to have taken away natives from the Loyalty Islands under the French Government of New Caledonia, and in one instance from Nomuca itself.

Admiral Guillain, the Governor, complained to me of the piratical practices of these vessels; on one occasion one of them took away a number of young children.

2. All the Missionaries at Aneiteum, Tanna, Erromanga, and Vaté (New Hebrides), made the same complaints as to the kidnapping of the natives of that group, and the consequent undermining of their influence with the people.

3. Several Chiefs complained to me about the way their people had been stolen away, oftentimes by violence, but more frequently by false promises.

4. In several instances natives have been enticed alongside these slavers by offers of muskets and tobacco, and then forcibly seized by the hair of their head, dragged on board, and their canoes sunk. Three natives that I examined at Ovalau, Fiji, all made the same statement, namely, that they had come on board to sell mats, &c., and get tobacco; that on its getting late they were told they could sleep on board if they chose, and go on shore in the morning; they did so; but in the morning no land was in sight, and they were brought to Fiji.

5. As a further proof of the absurdity of the so-called engagements between the natives and the Queensland agents, a Tanna native informed me that whenever the vessels anchored the natives were put under hatches, and their arms held while performing the functions of nature, so as to prevent their swimming on shore.

6. There are three men who appear to take the principal part in this iniquitous traffic, namely, Ross Lewin, Charles Hyde, and G. Smith, who go about from island to island in small vessels, getting cargoes of these unfortunate people how they can, for plantations in Queensland and Fiji.

In my despatch to Commodore Lambert I have pointed out how easily the Queensland Regulations may be avoided; and on my arrival at Fiji I had ample proof of this in the case of the schooner "Daphne," which I seized and detained.

Not only will the natives suffer morally from this cruel and degrading traffic, but the Missionaries, many of whom are living on the new Hebrides on sufferance, may lose their lives owing to the falsehood, treachery, and violence, which the natives receive at the hands of these men, who are a disgrace to any civilized community.

It ought to be distinctly understood that these natives (with very few exceptions) do not understand anything about engagements; they are just like children, and cannot resist tobacco and other presents; and where one goes the rest will follow like a flock of sheep; and it is idle to point to a native's mark to his engagement (made through an interested interpreter) as a proof that he understands what it contains.

On more than one occasion I learnt that these slavers declared their intention to put on fast steamers, in defiance of men-of-war, as cheap labour was in such demand in Queensland that it would pay them well; and this I believe they will attempt.

In the case of the "Daphne" at Fiji, no sooner was it ascertained she had 100 natives on board than their price (passage money it is called) ran up from £4 10s. to £6 per head, like so many cattle; and had I allowed them to be landed the master and supercargo would have pocketed £600.

In conclusion, my Lord, it is quite clear to me the reason we now and then hear of a boat's crew being massacred among the islands, and I fear greater disasters will occur if these pirates are allowed to infest the islands.

From what I have seen of the islanders I feel convinced that legitimate trade might be carried on among them with perfect safety if they are only treated with common justice and humanity; but if, on the other hand, their people are kidnapped, and their land obtained by fraudulent means, as a certain Melbourne Company has already done at Viti Levu, Fiji, they will meet treachery with treachery, until, like as in New Zealand, one race will be pitted against the other, and a fine people will be destroyed through their misfortune in being brought into contact with a Christian nation.

I have, &c.,

(Signed) G. W. PALMER.

Inclosure 7 in No. 8.

*The Earl of Belmore to Earl Granville.**Sydney, May 31, 1869.*

My Lord,

With reference to former correspondence on the subject of the murders on board the "Young Australian," I beg to inclose two further papers which I have received from Commander Palmer, R.N., who has lately returned from Fiji, together with a memorandum by the Attorney General thereon.

2. Hovell and Rangī have been tried before the Supreme Court, and found guilty of wilful murder, with a strong recommendation to mercy. They have been sentenced to death, but the sentence has been respited until certain points of law reserved by the Judge, at the request of the prisoners' counsel, have been argued before the Supreme Court.

3. The most material points were whether two witnesses, natives of Rotumah, were in law competent to be sworn, and whether the cause of the death of the natives was proved.

4. The Judge has made his report to me, and the case has been considered in Council to-day in accordance with the tenor of my instructions, and further consideration of it postponed until after the Supreme Court has decided the points reserved.

5. I may add that the Judge stated, in reply to questions put to him when in attendance before the Executive Council to-day, that he considered Rangī to be the most guilty of the two, and that he thought that Hovell lost his head, and did not know what he was doing. In his report he states, "The prisoner Hovell seems not to have taken any part in the matter further than exclaiming, when he heard the firing, 'My God, what is that?' and that he afterwards called out, 'Don't shoot them; try and pacify them; not to shoot to kill them,—that they must be shot;—not to shoot but wound them.' After these expressions the natives were shot, and their dead bodies thrown overboard."

6. I inclose a copy of the evidence extracted from the *Sydney Morning Herald*. The Judge told me that the alleged tomahawking of one native is doubtful.

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

Inclosure 8 in No. 8.

The Attorney General to the Private Secretary.

May 26, 1869.

THE Attorney General begs to return the accompanying letter and inclosure with thanks. They reached him when the trial of Hovell and Rangī was in progress, and when therefore it was too late to obtain the evidence of the native referred to by Captain Palmer. It need not be said that the statements communicated by that officer were not susceptible of substantiation by any testimony which he could himself have given.

(Signed) W.E.P.

Inclosure 9 in No. 8.

Commander Palmer to the Earl of Belmore.

"Rosario," Sydney, May 24, 1869.

My Lord,

I have the honor to enclose for your information a statement made by a Rotumah native called Mummy, late one of the crew of the "Young Australian," and a witness to the murder of the natives on board her. It was made in the presence of the Rev. Mr. Neilson, of Tanna, Thomas Davis, a European resident at Port Resolution, and myself, and interpreted by Joel, another Rotumah man, who spoke English.

"Was on board the 'Young Australian,' Hovell, master, as one of the crew, in October, 1868. Three men were brought on board from Api Island, New Hebrides, in a boat; only two wished to come; the other jumped overboard and swam away. Boat pulled after him, and Sam (another Rotumah man) took a boat-hook and hooked the swimming man in the face, making a hole through his cheek. They got him into the boat, and flung him down on his back. The second mate, Robert Lennie, a Frenchman called Bob, was in charge of the boat, and ordered all this to be done. The three men were then taken on board the 'Young Australian,' the master giving them some cloth and mats; they were then sent down into the hold. There were natives already in the hold from Vaté, Tanna, and Rotumah, but none of these would allow these three men to come to their part of the hold. The wounded man demanded to be put on shore, and tried to get on deck, but he was flung back again; he tried again to get up, but was again flung back.

"A general fight then took place in the hold, and arrows were shot about indiscriminately, at both white men and natives, and David (another Rotumah man) was wounded.

"Heard Hovell call out to make them fast when they came on deck. The second mate, Bob, came aft and said, 'Take guns and shoot them.' Levinger say, 'Don't shoot, but make them fast.' They dare not go down into the hold to make them fast, so Levinger then say, 'Shoot them in the legs, but don't kill them.'

"The three white men, Bob, Louis, and Antonie, all Frenchmen, had muskets; so had Jemmy, Rangī, and myself. A light was shown into the hold by means of a stick and cotton, and the three Api men were shot, dragged on deck, and thrown overboard.

"Only two were dead; one was still alive when thrown overboard. Never heard Hovell speak, except say, 'Make them fast.'

"The bodies were thrown overboard by the three Frenchmen. The vessel was at anchor at the time."

I have, &c.,
(Signed) GEO. PALMER.

Inclosure 10 in No. 8.

Declaration of George Gerrish.

GEORGE GERRISH, of Levuka, Ovalau, Fiji, do hereby solemnly declare and affirm that the undermentioned statement was made before me by Robert Lennie, late second mate of the schooner "Young Australian," Albert Ross Hovell, master, of Sydney, New South Wales, and hoping that this might be beneficial to him the said Albert Ross Hovell, now under committal on the charge of murder on the high seas, respectfully pray that it may be taken into consideration.

Robert

Robert Lennie's Statement.

ABOUT the middle of November, 1868, I brought from the island of Manno or Pama (one of the New Hebrides) three men, who said that they were willing to proceed to the Fijis for the purpose of working there for an unnamed term. They were received on board by Captain Hovell and the supercargo, Levinger, who gave them a fathom of cloth each, and pipes and tobacco; they then proceeded to the lower deck, and whilst eating, some Tanna men commenced quarrelling with them.

I, Robert Lennie, then left the vessel with two boats belonging to the vessel for the purpose of bringing more men, but none were willing to go to Fiji. I returned. Before I reached the vessel, Captain Hovell made signs to me to bring the boat on her starboard quarter, because the Tanna and Pama men were fighting. Upon reaching the deck, I saw the three men I brought on board standing in the main hatchway, armed with bows and arrows firing at the Tanna men. They, the Pama men, also had in their possession an iron bar and a tomahawk. Captain Hovell then ordered the Tanna men to desist and clear from the main deck to allow the Pama men to go on shore again. Captain Hovell then took some green leaves (which is a sign of friendship) in his hand, and proceeded to the mainmast for the purpose of quieting the men, but they received him with a volley of arrows, one of which would certainly have killed him had it not been for the forebrace, which it struck whilst on its errand of destruction; at the same time one of the crew, a Rotumah man, whilst coming aft, received an arrow in his left breast; one of the Erromanga men seeing this, took hold of a rifle which was lying on the quarter and jumped to the main deck for the purpose of shooting or otherwise the men of Pama; he received an arrow in his head, another in his right arm. They were then seemingly quiet for about half-an-hour,—Captain Hovell in the meantime trying his best to quiet all disturbance, but not daring to go near the hatchway for fear of the arrows. A Rotumah boy then told one of the crew (Louis, a Frenchman) that the Pama men were piling cocoanut husks against the main hatchway for the purpose of firing the ship; whilst this was being said, Louis received an arrow in his foot. Captain Hovell, after trying his utmost to keep the Pama natives quiet, without avail, gave orders to cripple them by shooting at their legs. It was now about half-past 6 P.M., and perfectly dark, except by the blaze caused by the cocoanut husks, which were now blazing fiercely. The captain's orders were obeyed, and one was shot through the forehatch and two through the after bulkhead. They were in one corner, therefore we could not see whether we had killed them or not; but shortly after, we proceeded and found that two were dead and one mortally wounded, but receiving a blow from a Tanna man with a tomahawk, death was instantaneous. We then tied some heavy stones around their legs and threw them overboard. The next day we sailed for Santo. The whole of the arrows were poisoned, and three of the crew barely escaped with their lives. One of the crew (Louis, the Frenchman) distinctly heard, and so did others, the captain tell the first mate, McMasters, to make an entry in the log respecting this affair.

Inclosure 11 in No. 8.

The Earl of Belmore to Earl Granville.

Sydney, May 31, 1869.

My Lord,

I beg to draw your Lordship's attention to a letter from Mr. Acting Consul Thurston, which formed an enclosure to my despatch of the 20th March, 1869, in which he states that he gives me the information therein contained, in compliance with directions received from the Foreign Office; to another letter from him, forming an enclosure to my despatch of the 26th February, 1869; and also to a letter from Commander Palmer, R.N., which forms an enclosure to my despatch of the 26th May, 1869, who states in effect that he had given certain natives of the South Sea Islands, whom he had released from the schooner "Daphne," into the charge of Mr. Thurston until he (Mr. Thurston) should receive instructions from me as to their disposal.

2. No instructions with regard to matters of this sort having been given to me either by your Lordship or your predecessor, I do not feel authorized to interfere upon this last occasion. I have already informed you what I did on the former ones.

3. My object in making this communication is to ascertain whether, in the future, it is the wish of Her Majesty's Government that I should interfere in these matters, and, if so, to what extent. I think that, from the tone of Mr. Thurston's letters, which I have already forwarded to you, he is under the impression that the Foreign Office intended him to look to me for instructions in certain cases.

I have, &c.,

(Signed) BELMORE.

No. 9.

The Secretary to the Admiralty to Mr. Hammond.—(Received, August 18.)

Admiralty, August 16, 1869.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Earl of Clarendon, extracts from a letter of Commodore Lambert, dated 11th June, relative to the report made by Commander Palmer, of the "Rosario," as to the exportation of natives from various islands as labourers; and the measures taken by that officer in landing 100 natives from the British schooner "Daphne," of Melbourne, on suspicion of their having been kidnapped.

I am, &c.,

(Signed) VERNON LUSHINGTON.

Inclosure

Inclosure in No. 9.

Commodore Lambert to the Secretary to the Admiralty.

(Extract.)

June 11, 1869.

"ROSARIO" arrived at Sydney from the South Sea Islands on the 21st May.

Commander Palmer reports fully relative to the exportation of natives from different islands as labourers. Having only yesterday received letters from "Rosario," I am unable to report on this subject by the present mail, but will do so by next.

Commander Palmer informs me that whilst at Levuka, Fiji, an English schooner, the "Daphne," of Melbourne, arrived there from Banks' Island, with a cargo of 100 natives. From various discrepancies and irregularities in her papers, Commodore Palmer had "very strong ground for suspicion that the master and supercargo had been engaged in kidnapping natives, and therefore, after consideration, he caused these 100 natives to be landed, having previously written to the Consul to receive them on behalf of the Crown, and lodge them with those planters on the Island of Ovalau, who would treat them well, until instructions should be received from the Government of New South Wales."

He also detained the "Daphne," placed an officer and crew on board, and sent her to Sydney on the ground of grave suspicion that the schooner, master, supercargo, and crew have been engaged either in actual slavery, or, at least, in a most irregular traffic tending to promote and encourage the slave trade.

No. 10.

Sir F. Sandford to Mr. Otway.—(Received, August 20.)

Downing-street, August 18, 1869.

Sir,

I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a despatch from the Governor of New South Wales, inclosing a letter from Commander Palmer, of Her Majesty's ship "Rosario," in which he reports that he had detained the "Daphne," of Melbourne, on suspicion of being engaged in the slave trade.

I am also to annex a copy of another despatch from the Governor, reporting the arrival of the "Daphne" at Port Jackson, and that arrangements had been made for handing her over to the Marshal of the Vice-Admiralty Court.

I am, &c.,
(Signed) F. R. SANDFORD.

Inclosure 1 in No. 10.

The Earl of Belmore to Earl Granville.

Sydney, May 26, 1869.

My Lord,

I have the honor to enclose the copy of a letter which I received from Commander Palmer, of Her Majesty's ship "Rosario," informing me that he had detained the schooner "Daphne," of Melbourne, John C. Daggett, master, whilst at Levuka, Ovalau, Fiji, on suspicion of her having been engaged in what would constitute a breach of the laws relating to the slave trade.

2. Captain Palmer also informed me verbally that he put a prize crew on board of her under the command of Sub-Lieutenant the Honorable Richard Bingham, and that she might shortly be expected to arrive in this port.

3. He requests me in his letter to cause the Queen's Proctor, or any proctor, to enter proceedings against her in the Vice-Admiralty Court of New South Wales, on her arrival.

4. This letter has been referred to the Crown Law Officers, and I inclose two minutes by Sir William Manning, Q.C., Attorney General, upon the same.

5. The Crown Solicitor will take proceedings accordingly.

6. The "Daphne's" log and other papers have been handed over to me by Captain Palmer for the purposes of this prosecution.

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

Inclosure 2 in No. 10.

*Commander Palmer to the Earl of Belmore.**"Rosario," Sydney, May 24, 1869.*

My Lord,

In the absence of Commodore Lambert, I have the honor to report, for your Lordship's information, that I detained the schooner "Daphne," of Melbourne, John C. Daggett, master, while at Levuka, Ovalau, Fiji.

My reasons for so doing are as follows:—

1. They had on board 100 natives from the Banks Group, New Hebrides, without any interpreter, and quite naked. One lad (about eighteen) has quite lost the use of his left leg.

2. The clearance of the "Daphne" from Brisbane is only for the New Hebrides, and not for Fiji.

3. Form I. of the Queensland Labour Act purports to be an agreement between fifty-one natives and an agent of the name of Ross Lewin to go as labourers to Queensland, but the documents are all signed and witnessed by interested parties.

4. Being licensed to carry down only fifty-eight natives to Brisbane, according to Form C, I find this vessel at Ovalau, Fiji, with 100 on board.

5. The master and supercargo state that 108 natives were brought down to Tanna, and that eight were landed there for Lewin's own station, and the remainder (100) brought on to Ovalau, having re-engaged at Tanna. This re-engagement is drawn up and signed by the same interested parties. Moreover, the dates of these documents do not correspond with those of the "Daphne's" log, with the exception of the first.

6. Passenger list irregular from Brisbane, and not signed by any Port officer.

7. No clearance for the Fjjis, or any passenger list.

8. A native boat's crew on board, not on the ship's articles, belonging to the Loyalty Islands; they have at some period or other been taken from under the French flag. These men were placed on board the "Daphne" by Lewin, who appears to supply boat's crews for the purpose of kidnapping. I have clear evidence to this effect while amongst the New Hebrides.

Taking all these circumstances into consideration, I landed these unfortunate people at Levuka, each of them receiving a fathom of cloth and a good meal. I requested Mr. Thurston, the Acting British Consul, to take charge of them until he received further instructions from your Excellency.

I then detained the "Daphne," and placed an officer and crew on board her, with orders to proceed to Sydney, on the ground of grave suspicion that the schooner, [master, supercargo, and crew have been engaged either in actual slavery, or, at least, in a most irregular traffic, tending to promote and encourage the slave trade, in violation of the Acts 5 Geo. IV, c. 113, and 6 and 7 Vict., c. 98.

I have, therefore, the honor to request that, on the arrival of the "Daphne" in this port, you will cause the Queen's Proctor, or any other proctor, to enter proceedings against her in the Vice-Admiralty Court of New South Wales.

I may add that, although this vessel appears to be licensed by the Queensland Government agents to provide labourers, she is fitted up precisely the same as an African slaver, with the exception of leg irons, I found muskets and ammunition on board, and the supercargo, Mr. Pritchard, had a revolver loaded and capped.

The "Daphne's" log, together with her papers, are at present in my possession.

I have, &c.,
(Signed) GEO. PALMER.

Inclosure 3 in No. 10.

Minutes by the Attorney General.

Re Schooner "Daphne."

THERE can be no doubt of the duty of the Crown Law Officers of this Colony to act upon the instructions they have received for prosecuting this vessel to condemnation, unless they saw clearly that the facts demanded advice on their part to the contrary.

In my opinion, the facts are not such in this case. On the contrary, I think that the statements contained in the letter of Captain Palmer show abundant grounds for the course taken by him as Commander of Her Majesty's ship "Rosario," and amply suffice for requiring a submission of the case to investigation by the Court of Vice-Admiralty.

Whether the charge that the vessel was engaged in slaving will be capable of substantiation in the Court is by no means so clear; and the proof that the islanders found on board of her were being conveyed, and were confined "as, and in order to their being dealt with as, slaves," will be matter of much difficulty, both legal and practical: the former, because of the partial legislation of the traffic by the Queensland law, and because of the evidence that may be anticipated as to the non-slave character in which it was intended that the men should be employed; the latter, because of the probable legal incompetency of the islanders to give evidence on oath, and of the great advantage which the European master and crew will consequently have over them in this respect.

So far as the authorized number of fifty-eight men were concerned, the difficulty would be very great, as it would be said, perhaps irresistibly, that they were being conveyed under legal sanction to a country where the law would preclude their being "dealt with as slaves." But as the number actually carried was 108, of whom eight had already been landed at Tanna, and forty-two must have been designed for some other place not enjoying free institutions under a recognized Government, the Judge may be able to arrive at the conclusion that the fate of all beyond fifty-eight was intended to be that of slaves, notwithstanding the sworn statements that may be made to the contrary. He will not, however, have the same facilities as have usually been afforded in respect of the African slave trade, because the trade is not, as in that case, undisguised in its character, and known to be carried on in connection with countries in which slavery was a recognized institution.

The Crown Solicitor will be at once instructed to commence proceedings in the Vice-Admiralty Court of this port, so soon as the "Daphne" shall have arrived.

May 24, 1869.

(Signed) W.M.M.

The Crown Solicitor is requested to proceed accordingly.

Immediate.

A copy of the above to be forwarded to the Colonial Secretary, and Captain Palmer's letter to be returned so soon as the Crown Solicitor shall have made a copy of it.—W.M.M.

Re alleged Slave Trading in Schooner "Daphne."

IF this vessel is liable to condemnation for slavery, the master and crew would also be liable to be prosecuted criminally. The master's offence would be piracy and felony under section 9 of 5 Geo. IV, cap. 113, and the crew would be chargeable with misdemeanor under section 2.

I do not see that there can be any doubt of the jurisdiction of the Supreme Court of this Colony over such offences by virtue of section 4 of the "Constitution Act, 9 Geo. IV, cap. 83."

I think, therefore, that on the arrival of the "Daphne," the master and crew should be proceeded against for felony and misdemeanor, respectively. For this purpose the evidence of Captain Palmer or one of his officers would be required in the first instance at the Police office; and, perhaps, if the Justices should think fit to commit the accused, some of them may become disposed to save themselves by the avowal of the truth as to the mode in which the islanders were got on board, &c., and to give evidence for the Crown.

It will be advisable that the Crown Solicitor should attend at the Police office, assisted by a competent barrister, who should previously have been instructed to prepare himself fully.

May 24, 1869.

(Signed) W.M.M.

The Crown Solicitor is requested to proceed accordingly, unless he is aware of any decision negating the jurisdiction (which may be possible under the special language of the English Acts), or would wish to confer first with me as to the case generally.

A copy of the above minute to be sent to the Colonial Secretary after the Crown Solicitor has seen it, unless he thinks it desirable to confer with me previously.

(Signed) W.M.M.

Inclosure 4 in No. 10.

The Earl of Belmore to Earl Granville.

Wellington, New South Wales, June 12, 1869.

My Lord,

With reference to my despatch, dated 26th ultimo, I have the honor to inform your Lordship that the schooner "Daphne" arrived in Port Jackson on the 4th instant, in charge of Sub-Lieutenant the Hon. R. Bingham. All well.

2. I learnt by telegram that arrangements had been made for handing her over to the Marshal of the Vice-Admiralty Court.

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

No. 11.

Mr. Kay to Mr. Kinnaird, M.P.—(Communicated to the Earl of Clarendon by Mr. Kinnaird, August 20.)

R. P. Manse, Castle Douglas, N.B., August 12, 1869.

Dear Mr. Kinnaird,

I have to thank you for your kindness in so promptly forwarding the papers which reached me yesterday, and your note received this morning. The first-mentioned I have perused very carefully, and after full consideration of the contents I cannot say that I find anything to invalidate, but very much to confirm, Mr. McNair's statement.

The statement of Mr. McDonnell, Immigration Agent, seems to me very fairly drawn up, but it must appear to any one acquainted with the natives of such an island as Erromanga, that the absence of some one fully qualified to put such questions as would have brought out from the Erromangans themselves the facts of the case, must seriously have interfered with Mr. McDonnell's arriving at the truth. A conversation, carried on mainly by "signs," and in reference to such a matter as the idea which the natives had of a contract—how they were induced to sign it, and the amount of voluntariness with which they had "originally" entered upon the engagement—was not in my opinion a very likely way to arrive at the facts of the case. I say "originally," for one can very easily understand that when the natives found themselves in Queensland, and knew that better might not be, a willingness might be assumed which was far from real. I give the Immigration Agent all credit for being desirous to learn the truth, but his means of doing so were certainly very much inferior to those possessed by Mr. McNair, living among the natives and speaking their language.

I do not attach much, if any, importance to the apparent discrepancy between the list of names furnished by Mr. McNair and those appearing in the papers of the "Latona." To the captain and recruiting agent of the "Latona" it did not matter what names were put down; one name was quite as good as another. The orthography of the names as given by the natives would be guided very much (even supposing an attempt made to set them down honestly) by a hurried and imperfect recollection of the sound. There is still another possible explanation which the recent trial of Levinger, the supercargo of the "Young Australian," has brought to light,—that the lives of the poor natives are less accounted of than those of the beasts.

The fact that the papers were signed by Hyde seems to me to serve almost as a guarantee for force and deception having been employed. Hyde is a native of New York, who came to the New Hebrides about ten years ago in the capacity of a cook or steward on board of a sandalwood vessel. His cruelty and lust have been during that time notorious, and make his name one of evil omen to the natives. It is possible that Mr. McDonnell may not have been aware of this when he spoke of the papers as being in due form, inasmuch as they were signed by Martin and Hyde,—the former passing now as recruiting agent, and again as captain of the "Latona;" and the latter one of those men who are a scandal to civilization.

I turn now to Captain Martin's declaration. Permit me to say that that declaration in some respects confirms Mr. McNair's narrative; and where it contradicts it the declaration bears in itself the means of refutation. In one important point Martin is at fault, viz., in regard to the document which Captain Smith signed and left with the Missionary, promising to land the Erromangans. This document, which is as follows, is (the original) in Commodore Lambert's possession, and I have no doubt that when Smith returns to Brisbane he will be confronted by it:—

"Dillon's

"Dillon's Bay, Erromanga, October 7, 1868.

"I hereby agree to send on shore (immediately) all the Erromangans I have on board.

" (Signed) G. SMITH, *Master Schooner 'Latona.'*"

Two points seem to me open to remark—

1. If Smith felt so certain of the perfect willingness of the Erromangans to go to Queensland, it was an easy thing to have brought them on shore with him as the best reply to Mr. McNair's request that he sent the Erromangans to him (Mr. McNair) that he might question them.

2. To Mr. McNair's not going on board is owing, I believe, the safety of Smith and Martin. The offer to leave hostages in the hand of an infuriated native population could only, had it been accepted, have led to one result—the massacre of the hostages and unending complication of the most serious kind. It may be noted, also, that the invitation to go on board was not given to Mr. McNair with the promise that he should have an opportunity of questioning the natives, but of inspecting Captain Smith's license, the possession or non-possession of which was not the question at issue.

I feel certain that the more the matter is investigated the more evident will it appear that Mr. McNair's statement is in every point reliable. The Missionary, let it be observed, has no interests to serve save those of humanity and justice; while Martin and Hyde, and men of that class are hardened by long habit and evil practices, and have, besides, the demon of avarice goading them on.

Your advocacy of the cause of these poor islanders proceeds, so far as information from our Mission goes, upon the statement of men of unimpeachable veracity; otherwise I should not have requested you to move in the matter. Your familiarity with public affairs must long since have taught you how easily the official mind is satisfied with the statements of such men as Smith, Hyde, and Martin. To me the declarations submitted wear the aspect of an endeavour which was to be quite expected, to cover over a system which is full of wrong-doing.

I have sent to Mr. McNair, by the mail of to-day, a copy of the papers sent me yesterday, and have added instructions that if he has not already been furnished through Commodore Lambert with the declaration emitted by Martin, he should with the least possible delay send me his reply.

Once more thanking you for your kind interest in this matter, and with best wishes,

I am, &c.,

(Signed) JOHN KAY.

P.S.—I trust you will understand that I feel deeply grateful to Lord Clarendon and Mr. Otway for the promptness with which they have caused this matter to be investigated, and for their having sent out such instructions as have led to the action of Her Majesty's ship "Rosario," which, I find by advices received from Melbourne, recently captured the "Daphne" with 100 wretched natives on board; a few more such captures and the importing of natives to Fiji and Queensland will be found so unprofitable that it will be given up.

J.K.

No. 12.

Mr. Otway to the Secretary to the Admiralty.

Sir,

Foreign Office, August 21, 1869.

With reference to your letter of the 16th ultimo, I am directed by the Earl of Clarendon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, extracts of a despatch from the Governor of New South Wales, communicated to his Lordship by Earl Granville,* containing suggestions as to the class of vessel which can most usefully be employed in watching the operations connected with immigration from the South Sea Islands.

Lord Clarendon desires me to add that, if Lord Belmore's recommendation can be complied with, it would seem very desirable in order to check a traffic which is nothing but slave trade, and which is rapidly on the increase.

I am, &c.,

(Signed) ARTHUR OTWAY.

No. 13.

The Earl of Clarendon to Mr. Thornton.

Sir,

Foreign Office, September 2, 1869.

The serious attention of Her Majesty's Government has for some time past been directed to the operations which have been carried out for the purpose of procuring in the South Sea Islands immigrants, so called, to be transferred to the adjacent labour markets.

These operations appear to be systematically carried on, and to be rapidly assuming a large development; and it has become evident that, unless effective measures are speedily taken to regulate, if not to prohibit, them, Her Majesty's Government will experience the mortification of seeing a systematic slave trade breaking out in a new quarter.

Information on the subject, which has reached Her Majesty's Government, furnishes only too clear evidence of the frauds and deceptions to which the parties engaged in obtaining the immigrants have had recourse; and, as regards the treatment of the immigrants whilst on ship-board, it will be sufficient for me to state here that in the case of one vessel, "The Young Australian," a conviction for murder has been obtained against some of the crew in the Australian Courts, and that another vessel, the "Daphne," has been seized by the naval authorities, and will be proceeded against as being concerned in the traffic of slaves.

Her

* See previous correspondence, Enclosure 1 in No. 42.

Her Majesty's Government, on their part, have not failed to take such steps as are in their power to remedy this state of things. The attention of the Governor of the Australian Colonies has been called to the matter, and the naval authorities on the station have been instructed to watch the operations and to check abuses. Proclamations have also been promulgated by the Governors of New South Wales and of New Zealand, with a view to warn British subjects against illegal proceedings.

In the case of Queensland, the introduction of the immigrants has attracted the attention of the authorities with a view to secure proper treatment, and the fulfilment of contracts entered into with them. The Colonial legislation has also provided for the case; and I am informed that local attention is directed to the subject with the object of ascertaining whether that legislation is sufficient for the purposes in view. You will, however, learn from the papers herewith inclosed, and which have been presented to Parliament, the position in which Queensland stands in the matter.

I have informed you thus fully of the steps taken by Her Majesty's Government and by British authorities, as it is the desire of Her Majesty's Government that you should call the attention of the Government of the United States to the whole question; and they do not doubt that that Government will concur in the opinion that the two Governments should cordially co-operate in their endeavours to prevent the serious consequences which must result from this immigration, if left unchecked.

One of the principal markets in which the operators have been engaged in introducing immigrants appears to be the Fiji Islands, where the risks and evils attaching to the system are aggravated by the fact that we have to deal, on the one hand, with an uncivilized native community, and, on the other, with a rapidly increasing number of foreign settlers, being subjects and citizens of various Governments over whom it must be difficult to provide effective jurisdiction and control.

Amongst these, I am given to understand, are to be found a considerable number of American citizens; and it is said that schemes of territorial acquisition in the Fiji Islands have been promoted by them; and from statements which have been brought under my attention it would seem that, if the capabilities of the islands for cotton production should appear to be favourable, a considerable emigration may be attracted in that direction from the Southern States.

In view, therefore, of such considerations, as well as with the object of checking any operations likely to degenerate into a slave trade, slightly disguised, it is for the interest of the United States' Government to provide for the control over the American community in the Islands. From the explanations, however, which are contained in your despatch of the 10th April, it appears that the American legislation, which had for its object to provide the Consular Officers of the States with powers of this description, has practically proved insufficient for the purposes in view. In like manner Her Majesty's Government have found that legal difficulties interfere with their powers of extending the jurisdiction of Her Majesty's Consul under the provisions of the Consular Jurisdiction Act.

Her Majesty's Government will give their consideration as to the means by which those difficulties can be met. In the meanwhile they are informed that the Government of the United States have lately appointed Colonel Jennings as their Consul in the Fiji Islands; and in now instructing you to communicate this despatch to the United States Government, I have to request that you will state that Her Majesty's Government will gladly learn that Colonel Jennings is instructed to co-operate frankly with Her Majesty's Consul in exercising such legal powers as they respectively possess, and the influence attaching to them as representatives of the two Governments in the repression of the evils to which attention is called in this despatch.

I am, &c.,
(Signed) CLARENDON.

No. 14.

The Earl of Clarendon to Consul March.

Foreign Office, September 2, 1869.

Sir,

You will acquaint Mr. Thurston that Her Majesty's Government entirely approve the steps taken by him in conjunction with the naval authorities, in the case of the vessel "Daphne," as reported in his despatch of the 26th of April.

Her Majesty's Government are of opinion that the evidence of slave-trading in connection with the operations for procuring immigrants from the South Sea Islands is becoming more manifest, and that every step should be taken to remedy a state of things which appears to be rapidly becoming worse.

You are already fully aware of the views of Her Majesty's Government in this matter, and I have therefore only to add that I shall be glad to receive, as soon as it can be drawn up, the report you have been instructed to make on this subject.

I inclose, for your information, a copy of a memorial addressed to Lord Belmore by certain planters at Fiji, and which has been communicated to me by Lord Granville.* I have suggested to his Lordship that it is desirable that the memorialists should be informed that a remedy for the evils in question will be found in their cordial co-operation with you, and in the support given to you in dealing with the case of the immigrants.

I take this opportunity of adding that I shall be glad to learn that you are in a position to act in these matters in concert with Colonel Jennings, who I am informed has lately been appointed Consul for the United States in the Fiji Islands.

I am, &c.,
(Signed) CLARENDON.

No. 15.

Mr. Hammond to Sir R. Sandford.

Foreign Office, September 2, 1869.

(Extract.)

I AM directed by the Earl of Clarendon to acknowledge the receipt of your several letters noted in the margin † [see below] regarding the operations in progress for procuring immigrants from the South Sea Islands. Lord

* Inclosure 2 in No. 8.

† Nos. 8 and 10.

Lord Clarendon desires me, in expressing to Earl Granville his thanks for these communications, to state that he anticipates that Lord Granville will concur with him in the opinion that it is of extreme importance that every step should be taken to control a traffic which the cases of the vessels "Young Australian" and "Daphne" clearly show will rapidly assume the character of a slave trade.

As regards Lord Belmore's suggestion that a Commissioner should be appointed to act in the matter, Lord Clarendon is of opinion that evidence of slave-trading has long been clear, and is made much more manifest by the report of Captain Palmer, R.N., of which you have inclosed copy; and under these circumstances, Lord Clarendon does not see the advantage at this moment of acting on Lord Belmore's suggestion by sending out a Commissioner who could only investigate facts that are already known to Her Majesty's Government.

I am, at the same time, to suggest, for Lord Granville's consideration, whether Lord Belmore should not be instructed to inform the planters at Fiji, who signed the memorial inclosed in His Excellency's despatch No. 80, that whilst Her Majesty's Government are ready to give to Mr. Consul March every power which they can legally confer to enable him to deal with the case of the immigrants, the Committee and the European community in general can themselves most usefully co-operate with him both by the establishment of good regulations, and by inviting his assistance in enforcing them.

I am to inclose a copy of a despatch which Lord Clarendon is about to address to Her Majesty's Minister at Washington, inviting the co-operation of the United States Government in dealing with this matter.*

No. 16.

Mr. Hammond to the Secretary to the Admiralty.

Foreign Office, September 2, 1869.

Sir,

With reference to your letter of the 16th instant, I am directed by the Earl of Clarendon to request that you will suggest to the Lords Commissioners of the Admiralty that the proceedings of Commander Palmer, of Her Majesty's ship "Rosario," in regard to the vessel "Daphne," accused of proceedings in the Fiji Islands of a slave trade character, should be approved.

Lord Clarendon does not doubt that the case of the vessel in question, as well as the result of the trial in the Australian Courts in the case of the vessel "Young Australian," will have impressed on the Board that the operations for obtaining emigrants in the South Sea Islands are rapidly assuming a slave trade character; that the state of things in this respect is rapidly becoming worse and worse, and must be put a stop to; and that the whole matter requires the best attention and utmost vigilance of the naval authorities on the station.

I am, &c.,
(Signed) E. HAMMOND.

No. 17.

The Secretary to the Admiralty to Mr. Hammond.—(Received, September 10.)

Admiralty, September 8, 1869.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Earl of Clarendon, the accompanying copy of a letter from Commodore Lambert, with inclosures, from Commander Palmer, of the "Rosario," reporting his proceedings at the Fiji Islands, the seizure at Ovalau of the schooner "Daphne," of Melbourne, and his having sent her to Sydney on the ground of very grave suspicion that the schooner had been engaged in the slave trade.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure 1 in No. 17.

Commodore Lambert to the Secretary to the Admiralty.

"Challenger," at Wellington, July 1, 1869.

Sir,

I transmit herewith, to be laid before the Lords Commissioners of the Admiralty, a letter from Commander Palmer, of Her Majesty's ship "Rosario," reporting his proceedings at the Fiji Islands; the seizure, at Ovalau, of the schooner "Daphne," of Melbourne, and his having sent her to Sydney, "on the ground of very grave suspicion that the schooner, master, supercargo, and crew, have been engaged either in actual slavery, or at least in a most irregular traffic, tending to promote and encourage the slave trade."

2. I also transmit copy of a letter from Her Majesty's Acting Consul at the Fijis, stating his reasons for "thinking it best to send the 'Daphne' to Sydney," and copy of the Attorney General of New South Wales' opinion on the case.

3. I have called Commander Palmer's attention to his not having forwarded me inclosures Nos. 1, 2, and 3, referred to in his letter.

4. On carefully perusing Commander Palmer's report, and the reasons he gives for having seized the "Daphne" and sent her to Sydney, I can readily imagine he was led to the conclusion that, if he had not absolute ground for so doing, there were very suspicious circumstances connected with the movements of the vessel that would appear to render it desirable her proceedings should be inquired into; for instance,

instance, the fact of her having a clearance from Brisbane for the New Hebrides only; being empowered to recruit fifty-eight immigrants, labourers for Queensland, and then appearing at Fiji, where labour was known to be scarce, with 100 natives on board.

5. I have, however, informed Commander Palmer that, from the report he has forwarded to me on this case, my impression is that he has been premature in his proceedings by seizing the "Daphne," but that, as she is now in the Vice-Admiralty Court at Sydney awaiting adjudication, there is nothing to be done but to let the law take its course.

I am, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 2 in No. 17.

Commander Palmer to Commodore Lambert.

"Rosario," Levuka, Ovalau, April 24, 1869.

Sir,

In pursuance of your orders I left Vaté, New Hebrides, on the 5th of April, and arrived at this place on the 16th instant.

Mr. Thurston, the Acting Consul, being away at Tavioni Island, I was unable to transact any business until the 19th, the day of his return.

2. It appears, with regard to the natives taken from the Kingsmill Group, commonly called the "Line Islands," from being on the Equator, and marked in our charts as the Gilbert Islands, that some of the settlers have taken their own line of conduct in this matter, sending vessels for natives without either a clearance or permit from the Consul. No permits have been granted since the affair of the "Young Australian," and, therefore, those men who have sent for natives have done so on their own responsibility.

3. Wishing to question myself some of these Line Islanders, I proceeded with Mr. Thurston to Wai-dau, in this island, and visited the plantation of Mr. Boyd, where, by means of an interpreter, I obtained the following information:—

Malawa, a native of Nukalau (Kingsmill Group), stated that he went on board the "Mary Smith" to sell mats; that the white men told him to sleep on board as it was late, and he could go on shore the next morning. As there were a good many of his people (men and women) on board, he did so, and the next morning the ship was a long way off the land. They cried very much, and asked to be put on shore, but the master told them they were all to go to Fiji.

Q. Did the captain make any agreement with you? A. No; the captain say I pay you when I get to Fiji. Did not want to come to Fiji.

Q. Are you content since you have been in Fiji? A. No like Fiji; hang myself [making a sign of putting a rope round his neck] if I stop here long.

Q. Why don't you like Fiji? A. Don't like work.

Q. Have you plenty to eat? A. Plenty.

Q. Have you been well treated since you came to Fiji? A. Yes. I like the white man I work for. (Mr. Boyd.)

Arthur K. Rae, the supercargo of the "Mary Smith," told the natives when they got to Makongai Island, Fijis, that they were to remain thirty moons at Fiji, and then they would be sent back.

Kaurak, a native of Onoutau (Kingsmill Group), stated that he went on board the "Mary Smith" to barter. He wanted tobacco; but the hatches were put on them, and their canoes sent adrift; a great many canoes were so treated. He did not want to come to Fiji. There were nine women carried away with the men, as they also had come on board in the hopes of getting tobacco. He was told the same as Malawa about getting paid and sent back after thirty moons, by Mr. Rae, but this was not done until the vessel reached Makongai, Fiji.

Jemmy, a native of Perout (Kingsmill Group), states that he came in the schooner "Ida." He went on board to sell mats and fowls, and was told, as it was late, he could sleep on board. He did so, but the next morning the island was out of sight. He was told that he was only going to another island close to, but was brought on to Fiji. There were about sixty or seventy men brought over with him, and fifteen women. Mr. Rae told him at Makongai, Fiji, he was to stop thirty moons to work, and then he would be paid and taken back.

This man has been working at Nananu, Viti Levu, and murdered another native about six months ago, and is still Mr. Thurston's prisoner, but works willingly and well. He says all his countrymen want to go home, and don't like Fiji.

He had been working amicably alongside the native he murdered for more than two months, when another native said to him one day, "How is it you are friends with that man? Why, he killed your brother some time ago." Whereupon Jemmy got a knife and stuck him. This system of revenge is common to all these people.

On asking Mr. Boyd how he liked these Kingsmill people, he replied, not at all, and said if he had known how ill-adapted they were for labour he would never have engaged any of them, and shall be very glad when they go away, as they cannot work, and one man is quite imbecile, and lies on his back all day.

I quite agree with Mr. Thurston in his opinion that these Line Islanders are totally unfit (with a few exceptions) for agricultural labour, as on their own islands they have nothing but their own coconuts and fish, and neither yams nor taro plant, and as a rule they do not wish to leave their islands.

Mr. Thurston informed me that a native of the Kingsmill Group, named Keeboy, formerly a canoe-boy of his, had not long ago sent him a message to say that he had been stolen away, and was now working for Mr. Weber, the Hanseatic Consul in Samoa, and that hearing he was Consul in Fiji he hoped he would get him taken home.

On questioning Mr. Rae, the late supercargo of the "Mary Smith" and "Ida," on my return to Levuka, he declared all the natives knew of their engagements before they left their islands. That owing to there being no anchorage there, vessels drifted away very often. That the women wished to accompany the men, and that was the reason they were brought to Fiji. He landed them all at Makongai Island, which belongs to Mr. Hennings, as he wanted the largest number of labourers; the rest were then sent where they were wanted.

On

On my informing him of the opposite statements I had heard, he objected to that made by Malawa, as that man, he said, had left his wife, and come away from the island with another girl; but he wished me to come over to Makongai, and question the natives there. This I consented to do on Monday, the 26th instant, but in the meantime Mr. Rac went over there in his cutter without informing me of his intention, and as his reasons for so doing were evidently to post the natives up in what they were to say, I informed Mr. Thurston it would now be only waste of time my taking the ship over to Makongai.

4. Mr. David B. Clarke, late master of the barque "Anna" (owner, B. M. Latin, of Melbourne), stated that he went to the Kingsmill Group for labourers, and openly said he would not allow a single native to come on board improperly; the agents on board were George Lee and John Smith. They could not get any at either Hope, Byron, or Drummond Islands, as they were very shy, saying their people had been stolen away. Went on then to Perout, and through the influence of a white man named Meadows they got forty-two men, women, and children; they then went back to Byron's Island, and got sixteen natives, relatives to those on board from Perout. Mr. Clarke believes all these people came voluntarily to Fiji, as although he did not know the language they appeared to come willingly, and brought their entire families with them.

On the return of the "Anna" to Rewa, Viti Levu, Mr. Clarke was discharged to the shore, the owners complaining that it was his fault the vessel was not full of men; and he believes that if he had consented to kidnap he would have been still in command of the "Anna."

5. Mr. Thurston having informed me he expected two vessels from the Line Islands with natives belonging to Mr. Moore (junior), which had left Levuka without permits, I left orders before starting for Wai-dau, that in the event of the arrival during my absence no one was to be permitted to land.

On my return I found the English schooner "Daphne," John C. Daggett, master, was at anchor off Levuka with a cargo of 100 natives from Banks' Islands, New Hebrides, but she was not one of the vessels expected.

On examining her papers I found numerous irregularities, and soon had very strong grounds for suspicion that the master and supercargo had been engaged in kidnapping, more particularly as they could not give any satisfactory reason for coming to Fiji instead of Brisbane.

Her owners are Messrs. Smith, Sterne, Bates, Strickland, and Pritchard, of Melbourne, the latter being on board as supercargo.

My suspicions are based upon the following grounds:—

(1.) One hundred natives on board her without an interpreter, having no means of making known their wants.

One lad (about 18) has completely lost the use of his left leg.

Two-thirds of them are stark naked, the others have only small bits of rag, whereas they ought, by clause 20 of the Queensland Labour Act, to have received "immediately on embarkation," one flannel shirt, one pair trousers, and one blanket. Neither have they been fed according to the scale laid down in the same clause.

(2.) Clearance of "Daphne" from Brisbane only for the New Hebrides, and not for Fiji, and Form C (Queensland Labour Act) filled up, empowering Ross Lewin, as agent for Messrs. Thomas White, Francis Wilson, and Robert A. Ranking, all of Queensland, to recruit immigrant labourers for them, namely, 24, 26, and 8, respectively, making a total of 58.

This document bears the signatures of T. B. Stephens, Colonial Secretary of Queensland, and John McDonnell, Immigration Agent, Queensland.

(3.) Form I (Queensland Labour Act) purports to be an agreement between fifty-one natives and Ross Lewin, as agent, to go as labourers to Queensland, and signed by Murra, a native interpreter, W. D. Pritchard and Daniel Foster, the latter two being the supercargo and mate of the "Daphne," all interested parties. One lad, however, is totally unfit for work, as his left leg is paralyzed, and he was brought on board in this state by Lewin, contrary to clause 8 of the Queensland Labour Act.

These forms (five in number) are all dated the 14th March, 1869, but at no particular place, and all have the master of the "Daphne's" signature at the bottom, and, by the "Daphne's" log, she was on that date at sea.

(4.) These natives were taken from the following islands in Banks' Group, New Hebrides:—Gana, 23; Meralaba, 6; Amota Lava, 22; total, 51.

In addition to these, 57 more natives were collected at different islands, making 108 in all, and brought down to Tanna, being 50 in excess of the number Lewin was authorized to procure, namely, 58.

Eight were landed at Tanna for Lewin's own place there, and the rest (100) were brought on to Fiji as a speculation.

(5.) These 100 natives are said to have re-engaged at Tanna for Fiji, when written engagements were drawn up and signed by the same interested parties, with the exception that the master, instead of the mate, signed these last.

These engagements (four in number) are dated Mara Lavu, or Star Island, 9th March; Marua, or Aurora Islands, 12th March; Gana, 14th March; and Amota Lava, 16th March, 1869,—which dates do not correspond with the log of the "Daphne," with the exception of the first.

Moreover, both the master and supercargo state these last re-engagements for Fiji were all signed at Tanna, and that the natives all understood it.

(6.) Passenger list irregular, from Brisbane to Tanna, as G. Smith, formerly of the schooner "Latona," and mentioned in my letter from the New Hebrides (No. 2), as confederate with Charles Hyde in kidnapping natives, did not come up in the "Daphne."

This document is not signed by any Custom-house or other officer at Brisbane.

(7.) No clearance for Fiji, or any passenger list.

(8.) A native boat's crew on board, not on the ship's articles, as follows:—

Dick, Lifou, Loyalty Islands; Harry, Lifou, Loyalty Islands; Cowma, Lifou, Loyalty Islands; Fangi, Maré, Loyalty Islands; Dick, called "Caledonian Dick," New Caledonia; Beppo, Vaté, New Hebrides.

These men were got on board at Tanna, as a boat's crew, by Ross Lewin, at his station to leeward of the island. The first five have at some period or other been taken from under the French flag, probably about June, 1868, when the "Spunkie" (Lewin's vessel) took away some natives from Lonugani, Lifou, and which I have reported to you in my letter (No. 1) from New Caledonia.

By

By reference to the "Daphne's" articles, signed at Melbourne, she had, on the 18th April, 1868, six other natives of the Loyalty Islands on board, their last ship being the "Spunkie," from which they were discharged at Vaté, Sandwich Island, New Hebrides. It would thus appear that Ross Lewin is in the habit of supplying vessels with native boats' crews from the Loyalty Islands, for the purpose of kidnapping among the New Hebrides; and, from all I can learn, has established his head-quarters at Tanna, in order the more effectually to carry out his piratical practices.

Further, neither Mr. Thurston nor myself believe these natives understand anything about engagements, and from their general melancholy appearance, combined with the circumstances above related, we believe they have been kidnapped.

Taking all these things into consideration, I landed these 100 natives for the interest of humanity, each of them receiving a fathom of calico to cover their nakedness, together with a good meal, having previously written to Mr. Thurston to receive them on behalf of the Crown, and lodge them with those planters on the Island of Ovalau who would treat them well, until such time as he received further instructions from the Government of New South Wales, thus incurring no expense.

Had I allowed these natives to be landed, as intended by the master and supercargo, they would have fetched about £600, as, although the passage money from the New Hebrides and Kingsmill Group is only about £4 10s., labour was in such demand here that the price ran up, directly the "Daphne" anchored, to £5 10s. and £6 a head, precisely similar to what would have occurred if her cargo had been composed of cattle instead of human beings.

I then detained the "Daphne," and placed an officer and crew on board her, and shall send her down to Sydney on the ground of grave suspicion that the schooner, master, supercargo, and crew, have been engaged either in actual slavery, or at least in a most irregular traffic, tending to promote and encourage the slave trade, in violation of the Acts 5 Geo. IV, c. 113, and 6 & 7 Victoria, c. 98.

I may add, that this vessel is fitted up precisely the same as an African slaver (irons excepted), and I have given orders to Mr. Bingham, the officer in charge, that no fittings are to be disturbed.

On searching her I found 8 muskets, 60 $\frac{1}{2}$ -lb. tins, and 1 1-lb. tin of powder, 1 box of caps, and 1 revolver, which was loaded and capped.

As soon as possible Mr. Thurston will procure an interpreter from Banks' Group, as some of the natives of those islands are working in Fiji, and will then question these natives as to how and for what purpose they came on board the "Daphne."

6. On the 24th April a deputation of the planters of Fiji requested me to present a memorial which they had drawn up at a recent public meeting at Levuka, to His Excellency the Earl of Belmore, praying that the mode of obtaining immigrants for Fiji plantations might be placed under proper supervision.

I reminded these gentlemen that, to a great extent, the remedy lay with themselves, and that Lord Belmore had no jurisdiction in Fiji; but, considering the late cruel and shameful outrages perpetrated by Messrs. Burt and Underwood on certain of their natives on Viti Levu, and which drew down upon them the just vengeance of the injured tribe, and as these gentlemen expressed their indignation at these inhuman acts, I promised to give the memorial into Lord Belmore's hands, feeling assured that his Lordship would do all in his power to protect natives as well as Europeans.

The British Consul here having no means at his disposal to carry out English law, having neither magisterial power nor force to back it, he must at all times rely on the good sense of the European residents of these islands, but which he cannot and does not obtain when anything occurs that affects their interests; and, it was only yesterday, Mr. Thurston showed me a letter from Rewa, Viti Levu, in which a gentleman well known to him complains of the proceedings of a certain Melbourne Company, whose plans, if carried out, must sooner or later turn Viti Levu into a second New Zealand.

Land has been obtained by fraudulent means, and already the tribes to whom it belongs have declared their firm determination to die on it, and have received messages from other tribes assuring them of their speedy assistance. One more outrage upon the natives like the last, namely, flogging them and then rubbing red pepper-juice into the wounds; cutting off a woman's great toes with a hammer and chisel, &c., which was done by Burt, and it is more than probable that the white settlers will be clubbed throughout the entire island of Viti Levu.

Several gentlemen, however, have of late years come to Fiji, and are getting now numerically strong enough to make their voices heard in behalf of law and order above those of the usual class of lawless rowdies who congregate in these places where no flag is flying, and imagine they can do just as they please with the natives, and it appears hard to them who treat the natives with kindness and consideration that they should suffer for the deeds of others who are the very pariahs of Colonial society.

In conclusion, I beg to state how cordial has been the co-operation of Mr. Thurston with me during my stay at Fiji, investigating the cases I have brought under your notice, and I can only add, he deploras, as much as myself, the absence of recognized law and authority among the islands of this beautiful group.

I have, &c.,
(Signed) GEO. PALMER.

Inclosure 3 in No. 17.

Commander Palmer to Acting Consul Thurston.

"Rosario," Levuka, Ovalau, Fiji Islands, April 23, 1869.

Sir,

With regard to our conversation of this forenoon, concerning the schooner "Daphne," I have the honor to request you will be good enough to receive the natives (100 in number) when landed to-morrow morning by the boats of this ship, and take charge of them on behalf of the Crown, until you receive instructions from the New South Wales Government.

You will perceive that it is necessary these natives should be kept on the island of Ovalau, so as to be under your immediate supervision.

I have, &c.,
(Signed) GEO. PALMER.

Inclosure

Inclosure 4 in No. 17.

Acting Consul Thurston to Commodore Lambert.

Fiji, April 26, 1869.

Sir,

I beg to acknowledge your despatches of the 21st and 25th January, respectively.

In accordance with your request I have placed all the information I have upon the native passenger traffic at Commander Palmer's disposal.

I have, in his presence, examined a portion of the islanders arrived per "Mary Smith," and also one man who came to Fiji, and others in the schooner "Ida," many months prior to the "Mary Smith." Commander Palmer's report will inform you of the conclusion at which we arrived.

The departure of the barque "Anna," and the schooner "Mary Ann Christina," have been already reported to you, together with the attempt made to remove the latter from the limits of British jurisdiction.

In expectation of one or both vessels daily return, I thought it right to suggest the detention of Her Majesty's ship "Rosario" for a day or two, in hopes an opportunity would arrive to board the ships before the debarkation of natives could take place, and thus enable Commander Palmer to embody in his report a most decided expression of opinion as to the legitimacy or otherwise of the Kingsmill voyages.

The two ships mentioned failed to appear, but the Melbourne schooner "Daphne," 44 tons, Daggott, Master, from Banks' Islands, has arrived with 100 passengers. This ship sails with a clearance and permits from the Queensland Government, to convey from the Hebrides to Queensland fifty passengers. She carried the now notorious Ross Lewin, as recruiting agent.

It is stated Lewin engaged the natives on board for service in Fiji; but there is no interpreter on board to prove this, neither can any persons here communicate with them.

Under these circumstances I have united with Commander Palmer in thinking it best to send the "Daphne" on to Sydney, and there let the Colonial Courts decide the nature of the traffic in which so many Colonial ships are engaged.

Meantime I have accepted the care of the natives, and trust you will be good enough to impress upon the Colonial Government the necessity of forwarding instructions for my guidance as early as possible.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 5 in No. 17.

[See Inclosure 3 in No. 10.]

No. 18.

The Secretary to the Admiralty to Mr. Hammond.—(Received, September 15.)

Admiralty, September 14, 1869.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Earl of Clarendon, a copy of a letter from Commodore Lambert, dated Wellington, 1st July, in which he forwards two reports from Commander Palmer, of Her Majesty's ship "Rosario," relative to the traffic in natives from the Loyalty and New Hebrides Islands to other islands in the South Pacific Ocean.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure 1 in No. 18.

Commodore Lambert to the Secretary to the Admiralty.

"Challenger," at Wellington, July 1, 1869.

Sir,

I transmit herewith, to be laid before the Lords Commissioners of the Admiralty, two letters I have received from Commander Palmer, of Her Majesty's ship "Rosario," reporting on the traffic in natives from the Loyalty and New Hebrides Islands to other islands in the South Pacific.

2. I sent "Rosario" to New Caledonia, and then to call at the different islands of the New Hebrides Group, for the purpose of making inquiry into this subject, and their Lordships will observe from Commander Palmer's report, that during the years 1867-68 several vessels under the English flag have visited the Loyalty Islands, and taken natives away against the wish of the French Government.

3. Their Lordships will observe that, although the Governor of New Caledonia complains of English vessels taking natives from the Loyalty Islands, natives from the New Hebrides are received into New Caledonia under the Government supervision, through the agency of an English gentleman, Mr. Henry, resident in that island, who receives 25 francs for every immigrant placed, with their voluntary consent, into the hands of the Government, and within the last year a new contract has been made with other Europeans for the supply of natives.

4. With reference to the traffic in native labourers that is carried on to the Fiji Islands, I would beg to call their Lordships' attention to the fact that the greater part of it is carried on from the Kingsmill Group, marked on the charts as Gilbert Islands, which are on the Equator and some distance out of the Australian station.

I am, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 2 in No. 18.

Commander Palmer to Commodore Lambert.

"Rosario," Noumea, New Caledonia, March 22, 1869.

Sir,

I have the honor to inform you that, in obedience to your instructions to make inquiries into the kidnapping of natives at New Caledonia and its dependencies, alleged as being carried on in vessels flying the British flag, I left Sydney on the 4th March, and arriving at Noumea on the 15th instant, immediately waited on His Excellency Admiral Guillaïn, the Governor, and the following information is derived from several interviews I had with him.

2. His Excellency informed me that he had sent letters to the Governors of the different English Colonies, stating that kidnapping had been going on at the Loyalty Islands, by vessels flying the British flag, as far back as May, 1865; that the Chiefs furnish the number of natives required, and he has every reason to believe that the Missionaries themselves connive at the traffic.

On asking His Excellency what object the Missionaries could have for so doing, he replied that the Chiefs are entirely under their control, owing to the traffic in provisions and stores which goes on between them; that the Protestant and Roman Catholic Missionaries were all alike engaged in trade—the schooner "Dayspring" belonging to the former,—their excuse for trafficking with the natives being that by so doing they prevent the latter being robbed by the traders. That this traffic is not altogether for the benefit of the Mission, but also for their own. The principal part of the kidnapping at Lifou and Maré (Loyalty Islands) has taken place in the districts occupied by the Protestant Missionaries and their converts.

I informed His Excellency that the New Hebrides Mission had made a general complaint about the kidnapping of natives from those islands, and that it appeared to me inconceivable that their brethren in the Loyalty Group should entertain opposite opinions.

3. The following English vessels are known to have taken away natives from New Caledonia and the Loyalty Islands.

May, 1865.—The schooner "Telegraph," of Sydney, William Banner, master, made an engagement before the French authorities at Lifou, to take regularly natives at 12½ francs a month with rations, but she smuggled on board six men and three women and sailed for Port Denison, Australia.

November, 1866.—The "Metaris," of Sydney, a three-masted vessel, brought back four out of the six men smuggled by the "Telegraph," and one woman; thus two men and one woman are still missing. This vessel took none away.

November, 1865.—An English brig, name unknown, anchored at Ouréta Lifou, engaged four natives at 10 francs per month, and the same evening anchored in the bay of Yatcha, a little to the south of Ouréta. Here the four natives, being badly treated, ran away, and the vessel sailed for the Solomon Islands.

February, 1866.—The brig "Dart," from Sydney, having tried in vain to engage natives at Ouréta and Yatcha, sailed for Uvéa (Loyalty), and anchored at Faïdoné, where the master embarked twenty-five natives. Out of these, six were brought back by the French transport "Bonité," from Sydney, in March, 1867. These men were left standing on board with only a bag of rice, and seeing the French flag, made known their situation when the "Bonité" came in. Nothing is known of the other nineteen.

April, 1867.—The schooner "Telegraph," of Sydney, reappeared at Lifou under the name of the "Edith," John De Largey, master; he anchored without permission, and embarked five men and two women.

June, 1867.—The English barque "Fanny Nicholson," after having taken on board about fifty natives from the tribes under the influence of the Protestant Mission at Maré (Messrs. Craig and Jones), arrived before Hova, Lifou, and embarked forty-one natives. At the first news of the appearance of this vessel in the Bay of Chateaubriand, Lifou, the Commandant sent twenty soldiers, but they arrived too late.

June, 1867.—The English schooner "King Oscar," having left Maré with a large number of natives, arrived before Longoni, Lifou, and embarked thirty-six more. The Commandant endeavoured to stop them, but as the whole island had to be traversed he arrived too late.

November, 1867.—An English schooner, name unknown, arrived off Lifou, and sent on shore an armed boat's crew and took away five natives.

November, 1867.—The English brig "Syren," from Sydney, Eachom, master, arrived at Noumea, New Caledonia, October 30, 1867, having cleared for the New Hebrides, but in the night five natives were smuggled on board, who were already engaged by French settlers.

On the 16th November the Commandant of the Loyalty Islands learned that the "Syren" had sent a boat on shore under the pretence of watering, and had taken on board natives against the wishes of the Chiefs.

January, 1868.—The following is the substance of a declaration made by fourteen natives of Lifou, who had been embarked on board an English brig three years previously:—

These natives state that they had been working for three years in the neighbourhood of Sydney, called by them Bodenkay (Botany?), with rations and 20 francs a month; the name of their employer was Bonin.

After leaving Sydney they touched at Maré, where the master put on shore six natives, and embarked ten others, of which five were children.

They came in the English brig "Schepaken" (?), Cross, master, from Sydney, which touched at Yatcha, Lifou, where she put them on shore, and they then gave information to the Commandant.

April, 1868.—An English schooner, name unknown, took away 100 natives from Lifou; troops were sent to prevent all communication with the shore, and they fired on two of her boats that were about 1,500 yards from the beach.

June, 1868.—The English schooner "Latona," from Brisbane, Coate, master, anchored the 30th of May before Chépénéké, the chief town of Lifou, and left the next morning, having got his clearance from the Commandant, but went from there to Uvéa with the intention of taking natives on board, but did not succeed. She afterwards touched at Yatcha and Moa, Lifou, and at the latter place embarked twenty natives on the 17th of June.

June, 1868.—Two English vessels, "Sir Isaac Newton," Henry Moore, master, and "Spunkie," master unknown, took on board seven natives at Loungani, Lifou. Afterwards, the "Sir Isaac Newton" lost one of her boats at Moa, in trying to capture more natives on the 14th of June, being seized by the natives.

The

The same vessel presented herself at other places in the Loyalty Group, and on the 19th September, 1868, took away one adult and eight children from ten to fourteen years of age from Yatcha.

The Chief of Yatcha went on board to prevent the kidnapping of the children, but they only offered him presents, if he would procure plenty of them, which he refused to do.

She remained three days at Yatcha, and afterwards sailed for the southern part of Lifou, where she took away more natives.

4. The French Government obtain natives from the New Hebrides, but none can be received into New Caledonia, except directly under the Government supervision, as the vessels chartered from time to time by the Government of New Caledonia have proper agents on board, and no natives are, on any pretence, allowed to be taken away from their homes, except by their own free will. On their arrival at Noumea they are visited by three Government officers, namely, the Captain of the Port, the Health Officer, and the Immigration Agent.

These officers ascertain if they are on board of their own free will, whether they are in good health, and whether they fully understand their engagement, which is read to them.

5. His Excellency also informed me that Mr. Henry, an Englishman, at present a colonist at Ponebo, New Caledonia, was the first to bring the system of hiring labourers from other islands under his notice. This gentleman had lived for twelve years previously in Erromanga, but had removed into New Caledonia with his family and fifty Erromangans; and it was seeing the attachment of these natives to Mr. Henry that induced His Excellency to ask him if he could procure native labour for New Caledonia, to which he answered in the affirmative.

An engagement was entered into with Mr. Henry, who, for the privilege of getting sand and wood from New Caledonia gratis, agreed to furnish 100 natives from the New Hebrides for labour in New Caledonia during the year,—fifty to be supplied in the first six months, and fifty more six months after the arrival of the first. All these to be supplied on a formal demand from the Government, and their engagement to last one year from their arrival in Noumea.

The following is the agreement entered into with the natives:—

Wages.—10 to 20 francs a month.

Rations.—900 grammes (2 lbs.) of rice a day, and 450 grammes (1 lb.) of salt pork a week.

They have the doctor's care gratis, and a free passage home after twelve months. Their free will and consent to be stated to the Government agent on their arrival at Noumea, who is there for that purpose.

The sum of 25 francs to be paid by the Colonial Treasurer to Mr. Henry for every immigrant placed with their voluntary consent into the hands of the Government.

Should there be no vessel at Noumea belonging to Mr. Henry to take the natives home at the expiration of their time, a Government one will do so. Within the last year a new contract for a two years' engagement, instead of one, has been made with Europeans for the supply of natives.

The whole of the above regulations and agreements have been approved by the French Minister of Marine, and His Excellency was good enough to show me the latter's despatch, together with his own contract with Mr. Henry, and the report of the Commander of the transport "Bonité," who has several times returned the natives to their homes.

6. During the "Rosario's" stay at Noumea I visited the sugar estate of M. Joubert, about fifteen miles inland, where he has forty-nine natives employed belonging to Tanna and Vaté, together with eight convicts and six other white men. I was much pleased with the contented appearance of these natives, and the manner in which they worked.

M. Joubert informed me they were very intelligent, and worked well and willingly for fourteen hours a day; he, however, gives them pork or fish twice a week instead of once, and now and then a little tobacco as a present.

7. On the 18th instant, some doubt having arisen in the minds of the authorities about the proceedings of the English brigantine "Active," John De Largery, master, His Excellency detained her in Noumea harbour.

He informed me that he had every reason for suspecting this man to be the same that commanded an English schooner named the "Edith" (already mentioned), as he had the same name, and had, so he believed, two years before carried off natives from Loyalty yards, and that he now refused to show his papers to the port officers.

I offered to ascertain if his papers were correct, pointing out to His Excellency at the same time that, though an English vessel, she was in a French port, and, therefore, as a merchant-ship, subject to the Port Regulations, and that I would not go on board her unless he particularly wished me to.

On his stating his wish to that effect, I went on board myself, and found his papers quite correct, and signed by the Registrar of the Port of Sydney. He had twenty-seven natives on board, which he was going to return (so he stated) to Maré, Tanna, and other islands.

I cautioned him about his cruise, which he said was solely for cocoanut oil, sandalwood, and bêche-de-mer.

On my informing His Excellency of this, he allowed him to leave the port, and he sailed on the 20th of March, but on the 23rd, while steaming through the Havana passage, I observed the "Active" at anchor in Anger Bay, New Island, and it is only since leaving Noumea that I have observed, amongst various printed documents in my possession, a letter from Commander Bingham, of Her Majesty's ship "Virago," to the Governor of Queensland, dated Gladstone, 28th March, 1868, that a certain "John De Largery" was then part owner of the "Edith" and "Active," and therefore I have little doubt he is the same man suspected by Admiral Guillain.

In conclusion, my best thanks are due to His Excellency Admiral Guillain for the courteous manner in which he gave the fullest information on every subject I required, involving as it did several delicate questions.

I have, &c.,
(Signed) GEO. PALMER.

Inclosure 3 in No. 18.

SITUATION de l'Immigration Océannienne en Nouvelle Calédonie au 22 Mars, 1869.

Nom du Bâtiment.	Date de l'Introduction.	Nombre d'Individus Introduits.	Pertes.		Reste dans la Colonie.	Observations.
			Repatriés.	Décédés.		
Lionne	10 Août, 1865	33	32	1	...	Repatriés en Novembre, 1856
Sylvanus	16 Avril, 1866	55	45	9	1	„ le 17 Juin, 1867.
Lionne	31 Décembre, 1866	20	17	3	...	„ le 9 Janvier, 1868.
Challenge	15 Janvier, 1867	37	31	6	...	„ Février, 1869.
Challenge	5 Août, 1867	49	42	7	...	„ Août, 1868.
Bénite	16 Août, 1867	62	1	8	53	
Challenge	10 Janvier, 1868	58	56	1	1	„ 14 Janvier, 1869.
					(rengagé)	
Woodstock	6 Avril, 1868	37	...	...	37	
Woodstock	20 Avril, 1868	32	...	...	32	
Woodstock	14 Mai, 1868	10	...	...	10	
Woodstock	8 Juin, 1868	37	1	...	36	
Woodstock	22 Juin, 1868	23	1	4	18	
Woodstock	22 Juillet, 1868	11	1	...	10	
Challenge	3 Août, 1868	64	...	7	57	
Woodstock	9 Septembre, 1868	92	1	1	90	
Woodstock	14 Octobre, 1868	35	...	1	34	
Challenge	26 Octobre, 1868	80	...	3	77	
Donald MacLean	5 Février, 1869	58	...	...	58	
Totaux .....	.....	793	228	51	514	

Le Chef du Bureau des Affaires Indigènes,
Le Secrétaire Colonial,
(Signé) BISMARC.

Inclosure 4 in No. 18.

Commander Palmer to Commodore Lambert.

"Rosario," *Vaté*, New Hebrides, April 5, 1869.

Sir,

I have the honor to inform you that, in further pursuance of your orders, I left Noumea, New Caledonia, on the 23rd March, and arrived at Aneiteum, New Hebrides, on the 26th instant.

2. The Rev. Mr. Geddie informed me that no kidnapping had been going on there, as all the natives are either Christians or professing ones, and can seldom now be imposed upon by the traders, and they have given it up as a bad job. The Chief of the harbour however made one complaint to me, Mr. Geddie acting as interpreter, namely, that three years ago the "Maid of Riverton," Frazer, master, owned by Mr. Underwood, of Aneiteum, shipped a number of natives voluntarily from that place, and while on board one was struck with a billet of wood by a man belonging to the vessel, and that he died the following day; his countrymen who were on board at the time were of opinion that his death was caused by the blow. They also reported to him (the Chief) that a Tanna man was killed in a similar manner on board the same vessel.

3. Mr. Geddie said during his recent visit to all the New Hebrides in the "Dayspring," Missionary schooner in October, and November, 1868, general complaints were made by the Chiefs about the way their countrymen had been stolen away.

At Santo a Chief and six men had been forcibly taken away from a place called Pilia. At Pussé (Santo) the natives refused all intercourse with the Missionaries, as several natives had been kidnapped by the sandalwood traders. The Chief even refused a present at this place.

At Cape Lisburn (Santo) only one man remained on the beach to receive them; the others fled to the forest; but as soon as they found the vessel belonged to the Missionaries, they all came back and received them well. Many of their people had been stolen, they said, which made them shy.

At Fongoa Island Mr. Geddie was a long time getting any intercourse with the natives, owing to the same reason—as shortly before two English vessels had carried away a great number.

At Three Hills Island the natives previously had been very favourable to Bishops Selwyn and Patteson, but now their attitude is hostile, owing to white men having carried away their countrymen. Mr. Geddie did not think it prudent to land here.

4. I left Aneiteum on the 27th of March, arriving at Port Resolution, Tanna, the same afternoon.

The Rev. Mr. Neilson complained of the way the white traders cajole the Chiefs by presents of muskets and ammunition, and thereby get them to entice natives on board their vessels. In cases in which it is not safe for them to use force, the natives are enticed by means of tobacco, and told they are going away for one yam (one year) only; but that, in reality, they are kept for three or four years, just as they may be required.

Being desirous of getting as much native evidence as possible, I resolved to go inland to the valley of Kasarumene to obtain an interview with Yanfaugan, *alias* "Washerwoman." Mr. Neilson informed me this man, who is the orator to the Chief Yankarubie, had been at war for the last three months with the tribes on the east side of Port Resolution, but had been driven back to the head of the valley to a village some three miles west of the volcano.

On Monday, the 29th instant, having sent on two Aneiteumese natives to ascertain if it was safe to descend into the valley, and on their return finding that "Washerwoman" would receive us, we proceeded, and, leaving the volcano on our right, shortly after came upon a large body of natives all armed, but appearing quite friendly, recognizing Mr. Neilson, and by this time knowing our peaceful errand; whereas, on the "Rosario" first anchoring at Port Resolution they imagined we had come to fight them. "Washerwoman," who spoke English, stated that he himself had procured twenty-four Tanna men for a man named Hovell, master of the "Young Australian," on the other side of the island, and that they had agreed

agreed to go for one year. On my asking him, "Have you ever seen violence used by any trader to the Tanna people?" he replied, "Yes, I saw Ross Lewin forcibly take two men by the hair of their heads, and drag them on board his vessel (the 'Spunkie'), and then point a musket at them to keep them quiet. Lewin also stole away a girl, and afterwards sold her for £2 to a Maré man in Australia. He also forcibly seized a boy, but he swam on shore during the night."

The father of the boy was then present in the crowd, named Shunger, and on questioning him he corroborated this statement, Mr. Neilson interpreting.

This man, Ross Lewin, is the same that was tried for rape on a native girl while on board the "Spunkie." The trial took place at Brisbane in January last; but as the girl and other natives did not know the nature of an oath the case was dismissed. (See *Sydney Morning Herald* of January 16, 1869.)

"Washerwoman" allowed that he got two muskets, ammunition, and some tobacco from Lewin for going round the island with him in his schooner to entice natives on board.

A man named Nanourou, of the same tribe, then came up and complained to me that his son Murass, about ten years of age, had engaged to go with Lewin for one year, but he has never come back, although the year is now long gone, and he hears his son is in Fiji for three years.

Mr. Neilson says he has never seen Ross Lewin, but the men Hovell and Levinger, of the now notorious "Young Australian," acknowledged to him on one occasion that they got natives for one year, but had left them at Fiji for three.

I was much struck with the appearance and expression of these people; there was not a sulky or lowering face among them, and they appeared to trust us immediately they found out we were their friends, as all their women and children came out. If these slavers could only be kept away from them I should say the Tannese would soon come under the influence of Mr. Neilson.

We then visited a dying Chief, escorted by at least 150 natives. Mr. Neilson prescribed for him, and we soon after returned to Port Resolution, taking another village on our way, where they entertained us with coconuts and dances.

The same evening Thomas Davis, an Englishman residing at Port Resolution, came to Mr. Neilson's house, and made the following statement:—

"In March, 1868, the schooner 'Spunkie,' Ross Lewin, master, came to the north end of Tanna, where Charles Hyde, a late Southern American and myself resided, making cocoanut oil, and wished me to try and get natives to go to Brisbane for three years. I declined to do so. He then left in the schooner, but hove to off a point where two sons of a Chief had brought down some coconuts to barter. Lewin sent a boat half way on shore, and hailed the lads to swim off to her with the nuts; they did so, and when alongside the boat they were dragged on board by the hair of their heads, and taken to the 'Spunkie,' which sailed away with them. The Chief, their father, saw the whole transaction, but was too far up the hill to give them any assistance; but he came running up to me in a great state of excitement, and warned us to clear out, which we did, coming down to Port Resolution."

Davis states that he has all along refused to have anything to do with getting natives; but Charles Hyde, known by the natives as "Charlie" is a notorious man-stealer. Davis was allowed to go and fetch their gear and implements, but the Chiefs would not allow Hyde to go back.

They found the "Spunkie" already at Port Resolution, and on Davis telling Lewin that his establishment was broken up in consequence of his conduct, he only laughed at him.

Kakosi, a Tanna man, made the following statement to me:—

"Was engaged in September, 1868, by Smith, master of the schooner "Latona," and by Charlie (Charles Hyde), to pull with them in a boat round Tanna, engaging natives; was paid one musket and some ammunition for my services. Charlie engaged thirty men for one year, all willing to go for that time. But one other man was fishing in his canoe off the lee-side of the island; they pulled up to him, and Charlie and Jerry (a Maré man) laid hold of him, and pulled him into the boat. They then sunk his canoe. He cried very much, but they told him not to cry, for they were not going to fight him, but only to steal him."

Kakosi was also at Erromanga in the "Latona," and he saw Charlie forcibly take off a man from there, saying it was for one year, and that he was only going to Aneiteum, which was false.

On questioning him as to the treatment of the natives on board, I ascertained that whenever the "Latona" anchored, the natives were put under hatches, and that their arms were held while performing the functions of nature, so as to prevent their swimming on shore.

The following statement of "Mummy," a native of Rotumah, interpreted by Joël, a Rotumah man, who speaks English, will throw some light on the proceedings which took place on board the "Young Australian." (See *Sydney Morning Herald* of 18th February, 1869.)

"Was on board the 'Young Australian,' Hovell, master, as one of the crew, in October, 1868. Three men were brought on board from Api (New Hebrides) in a boat. Only two wished to come; the other jumped overboard, and swam away. Boat pulled after him, and Sam (another Rotumah man) took a boat-hook and hooked the swimming man in the face, making a hole through his cheek. They got him into the boat, and flung him down on his back. The second mate, Robert Lennie, a Frenchman, and called Bob, was in charge of the boat, and ordered all this to be done. The three men were then taken on board the 'Young Australian,' the master, Hovell, giving them some cloth and mats. They were sent down into the hold. There were natives already in the hold from Vaté, Tanna, and Rotumah, but none of these would allow these three men to come to their part of the hold.

"The wounded man demanded to be put on shore, and tried to get on deck, but he was flung back again; he tried again to get up, but was again flung back.

"A general fight then took place in the hold, and arrows were shot about indiscriminately at both white men and natives; and David, another Rotumah man, was wounded. Heard Hovell call out to make them fast when they came on deck.

"The second mate, Bob, came aft and said, 'Take guns and shoot them.' Levinger say, 'Don't shoot, but make them fast.' They dare not go down into the hold to make them fast. So Levinger then say, 'Shoot them in the legs, but don't kill them.' The three white men, Bob, Louis, and Antoni, all Frenchmen, had muskets; so had Jemmy, Rang, and myself. A light was shown into the hold by means of a stick and cotton, and the three Api men were shot, dragged on deck, and thrown overboard. Only two were dead; one was still alive when thrown overboard. Never heard Hovell speak, except say, 'Make them fast.' The bodies were thrown overboard by the three Frenchmen. The vessel was at anchor at the time."

Mummy

Mummy also stated that Netopoonie, *alias* "Bob," an Erromangan, was in a boat with the second mate, Robert Lennie, and the latter ordered him to fire, and fired himself at some natives off Star Island (Banks' Group), who had refused to come on board, and had fired arrows at them.

Nownan, nephew of the principal Chief of Port Resolution, complained to me that three and a half years ago the master of the "Black Dog" engaged ten Tanna men from his tribe for one year to work in Australia, but none have yet returned (March, 1869), and he has heard from white men that two are dead.

This man also corroborated the story of "Washerwoman" about Ross Lewin stealing the girl, as he saw him drag her down to the boat; and further, that Lewin has often told Tanna men to come alongside of his vessel and sell their fish, when he steals them, and cuts their canoes adrift. He saw Lewin do this last year in Sulphur Bay.

He said Lewin was a bad man and wanted me to catch him, and make him fast, which, upon questioning, I found meant hanging. I then asked this man how it was the Tanna men allowed this scoundrel to carry off their people, and why they themselves did not make him fast. He replied, "Lewin keep on his vessel in here (Port Resolution) and not come on shore; besides, some other Chiefs on the other side like him, as he gives them plenty things."

5. I left Tanna on the 30th March, and arrived at Dillon's Bay, Erromanga, on the afternoon of the same day.

The Rev. Mr. McNair complained of the natives being taken away by traders; that in most, if not in all, cases, they were seduced on board by false promises of tobacco, &c., and that they do not understand anything about engagements.

Numpunara and Loctevon, both Under-Chiefs of Dillon's Bay, complained to me (Mr. McNair interpreting) that in September, 1868, a vessel called off the north end of the island with "Charlie" (Charles Hyde) on board, wanting sandal wood and offering plenty of tobacco. Some canoes went alongside the vessel, when immediately ten men were forcibly seized and hauled on board, and the vessel sailed away.

Narufu, a Christian native, also stated that the "King Oscar," with "Charlie" on board, anchored in Dillon's Bay, and enticed on board five natives by offers of plenty of tobacco; the vessel then sailed to Queensland.

Mr. McNair informed me that on the 16th of February a small vessel anchored in the bay during the night and sailed the next morning. He afterwards heard from the natives that "Charlie" was on board her, and had managed to get six natives. Three, however, jumped overboard, and swam on shore just as she was underway; nothing more has been heard of the others.

Again, on the 6th of February, the "Maid of Riverton" took away seven natives south of Dillon's Bay, but they went of their own accord, but under what promises or engagements none of their tribe can tell.

Not a single native that has been taken away from Erromanga has yet returned.

Walapo, a widow of a Malay called Rangî (since dead), and daughter of the principal Chief of Dillon's Bay, made the following statement:—

"Was on board the 'Latona,' Smith, master, taking passage from Tanna to Erromanga; Charlie was the agent on board who collected natives. While off Noras (west side of the island) Charlie seduced on board nine Erromangans, telling them he had plenty of pigs on board for their coming feast,—very fat ones; likewise plenty of tobacco. He took them off to the vessel in his own boat, and when they wanted to return to the shore they were put down below under the hatches. They cried a good deal."

This woman's story corroborates the statement made to you by Mr. McNair in his letter of 22nd October, 1869.

Athnelo Mackic, Christian native, and pundit at Dillon's Bay, states as follows:—

"In November, 1868, Charlie got two natives in this way:—He pulled into the coast about six miles south of Dillon's Bay, but where the boat could not land; he hailed four men on the shore that he had plenty of tobacco for them on board if they swam out, which they did. He caught hold of two and dragged them into his boat, but the other two swam back and escaped."

Maempeum, a Christian, and Under-Chief of Cooke's Bay, Erromanga, complained that about a month before the "Latona" was at Dillon's Bay a vessel called off Cooke's Bay with Charlie on board. He did not anchor, but sent a boat on shore under pretence of giving them pigs and tobacco, and eleven natives were carried away.

Mr. McNair believes this vessel to have been the "Latona," as this occurrence took place on the 3rd of July, 1868. Maempeum also said that the men were warned by him not to go off; but Charlie told them Captain Jo (Joseph Williams) was on board. This man is, or was, in command of a small schooner, and much liked by the natives for his kind treatment of them. Charles Hyde knowing this, took advantage of it to entice the men on board.

I found these people much less intelligent than the Aneiteumese or Tannese, and they gave their evidence in a slow and excessively stupid manner.

It is right to mention here, that the murderers of Mr. and Mrs. Gordon, in 1861, are still at large in this neighbourhood, and frequently come into the mansion-grounds, and have threatened to shoot both Mr. and Mrs. McNair.

6. I left Erromanga on the evening of the 31st March, and arrived at Vila Harbour, Vaté, at noon on the 1st of April.

The Rev. Mr. Cosh informed me that he did not know of any natives having been taken forcibly away from this island, but that it is impossible to ascertain what may take place on the other side.

The same complaint, however, is made by the natives here, namely, that those of their tribe who have voluntarily gone for one year, as far back as 1867, have never returned, and that their people don't know where they are.

One man coming back from Australia after three years' absence found his wife living with another man, and a serious disturbance took place in consequence. The whole settlement at Pango, Vaté, was kept in alarm for many days.

Four men left voluntarily for Tahiti some time previous to November, 1866, for one year, but they have not come back. The crew of the vessel that took them were white, but could not speak English, so the natives say. If the vessel was French it is the only instance I have heard of natives having been taken to Tahiti.

This

This concludes the evidence I have been able to collect at the New Hebrides.

7. I was careful to ask all the Missionaries about the alleged trading of the Missionary schooner "Dayspring," as stated to me by the Governor of New Caledonia. They one and all assured me that, so far as their Mission was concerned, no trading whatever took place; that once a year she brought up their stock of necessaries from Sydney or Melbourne, and nothing else; and to the best of their belief the Missionaries in the Loyalty Islands did not trade either; they had indeed strict orders to do nothing of the sort, but that the French Commandant at Lifou was always making some complaint or other to the Governor of New Caledonia.

They knew on one occasion half a gross of empty jars had been sent up by mistake in the "Dayspring," instead of half-a-dozen for pickling pork, and that two planks of wood had been sent on board to Captain Frazer, her commander, as a present from the Rev. Mr. Macfarlane, to make a little cot for Mrs. Frazer's baby. That all this was explained in a personal interview with the Governor, but he refused to listen to them, and referred them to the Commandant's letter.

8. I would likewise point out that in no instance has any trader come before any of the Missionaries to fill up Form I, as provided by the Queensland Labour Act, and it will be seen how easily this can be evaded, as the form in question may be signed by the Missionary (or European "resident or chief interpreter") which of course enables any white man on the island to witness it; thus men like Lewin, Hyde, Hovell, and Levinger, or any other of a like stamp, may sign this form for each other with perfect ease and impunity. This can easily be proved, as the form in question is supposed to be given up to the Immigration Agent, or Customs' officer, on the arrival of the vessel in Queensland.

The Rev. Mr. Cosh told me he should refuse to witness any agreement of the kind, not intending to mix himself up with the traders or natives, as he altogether disapproved of it; and I quite agree with him after all I have heard during my visit to these islands, as I consider the influence of the Missionaries would be rendered useless—in fact their lives might be endangered, considering that, with the exception of Aneiteum, they are even now looked upon by many of the natives with great suspicion.

9. With regard to the statements made by the New Hebrides Mission, which you inclosed for my guidance, I have not found them at all exaggerated, but, if anything, understated.

Statements 1, 3, 4, 5, 7, 8, and 10, of their memorial I consider most fully confirmed, but I am not able to state with certainty the correctness of statements 2, 6, and 9, but all the Missionaries declare them to be quite true; and, looking at the evidence already obtained, it is more than probable that they are so.

10. Although your orders to me are simply to collect evidence, I should deem my duty unfulfilled if I failed to state my opinion that the traffic in natives, as at present carried on, is in no way removed from a regular slave trade, and consequently cannot fail to be productive of the very worst results to the natives themselves, as well as to those who have devoted their lives to the task of bringing them under the influence of civilization, and by the Divine blessing to Christianity.

Many hopeful young men have been seduced or torn away from their homes, who were under the beneficial influence of the Missionaries; husbands have been taken from their wives, and daughters from parents; many have been brutally treated, and some murdered in cold blood, by men calling themselves Englishmen, and professing Christianity.

Moreover, these pirates and slavers have openly said that the demand for cheap labour is so great in Queensland and Fiji that they must and will have the natives; and they do not care for men-of-war, but will, if necessary, put on fast steamers.

In conclusion I much regret having been unable to lay hold of any of these ruffians who are disgracing our name and flag, but unfortunately I did not see a vessel of any description to overhaul during my cruise.

I have, &c.,
(Signed) GEO. PALMER.

No. 19.

Sir F. Rogers to Mr. Hammond.—(Received, September 16.)

Downing-street, September 15, 1869.

(Extract.)

With reference to your letter of the 2nd of this month, I am directed by Earl Granville to request that you will inform the Earl of Clarendon that he concurs in the opinion which his Lordship has expressed as to the extreme importance of using every effort to put a stop to the traffic which is shown to be carried on for the purpose of procuring immigrants from the South Sea Islands to be employed in the neighbouring labour markets.

Lord Granville agrees that there would be no advantage in acting at present on the suggestion of the Governor of New South Wales, that a Commission should be appointed to investigate facts in connection with this traffic, the existence of which is placed beyond a doubt; and I am to state that Lord Belmore will be informed of this decision. Lord Clarendon is aware that all the papers on this subject are now in the hands of the printer, but on their return Lord Granville intends to submit them to the Law Officers of the Crown, availing himself of Lord Clarendon's suggestion that they should be asked whether the necessary instructions should not be sent out by a special Commissioner.

I am to add that Lord Granville will instruct the Governor of New South Wales to make the communication suggested by Lord Clarendon to the Fiji planters who signed the memorial, and that a copy of Lord Clarendon's despatch to Mr. Thornton of the 2nd September will also be transmitted for the information of the Governors of the Colonies concerned.

No. 20.

Sir F. Rogers to Mr. Hammond.—(Received, September 24.)

Sir,

Downing-street, September 23, 1869.

With reference to the letter from this department of the 18th August, I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a despatch from the Governor of New South Wales, forwarding copies of the reports of proceedings at the Water Police Court at Sydney, in

in the cases of the master and supercargo of the schooner "Daphne," charged with importing certain persons into Ovalau with a view to their being used and dealt with as slaves.

It appears that the cases against the prisoners have been dismissed, but that the proceedings in the Vice-Admiralty Court with reference to the "Daphne" are still pending.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure in No. 20.

The Earl of Belmore to Earl Granville.

Government House, Sydney, July 6, 1869.

My Lord,

I have the honor to inclose copies of the reports of proceedings at the Water Police Court in the cases of the master (Daggett) and the supercargo (Pritchard) of the schooner "Daphne." Your Lordship will see that the cases have been dismissed.

2. I understand that there are not sufficient grounds for arresting any of the crew. They appear to have engaged for a lawful voyage, and were in no way answerable for the ultimate change in the vessel's destination.

3. In the case against the master, all the witnesses called to give evidence as to the manner in which the South Sea Islanders were shipped in the "Daphne," stated that they came on board of their own free will, and whilst on board were not subjected to any personal restraint; there was no evidence as to how they were to be disposed of at Fiji, the intended port of discharge, or that slavery exists there; and the Magistrates on these grounds considered the proofs insufficient to warrant a committal, a result which was not wholly unexpected by those who represented the Crown, as it is found impossible to avoid calling the crew of the vessel as the chief witnesses for the prosecution; and I am informed that no evidence beyond that which was given before the Justices could be obtained here.

4. With respect to the supercargo, the like evidence was given, and, in addition thereto, a document, which was found upon him at the time of his arrest, and which was thought to afford some proof that it was intended that the islanders should be dealt with as slaves, was produced.

5. Some time is likely to elapse before proceedings in the Vice-Admiralty Court are concluded,—the owners have not yet given in their claim, and the affidavits which, by the practice of the Court, must be lodged with it; the grounds upon which the forfeiture of the vessel is to be resisted are, therefore, not fully known, and I am informed that it may be found necessary to send a Commission to examine witnesses at Fiji, or possibly, from the difficulty that would be found in taking evidence there under Commission, to procure the attendance of the witnesses in Sydney.

6. I enclose a copy of the depositions taken at the Water Police Court, in case they should be required.

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

No. 21.

Mr. Hammond to the Secretary to the Admiralty.

Foreign Office, September 25, 1869.

Sir,

I have laid before the Earl of Clarendon your letters of the 8th and 14th instant, relative to the system of immigration of a slave trade character which has been organized in some of the islands of the Pacific; and, in reply, I am to request you will state to the Lords Commissioners of the Admiralty that his Lordship considers Captain Palmer's proceedings, as reported in the despatches inclosed in these letters, should be generally approved.

With regard to the case of the "Daphne" I am to state that Lord Clarendon, as at present informed, sees no reason to change the opinion he had formed as to the propriety of the steps taken by Captain Palmer with respect to that vessel.

I am, &c.,
(Signed) E. HAMMOND.

No. 22.

Sir F. Rogers to Mr. Hammond.—(Received, October 2.)

Downing-street, October 1, 1869.

Sir,

With reference to previous correspondence relating to reports received from the Governor of New Caledonia on the subject of the alleged kidnapping of natives of the Loyalty Islands, I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, the inclosed copy of a despatch from the Governor of New South Wales, reporting that he had issued a Commission to inquire into these cases, and also into the general question of Polynesian emigration.

I am also desired to inclose the draft of a despatch which, with Lord Clarendon's concurrence, Lord Granville proposes to address to the Governor with respect to the question of the payment of the expenses of this Commission.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure

Inclosure 1 in No. 22.

The Earl of Belmore to Earl Granville.

(Extract.)

Government House, Sydney, July 7, 1869.

I HAVE the honor to acknowledge the receipt of your Lordship's despatch of 5th March, 1869, transmitting copies of two notes received through the Foreign Office from the French Ambassador, inclosing reports from the Governor of New Caledonia, on the alleged kidnapping of natives of the Loyalty Islands, and requesting that I would cause inquiries to be made into these cases, and report the result of them to you.

I referred your despatch to my responsible Ministers, with the view of ascertaining the best method of carrying out your instructions, and in accordance with their advice have issued a Royal Commission "to inquire into and report on certain cases of alleged kidnapping of natives of the Loyalty Islands in the years 1867-68, reported by the Governor of New Caledonia to the Secretary of State for the Colonies, and generally to inquire into and report on the state and probable results of Polynesian immigration."

This Commission, your Lordship will perceive, is rather wider in its terms than is perhaps absolutely necessary to accomplish the object you have in view. The Polynesian emigration question, however, is attracting a great deal of attention here just now, and my advisers think it best to issue the Commission in its present form.

At the same time, I think that a Commission issued, and sitting at Sydney, with the limited powers that can only be conferred on it, can hardly be expected to make so full and searching an inquiry into the whole question as an Imperial Commission might do by visiting the principal islands in the South Seas where this kind of labour is employed, as well as the Colonies concerned.

At the instance of the Colonial Secretary, I inclose a memorandum on the subject of the necessary expenses of the Commission, which I have the honor to recommend to your Lordship's favourable consideration.

The members of the Commission will give their services gratuitously.

Inclosure 2 in No. 22.

*Earl Granville to the Earl of Belmore.**Downing-street, September , 1869.*

My Lord,

I have the honor to acknowledge the receipt of your despatch of the 7th of July, written in reply to mine of the 15th of March, and reporting that, in consequence of that despatch, you had issued a Royal Commission to inquire into certain cases of alleged kidnapping of natives of the Loyalty Islands, and generally into the state and probable results of Polynesian immigration. With regard to the suggestion that the expenses of this Commission should be borne by the Imperial Government, I beg leave to point out to you that, in writing my despatch of the 15th of March, I merely desired to obtain a report from you upon certain facts alleged by the Governor of New Caledonia, so far as those facts affected the Colony of New South Wales. It is the evident duty of a Governor of a Colony to procure and furnish to the Secretary of State such information as may enable Her Majesty's Government to satisfy Foreign Governments on all matters affecting that Colony, and it is the duty of his Ministers to aid him in so doing.

The general question would, as suggested by you, be more effectually inquired into by the Imperial authority; and the Naval authorities on the station have already been charged with the duty of prosecuting such inquiries.

Therefore, though I gladly accept the aid of the Colonial Government in this matter, I fear that I cannot apply to the Treasury for payment of the expenses of a Commission which was not contemplated by Her Majesty's Government, and which concerns partly matters affecting the Colony alone, and partly questions of a larger scope, which Her Majesty's Government are already engaged in investigating by different methods at the Imperial expense. The case, however, might be different if it were to appear that the Commission brought to light important facts which would otherwise have escaped notice, or originated suggestions not otherwise made which might enable Her Majesty's Government to deal effectually with this growing evil.

I have, &c.

No. 23.

*Mr. Hammond to Sir F. Rogers.**Foreign Office, October 5, 1869.*

Sir,

I have laid before the Earl of Clarendon your letter of the 1st instant, relative to the Commission appointed by the Governor of New South Wales to inquire into the subject of Polynesian emigration; and I am to request that you will state to Earl Granville that Lord Clarendon concurs in the answer he proposes to return to Lord Belmore.

I am, &c.,
(Signed) E. HAMMOND.

No. 24.

*Mr. Thornton to the Earl of Clarendon.—(Received, October 10.)**Washington, September 23, 1869.*

My Lord,

I have the honor to inform your Lordship that some days ago I communicated to the Secretary of State the contents of your Lordship's despatch of the 2nd instant, and left it with him. On asking him to return me the despatch this morning, Mr. Fish stated that his Government would have much pleasure

in co-operating with that of Her Majesty as far as may be in their power, with a view to preventing the illegal transfer of emigrants from the South Sea Islands to the Fiji Islands, or other points; and in case legal contracts should be made with them, to enforcing the fulfilment of these, and proper treatment of the emigrants during the voyage, and after their arrival at the places of their destination.

To this end instructions should be sent to Mr. J. M. Brower, United States' Commercial Agent at the Fiji Islands, to put himself into communication with Her Majesty's Consul there, and to carry out as far as he legally could, and through his personal influence, the views of his Government. Mr. Fish is not aware who the Colonel Jennings may be who is alluded to in your Lordship's despatch as the lately appointed Consul to the Fiji Islands.

Mr. Fish further engaged to transmit a copy of these instructions to the Secretary of the Navy, and to move him to issue such orders as he might deem expedient to the naval officers of the United States in those waters, so that they also might assist in checking the evils complained of.

An Act was passed by Congress on February 19, 1862, for regulating the coolie trade by American citizens in American vessels, and its provisions were extended by the Act of February 9, 1869, so as to embrace the inhabitants of Japan, or of any other Oriental country, known as coolies. These Acts are considered insufficient to carry out the object in view, and will probably be revised during the next session of Congress. If this should be accomplished, Mr. Fish is of opinion that a clause should be inserted by which the inhabitants of the South Sea Islands should come under the provisions of the new Act.

I have, &c.,
(Signed) EDWD. THORNTON.

No. 25.

The Earl of Clarendon to Mr. Thornton.

Foreign Office, October 12, 1869.

Sir,

I have received your despatch of the 23rd ultimo, in which you report that Mr. Fish has stated to you that the United States Government would have much pleasure in co-operating with that of Her Majesty, as far as may be in their power, with a view to preventing the illegal transfer of emigrants from the South Sea Islands to the Fiji Islands or other points; and in case legal contracts should be made with them, to enforcing the fulfilment of the same, and proper treatment of the emigrants during the voyage, and after their arrival at the places of their destination.

In reply, I have to state to you that Her Majesty's Government learn this decision with much satisfaction.

I am, &c.,
(Signed) CLARENDON.

No. 26.

Consul Wilthew to the Earl of Clarendon.—(Received, October 15.)

My Lord,

Panama, September 11, 1869.

I have to acknowledge the receipt of a despatch from the Foreign Department of the 31st of July, relative to the introduction of immigrants from the various islands in the Pacific, to supply the labour required in adjacent quarters; and I have the honor to inform your Lordship, in relation thereto, that no class of immigrants whatever have been imported into this isthmus, neither has any allusion been made in the local newspapers relative to the subject of the despatch before-mentioned.

Should my attention be drawn at any future period to any operations which may be undertaken to procure immigrants, either on this isthmus or in adjacent quarters, I will not fail to report to your Lordship all the information I can procure on the subject.

I have, &c.,
(Signed) C. WILTHEW.

No. 27.

Sir F. Rogers to Mr. Hammond.—(Received, October 16.)

Sir,

Downing-street, October 15, 1869.

With reference to previous correspondence relating to the traffic in natives of the Loyalty and New Hebrides Islands, and other islands in the South Pacific Ocean, I am directed by Earl Granville to transmit to you, for the information of Lord Clarendon, a copy of a letter from the Board of Admiralty, with reports received from the Commander of Her Majesty's ship "Rosario" on this subject, and also a copy of a report upon these papers by the Emigration Commissioners, to whom Lord Granville caused them to be referred.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 27.

Mr. Lushington to Sir F. Rogers.

Sir,

Admiralty, September 14, 1869.

I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of Earl Granville, a copy of a letter from Commodore Lambert, dated Wellington, 1st July, with two reports from Commander Palmer, of Her Majesty's ship "Rosario," relative to the traffic in natives from the Loyalty and New Hebrides Islands to other Islands in the South Pacific Ocean.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure

Inclosure 2 in No. 27.

Commodore Lambert to the Secretary to the Admiralty, July 1, 1869.

[See Inclosure 1 in No. 18.]

Inclosure 3 in No. 27.

Commander Palmer to Commodore Lambert, March 22, 1869.

[See Inclosure 2 in No. 18.]

Inclosure 4 in No. 27.

Situation de l'Immigration Océannienne en Nouvelle Calédonie au 22 Mars, 1869.

[See Inclosure 3 in No. 18.]

Inclosure 5 in No. 27.

Commander Palmer to Commodore Lambert, April 5, 1869.

[See Inclosure 4 in No. 18.]

Inclosure 6 in No. 27.

Mr. Walcott to Sir F. Rogers.

Sir,

Emigration Board, September 28, 1869.

I have to acknowledge your letter of the 16th instant, with copy of one from the Board of Admiralty, inclosing reports from Commodore Lambert and Commander Palmer, of Her Majesty's ship "Rosario," relative to the traffic in natives from the Loyalty and New Hebrides Islands and other Islands in the South Pacific Ocean.

2. In pursuance of instructions from the Commodore, Captain Palmer in March and April last visited New Caledonia and the New Hebrides for the purpose of prosecuting inquiries into the alleged kidnapping of natives. Commodore Lambert now sends home two reports from Captain Palmer, containing the result of his enquiries. According to the evidence he collected (some of it hearsay, and some direct), it would appear that in the years 1867 and 1868 several vessels under the English flag have by fraud and violence carried off natives from the Loyalty and New Hebrides Islands, but the destinations to which they were carried could not always be ascertained. This only corroborates what had through other sources reached this country, and been commented on in reports from this Board. Most of the cases mentioned in Captain Palmer's reports occurred before the "Queensland Polynesian Labourers' Act" (assented to March 4, 1868) came into operation, and cannot therefore be laid to the charge of that Act. But in considering this subject it is hardly necessary to remark that the inter-insular Polynesian emigration must be kept distinct from the emigration to Queensland. The abuses that take place in the former are beyond the control of this Government; the utmost that we could do would be to prohibit by Act of Parliament the employment of British shipping in the trade, and to keep cruisers in those seas to enforce the law. But these measures would not, of course, affect foreigners, many of whom, especially Americans, are doubtless mistaken for Englishmen. The Polynesian emigration to our own Colonies can either be prohibited altogether, or regulated by Colonial or Imperial enactments. At present as regards Queensland—the only one of our Colonies which imports Polynesian labourers—it is regulated by the Colonial Act of 1868; but as there is some ground for doubting whether this Act is sufficiently effective to guard against abuses, suggestions have been made by the immigration agent of the Colony for its amendment. The most important of these suggestions, as regards the prevention of kidnapping, is the appointment of a Government officer to accompany each vessel for the purpose of superintending the engagement of the labourers and the prevention of ill-usage on the voyage. If the local Legislature should amend this Act in this and the other particulars recommended, it seems to me that the protection which will then be thrown around the Polynesian emigration will, if the law be strictly enforced, be sufficient to meet the exigencies of the case.

3. In April last Lord Granville called the special attention of the Governor of Queensland to unfavourable reports current on this subject, and strongly impressed on him the responsibility which he was under in the matter. A communication was at the same time made to the Governor of New South Wales. I am not aware if any reply has yet been received to these despatches; but I observe in an extract from a Colonial newspaper* that his Lordship's despatch to the Governor of Queensland has been published, and that the Government of New South Wales has appointed a Commission of gentlemen, having the confidence of the public, to inquire into and report upon the whole question of Polynesian immigration. The Commissioners, it is stated, held their first meeting in Sydney on the 10th July last.

4. Pending the receipt of the further and fuller information that may soon be expected from the Colonies, I would submit that no action on the part of the Secretary of State is called for on the reports which accompanied Mr. Lushington's letter to you of the 14th instant.

5. Commodore Lambert, I may add, observes that, while the Governor of New Caledonia complains of English vessels taking away natives from the Loyalty Islands, his Government sanctions the introduction into New Caledonia of natives from the New Hebrides. I apprehend, nevertheless, that so long as Polynesian emigration into Queensland is authorized by the Colonial Government, we should not be in a position to challenge with effect the French proceedings, unless, indeed, in some special case of flagrant abuse, supported by reasonable evidence.

6.

6. Commodore Lambert also draws attention to the fact that the greater part of the traffic in natives to the Fiji Islands is carried on from the Kingsmill Group of Islands, commonly known as Gilbert Islands, which lie on the equator and beyond the limits of the Australian station.

I have, &c.,
(Signed) S. WALCOTT.

No. 28.

Consul March to Mr. Spring Rice.—(Received, November 30.)

Sydney, October 8, 1869.

My dear Sir,

I have had the honor to receive your despatch on the subject of the Polynesian immigration, which has been handed to me at Sydney; and fully conscious of its importance, I shall lose no time on arrival at my post in reporting thereon. I have been detained here through the want of transport, but am now preparing to leave in Her Majesty's ship "Virago."

The chief abuses to which the traffic in South Sea Islanders seems liable are: The manner in which the men are obtained and taken to the market, the way in which they are engaged, and the absence of definite arrangements for the return voyage. To obviate this, the importers might be invited to subscribe to some regulations whereby they would be subject to greater supervision than they are at present; such, for instance, as entering into a bond for the fulfilment of their agreement, and the return home of the labourer. I cannot at present say what steps will be the most desirable to take under the circumstances, but I am in hopes of doing something that, if the movement continues, will place it on a sound footing. The strict enforcement of the Passengers' Act might also do a great deal of good.

At present the settlers in Fiji are much annoyed at England's refusal to accept the Protectorate of the Islands, and they talk of applying to the American Government. The emigration continues, and the anomalous state of things caused by the want of an effective administration of law increases in proportion.

Communication between this and the Fijis is very irregular, but I will avail myself of the first opportunity to send a detailed report in reply to your despatch.

In the meantime, I beg, &c.

(Signed) EDWARD MARCH.

No. 29.

Consul Gollan to the Earl of Clarendon.—(Received, December 2.)

Coquembo, October 15, 1869.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 31st July, referring to the steps reported to be in progress for obtaining from the various islands in the Pacific immigrants to supply the labour required in adjacent countries, and instructing me to furnish your Lordship with any information I could procure on the subject.

In reply, I have the honor to report to your Lordship that neither into this Consular district, nor, as far as I am aware, into any other part of Chili, have natives of the islands alluded to been introduced as immigrants; indeed, it is but just to Chilians generally, to say that they appear impressed with a strong feeling in favour of free, as opposed to forced, labour of any description; and I believe, therefore, that if there is really any such traffic with the Pacific Coast it must be confined to the hot latitudes of Peru, Ecuador, and Colombia, where probably an inducement may exist to import labourers accustomed to constant exposure to the sun.

Should any additional information upon this subject come to my knowledge I shall at once transmit it to your Lordship.

I have, &c.,
(Signed) ALEX. GOLLAN.

No. 30.

Mr. Lushington to Mr. Hammond.—(Received, December 6.)

Admiralty, December 3, 1869.

Sir,

With reference to previous correspondence, I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Earl of Clarendon, a copy of a letter from Commodore Lambert, dated 6th October (and of its inclosures), reporting the judgment of the Sydney Vice-Admiralty Court in the case of the schooner "Daphne," captured by Her Majesty's ship "Rosario" on suspicion of being engaged in the slave traffic. By this judgment the schooner is to be handed back to the owners.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure

Inclosure 1 in No. 30.

*Commodore Lambert to the Secretary to the Admiralty.**"Challenger," at Sydney, October 6, 1869.*

Sir,

With reference to the 5th paragraph of my letter of the 8th ultimo, stating that no decision has yet been pronounced by the Sydney Vice-Admiralty Court relative to the schooner "Daphne," I beg to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, copy of a letter from His Excellency the Earl of Belmore, Governor of New South Wales, acquainting me that the Crown Solicitor had apprised him of the judgment delivered by the Chief Justice in the Vice-Admiralty Court, in the case of the schooner "Daphne," and informing me that the vessel should be handed back to Captain Doggett.

2. In reply, I requested his Lordship would cause the Crown Solicitor to be informed that whenever Captain Doggett came to take possession of the "Daphne" she would be handed over to him.

3. Captain Doggett has not yet come to take possession.

4. The Chief Justice has not yet delivered his formal judgment, having had to go on circuit, but, I am informed, that immediately on his return he will do so, and that it is his intention to grant a certificate that Commander Palmer has seized the vessel and prosecuted with reasonable cause.

5. I also transmit, for their Lordship's information, copies of inclosures which Commander Palmer did not forward me with his report, and which I acquainted their Lordships in paragraph 3 of my letter of the 1st July last I had called his attention to.

I am, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 2 in No. 30.

*The Earl of Belmore to Commodore Lambert.**Government House,
Sydney, September 27, 1869.*

Sir,

I have the honor to inform you that I have received a letter from the Crown Solicitor, apprising me of the judgment delivered by the Chief Justice in the Vice-Admiralty Court in the case of the schooner "Daphne," and requesting me to inform you that the vessel should now be handed back to Captain Doggett. He adds, that unnecessary delay in the release of the vessel, now that the decision of the Court has been made known, should be avoided.

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

Inclosure 3 in No. 30.

Certificates.

(No. 1.)

Polynesian Labourers' Act, Clause 8, Form 1.

Certificate of Missionary, Consul, or other known person.

WHEREAS Henry Ross Lewin, duly licensed by the Government of Queensland to recruit South Sea Island labourers, according to license exhibited to us, and Wilton Wosswooss, Ootucanhah, Whebella, Moolmool, Wetackecheh, Teebebe, Mouron Taboo Wheseree, Thanham, Whefrallasserie, Whesallat, natives of Garra, appeared before us this 14th day of March, 1869. The said agent has hired the said natives to serve various employers in Queensland as labourers for a term of three years, and undertake that they shall be furnished with the undermentioned rations and clothing; that they shall be paid at the rate of not less than £6 per head per annum, in coin of the realm; that they shall be provided with proper lodging accommodation; and that the cost of their passage to and from Queensland, and all other costs and charges, shall be defrayed by their employers; and that they shall be returned free of expence to this place at the expiration of three years; and that the Government of Queensland shall exercise supervision over their employers, and otherwise protect them during their term of service, and during their passage to and from Queensland.

Now we certify that this document has been read and its full meaning and effect explained to the said before-mentioned natives in the presence of the said agents and of ourselves, and that the said natives have consented to accompany said agent to Queensland; and we further certify, that, to the best of our belief, none of the said natives are suffering from any disease, or are maimed, halt, blind, deaf, dumb, idiotic, or insane.

In witness whereof we have hereunto attached our signatures this 14th day of March, 1869, at

(Signed) NUERRA, his + mark.
DANIEL FOSTER, { Or European Resident,
H. ROSS LEWIN. { or Chief Interpreter,
(Signed by 11 natives.) { Agent.

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(No. 2.)

SIMILAR certificate, signed by twelve natives, and dated the 14th day of March, 1869,—W. D. Pritchard's name being added as a witness.

(No. 3.)

SIMILAR certificate to last-mentioned, signed by six natives, and dated the 14th day of March, 1869.

(No. 4.)

SIMILAR certificate to last-mentioned, signed by ten natives, and dated the 14th day of March, 1869.

(No. 5.)

SIMILAR certificate to last-mentioned, signed by twelve natives, and dated the 14th day of March, 1869.

Inclosure 4 in No. 30.

CLOTHING per annum.

Hat	1
Shirts (one flannel or serge)	2
Trousers, pairs	2
Blankets, pair	1

RATIONS per diem.

	lbs. ozs.
Bread.....	1 0
Beef or mutton (or fish, 2 lbs.)	1 0
Molasses or sugar.....	0 5
Vegetables (or rice, 4 ozs.; or maize meal, 8 ozs.).....	2 0
Tobacco, per week	0 1½
Salt	0 2
Soap, per week.....	0 4

(Signed) JOHN C. DOGGETT.

(Signature of master of the vessel.)

(To be furnished to the Immigration Agent, or duly appointed officer, with report of arrival.)

{ Immigration Agent or duly
appointed Officer.

Inclosure 5 in No. 30.

Agreements.

(No. 1.)

Marri Lavo, or Star Island, March 9, 1869.

AN agreement made and entered into this day between H. Ross Lewin, or to whom he may consign them, and as many Star Island men as hereunto subscribe themselves, the said men agree to serve employers in the Fijis as farm labourers, and otherwise to make themselves generally useful, for the term of three years, in consideration of which services the said H. Ross Lewin, or their employers, agree to pay them wages at the rate of 10s. per month, to be paid in such trade as the natives may require at the termination of the said period, and to find them return passages to said Island.

(Signed) ZEERIAH, his + mark.
WHASS SO, his + mark.
WHAN SARRA SA, his + mark.
TAVANG HI OH, his + mark.
BASS, his + mark.
WINDEIRE, his + mark.

The above agreement was made in our presence, this 9th day of March, 1869; the above natives thoroughly understand this agreement through interpreter.

(Signed) H. ROSS LEWIN, *Recruiting Agent.*

Witness to signatures:—

JOHN C. DOGGETT, *Master of Schooner.*
USURRAH, his + mark, *Interpreter.*
W. D. PRITCHARD, *Passenger.*

(No.

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(No. 2.)

SIMILAR agreement from Mavo or Aurora Islands, signed by eight natives, date altered from 14th to 12th of March, 1869.

(No. 3.)

SIMILAR agreement from Yarra Island, signed by sixty-seven natives, dated the 4th day of March, 1869.

(No. 4.)

SIMILAR agreement from Amota Lava Island, signed by nineteen natives, and dated the 16th day of March, 1869.

No. 31.

Consul General Wodehouse to the Earl of Clarendon.—(Received, December 8.)

Honolulu, October 28, 1869.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 13th July, in which I am instructed by your Lordship to "call the attention of the Hawaiian Board of Immigration to certain defects in the provisions made for the immigrants conveyed in the 'Mauna Loa,' to these islands; and I am also desired "to suggest that the number of immigrants to be conveyed in any vessel should be defined in proportion to space; that the rations and water to be issued should be prescribed; and that the duration of the voyage for which the ship should be provisioned ought to be fixed."

I am further "to point out the necessity for every precaution being taken to prevent the operations of persons thus engaged in procuring immigrants from degenerating into what might virtually prove to be a slave trade in disguise."

In reply, I have the honor to inclose for your Lordship's information a copy of a letter addressed to me by the President of the Immigration Board.

Your Lordship will observe that "the barque 'Mauna Loa,' the vessel in question, was fitted and provisioned by the Board of Immigration itself, and that Captain English was commissioned by its President for the special duty of visiting certain islands in the South Pacific; that he was recommended to this Government by many gentlemen intimately acquainted with his character as one eminently fitted for the situation assigned to him, he having had a long experience amongst the islands as an employer of labour whilst in possession of Fanning's Island, on which the British flag flies; that he enjoyed the confidence of the people of the different islands which he proposed to visit, from the honorable manner in which his own engagements with them had been performed.

"It was not therefore (in Dr. Hutchison's opinion) thought necessary to lay down such stringent rules in his case as would be necessary if free liberty was given by the Hawaiian Government to private individuals to import passengers on their own account, and for their own profit."

With regard to the food, the "instructions given to the captain, verbally, were, that the people whom he might take on board were to be allowed as much food as they might desire, without waste. To this end trade in sufficient quantities was placed on board to purchase yams, sweet potatoes, pigs, cocoanuts, or whatever might be the ordinary food of the islanders, this being supplemented by a liberal quantity of bread, beef, fish, rice, beans, &c., in case the supply obtained from the islands themselves should be exhausted. Blankets and other necessaries were placed on board.

"The barque 'R. W. Wood' has lately been dispatched by the Hawaiian Board of Immigration on a similar trip."

She is a vessel of 600 tons burthen, and, in accordance with your Lordship's suggestion, Captain English is confined by his written instructions to a maximum of 300 passengers, including children.

The same course is to be pursued with food as before.

The return trip of the "R. W. Wood," after taking the passengers on board, will be about thirty days.

The subject of labour for the sugar plantations of this group of islands is occupying the principal share of public attention here at the present time, and at a large public meeting, which I attended by invitation, the labour question was very fully discussed.

As I purpose in another despatch to make your Lordship acquainted with the various views held on the subject of labour in these islands, I shall not enlarge upon it in this.

I have, &c.,
(Signed) JAMES H. WODEHOUSE.

Inclosure in No. 31.

Mr. Hutchison to Consul General Wodehouse.

*Office of the Bureau of Immigration, Honolulu,
September 7, 1869.*

Sir,

I have the honor to acknowledge the receipt of your communication of the 31st ultimo, informing me that the Earl of Clarendon had instructed you to draw the attention of the Honolulu Board of Immigration to certain points in the instructions addressed by it to the commanders of vessels engaged in procuring immigrants from the Polynesian Islands, and that the provisions for the protection of the immigrants whilst on the voyage are defective, or appear to be, in the following points. The master of the vessel

vessel is left to his own discretion as to the number to be embarked, being only enjoined not to take on board so many as to endanger the health of the passengers or crew, and he is only recommended, not required, to keep the men and women separate, and to construct a bulkhead dividing the compartments in which they are respectively berthed; no penalty also attaches to the neglect of the instructions; and that Lord Clarendon suggests to the Board that the number of immigrants to be conveyed in a vessel should be defined in proportion to space; that the rations and water to be issued should be prescribed; and the duration of the voyage for which the ship should be provisioned ought to be fixed.

In reply to the suggestions of Her Britannic Majesty's Foreign Minister, I have to inform you, Sir, of a fact of which you are not ignorant: that the barque "Mauna Loa," the vessel in question, was fitted and provisioned by the Board of Immigration itself, and that Captain English was commissioned by its President for the special duty of visiting certain islands in the South Pacific Ocean, from which it was anticipated a number of men, women, and children, would be glad to emigrate to this kingdom; that Captain English, who was also placed in command of the vessel, was recommended to this Government by many gentlemen intimately acquainted with his character, as one eminently fitted for the situation assigned him, he having had a long experience amongst the islands as an employer of labour, whilst he was in possession of Fanning's Island, on which the British flag was hoisted by one of Her Britannic Majesty's vessels of war; and also was in the confidence of the people of the different islands which he proposed to visit from the honorable manner in which his own engagements with them had been performed. This good character of Captain English was supplemented by the information which the Government had received concerning him; it did not therefore appear necessary to lay down such stringent rules in his case as would be necessary if the Government of this country gave free liberty to private individuals to import passengers on their own account, and for their own profit. The vessel was fitted with all due regard to the comfort and health of the passengers; the regulations regarding the separations of the sexes, which from the wording of the instructions may seem to have been optional, were fully carried out, and the whole of the immigrants arrived here in good health and condition, the number on board being less than the conditions of the British Passenger Act would allow.*

I may also inform you that the instructions to the captain were verbally, indeed, to the effect that the people whom he might take on board were to be allowed as much food as they might desire without waste; to this end trade in sufficient quantity was placed on board to purchase yams, sweet potatoes, pigs, cocoanuts, or whatever might be the ordinary food of the islanders, for their use during the voyage to Honolulu, this being supplemented by a liberal quantity of bread, beef, fish, rice, beans, &c., in case the supply obtained from the islands themselves should be exhausted. Blankets and other necessaries were also placed on board. When the "Mauna Loa" returned most of these stores were returned untouched.†

The Government has lately sent away the barque "R. W. Wood" on a similar trip. She is a vessel of about 600 tons burden, and the written instructions confine Captain English to a maximum of 330 passengers, including children. Nothing is said in them in regard to food, but the same course as formerly has been pursued in regard to the supply. Her return trip, after taking the passengers on board, will probably be about thirty days.

I have, &c.,
(Signed) FREDK. W. HUTCHISON,
*Minister of the Interior, ex officio President of the
Board of Immigration.*

No. 32.

Sir F. Sandford to Mr. Spring Rice.—(Received, December 21.)

Downing-street, December 20, 1869.

(Extract.)

WITH reference to my letter of the 1st October last, forwarding a copy of a despatch from the Governor of New South Wales, reporting that he had appointed a Commission to inquire into certain alleged cases of kidnapping of natives of the Loyalty Islands, and into the general question of Polynesian emigration, I am directed by Earl Granville to transmit to you, for the information of Lord Clarendon, a copy of a further despatch from Lord Belmore, inclosing the Report of the Commissioners.

Inclosure 1 in No. 32.

The Earl of Belmore to Earl Granville.

Government House, Sydney, October 7, 1869.

My Lord,

With reference to your Lordship's despatch of 15th March, and to my reply of the 7th July last, I have now the honor to inform you that the Royal Commission, of which Mr. Rolleston was President, and which was appointed to inquire into certain complaints of the French Government with regard to the deportation of natives of the Loyalty Islands by British ships, and generally into the state and probable results of Polynesian immigration, have made their report, dated 27th September ultimo, which I have the honor to inclose.

2. I also inclose six copies of the report and evidence.

3. Your Lordship will see that the Commissioners find that the charge of kidnapping natives of the Loyalty Islands in the sense of a stealthy and forcible abduction from their homes is not supported by the evidence. It appears, however, to be admitted that the sanction of the French Government to their departure has, in some instances at least, been neither asked for nor obtained.

4.

* The "Mauna Loa" only succeeded in inducing 80 natives to come to these islands.—J.H.W.

† Naturally, when instead of 300 only 80 took passage.—J.H.W.

4. Although some of the vessels implicated have not, as the Commissioners state, been in this port during the sitting of the Commission, still it is admitted by a witness (Captain Burns, page 21) that natives may have been taken by them from the Loyalty Islands without the permission of the French Government, although the witness repudiates the charge of kidnapping.

5. Another witness (Mr. James Row, page 72) makes a similar admission with regard to the proceedings of the "King Oscar" on one occasion.

6. I leave the Commissioners to speak for themselves on the general question. I fully agree with the opinion expressed by them in paragraph 10 of their report, and I think that such supervision of the traffic as they consider necessary will render some increase to the Australian squadron desirable. This station, I need hardly remind your Lordship, is of great extent. When I arrived here, the number of ships comprising the squadron was five, but it was reduced by the late Board of Admiralty last year to four.

7. I may remark that the witness Hovell (page 18) is the late master of the "Young Australian," but is now a prisoner of the Crown. The Commissioners wished for his evidence, and I saw no reason for making any difficulty about his production before them. He does not appear to have been asked any questions concerning the matter which led to his recent conviction.

8. I have sent a copy of the report and evidence, confidentially, to Mr. Consul March, who is at present here. I will send one also to Mr. Thurston, the Acting-Consul for Fiji.

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

Inclosure 2 in No. 32.

Report.

To the Queen's Most excellent Majesty,—

May it please your Majesty,—

The Commission appointed "to inquire into and report upon certain cases of alleged kidnapping of natives of the Loyalty Islands, and the state and probable results of Polynesian Immigration" generally, humbly beg to lay before your Majesty the evidence taken by them, and to submit the following Report:—

1. During the Session of the Commission, which has now extended over nearly three months, they have held sixteen meetings, and have examined thirty-six witnesses, consisting of Missionaries and other reverend gentlemen connected with the London, Presbyterian, Wesleyan, and French Roman Catholic Missionary Societies,—the owners and captains of vessels trading to the South Seas, and who have been engaged in the transport of Polynesian natives to Queensland and Fiji,—of gentlemen who are interested in the cultivation of sugar and cotton in Queensland,—and of those who have had opportunities of observing the operation of the system of imported Polynesian labour in that Colony, as well as of natives of the islands of Rotumah, Maré, Lifou, and Sandwich.

2. The allegations contained in the despatch of His Excellency Admiral Guillain to the French Government, forwarded by His Imperial Majesty's Ambassador at the Court of St. James, to your Majesty's Principal Secretary of State for Foreign Affairs, demanded the earliest attention of the Commission, and to these they gave their most grave and respectful consideration. Great difficulty attended this branch of the inquiry, from the vagueness of some of the charges, the acknowledged ignorance with reference to the names of vessels said to have been engaged in the illicit traffic, and the absence from the Colony of the captains of the ships whose names are mentioned as having surreptitiously or forcibly removed natives of the Loyalty Islands.

3. As neither the "Telegraph," the "Edith," the "Fanny Nicholson," the "King Oscar," the "Syren," or "Lyttona" (Latona) have been in this port during the sitting of the Commission, no means have been afforded of inquiring into the accuracy of the specific charges against the captains of these vessels, contained in Governor Guillain's despatch; but the testimony of other masters is uniform that the strongest desire is manifested by the natives, both of the Loyalty and New Hebrides Groups, to leave their homes, either to serve on board English ships, or to labour on the plantations of Queensland; and that any attempt to kidnap them would be not only unnecessary but most impolitic and even dangerous.

4. The existence of a migratory disposition on the part of the islanders of the Loyalty and New Hebrides Groups is borne out by the evidence of nearly all the witnesses who are familiar with them. Mr. W. J. Merriman states that while his vessel was lying at Maré one of the natives of that island went on board and concealed himself until their arrival at Teika, being desirous of accompanying her on her voyage. He adds, "From my observation and knowledge of the island trade, as connected with béche-mer fishing, I do not think there is any necessity for kidnapping or using any kind of force to obtain these people. They always appeared to be willing to come on board when I was at the islands, and were ready enough to engage with anyone who would treat them well, and return them home at the proper time." Captain John Rees, of the "Spunkie," says, "I landed at Maré, but did not get any (natives) there. After I had left that island, and was running past Lifou, a number of the people jumped off the rocks into the water, and about thirty swam off to the vessel, which was a long way off the shore. I hove-to when I saw them swimming off, and took them on board. They said they wanted to go with me to Queensland or anywhere—that they did not wish to stop longer at the Loyalty Islands, but to go and get clothes and money. I wanted to send them ashore but they would not go. I waited about four hours with the vessel hove-to, to allow them to go on shore, when, finding they would not do so, we made sail and proceeded on our voyage. I would not have taken any of them with me unless they had been willing." The Rev. C. M. Joly, the Agent for the Catholic Mission at the Loyalty Islands, says, with reference to the correspondence received by him from the Missionaries at those islands, "The impression I received from going through these letters was, that the natives left willingly—that no compulsion, violence, nor unlawful means were used." "It seems from my correspondence that the natives are very willing to engage on board English vessels, because they are fond of travelling." Fangi, native of Maré says, "I left Maré

of my own free will. I have been in Queensland, in the employment of Captain Towns—I was there nearly three years. I liked that master, and was happy and contented." "I have visited a good many of the islands. I have seen a good many of the South Sea Islanders come on board ships to go to Queensland. I don't know of any that were taken away against their own will." Watongani, a native of Maré, says, "When I came away from Maré, I do not know of any of the South Sea Islanders being brought away against their own free will." Enowat, a native of Lifou, states, "My countrymen like to come here, and to come on board English ships." Pakoa, a native of Sandwich Islands, "I like to come here myself; I never saw any people brought from the island who did not want to come. I do not know if all my countrymen like to go away from the island—if any man do not like to go he stops." Boy (a native of Rotumah), Captain H. Burns, Mr. A. Henry, Captain W. H. Robertson, of the "Rotumah," Captain Lyons, of the "Ocean," Captain L. Dawson, A. R. Hovell, gave confirmatory evidence on this point, and the representatives of the several Missionary Societies admit, while they deplore, this disposition on the part of the natives.

5. The absence from the Colony of the owner of the "Dart," Mr. Buttrey, prevented a full inquiry into the allegations made with reference to that vessel in the despatch of His Excellency Admiral Guillaín, but the evidence of Mr. George King and the Messrs. Hebblewhite is conclusive as to the inaccuracy of the statement of the main facts. Mr. King (a well known merchant of this city, in whose testimony the Commission have the utmost reliance) says—"During the month they were on board the 'Dart,' at the North Shore, there was not a case of sickness among them; they were well fed, had as much tobacco as they chose to smoke, and were in perfect health. They suddenly disappeared one day, and the next thing I heard about them was that they were working in Sydney for money. I know of my own knowledge that there were ample provisions on board, for when I sold the vessel afterwards there was a large stock of provisions in her which would have lasted them for some months." Mr. Charles Hebblewhite says, "They had plenty of rice, tea, coffee, sugar, and beef in barrels; they had also fishing tackle, and used to catch fish in the bay. I know of my own knowledge they had plenty to eat;" and his son, Mr. C. Hebblewhite, junior, states, "They seemed to be very happy and contented, and had plenty to eat and drink. They had plenty of rice, beef, tea, sugar, and coffee on board, and they helped themselves as they liked. I do not know how long they remained on board, but they must have been there two or three months. They had no work to do, but amused themselves as they liked. I am satisfied that none of them died on board this vessel, that they left of their own accord, and that they left plenty of provisions behind them."

6. Upon a review of the whole of the evidence, the Commissioners have come to the conclusion that the charge of kidnapping natives of the Loyalty Islands, in the sense of a stealthy or forcible abduction of them from their homes, is not supported by the testimony of the witnesses examined; but Captain Rees, the master of the "Spunkie," admits that the consent of the French authorities was not sought for, nor, as he alleges, did he know that the deportation of natives from the Loyalty Islands was opposed to the regulations of the French Government. Mr. James Row says, "There was a great readiness on the part of the Loyalty Islanders to engage; and I believe that they did understand the nature of the engagements, because I know they disliked the rule of the French very much, and would do anything to get on board English vessels. I have heard of their swimming off to English vessels even under the fire of musketry from French soldiers. I believe there is compulsory work exacted from them by the French Government. I have been told they had to go to work upon public buildings and roads at Lifou, by order of the Commandant, and were not even allowed food, which they were required to take with them. In consequence of this they disliked the French very much." "I believe the approval of the French authorities to the embarkation of these people was not obtained. I know the supercargo, before the vessel started, went to the French Consul here, to ascertain what he should do to get permission; and he was told by the Consul that he did not know anything about it,—that he must go to the Commandant at Noumea. He did not do that, and I suppose obtained no sanction. There was not—so far as I saw—any opposition or resistance to the embarkation of these people by the Government authorities at the islands." "There was a strong disposition to engage, and I am confident the engagement was thoroughly understood on all the Loyalty Islands. The engagements were for three years. There was no compulsion, deception, or force used in the Loyalty Islands." "The people could read and write—nearly the whole of them—and they signed the agreements; and if they did not understand the English language, there were always a sufficient number who did, and who could explain them to the rest; so that if there has been any kidnapping it has not been at the Loyalty Islands." "I was simply a passenger, and quite disinterested in the affair—I paid for my passage, and had nothing at all to do with it." Whether ignorantly or otherwise, there would seem to be no reason to doubt that masters of vessels have disregarded the regulations which prohibit the hiring of natives for any other destination than New Caledonia, for, by a return made by the Immigration Agent to the Government of Queensland, it appears that, during the years 1868 and 1869, no less than 567 natives of the Loyalty Islands have been landed in that Colony. How many of that number have been returned the report does not show.

7. With respect to the charges of Governor Guillaín, then, it appears to the Commission that the evidence taken affords no grounds for supposing that the obtaining of these islanders has been attended either with force, fraud, or deception.

8. The general question of the state and probable results of Polynesian immigration is one upon which there is great conflict of opinion. Not only those who employ this description of labour, but visitors to the plantations at Queensland and Fiji affirm that the men generally appear to be well fed, healthy, contented and happy,—that comfortable dwellings are provided for them,—and that the labour exacted from them is not excessive. Still it is very probable that in some cases the islanders have left their homes under a false impression of the nature of the engagement they have entered into. In the first instance, according to the evidence of the Honorable R. Towns and others, they were engaged for a term of twelve months, to be returned to their several islands at its expiration; and when, subsequently, the period of the engagement was lengthened, that extension may not have been fully understood. Hence may have arisen the dissatisfaction to which the Rev. Mr. Sunderland alludes. The Revs. Dr. Steel, J. P. Sunderland, and S. Rabone are of opinion that the influence of this migration upon the moral character of the natives is injurious, and that they carry back with them vices acquired by contact with Europeans. Dr. Steel says, "The social aspect among those taken away is bad. Men from Christian settlements are herded in the holds of vessels, and on plantations, with the vilest cannibals from heathen islands. On half-enlightened minds this influence is perverting. It is greatly to the credit of the Christianity these natives have been taught,

taught, that those professing it have behaved so well, and have been so exemplary." The Rev. Mr. Sunderland says, "My impression is that the heathen natives who have come to Queensland have not been very much benefited in a social or moral point of view. My experience is confirmed by letters I am continually receiving from Missionaries, stating that the result of the natives leaving their islands has been generally not to benefit them, but otherwise. In many cases they are brought into contact with very degraded foreigners, and the kind of work they have to do does not allow them time to cultivate their minds." The Rev. S. Rabone says, "Those who have returned to the islands after fulfilling their engagements on the plantations are not improved. As a rule, they bring back the bad habits of Europeans with them." On the other hand, several witnesses bear testimony to the general good conduct of the islanders on the plantations. Mr. C. W. Wood says, "My men have never shown any dangerous proclivities—they are generally moral in their conduct—they are also honest." Sir Maurice C. O'Connell states, "I am not aware that they imitate the vices of Europeans. I have never heard of drunkenness among them, or of any other vice." The Rev. R. Levers speaks highly of their character. He says, "I hail with some pleasure the fact, in the future, that the employment of Polynesians in Queensland may be of some benefit to themselves, as after their period of service they go back to their own homes, and in some instances return again to the Colony. Supposing this immigration to be continued and increased, I do not think it likely to be prejudicial to the European population. There is nothing in the moral condition or conduct of these men that could at all contaminate Europeans."

9. Instances of injustice or oppression on the part of employers towards their imported labourers may have occurred—as these cannot be wholly prevented, even in the case of European servants—but the evidence adduced before the Commission has not been of a sufficiently specific nature to enable them to pronounce a decided opinion upon the cases to which reference has been made.

10. Irregularities of a very serious nature have been proved in the case of the "Daphne," now before the Vice-Admiralty Court; and in that of the "Young Australian," offences of a still more grave character have been made the subject of criminal prosecutions, both here and in Melbourne. Both these vessels were engaged in the transport of labourers to Fiji; and the Commissioners are of opinion that this traffic, in order to prevent evils which would reflect discredit on the British name, demands a much more active supervision on the part of your Majesty's Government than it has yet received. With regard to these cases, the Commissioners have taken no evidence, except that of Captain Palmer, of Her Majesty's ship "Rosario;" and they are unable to supply any further information than has already been made public in the columns of the daily press, in the course of the trials connected with those vessels, before the Courts in this and the neighbouring Colony of Victoria.

11. On a review of the whole question, the Commissioners think it possible that, under proper regulations, Polynesian labour may be introduced into Queensland with manifest advantage to the sugar and cotton growing interests of that Colony.

All which they humbly submit to your Majesty's gracious consideration.

(Signed) - CHRIS. ROLLESTON, *President.*
SAMUEL BENNETT.
JOHN FAIRFAX.
JOHN DUNMORE LANG, D.D., M.L.A.
FRANCIS MITCHELL.
JACOB L. MONTEFIORE.
THOS. S. MORT.
CHAS. SMITH.

J. H. PALMER, *Secretary.*
Sydney, September 27, 1869.

No. 33.

Sir F. Rogers to Mr. Spring Rice.—(Received, January 21.)

Downing-street, January 20, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, the inclosed copy of a despatch from the Governor of New South Wales, on points adverted to in your letter to this Department of the 3rd of August last, relating to Polynesian emigration.

Lord Granville proposes, with Lord Clarendon's concurrence, to inform the Governor, in answer to this despatch, that the Governor of New South Wales has no especial authority with regard to the Islands in the South Pacific Ocean, except what is expressly given him as in respect to the Government of Norfolk Island and the grant of certain guano islands; and that the instructions to Mr. March, referred to by the Governor, directing him to keep the Australian Government informed on any points connected with this matter, in which their influence could usefully be exercised, were intended to apply to the Australian Governments generally, and not alone to the Government of any one of these Colonies.

I am to add that a copy of Lord Belmore's despatch was included in the reference lately made to the Law Officers of the Crown on the general question of the Polynesian labour traffic.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure in No. 33.

The Earl of Belmore to Earl Granville.

Sydney, October 5, 1869.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of 13th August, 1869, inclosing copy of a correspondence between the Foreign and Colonial Offices on the subject of the Polynesian labour trade.

2. Your Lordship's attention is called by the Foreign Office to a statement made in my letter of April 28 to Mr. Thurston, that "I am in possession of no instructions, and have received no authority from Her Majesty's Government to take any steps in this matter." From this I think it possible that the concluding sentences of the 8th paragraph of my letter to Mr. Thurston have been overlooked, viz., "or to interfere further than in the performance of such duties as may be incidental to the Governor or Government of this Colony in the execution of the Act 9 Geo. IV, cap. 83, sec. 4, &c."

3. As I see that further legislation is contemplated, I may remind your Lordship that the Supreme Courts of those Colonies only which formed part of New South Wales when the Act was passed, and of Tasmania, have jurisdiction under the 9 Geo. IV, cap. 83, commonly called the New South Wales Act.

4. The only Act at present regulating Polynesian immigration is the Queensland Act of last year, which has no effect in this or any other Australian Colony besides Queensland.

5. I have shown your despatch to the Attorney General, who has given me the following memorandum, which I submit for your consideration:—

"I may be permitted to mention that, in any legislation which may be proposed to meet the difficulties created by the traffic in Polynesian labour, one of the most serious topics for consideration will be the mode in which the evidence of Polynesians not professing any definite religious creed can be rendered admissible. It is felt that the want of that religious faith which, according to the law of our Courts is essential to the admissibility of testimony on oath, presents a practical obstacle which must be of very great force in the administration of justice in reference to these people. It may be desirable to consider whether the burthen of proving the free agency of labourers of so untutored a class should not be cast upon the importer."

6. In the Foreign Office Instructions to Mr. Consul March, dated August 3, 1869, he is directed to keep the Australian Government informed of any points connected with the matter in which their influence can usefully be exercised.

7. Is it intended by the term Australian Government to indicate the Government of this Colony? With which, I believe, the Consul has hitherto been principally, if not exclusively, in communication on matters not concerning one Australian Colony more than any of the others, as being the most convenient, I presume, from geographical situation.

8. I may add that, since the date of my letter to Mr. Thurston, alluded to above, I have been told by a gentleman, who acted as one of the Commissioners some time ago in Consul Pritchard's case, that he thought that the Governor of New South Wales had received general instructions with regard to South Sea Island matters. My impression, however, is, that there never were anything more than temporary instructions issued to my predecessors.

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

No. 34.

Mr. Spring Rice to Sir F. Rogers.

Foreign Office, January 25, 1870.

Sir,

I have laid before the Earl of Clarendon your letter of the 20th instant, inclosing a copy of a despatch from the Government of New South Wales on points adverted to in the letter addressed on the 3rd August last by this Department of the Colonial Office, relating to Polynesian emigration, and I am, in reply, to acquaint you that his Lordship concurs in the answer, as set forth in your letter, which Lord Granville proposes to address to Lord Belmore on this matter.

I am, &c.,
(Signed) CHARLES SPRING RICE.

No. 35.

The Earl of Clarendon to Consul March.

Foreign Office, January 26, 1870.

Sir,

With reference to my instructions to you as regards the communication of intelligence to the Governor of the Australian Colonies, I think it desirable to acquaint you that the Supreme Courts of those Colonies only which formed part of New South Wales when the Act was passed, and the Courts of Tasmania, have jurisdiction under the Act 9 Geo. IV, cap. 83, commonly called the "New South Wales Act."

I take this opportunity also for pointing out to you in connection with the questions as to Polynesian labour, that one of the most serious topics for consideration is the mode in which the evidence of Polynesians not professing any definite religious creed can be rendered admissible. The absence of such a faith which, according to our law, is essential to the admissibility of testimony on oath, presents a practical obstacle which must be of great force as regards the administration of justice in the case of these people. It is matter for consideration whether the burthen of proving the free agency of labourers of so untutored a class should not be cast upon the importers; in the meanwhile it will be desirable that you should bear the point in mind when collecting evidence to be offered in Court, and use your best endeavours to support that evidence by statements which can be there accepted.

I am, &c.,
(Signed) CLARENDON.

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No. 36.

*Sir F. Rogers to Mr. Spring Rice.—(Received, February 2.)**Downing-street, January 31, 1870.*

Sir,

With reference to the letter from this office, of the 24th instant, forwarding the Report of the Commission appointed to inquire into the charges of kidnapping from the Loyalty Islands, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a despatch from the Governor of New South Wales, inclosing a copy of a letter from the Governor of New Caledonia, with its inclosure.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 36.

The Earl of Belmore to Earl Granville.

*Government House,
Sydney, November 4, 1869.*

My Lord,

With reference to my despatch of the 7th October, I have now the honor to forward a copy of a further letter and its inclosure, which I have received from the Governor of New Caledonia.

2. I have informed the Governor, in reply, that the Commission (appointed to inquire into the charges of kidnapping from the Loyalty Islands) has made its report to Her Majesty; and I added that I would forward His Excellency's letter to your Lordship.

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

Inclosure 2 in No. 36.

*M. Guillain to the Earl of Belmore.**Noumea, 12 Octobre, 1869.*

M. le Gouverneur,

Pour faire suite à la note que j'ai eu l'honneur d'adresser à votre Excellence à la date du 20 Août relativement aux recrutements d'indigènes effectués aux Loyalty par les bâtiments de commerce portant pavillon Anglais, je crois devoir vous envoyer aujourd'hui un extrait d'une lettre que j'ai reçu il y a un mois d'un M. Walker appartenant à l'Union Club de Sydney. Les indications contenues dans la lettre de ce gentleman m'ont paru fournir une nouvelle preuve de la mauvaise foi avec laquelle les capitaines ont opéré jusqu'à présent, et j'ai tenu à les transmettre à votre Excellence pour qu'elle pût, dans le cas où elle le jugerait convenable, les porter à la connaissance de la Commission chargée de faire une enquête sur les enlèvements d'indigènes dans les Iles Loyalty par certains bâtiments Anglais.

Je suis, &c.,
Le Contre-Amiral, Gouverneur de la Nouvelle
Calédonie et Dépendances,
(Signé) GUILLAIN.

Inclosure 3 in No. 36.

Mr. Walker to M. Guillain.

Dear Sir,

I take the liberty to write to you with reference to the following subjects:—

I have in my employment natives of the Islands of Maré and Lifu.

These were brought voluntarily, they tell me, by one Captain Lewin; but this party at first promised they should return in two years.

On arrival they signed agreements for three; and I did not ascertain the deception until these men could speak our language.

Some of them have wives at home, and now desire to return; others, being unmarried, wish to remain another year to get more money before returning.

I hear that the Islands Lifu, and perhaps Maré, are French possessions, and ships decline taking the men back, as captains say you do not permit them to come about the islands.

I am, &c.,
(Signed) JAMES WALKER.

No. 37.

*Sir F. Rogers to Mr. Spring Rice.—(Received, February 3.)**Downing-street, February 2, 1870.*

Sir,

With reference to my letter of the 20th of December, forwarding copy of a Report of a Commission appointed in New South Wales to inquire into the complaints of the French Government in respect to the kidnapping of natives of the Loyalty Islands, &c., I am directed by Earl Granville to transmit to you, for the information of Lord Clarendon, the inclosed copy of a letter from the Emigration Commissioners on the subject of that report.

With

With reference to the concluding paragraph of this letter, I am desired to refer to the opinion of the Law Officers of the Crown on the general question of Polynesian emigration, which is forwarded in a separate letter; and I am to inclose a copy of a communication received from the Admiralty on the subject of the Report of the Commission.

Lord Granville has expressed his concurrence in the views of the Admiralty on both the points to which allusion is made in this letter.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 37.

Sir T. Murdoch to Sir F. Rogers.

Emigration Board, January 7, 1870.

Sir,

I have to acknowledge Sir J. Sandford's letter of 20th ultimo, with a despatch from the Governor of New South Wales, inclosing the Report of the Commission appointed to inquire into the complaints of the French Government in respect to the kidnapping of natives of the Loyalty Islands, and generally into Polynesian emigration.

2. The Commission examined thirty-six witnesses, whose evidence is given in the Appendix to their Report, and the conclusion to which they came as regards the complaints of the French Government was, that there was no ground for supposing that force or fraud had been employed to obtain emigrants from the Loyalty Islands. This conclusion the Commission support by ample references to the evidence in the Appendix. It seems clear, however, that the consent of the French authorities was neither asked nor obtained to the emigration of the people, an irregularity which should be discouraged for the future so far as the British authorities are able to do so. But beyond this they cannot go. It is for the French to take the necessary steps to put a stop to the infraction of the regulations which they establish for the government of islands under their protection.

3. The more important point as regards this country is the mode in which the people are obtained for Queensland, and the manner in which they are treated when there. On the first point there is a difficulty in distinguishing between the emigration to Queensland and to Fiji. But there is a great preponderance of evidence that, from the Loyalty Islands and New Hebrides, the people emigrate not only willingly but eagerly. Whether they clearly understand the nature, and especially the duration, of their engagements, seems more questionable, several of the witnesses asserting that they are incapable of counting more than five or ten, and cannot understand so long a period as three years, or, as they would express it, thirty-nine moons. The evidence on this point is, however, far from conclusive.

4. In respect to emigrants from the northern islands, who are heathens, Mr. Row expresses an opinion that there has been a great deal of kidnapping, and that the people have no disposition to go to Queensland or Fiji. He does not, however, profess to have any personal knowledge of the fact, nor does it appear whether the alleged kidnapping referred to Queensland or Fiji emigration. Captain Palmer, of Her Majesty's ship "Rosario," suggests that, to prevent kidnapping for Queensland, a certain number of ships should be specially chartered for the emigration, which he thinks would be quite effectual, more so than putting a Government officer on board every ship licensed to introduce emigrants. This plan would probably be effectual, but it would be an extreme remedy, the necessity for which cannot be assumed till the insufficiency of the arrangement proposed by the Queensland Government has been proved.

5. In regard to the treatment of the people in Queensland, the evidence is satisfactory. With one exception all the witnesses, among whom was Dr. Lang, a member of the Commission, described the people as happy and contented; well-treated and well-conducted. The exception was the Rev. Mr. Sunderland, who visited Queensland last year, and who says the people stated to him that they had been deceived as to their engagements, and that they did not get enough to eat, or sufficient clothes. Mr. Sunderland subsequently made a speech at the Sydney meeting on the subject, inculcating the Queensland employers, which it will be remembered drew forth a strong contradiction from Mr. Raff, the employer referred to, which was confirmed by the Rev. Mr. Griffiths, the gentleman at whose house Mr. Sunderland resided during his stay in Queensland. Upon this point I would beg to refer to the Report of this Board of 12th October last.

6. In my report of 9th ultimo I stated that one of the two witnesses who alleged the existence of kidnapping in his evidence before the Committee of the House of Assembly of Queensland, was Mr. Davidson. To this evidence Mr. Row gives the strongest contradiction. The evidence in respect to the "King Oscar" being read out to him he answered, "It is a perfect tissue of falsehoods;" and he then proceeded to explain what actually took place. His evidence on the point is the more important as he had himself no interest in the emigration, but was present in the vessel only as a passenger.

7. The Missionaries generally are opposed to the emigration; they allege that it takes away the young and strong men, leaving nothing but women, old men, and boys; that its social results are bad; that the civilized natives are compelled to associate with the uncivilized; and that those who return are demoralized. It is not unnatural that Missionaries who have devoted their lives to the civilization of these people should view with apprehension an emigration which removes the people from their control, and subjects them to influences of which it is difficult to foretell the effect. At the same time the evidence given before the Commissioners, as well as before the Committee of the Assembly of Queensland, gives good reason to hope that the people will not be demoralized by contact with Europeans in that Colony, but will rather be improved and elevated by contact with a higher civilization.

8. As regards the condition of the emigrants in Fiji the information is not so conclusive as in respect to Queensland. The general tenor of it is favourable, but it is admitted that, although the Acting British Consul does all in his power to protect emigrants employed by British subjects, and is generally successful, he has no positive authority to interfere, and could not enforce what he considers right if his authority were disputed. As regards those employed by others than British subjects, he has no authority at all. This, however unsatisfactory, is inevitable, so long as there is no established Government in the islands. It is also clear that, as regards the emigration between the several islands, the Australian Legislature

lature have no power to interfere, even though the emigration may be carried on in Colonial vessels. If it is considered necessary to control this emigration it must be done by the Imperial Legislature, and through the instrumentality of Her Majesty's ships on the station. But in that case it would probably be necessary, as Lord Belmore points out, to add somewhat to the strength of the squadron.

I have, &c.,
(Signed) T. W. C. MURDOCH.

Inclosure 2 in No. 37.
Mr. Wolley to Sir F. Rogers.

Admiralty, January 5, 1870.

Sir,

With reference to your letter of the 30th ultimo, transmitting copy of a despatch from the Governor of New South Wales, forwarding the Report of a Commission appointed by the Governor to inquire into the question of Polynesian emigration, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Earl Granville, that they have perused the Report of this Commission, and the evidence, and they gather from these papers that the importation of Polynesian natives into the Colony of Queensland has not been, and, if it is allowed to continue, probably will not be attended by the disgraceful irregularities which have occurred in connection with immigration into Fiji. Whether, however, this traffic ought to be allowed to exist at all is not a question for their Lordships.

2. The immigration, however, from the Loyalty and other Islands into Fiji, carried on in British ships, appears to require special supervision, and my Lords propose, if Lord Granville concurs, to instruct the Commodore on the Australian station to detach, during the fine-weather season, another ship to the Fiji Islands, presuming that she can be spared, and he will, in the ordinary course, visit this part of the station annually.

3. My Lords do not propose to add to the force on the station, unless, in consequence of protraction of difficulties in New Zealand, such increase should be deemed necessary.

4. My Lords will be glad to be informed whether Lord Granville concurs in the above views.

I am, &c.,
(Signed) THOS. WOLLEY,
For the Secretary.

No. 38.

Sir F. Rogers to Mr. Hammond.—(Received, February 3.)

Downing-street, February 3, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a despatch from the Governor of New South Wales, relating to the case of the South Sea Islanders landed at Levuka from the schooner "Daphne," by the boats of Her Majesty's ship "Rosario."

It appears that Her Majesty's Acting Consul at Fiji has promised to return these Islanders to their own islands, and that he has, in the meantime, offered them employment at Fiji.

On this the question has arisen as to the source from which the expense of returning the natives to their homes is to be paid, and Lord Belmore suggests that instructions on this point should be sent by Lord Clarendon to Mr. March.

Lord Granville has only to observe that no part of the expense attending their custody or transport could, in his opinion, be properly charged against the Colony of New South Wales.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 38.

The Earl of Belmore to Earl Granville.

Government House, Sydney, November 4, 1869.

My Lord,

With reference to my despatch of October 8, and previous correspondence relating to the case of the schooner "Daphne" I now beg to inclose four further despatches from Mr. Acting Consul Thurston.

2. The concluding paragraph of the first, dated 23rd August, states, that he had informed the men landed from the "Daphne" that they were in charge of Her Majesty's officers and would be returned to their islands. I had already, before this letter came to hand, informed him that I could not interfere in the matter.

3. The second letter of the same date relates to statements made by some of the natives. These, even if admissible, arrived too late for the trial in the Vice-Admiralty Court.

4. The third letter (dated 26th August) relates to the manner Mr. Thurston has provided for these men's subsistence, and to the expense of returning them to their homes. I shall inform Mr. March that the Government of this Colony cannot undertake the expense of returning them, but that I have submitted the matter to your Lordship. As Mr. March will probably be anxious to receive instructions upon this point as soon as possible, perhaps I may ask you to submit Mr. Thurston's letter to Lord Clarendon. Mr. March only left Sydney last week, and it will, therefore, be some time before a despatch could be received at the Foreign Office from him on the subject in the ordinary course of post.

5. The last letter refers to a demand made on the Consul for the released natives, by a Mr. Minton, by authority of the shareholders in the "Daphne." It encloses a letter of later date from one of them, a Mr. Smith, requesting the Consul to appoint some trustworthy person to dispose of the men for himself, and a counter letter from Mr. Ross Lewin, dated two days previous to Mr. Smith's, protesting against Mr. Smith's intended proceedings, Ross Lewin being under the impression that he was going personally to Fiji to dispose of the natives.

6. A few days previously to receiving Mr. Thurston's letter, Mr. Minton called on me and said the Consul would give him the men if I would give him an order for them. I told him I could not interfere, and, though I guarded myself against being supposed to give a legal opinion, I said that I was under the impression that the men, unless lawfully apprenticed, were perfectly free to work for whom they liked, or not to work at all, and to leave Fiji if an opportunity occurred.

7. Mr. Minton also asked my opinion about taking them by force (or by a show of force). I cautioned him against attempting to do so. I pointed out that, though this Colony has not jurisdiction in Fiji, yet that if any bloodshed occurred, or indeed any of the offences of which the Act of Geo. IV* takes cognizance, the perpetrator would be liable to arrest and punishment if he afterwards came within our jurisdiction.

8. I told him that if he wished to submit a statement to Her Majesty's Government I would forward it to your Lordship, and I understood that he would send one.

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

Inclosure 2 in No. 38.

Acting Consul Thurston to the Earl of Belmore.

Fiji, August 23, 1869.

My Lord,

I have the honor to call your Lordship's special attention to the case of those men whose names are mentioned below,† and who are now and have been under my charge since they were landed by the boats of Her Majesty's ship "Rosario."

The statement of these people, given through two very intelligent men of the party, gives the impression they were more offended against by Daggett, Lewin, and others, than even the remainder of their fellow-voyagers, inasmuch as they were at first kidnapped from Miow and made to work; then effecting their escape, they were recaptured by Lewin, and finally brought to Fiji by Mr. Daggett.

The informants are far superior in general intelligence to the rest of my charge, and speak a few sentences in the English language.

I do not feel warranted, however, in forwarding them to the Colonies without your Lordship may instruct me to do so. They cannot make oath in any Court of Law, and I presume their verbal statement would not be received. I note in the report of trial published in the Sydney papers, one of the witnesses, Fangai, states, in reply to Mr. Windeyer, that the men who took his (Smith's) boat were not any of the men we got this time, but the men obtained by the "Daphne" when she first went down there.

I have little doubt, my Lord, these men, referred to as stealing Smith's boat, are the same men now in my care, without there have been two boats stolen and two fugitive crews.

I have explained to the men landed from the "Daphne," as clearly as it is possible, that they are in charge of Her Majesty's officers, and may depend upon being returned to their islands.

The whole of them expressed with great vivacity their satisfaction at this information.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 3 in No. 38.

Acting Consul Thurston to the Earl of Belmore.

Fiji, August 23, 1869.

My Lord,

I have the honor to inclose herewith a copy of the information lately obtained by me from a number of the Banks' Islanders and others landed from the schooner "Daphne," also an extract from the *Sydney Morning Herald* of the 26th June.

It has required most diligent search throughout the islands to find a native of Amota Lava. The man Pannekin, named in Inclosure No. 1, is a very intelligent native, but possesses no idea of moral obligations. He could not, in my opinion, be placed upon oath.

3. Your Lordship will note in the marked lines of Inclosure No. 2 the words, "did not get any natives from Sandwich, except the boat's crew." The witness should have said, the crew of a boat, a fugitive crew escaping from Mr. Ross Lewin.

The crew, of whom the men "Tombula" and "Naam" formed a part, and who by their own statement had been taken from their island Miaw or Miow a month or so prior to their recapture.

4. From the gesticulations and mimicry of the men, I conclude those who went on board the "Daphne" to look at the ship were kept there; others, for example, some of the Lakon men, were taken by the wrists and shoulders, and with half joking, half threatening manner, led by the man Dick and others into the boat. The evidence shows the people came on board in six, tens, fours, and twos,—the "Daphne," in fact, working along the land, the boat dropping in to the various villages.

5. The lame boy, Winduri, is not a native of Gana, but from a village named Vakete, in Lakon Island. He has not a fellow villager or acquaintance among the 100 men, and states most distinctly he was unable to run away with his friends. Dick carried him to the boat as a *pis aller*.

6. The natives all appear to know they have to work for white men, but there is little doubt, my Lord, that information was given them after embarkation.

In conclusion, my Lord, I trust the statement now forwarded will, in whole or in part, be a warranty to make the "Daphne" case a case for special investigation. The whole story of the natives making marks appears a farce; they declare themselves fully understanding the question; they did not; Lewin and Bates made the marks. Paterson, the steward, distinctly told me he did not see any natives sign a document at Tanna or elsewhere.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure

* 9 Geo. IV, cap. 83, sec. 4.

† Miow Islanders.—Udam, Tombula, informants; Malaka, Gere, Plandrai, Tapualu, Sowa, Dari, Tavri, Kowka, and Maluviri.

Inclosure 4 in No. 38.

Examination of South Sea Islanders at Fiji, from the schooner "Daphne," upon the 24th April, 1869.

Pannekin, a native of Banks' Island, states he has been nearly three years in Fiji, and can speak English; through him the following natives are examined:—

Tombula and Naam, two men from Miow Island, explained their case as follows:—We went to Tanna, and worked for Lewin; while there the Tanna and Eugene men beat us; Lewin did not beat us. After we had been there a short time (less than a month) we stole a boat and ran away, hoping to reach Miow. The names of our party were—1, Naam; 2, Tombula; 3, Malaka; 4, Gere; 5, Plandrai; 6, Tapualu; 7, Sowsa; 8, Dari; 9, Tavri; 10, Kowka; 11, Maluviri—eleven men, the two last-named men are dead; Maluviri died of hunger, cold, and exhaustion, in the boat; Kowka was killed at Sandwich; Tavri was seized by the natives at Erromanga, and we think killed.

After our escape from Tanna we reached Erromanga, our first landfall, and landed for water. We were surprised by the Erromangans, and Tavri was captured, and led away into the bush, crying out very much. The remainder of us put to sea, and in time came to Sandwich. The natives beckoned us ashore; but, on landing, we were instantly attacked, all more or less hurt, and Kowka killed outright, with spears and arrows. Soon after this Lewin came there in the ship we lately left (*i.e.* "Daphne"), and took us away; also his boat. When Lewin saw us he called out, "Man belong a me, man belong a me," whereupon the Sandwich men gave us up to him. We then went in his ship to Maluvira, Kowka, Volu, Lakon, and Mi; then returned to Sandwich and Tanna; thence to this place, Fiji. We were told we shall have knives, calico, and muskets given to us by-and-by, in consideration of our working here.

We did not want to leave Miow. We were pulled into the boat, and taken on board. We went to the boat with yams for sale. We want to be sent back to Miow.

Rishmel, a native of Lakon Island, stated, that Lewin and Dick came to my place, and a number of us went to the boat with pigs and yams for sale. Lewin said, "Come to ship," and the Lakon men said, "No, no like go ship;" then Dick and the men laid hold of us by the wrists (action imitated) and took us to the boat. We cried, and some Lakon men said, "Fight;" and some Lakon men said, "No fight."

Takaving and William, natives of Lakon Island, stated:—We went down to the boat with yams for sale, and were pulled into her by Lewin and Dick. We went off to the ship, and Lewin said we were to work for white men. No men died while we were on board. We have seen no paper, neither have we made any marks. We did not sign any paper at Tanna. At Tanna Lewin told us we were to go to Fiji ("and eat yams twice") and stay two yam seasons—two years.

Wepis, Vaurit, and Molisara, natives of Lakon Island, stated:—We went to the boat with yams for sale; the white men pulled us into the boat and took us on board their ship. We did not want to go on board.

Mekkurlan and Tewso, natives of Volu or Volna Island, stated:—Lewin and Dick came to our town and we went with them to the beach. Lewin had a "book" (paper) and did so—(imitating a man making a mark). We all stood round him in a crowd. Some of them went into his boat, being led by the hand. We did not want to go to the ship, but we thought the white men were "very good"; when we reached the vessel we thought the white men were "no good." We expressed our desire to go on shore again. Lewin said, "No, you stop ship; by-and-by you come back Volna." One man of Volna swam ashore, which action the white men said was "no good;" they took muskets and tried to catch the man, but he got into the bush. Many Volna men have gone away to Sydney and Tanna. They have not returned. We should not have left Volna if we had not been taken away; we cried when we left.

Toto, a native of Lakon Island, stated:—We went to the boat intending to barter our yams. Lewin said, "You come look ship; ship very good." We went on board with him. By-and-by we wanted to go on shore, but the white men would not let us go. When we were on board the ship Lewin brought a paper and made marks—one man one mark. We made no marks. We were not on shore when Lewin brought the paper; we were on the sea (literally, we stop on salt water). We did not fight going off. We thought white men were very good.

Wimburne, a native of Lakon Island, stated:—I saw Dick come to my place. I was on the beach with some men. Dick asked them to come on board the ship. They refused, and ran into the bush. I was sitting down and could not run away because my leg was bad. I had a stick like this—(showing a crutch stick). The white men carried me into the boat. I have no fellow villager among the men here.

Avaumit, a native of Amota Lava, stated:—Dick and Missapace (Mr. Bates) come to my town "Volu." Lewin remained on the beach. Dick asked us to go to the ship; we went, in all nineteen men. Seven were left at Tanna; twelve are here to-day. We did not make any marks; Missapace made plenty. I know Charlie; he is a native of Amota Lava, and speaks English. On board the ship we all said we did not want to leave. Charlie said, "You no go long way; you stop Tanna; by and by you come back." When we came to Tanna Lewin said, "Plenty men here; you go to Fiji." When I came on board I saw Wimburne, the lame boy. I looked at him, and saw his legs were "no good."

I, John B. Thurston, Acting British Consul for Fiji and Tonga, certify and declare the foregoing men, Tombala, Naam, Rishmel, Takavung, Wilian, Wepis, Paront, Mollissara, Wekkenlan, Tewso, Toto, Wimburne, and Avaumit, natives of various islands, generally known as Banks' Islands, personally appeared before me, on part of themselves, and eighty-seven other men, also in attendance, and declared, through an interpreter, they had been cajoled from their several islands on board a ship by Lewin, with Dick, Charlie, and others, and detained against their will. I further certify the ship alluded to by said natives is the British schooner "Daphne," John Daggett, master.

In witness whereof I have hereunto set my hand and seal of office this 18th day of August, 1869, at Levuka, Fiji.

(Signed) JOHN B. THURSTON,
Acting British Consul, Fiji and Tonga.

Inclosure 5 in No. 38.

Acting Consul Thurston to the Earl of Belmore.

My Lord,

Fiji, August 26, 1869.

It has occurred to me your Lordship should be informed of the expense attending the return of "Daphne" passengers to their own islands in the event of your Lordship's Government deciding to have them sent back at the public expense, and inclose copy of letter received from Messrs. Henning Bros., of this port, in reply to my inquiries.

2. My attention has been directed to certain newspaper paragraphs, and to questions put to Captain Palmer during the trial of Messrs. Daggett and Pritchard, insinuating that I had been personally and privately interested in the detention of these men. It has been stated the whole of the "Daphne" men have been taken to a plantation belonging to the Consul's brother, &c. I need not observe to your Lordship I have no intention of noticing any remarks emanating from or through the public press. It is, however, right that your Lordship be full informed of the disposition I have made of these men, acting, as I have done, upon my own discretion and judgment in the matter.

Not being able to support the 100 men at Levuka, excepting at great expense, I determined to make them self-supporting, and for this purpose directed my brother to receive them as they landed from the boats of the "Rosario," and march them to my plantation at Bureta (Inclosure B). Upon this plantation, my Lord, the smallest, perhaps, in all Fiji, my brother, who is my superintendent, had a redundancy of labour, we never having had any difficulty in procuring all the Fijian labour we required.

Captain Palmer's request that I should keep the natives upon the Island of Ovalau, in order I might have them under my own notice, appeared a dictum of common sense, and I therefore permitted two respectable neighbouring settlers, viz., William Scott, of Viu, and Archibald Boyd, of Wardan, to have as many men as they would undertake to pay and support. Mr. Boyd took thirty and Mr. Scott twenty-eight men, upon the conditions set forth in the Inclosure C, which conditions are applicable to the whole of the 100 men now in my charge.

Thus, my Lord, pending further instructions, the men under notice are being supported without any charge to the Imperial or Colonial Government, and are also in the receipt of current wages.

They are under my immediate notice, and may be removed at any moment.

I have, since the date of the appointments, explained through an interpreter the position the people now hold, and I believe it is fully understood and given great satisfaction.

I trust the steps taken in reference to the men per "Daphne," will meet with your Lordship's approval. I may add, that an attempt to have victualled these men in Levuka, already overcrowded with Europeans, and with the high rates now paid for provisions of all descriptions, would have been very difficult, perhaps impossible.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 6 in No. 38.

Notice.

Know all men by these presents, that I, John B. Thurston, Acting British Consul in Fiji and Tonga, have, upon part of the British Government, committed and disposed, and by these presents do commit and dispose unto Mr. Archibald Boyd, of Wai Dan Ovalau, Fiji, the custody, care, and maintenance of the men, natives of Banks' Island Group, whose names are written below.* And the conditions of this appointment are, firstly, that Mr. A. Boyd shall clothe, house, feed, and pay said men in proper manner, and at current rates paid for native labour in Fiji; that he will well treat and care for said men; that he will produce said men for my inspection whenever required; and, finally, will surrender and return, without delay or hindrance, the said people to me, or any other officer appointed by Her Majesty's Imperial or Colonial Government, to carry out future arrangements for said natives. Secondly, that Mr. A. Boyd may employ said natives as agricultural labourers upon his cotton plantations at Wai Dan Ovalau, until the withdrawal of this appointment.

(Signed) JOHN B. THURSTON,
Acting British Consul, Fiji and Tonga.

Accepted:

(Signed) A. BOYD.
Levuka, Ovalau, April 26, 1869.

Inclosure 7 in No. 38.

*Messrs. Henning to Acting Consul Thurston.**Totoga, August 28, 1869.*

Sir,

In reply to your inquiry regarding the return passage of the "Daphne" men, we beg to reply that the cost would be about 20s. to 25s. per man, provided we were not required to take them at an unsuitable season.

Your agent's passage would be £10.

We are, &c.,
(Signed) F. & W. HENNING.

Inclosure

* Singwola, Touswouswas, Vas, Wessic (2), Poiwoobioot, Toolisam, Matbong, Manow, Rongrongtorav, Willing, Wootmanar, Saymarib, Mekken, Teisoo, Wongma, Manatabu, Wullabc, Arwillokan, Sintaway, Tinmas, Sara, Rantongtoang, Sildul, Wonamham, Samtaggu, Seapul, Wachel, Marantoontoon, Palaseru.

Inclosure 8 in No. 38.

Acting Consul Thurston to Mr. H. C. Thurston.

Fiji, April 24, 1869.

Sir,

This will authorize you to receive from the boats of Her Majesty's ship "Rosario," 100 natives, more or less, from the New Hebrides, per "Daphne" schooner.

You will purchase 200 yards of cloth, and clothe the men immediately they are landed; this done, you will march them to Bureta, and there await my further instructions.

I am, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 9 in No. 38.

Acting Consul Thurston to Mr. H. C. Thurston.

Fiji, April 26, 1869.

Sir,

The care and directing of the 100 men landed by the boats of Her Majesty's ship "Rosario" from the schooner "Daphne," being likely to entail both difficulty and great pecuniary outlay, I have, after due consideration, determined to make them as far as possible self-supporting. I inclose, therefore, two appointments, one for Mr. Boyd and one for Mr. Scott. You will allow these gentlemen to have each as many men as they can guarantee to support and pay, pending instructions I expect to receive from Her Majesty's Government. The men who may be left at Bureta, upon my plantation, you may employ, taking especial care to conform to the conditions of the appointments inclosed, a draft of which I inclose for your guidance.

You will observe the whole of the men are in very poor condition, and it is necessary that they are not employed for some days, in order that they may recruit their strength. This is particularly to be impressed upon Messrs. Boyd and Scott, on their removing the people.

I am, &c.,
(Signed) JOHN B. THURSTON.

P.S.—I need scarcely observe the cripple I have forwarded in my boat is to remain under your charge.—J.B.T.

Inclosure 10 in No. 38.

Acting Consul Thurston to the Earl of Belmore.

Fiji, September 15, 1869.

My Lord,

On the 23rd ultimo I had the honor to address your Lordship on the matter of the "Daphne," and to forward the statement of certain Banks Islanders and others. To my great regret the brig "St. Thomas," in which vessel my mails were shipped, became a total wreck two hours after leaving the port, and, in consequence, my dispatches have been detained until the present date.

I hope, however, your Lordship will receive the statement before alluded to prior to any decision being given in the "Daphne" case by the Vice-Admiralty Court.

2. The schooner "Van Tromp," of Fiji, arrived at this port from Tanna on the 13th instant, and the master handed me two letters; one written by Ross Lewin, and the other by a Mr. Smith. On the 14th a Mr. Minton, passenger by "Van Tromp," called at my office and presented an authority from the owners of the "Daphne."

Mr. Minton seemed much surprised at the letters from Messrs. Lewin and Smith, and failed to explain the inconsistency of the joint owners giving him a document authorizing him to take possession of and receive payment for, the men landed from the "Daphne."

The inconsistency is, as your Lordship will observe, the authority is dated 10th August, and the letter of Mr. Smith the 19th. In the latter Mr. Minton is not even named.

I have informed Mr. Minton I am not yet advised or instructed in the matter of the "Daphne;" that under the circumstances of the men's embarkation, as now known to me, the subject may be laid before your Lordship's Government in a new form, inasmuch as a portion of the people—Miou men—have claimed my protection; and in any case, it would be a matter for my consideration whether I acted on Mr. Minton's asserted authority of the 10th, or Mr. Smith's letter of the 19th of August last.

I beg to inclose copies of the correspondence noted.

I have, &c.,
(Signed) JOHN B. THURSTON.

Inclosure 11 in No. 38.

Mr. Lewin to Acting Consul Thurston.

Sanglie Tanna, August 17, 1869.

Sir,

I understand that Mr. Smith, the nominal owner of the "Daphne," seized sometime since by the "Rosario," has received an official letter from the Government as to her restoration to her owners.

Mr.

Mr. Smith, it appears, intends proceeding to Fiji in the schooner "Van Tromp," or some other vessel, to dispose of the natives.

Now, Sir, I charge you on no consideration to permit such a spoliation of my interests, as I am working the "Daphne" on shares, dating from the 13th February last to the end of the current year. By taking action on my behalf in this respect you will protect me, and further the ends of justice.

I am, &c.,
(Signed) H. ROSS LEWIN.

Inclosure 12 in No. 38.

Sanglie Tanna, August 10, 1869.

WE, the undersigned shareholders in the "Daphne" schooner, do empower and authorize Mr. Sarsfield J. Minton, also a shareholder and principal to the amount of £400 sterling, to take possession of, and receive payment for, the men landed from the schooner "Daphne" by the Captain of Her Majesty's brig-of-war "Rosario." We being advised of the release of said ship, awaiting the arrival of the owner, Mr. Sarsfield J. Minton, will proceed from Fiji on to Sydney to take possession on behalf of the owners.]

(Signed) EDGAR BATES.
E. S. SMITH.
A. STERNE.
L. STRICKLAND.

Witnesses:—

(Signed) WILLIAM NICHOLSON.
R. HORN.

Inclosure 13 in No. 38.

Mr. Smith to Acting Consul Thurston.

Tanna, August 19, 1869.

Sir,

I have been informed that the charges lately involving the abovenamed vessel, of which I am the owner, have entirely failed in Sydney; and as it can be fully proved that the men taken by the vessel to Fiji were legally and properly obtained; and as I deem that Her Majesty's servants in Fiji will therefore see no further reasons for any other action in the matter, I have the honor to request (as I do not know any one in Fiji) that you will be good enough to appoint some trustworthy person in Fiji to act for me in the disposal of the natives conveyed there by the "Daphne," at the rate of £5 per head for their passages; and also, that you will kindly see the money remitted to Sydney, and placed in some Bank there to the credit of the "Daphne." I write this on the assumption that you may by this time have received intelligence of the failure of the charges against the "Daphne," which of course, if you had not, you will wait to receive. Captain Jones, of the "Van Tromp" schooner, has promised to convey to me any communication from you.

I have, &c.,
(Signed) E. S. SMITH.

Inclosure 14 in No. 38.

Newspaper Extract.

CASE OF THE "DAPHNE."—The hearing of evidence in the charge against James C. Daggett, under the Slavery Act, was resumed yesterday, before their Worships the Water Police Magistrate and Mr. A. Learmonth (Mr. Voss having retired on Thursday):—

Fangai, an islander from Maré, who spoke English and appeared intelligent, was sworn and examined by Mr. Windeyer:—I was on board the "Daphne"; I came from Brisbane with her, and worked on board, but when we got to the islands they told me to look after the natives, and serve out the yams and coconuts; the natives, when on board at sea, got corn-meal, yams, and coconuts; when near shore they got sugar-cane and bananas; they did not get any meat. The first place we got natives from was Maré, where we got two men; we next went to Tanna, and from there to Sandwich; "did not get any natives from Sandwich, except the boat's crew"; we got six of the 100 from Amota Lava; that is where we began to get men who did not work on board, but were taken to Fiji; the boat went ashore in the morning; they came back at 8 o'clock to breakfast; only two natives came with them before breakfast; they got four before dinner; the boat went back again after dinner, but did not bring back any natives; the same day, after sundown, we sailed away; Dick and the black crew went away in the boat; I was not in the boat; no white men went in the boat at all; Dick steered the boat; they took muskets in the boat; from Amota Lava we got six men altogether; we then went to Gana; we got there early next morning, and the boat went ashore soon after we got there; no white men went in the boat; the native crew in the boat had muskets; they brought back three natives; they went on shore again before breakfast; Lewin, Pritchard, and the captain ordered the boat to go on shore; the second time they went on shore they brought back two natives; the ship was sailing along the land and did not come to anchor; they were about two miles off the land; they went again after breakfast and fetched five off; the same crew were in the boat, and no white men; they went again before dinner and brought off eight; after dinner they brought back seven, making twenty-five, and the same evening the ship stood out to sea; they always took muskets when the boat's crew went ashore; we came in again further down the island next morning, and brought six more off; the same crew went in the boat again and took muskets; the boat went on shore, I think, four times that day; they brought natives every time; they brought six the first time, ten the second, four the third, and two the last time; we went away altogether that night; we next went to
Valua

Valna Island (or Saddle Island); we got there the next morning, and the boat went on shore with the same crew, and took muskets; they got no natives; one of the native crew went on shore all day, and I understood that he said the boat was to come next day; the boat did go next day, and brought back twenty-five; first ten came, and then fifteen; we left in the afternoon, and sailed back to Sandwich Island; we did not get any natives there; we then went to Tanna; we went to Sandwich Island to get water and yams; after the natives came on board they were never allowed to go on shore on their own island; they went on shore at Sandwich, but the people there talk a very different language from that of those from Mota Lava and Gana; I saw a lame black boy on board; he came from Gana; he was not lame when he came on board; what caused him to be lame was that he would not walk about like the others, but sat down below; when the natives came on board they were naked; no blankets, trousers, or other clothes were given to them; only one man on board, named Charley, was able to speak to the men; when the boat went ashore I have seen Charley go in it; Charley stopped at Tanna when we sailed from there to Fiji; he is working there for some of the white men; when he went away no one was able to talk to the black men; when we got to Sandwich Island some of the white men went in the boat on shore, but they never went in it when the crew were engaged in getting natives.

By his Worship the Water Police Magistrate: We left seven natives at Tanna, and took 100 to Fiji.

Cross-examined by Mr. Dalley: The natives got no pork except when the white men left some at breakfast or dinner; they had lots of yams, sugar-cane, and bananas—plenty of food; all the time that Charley was on board he spoke to them in their own language; Charley did not get sick; he stopped at Tanna where the white men are; he did not get hurt; it was about three weeks before we came to the Fijis that we stopped at Tanna; I never heard the steward speak to the natives on board in their own language; we used to be always sailing along the islands, not coming to an anchor except at Sandwich; there was a harbour at Three Hills Island where we anchored; that was the only harbour where we could anchor, except Levuka, and the vessel was obliged to stand off and on at other places; the natives came on deck, could go below and sleep, and do what they liked all day and night too; when they first came on board they came from the boat themselves; I never saw them swim off to the boat from the land; we could not see the boat from the ship; I had no telescope or glass; the blackfellows taken down from Brisbane to the islands were fed on corn-meal mixed up for them; we then had no cocoanuts or yams, or any other of those nice articles we got at the islands to feed them with; they were all landed at their native places; they got a lot of printed goods, cottons, calicoes, and other things; these goods were put on shore with them; I never saw Pritchard speaking to the natives, and I do not know that he can speak their language; nobody struck or in any way hurt the lame boy.

By his Worship the Water Police Magistrate: The muskets put into the boat were loaded, and they fired them off every evening, loading them again next day; there were no Missionaries at Valna or Gana; I saw all the natives called into the cabin, but I did not see what they did there; I heard that they thought before they went to Fiji that they were going to Brisbane; we were lying away off the land when we first saw the man-of-war; somebody said, "I think it is a man-of-war"; and some said it was a whaler's ship; I did not hear anything said about going in or not going in by either the captain or the mate.

By his Worship Mr. Learmonth: I did not hear the captain order the boat to go on shore; he sometimes told the boat's crew to go on shore; there were no means afforded the natives to get back to their own islands after they were on board.

Re-examined by Mr. Windeyer: The natives we took from Brisbane were not landed at the place where we took the other natives from; I know the two white men, Smith and Bates; they came off to our ship at Tanna; Smith has a boat which came to the ship; I remember natives coming in Smith's boat; some of the natives took his boat when it was at Tanna; the men who took his boat were not any of the men we got this time, but the men obtained by the "Daphne" when she first went down there; they ran away with the boat.

Kowma, sworn and examined by Mr. Windeyer: I am cook on board the "Daphne;" I did not come from Brisbane in that vessel; I went on board at Tanna; I went down to Vatel-Ava and Gana, Star Island and Valna; I went in the boat when they went to get the natives to come on board; we took muskets in the boats; Charley talked to the natives; I did not talk to them; I did not understand what Charley said to them.

[*Memorandum.*—In the paragraph, as reported, Fangai tells a gross falsehood. He says "the men who took his boat were not any of the men we got this time," alluding to Smith's boat; whereas the men who stole the boat, minus three dead and nursing, were the very first men obtained at Sandwich. Fangai, in first paragraph, says, "did not get any natives from Sandwich, except the boat's crew." The witness must have meant the crew of a boat endeavouring to escape from Lewin, Pritchard, Bates, Smith, Daggett and Company. *Vide* statement of Tombula and Naam, leading men of said crew, captured at Miow when the "Daphne" first went down there.

(Signed) JOHN B. THURSTON, *Acting Consul.*]

No. 39.

Consul-General Woodhouse to the Earl of Clarendon.—(Received, February 4.)

Honolulu, January 3, 1870.

My Lord,

In my despatch of the 13th September I had the honor to inform your Lordship that the barque "R. W. Wood" had lately been dispatched by the Hawaiian Immigration Board to certain islands in the Pacific, for the purpose of procuring immigrant labourers for these islands.

I have now to report, for your Lordship's information, the arrival at this port of the above-named vessel, with 26 females and 16 males. Her voyage was an unsuccessful one. These people are engaged for two years, with a contract to return at the end of that time to their native land.

They are from Danger Island, which lies in latitude 10° 54' south, and longitude 165° 54' west.

Captain English endeavoured to procure men from Niue or Savage Island, which, though small, is

said

said to be thickly populated, but was prevented from doing so by the rulers of that island, as will appear by the inclosed copy of a document addressed by them to him.

In this letter your Lordship will observe that the Niue rulers commence by stating "that the law forbidding the people of Niue to leave their country is not a new law, but then for the first time written in order to make other lands acquainted with it." They then proceed to say, "how, some years ago, their hearts were cold and great was the weeping on account of their sons and brothers stolen by ships from Callao. How lawless captains of vessels took men away in opposition to this law; and they conclude by begging that their laws may be respected, and their children not taken from them."

Copies of this letter were translated into English and sent to Sydney, Samoa, and Tahiti, from which places vessels were frequently being sent to Niue for labourers.

It is certain that immigration from the South Sea Islands is at an end, and the Immigration Board have no intention of making any further efforts to obtain labourers in that direction.

I have, &c.,
(Signed) JAMES H. WODEHOUSE.

Inclosure in No. 39.

Letter written in the Niue Language by the Rulers of Niue Island.

(Translation.)

THE letter of the judges and rulers of Niue (Savage) Island to the captains of vessels and others whom it may concern, to make known to them one of the laws of this island:—

Many vessels are continually coming to this island for men as labourers in other lands,—in Tahiti, Samoa, Queensland, and elsewhere. In consequence of these we have now written this letter; but it is not in consequence of these that we have made the law above referred to. The law is an old one, but we have now for the first time written it to make other lands acquainted with it.

Some years ago several vessels came from Callao and stole a large number of our people. Our hearts were cold, and great was the weeping on account of our sons and brothers stolen by those ships. The rulers of this land then made a law that no canoe should go to any ship that may be off the island. After a long time the rulers repealed that law, but confirmed that which forbade going away in ships to other lands. Many times since then this law has been confirmed at meetings of the rulers of this island.

The captains of some vessels that have come have respected our law, and have gone without taking any men; others have not so respected our law, but have taken many men in opposition to it. Those men were not authorized to go, but went in spite of the law.

This is our word: The rulers of Niue to the captains that may come for men: We do not wish to usurp authority over you, or oppose you in any lawful pursuit, but we beg of you to respect our laws, and not take away our children who may go off to you. Your lands are great and powerful, and your chiefs make laws for them. Our land is small, but we think that it is right that we should have authority over our own land and people.

One more request we have to make of you, and that is, that you will not bribe any Niue man to get natives for you. If any should receive payment for such a purpose we shall punish him, for such is not in accordance with our law.

We request one of our Missionaries to write these words for us, and also to translate them into English, and send a copy to Sydney, Tahiti, and Samoa, and also to each of the traders resident here.

We, the judges and rulers, confirm this letter at our meeting at Alofi, this day, February 9, 1869.

No. 40.

Sir F. Rogers to Mr. Spring Rice.—(Received, February 7.)

Downing-street, February 7, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a despatch from the Governor of New South Wales, forwarding a petition which had been addressed to him from certain mercantile firms in Sydney interested in the Fiji Islands, craving his support in assisting the endeavours of the Fiji settlers to establish the introduction and treatment of foreign labour on a sound and legitimate basis.

I have, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 40.

The Earl of Belmore to Earl Granville.

Government House, Sydney, October 27, 1869.

My Lord,

I have the honor to inclose a petition which I have received from certain mercantile firms in Sydney interested in the prosperity of the South Sea Islands, more especially the Fiji Group.

2. This petition was presented to me by a deputation on behalf of the firms signing it, from whom I learnt that they are anxious that the immigration of foreign labourers into Fiji should be put upon a satisfactory footing, and they wished me to call the special attention of Mr. Consul March to the matter.

3. I told them with regard to the memorial from Fiji, to which your Lordship will see they refer in their petition, and which formed the inclosure to my despatch of 27th May, that I had no power to take action in the matter myself, but that I had sent it you; and that although I had not yet received an answer to my despatch covering it, yet that I had learnt from recent correspondence that you had referred it to the Foreign Office.

4. I read to them a portion of your Circular despatch of 17th April on the subject of the acquisition of land in Fiji by traders or companies, as well as the inclosures to your despatch of 13th August, 1869, which show that the matter has already engaged the serious attention of Her Majesty's Government, and been made the subject of special instructions from Lord Clarendon to Mr. March, but that his Lordship had been precluded from taking any steps for extending the Consul's jurisdiction over British subjects in the Fiji Islands.

5. The two gentlemen who formed the deputation appeared to desire that whilst foreign labour should continue to be freely introduced into the islands, everything should be done to insure good faith being kept with the immigrants, and that a stop should be put to the abuses which have lately existed on board ship. They seemed to think that Mr. Acting Consul Thurston was already taking steps, by means of certificates to be signed by employers, to insure the return of foreign natives to their homes at the expiration of their engagements.

6. I promised to submit their Petition to your Lordship. I may add that the deputation appeared to me to be anxious that the case of Fiji should be kept quite distinct from that of Queensland, in any consideration of or dealing with the general question of Polynesian labour.

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

Inclosure 2 in No. 40.

Petition.

To His Excellency the Right Honorable Somerset Richard, Earl of Belmore, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

May it please your Excellency,—

Your Petitioners, interested in the prosperity of the South Sea Islands, more especially the Fiji Group, with which Sydney has for some years past carried on an extensive trade, and which promises to grow into great importance as the varied resources of these fertile islands are becoming more developed, have noticed with much satisfaction the appointment of Mr. March as British Consul for the Fijis.

Your Petitioners fully share in the feeling of indignation expressed in a late memorial to your Excellency from settlers at the Fijis, with respect to the system of kidnapping alleged to have been committed by unprincipled traders in procuring labour from adjacent islands, and which has necessitated the institution of an inquiry as to the mode this deportation has been carried on.

The appointment at this juncture of a British Consul at Fiji, to whom (as we are led to hope from the despatches of the Foreign Office published in our local papers) increased power may be granted, is therefore hailed with much satisfaction by your Petitioners, who expect from this appointment many of the advantages of which the Fijis are deprived, in consequence of the absence of any recognized civilized Government on these islands.

It being, however, of the utmost importance for the successful prosecution of the various interests in these valuable islands to secure labour from the adjacent islands, as no reliance can be placed on the Fijians as labourers, we crave your Excellency's favourable support of the Petition from the Fiji settlers to assist their endeavours in establishing the introduction and treatment of foreign labour on a sound and legitimate basis, it being well known that under proper regulation labour from other islands could be introduced, not only to the great advantage of the planters but also to the imported labourers, who, coming from islands in which climate and living are similar to the Fijis, are happy and contented on the latter, the higher wages and better food obtainable being an additional attraction for their engaging with Fiji settlers. The whole of the group of Fiji Islands being under Missionary influence, the removal from their own islands thither, for a few years, can also morally have but a beneficial effect on the islanders.

We are informed that the settlers at Fiji await with anxiety the result of the memorial sent to your Excellency through Captain Palmer, of Her Majesty's ship "Rosario," and as our interests are identical with theirs (inasmuch as many of our fellow-colonists are directing their attention towards developing the resources of these islands, and a considerable amount of capital is being embarked in the enterprise, by which it is hoped a large trade will be induced to this port, but which cannot be achieved without the certainty of an adequate supply of labour), we trust the said memorial will be received with favour by your Excellency, and that your Excellency will lend your influence to bring this matter to an early and satisfactory conclusion.

And your Petitioners, will, as in duty bound, ever pray, &c.

[Here follow 23 Signatures.]

No. 41.

Sir F. Rogers to Mr. Spring Rice—(Received, February 7.)

Downing-street, February 7, 1870.

(Extract.)

With reference to your letter of the 14th December, and to previous correspondence respecting the measures to be taken for the suppression of abuses in connection with the emigration of South Sea Islanders, I am directed by Earl Granville to transmit to you a copy of the opinion which has been obtained from the Law Officers of the Crown in relation to this question.

The consideration of this question appears to Lord Granville to belong to the Colonial Office only in so far as regards the introduction of the natives of the South Sea Islands into the Australian Colonies, and the action of the Colonial Courts. The general questions of the inter-insular immigration, or the introduction of natives into the Fiji and other islands, and of the powers, if any, which should be conferred upon the Consul, appear to his Lordship to be for the consideration of the Foreign Office.

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As regards the first point, Lord Granville desires me to state that he will urge on the Legislature of Queensland the necessity of making amendments in the "Polynesian Labourers' Act of 1866," as will make its working effectual, and insure that these labourers are not introduced into the Colony against their will, or broken faith with in respect of their agreements; and his Lordship will further be prepared, with the concurrence of the Treasury, to introduce into Parliament a Bill founded on the draft Bill inclosed, if, in Lord Clarendon's opinion, further legislation should be necessary. But if anything further is to be done, the matter seems to Lord Granville to be one for the consideration and action of the Foreign Office.

Lord Granville would be glad to learn the decision of Lord Clarendon upon these points before he takes any steps towards legislation on those matters which fall under the cognizance of this Department.

No. 42.

Sir F. Rogers to Mr. Spring Rice.—(Received, February 7.)

Downing-street, February 7, 1870.

Sir,

With reference to my letter of this day's date, respecting the measures to be taken for the suppression of abuses attendant on the emigration of South Sea Islanders, I am directed by Earl Granville to transmit to you the inclosed copy of a despatch from the Governor of New South Wales, submitting certain points for consideration, in the event of Imperial legislation on this question.

The substantial question raised by Lord Belmore appears to be, whether Her Majesty's Consul at Fiji should have power to issue warrants for the apprehension of persons charged with kidnapping natives, and to send such persons to one of the Australian Colonies for trial, and whether the Consul should be invested with magisterial powers over British subjects. It seems to Lord Granville that it would be desirable before any measure is introduced into Parliament, that these questions should be distinctly decided, and the powers defined with which it may be proposed to invest the Consul; and I am to draw attention to the important question who is to bear the expense of such proceedings in the islands, and also of the prosecutions in the Colonies of persons charged with such offences, and, after conviction, of the imprisonment of such persons.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 42.

The Earl of Belmore to Earl Granville.

Government House, Sydney, November 5, 1869.

My Lord,

I wish to draw your attention to two or three points in connection with the South Sea Islands' correspondence which has taken place between your Lordship, your predecessor, and myself, during the last and present years.

2. I learn from your despatch, that there is a possibility of early Imperial legislation with a view to dealing with the abuses attendant on the Polynesian labour trade.

3. That subject, however, is one upon which I think it likely that Her Majesty's Government may not feel themselves in a position to propose legislation, until they shall have received further information; or, at any rate, until Mr. Consul March, who has only lately left Sydney (in October 26), has had time to make full inquiry after his arrival at his post, and to furnish the Foreign Office with the report which he has been instructed to make.

4. When that report is received some considerable time may have elapsed, and there are two or three other matters which I would venture to submit, if they can be dealt with by legislation, should be so dealt with as speedily as possible.

5. The first point relates to the Act 9 Geo. IV, cap. 83, which, by section 4, gives the Supreme Courts of New South Wales (as it was at the time of the passing of the Act) and of Tasmania jurisdiction to try persons for certain grave offences committed in the Islands of the Pacific, not being under the jurisdiction of any civilized power; and also to the jurisdiction of our Courts to try offences committed upon the high seas.

6. Although the Courts have power to try for such offences, it has been lately held by the Attorney General in the case of the alleged murders on board of the "Young Australian," that warrants cannot properly be issued in this Colony for the arrest of persons still remaining in the islands, who were concerned in that offence,—whilst the Acting Consul appears to have doubted his having any right to arrest the only one of the men within his reach, and to send him to Sydney for trial.

7. On the other hand, in the case of Morgan, which forms the subject of another despatch by this mail, the Acting Consul took upon himself to forward him here as a prisoner. The prisoner (who after his arrival consented, I understand, to remain in the watch-house till the next sitting of the Magistrate, in order to allow him time to consider what steps to take in the case) was at such sitting brought before him and discharged, "there being no authority for his custody," and no grounds appearing for taking proceedings against him *de novo*.

8. Another case has lately occurred, where the captain of Her Majesty's ship "Blanche," brought down a prisoner whom he had received from the Consul at Samoa, charged with murder on the high seas. In this case I believe there was sufficient evidence produced before the Police Court in Sydney, and the man was committed for trial. There was another case reported in my despatch No. 86, of 22nd August, 1868, in which I was requested to receive a prisoner into custody, and forward him to New Zealand. On my declining to do so the man who was detained on board Her Majesty's ship "Bush" was released.

9. It will thus be seen that though a prisoner on his arrival in the Colony may be amenable to the law, yet that until his arrival, his detention may be without legal warrant. What seems to me to be required is this, if the Consuls are to continue to send persons as prisoners to Sydney, they should, in addition to taking depositions, as was done in Morgan's case, have power to issue a warrant magisterially to legalise their custody and their conveyance to the place at which they are to be tried. Whether it would be sufficient on a prisoner's arrival to submit the depositions at once to the Attorney General, who here performs the duty of an English grand jury, and leave him to determine whether to prosecute or not, or whether, in the first instance, as is now the practice, there should be another inquiry before the Police Court, is a matter for consideration.

10. Another point is, with regard to the mode in which the evidence of natives of the South Sea Islands not possessing any definite religious creed can be rendered. In a recent despatch I put your Lordship in possession of the views of Sir William Manning, the Attorney General, upon this point, and I do not wish to add anything further than an opinion that this matter should be placed on a satisfactory footing with as little delay as possible.

11. The next point is one which has already been under the consideration of the Foreign Office and decided in the negative. Its practical importance must be my excuse for drawing your Lordship's attention to it now. It is that of giving certain magisterial powers to the British Consul at Fiji over British subjects. That this should be done is the wish of some of those persons who are interested in the group, perhaps, I may say, of many.

12. The other day I had an interview with a gentleman named Minton upon the subject of the men released by Captain Palmer from the "Daphne," and in conversation I gathered from him that a state of utter lawlessness prevails in Fiji—that even murder may be committed with impunity. Your Lordship will understand that I am not stating this as a fact, but as the impression conveyed to my own mind by my conversation with Mr. Minton.

13. I am quite aware that there are serious difficulties in the way, and that even had the Consul magisterial powers conferred upon him, it might not be always easy to give effect to them. At the same time it seems that the present state of things cannot long continue as they are. I annex a newspaper extract, copied from the *Fiji Times*, showing that there is a movement on foot to obtain the protection of the United States to the "local self-government of Fiji."

14. As I anticipate that I shall have to address you before long, at the instance of my responsible advisers, upon the subject of the expense entailed upon the Colony by the prosecution of offenders, such as I have now drawn your attention to, committed without the Colony, I will not go into that matter upon the present occasion.

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

P.S.—I inclose a paragraph extracted from the *Sydney Morning Herald* of to-day, relating to the murder of three white men by natives on board ship.—B.

Inclosure 2 in No. 42.

Extract from the "Fiji Times."

AMERICA AND THE FIJI ISLANDS.—We find the following in the *Fiji Times* of 4th September:—A petition to the President of the United States has been prepared, and signed by upwards of 100 of the principal residents in the Fiji Group, praying that the protection of the United States Government may be extended over the "Local Self-Government of Fiji." The United States Consul here has expressed a hope that the boon asked for may be granted, and certified to his recognition amongst the numbers of the petitioners men of respectability and property, who are *bona fide* residents of the country, likely to have the general good of Fiji at heart. It is, we believe, the intention of the movers in the matter to get the petition extensively signed, both in Sydney and Melbourne, and then to send it to its destination. The Vunivalu (Thakombau) has likewise expressed approval of the movement, and intends to address the American Government in support of the prayer to the petition.

Inclosure 3 in No. 42.

Extract from the "Sydney Morning Herald" of November 5, 1869.

FIJI.—We have the *Times* to the 9th October, from which we extract the following particulars of the

Murder of Three White Men.—Two Hundred and Fifty Natives Drowned.

The "Mary Anne Christina" arrived in harbour on Thursday, from the Line Islands, and Captain Field brings the sad news of the massacre, by the natives, of the captain and first mate of the French barque "Moorea," and Mr. Latten, who was on board; also the wholesale loss of life of the savage murderers by drowning, in trying to make the land by swimming ashore. The following are the particulars, as given us by Captain Field:—

On the arrival of the "Mary Anne Christina" at the island of Poru, on the 27th August, two white men, named Antoni and Slater, informed Captain Field that a week or two previous to his arrival a sad calamity had occurred in the murder of three white men, and the drowning of 250 natives. It seems that these two men had witnessed from the beach the barque, some few miles from the shore, at the mercy of the winds and waves, and, what seemed to them, a confusion on board the vessel. The next day the barque was out of sight, but later in the day some 30 natives reached the shore, greatly exhausted, having been in the water since the day previous. From these natives it was gathered that they had risen in a body, surprised the captain and Mr. Latten, knocked them down, cut their heads nearly off, and thrown them into the sea. The first mate and a native named Sandy pulled out their revolvers and shot the natives down in all directions, the mate accidentally shooting his subordinate Sandy, who immediately made below; the mate met the same fate as the captain shortly afterwards. The second mate (the natives say) ran below and

and hid himself. The murderers finding the vessel leaving the land fast, all jumped into the sea and made for the shore, only 30 reaching the land out of some 280. From other sources, Captain Field learnt that Mr. Latten had transhipped from the barque "Annah" 80 natives, and had entered into some kind of a partnership with the captain of the barque. The crew of the barque were natives of Tahiti, and seemed to have taken no part in the bloody work, so that the vessel may turn up again if the second mate understands navigation. Captain Field is of opinion that the chief of the above may be relied upon, he having had one of the natives on board his vessel, and cross-examined him for some time through his interpreter.

Many persons in Levuka believed Mr. Latten had gone on to Sydney in his vessel, the "Annah," and will learn with regret his sad fate.

No. 43.

The Earl of Clarendon to Consul General Wodehouse.

Foreign Office, February 9, 1870.

Sir,

I have received your despatch of the 3rd ultimo, reporting the unsuccessful issue of the voyage of the barque "R. W. Wood," which had been dispatched by the Hawaiian Immigration Board to certain islands in the Pacific for the purpose of procuring immigrant labourers for the Sandwich Islands; and I learn with satisfaction from your despatch that this immigration scheme from the South Sea Islands is at an end.

I am, &c.,
(Signed) CLARENDON.

No. 44.

Sir F. Rogers to Mr. Hammond.—(Received, February 9.)

Downing-street, February 9, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before Lord Clarendon, a copy of a despatch from the Governor of New South Wales, inclosing copy of a communication from Mr. R. Beckwith Leefe, containing suggestions with regard to the regulation of Polynesian immigration into the Fiji Islands.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 44.

The Earl of Belmore to Earl Granville.

Government House, Sydney, October 26, 1869.

My Lord,

With reference to previous correspondence on the subject of Polynesian labour and immigration, I have the honor to inclose the copy of a letter which I received on the 23rd instant from a gentleman residing in one of the islands of the Fiji Group, which I submit for your Lordship's consideration.

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

Inclosure 2 in No. 44.

Mr. Leefe to the Earl of Belmore.

Nanani, Fiji, August 17, 1869.

My Lord,

I should not venture to trouble you with the following if the subject were not one of vital importance to myself and a great number of others, British subjects, resident in this group.

The action lately by Her Majesty's ship "Rosario," taken here, together with the constant refusal of the Acting Consul to grant permits to vessels anxious to proceed for labour, has thrown many plantations into a state of stagnation, and where last year everything wore an air of long activity this year may be seen in the same place weeds and desolation.

Fiji labour is too uncertain to rely upon when embarking in a business which requires plodding and systematic exertion; they are too near their homes to expect this from them, and the more civilized they become the less they seem to work.

That something very like kidnapping and treatment of such kidnapped natives, very like slavery, has been resorted to, I do not wish for one moment to deny, but, in a community like this, as in all others, there are sure to be found some blackguards; the majority, however, I firmly believe, especially those who have arrived within the last three years, are respectable men, who would scorn equally with your Lordship any unjust or cruel or underhand treatment of these islanders. The course I am about to request you to take into your consideration, however, would, whilst on the one hand enabling the real honest planter to obtain the means of reaping the reward of his labour, prevent, on the other, any improper treatment at the hands either of the shipmaster or planter who might naturally be so inclined.

Whether,

Whether, as the British Government appears entirely to have thrown us off, and as man-of-war after man-of-war arrives, and each and all refuse to enter into or satisfy the claims of British subjects, it has any moral right to interfere with and ruin us for the acts of a few ruffians, I leave to be decided by your Lordship's sense of justice; but I take the liberty of warning your Lordship that these attempts on the part of British men-of-war will be perfectly abortive, for the traffic will still be carried on, if not in British in American bottoms.

The plan it is my object in this letter to ventilate is as follows:—Let the Government of New South Wales, or the Imperial Government, appoint an agent, whose duty it would become to reside at Levuka and grant permits to such parties whom he may consider entitled to such confidence, to proceed to the islands for labour; that on the arrival of any vessel with men on board he should by personal examination satisfy himself whether any improper conduct had been pursued; if so, empower him to straightway order the captain or owners of the vessel at their own expense to re-convey the men to their own islands. It would also become his duty to keep a roll of all the men so imported into Fiji, and to see that when here they were properly fed and treated, and when their term had expired that they were returned to their islands and paid in his presence.

This would not cost the Government one farthing, as there are many men in Fiji who would hold such as an honorary appointment, or the Consul might receive special powers on the subject.

That this traffic, if carried on properly and humanely and legally, would be for the benefit of the islanders themselves, no one who has seen them on arrival, and again after their term of service has expired, can for one moment doubt.

At some future, probably not very distant, date, the Australias will no longer be colonies of Great Britain. The Fijis will in time become a geographical necessity to the country and the empire of the south. Is it not the duty of a parent to attend as well to the future wants of her offspring as to the present, and by getting a hold of them at once obviate the necessity of taking them from some foreign country at some future time? Petition after petition is being signed to the Government of the United States from men of all shades of opinion and nationality to take these islands. The British sign, because they very justly imagine that they are totally uncared for by their own Government, and that it is useless to seek protection in that quarter; men of other nations,—because they think the United States most likely to interfere.

I have, &c.,
(Signed) R. BECKWITH LEEFE,
Lieutenant, late Indian Army.

Inclosure 3 in No. 44.

Mr. Toulmin to Mr. Leefe.

Government House, Sydney, October 25, 1869.

Sir,

I am directed by His Excellency the Earl of Belmore to acknowledge the receipt of your letter of the 17th August, which, however, was only received on the 25th October.

The subject to which it relates is one which, however interesting or important, the Government of New South Wales is not competent to deal with.

3. The question of Polynesian labour has commanded the anxious attention of Her Majesty's Government in England. His Excellency has lately, in accordance with instructions received from Lord Granville, sent Home a report concerning certain alleged cases of kidnapping from the Loyalty Islands, whilst Mr. March, the newly-appointed British Consul, who leaves Sydney for Fiji to-morrow in Her Majesty's ship "Virago," has received instructions from Lord Clarendon to report (after due inquiry) upon the general question in connection with Fiji.

4. His Excellency will forward a copy of your letter by the next mail to Lord Granville, to whom he has already sent the public memorial received some time ago from the planters of the islands.

I have, &c.,
(Signed) F. B. TOULMIN, *Private Secretary.*

No. 45.

Sir F. Rogers to Mr. Hammond.—(Received, February 9.)

Downing-street, February 9, 1870.

Sir,

With reference to previous correspondence which has passed respecting the case of the schooner "Daphne," seized at Fiji by Commander Palmer, of Her Majesty's ship "Rosario," on suspicion of slaving, I am directed by Earl Granville to transmit to you, for the information of Lord Clarendon, a copy of a despatch relating to this case, which has been received from the Governor of New South Wales.

I am also to inclose a copy of the former despatch from Lord Belmore, dated the 8th October, to which reference is made in the despatch of the 27th October.

I have, &c.,
(Signed) FRÉDERIC ROGERS.

Inclosure 1 in No. 45.

The Earl of Belmore to Earl Granville.

Government House, Sydney, October 8, 1869.

My Lord,

I have the honor to inclose a report (extracted from the *Sydney Morning Herald* of the 25th ultimo), of the proceedings in the Vice-Admiralty Court in the case of the "Daphne."

2. Your Lordship will perceive that the Judge has given a decision against the charge of slaving, but has postponed one upon the question of a certificate protecting the appellant upon costs and action.

3. I understand, however, that it appears from an extract from a letter which has been left at the Crown Law Office, addressed by the Judge to the Prothonotary, that he has made up his mind to grant a certificate that Captain Palmer has seized and prosecuted with reasonable cause.

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

Inclosure 2 in No. 45.

Extract from the "Sydney Morning Herald" of September 25, 1869.

VICE-ADMIRALTY COURT.—FRIDAY.

Before His Honor Sir ALFRED STEPHEN, Knight, C.B., Judge and Commissary.

Re "Daphne."

THE argument in this case was heard yesterday. The Attorney General and Mr. Davis were counsel for the Crown; Mr. Gordon (instructed by Messrs. Roxburgh, Slade, and Spain), for the respondents.

The Attorney General said there were only two main questions in this case—first, as to whether this ship was engaged in the carrying of persons as slaves, or for the purpose of dealing with them as slaves; and, second, supposing his Honor to be satisfied that the acts of the vessel did not come within the statute, whether there was such a probable cause for seizure as to make it the duty of the Court to grant a certificate protecting the seizer from costs and action. He could not but admit that on the first point there was ground for uncertainty as to what view the Court would take; but the latter point did not seem to be open to discussion, the grounds for the action taken by the seizer being so much stronger than in any other case he could find. Having referred to the main facts in the proceedings of the vessel from the time of her departure from Melbourne till her arrival at Fiji, the learned counsel pointed out that the terms on which the natives left their islands were all in the hands of Charley, the only one who understood their language; so that, whether they were induced to leave by honestly telling them of advantages to be gained, or whether they were beguiled by plausible false pretences, was not ascertained. Nor was it known whether force was used, for, although its use was denied, the Court had to depend for information as to this point on the statements of those who, as it were, belonged to the enemy's camp. The natives taken away were not in the Colony; and, if they were, probably would not be eligible as witnesses. There was no pretence that the terms of any agreement were explained to them before reaching the ship, and when they were on board they would no longer be free agents. They could not get ashore again at their own islands without swimming, at the risk of their lives from sharks, and they did not go ashore anywhere except at strange islands, where the people would be hostile to them, so that they were constrained to remain with the ship. They might have been well fed, and might have been pleased to be on board, but they might not have known that they were being taken away for three years, or perhaps for ever. Whatever explanation was given them, however, it seems that they went through the form of an agreement to serve for three years, for £6 a year, and to be returned to their own islands at the end of the term. It was admitted by Pritchard that they would have no choice as to what men they should serve; and, supposing the agreement was explained to them, Pritchard, Lewin, and the captain knew the agreement could not be enforced in Fiji as it could have been in Queensland. Any explanation might satisfy these creatures, but the agreement could not be faithfully made with them unless at the time they had a *bonâ fide* intention to take the men to Queensland. There was no evidence to show that before they got to Tanna there was any agreement with fifty-six of these men, but there the hundred made a substitute engagement to go to Fiji. It was a suspicious circumstance that the whole body should thus suddenly have consented to this change. He could not understand it otherwise than by thinking they were helpless, and, recognizing their true position, submitted. Admitting that the vessel, being licensed by the Queensland Government to carry fifty-one natives, was qualified to do so; if this were regarded in favour of the vessel, by a parity of reasoning it was to be taken against the vessel as having 107 on board. Whether the licensing of the vessel to carry that number was right or wrong, a man-of-war would not have a right to seize if she had authoritative papers from a civilized Government. In a heavy gale, when it was necessary to batten down the hatches, if these men were below they must be smothered; and if they were on the decks or about the rigging, it would be at the risk of many being swept overboard. There were indicia of a vessel being engaged in slave traffic, such as the carrying of extra water-tanks and cooking-stoves, yet they would not be so if other circumstances negatived the presumption that a vessel was so engaged, and he should not press that matter in this case.

His Honor:—All these indicia, no doubt, must be thrown out of consideration in the case of a vessel engaged in a legitimate traffic.

The Attorney General then proceeded to point out that whether the men were brought on board by fraud or force, and whether the agreements were truthfully or falsely explained to them, was all dependent upon Charley, no one else knowing the language, and none therefore being able to say whether he acted in good faith or otherwise. By a suspicious coincidence of ill-health, Charley and Lewin, when the 100 natives were on board at Tanna, left them to be taken to Fiji by Pritchard; and then it was broadly admitted that they were sent there not for their own benefit but for the advantage of those interested in the ship. The ship was in debt, and more could be obtained for them at Fiji than at Brisbane,—so went the evidence. They were not to be consulted what masters they should serve, and, although Pritchard might say he should require to know the people hiring them, it would be difficult to imagine that a consideration of this sort would be allowed to stand in the way of getting 5s. a head more for them. If it was explained to them, when they came on board, that the agreement to pay them wages, to feed, clothe, and lodge them, and return them in three years would be enforced by law, as it would be if they went to Queensland, it must be apparent that they were deceived in changing the destination to Fiji, unless it were explained to them that in this place there was no legal guarantee that such conditions would be fulfilled. Lewin appointed Pritchard his agent to dispose of these natives, and it was as complete a consignment of goods and chattels as one could well imagine. He now called attention to what constituted slavery. There was this difficulty in the present case: The men were not being conveyed to a recognized slave country, but not only

only were they on board under circumstances which seemed to evince that they were not free agents—they were also being taken to a place where there was no guarantee that they would not be treated as slaves. He then cited the case of the "Woodbridge" (before Lord Stowell), to enable the Court to say whether the present could be deemed a case of slavery. Passing to the grounds for seizure, the learned counsel contended that they put it beyond doubt that Captain Palmer was justified in his acts. On a matter of reasonable and probable cause, the information a person received always went to the question, because it naturally and properly operated upon his mind. At various islands called at by Captain Palmer he had repeatedly heard of Ross Lewin as a pirate and man-stealer, and when he found the "Daphne," with one hundred natives on board, running a contraband course contrary to the license,—that the agreements were witnessed by interested parties, wrongly dated, and the dates not agreeing with those of the log,—and that Ross Lewin's name was prominent in the transaction, there was strong outward evidence of slavery; and if Captain Palmer had failed to do what he did it would have been a gross dereliction of duty. Lord Stowell said nothing, but the strong construction of strong enactments was capable of meeting the difficulty on account of the thousand artifices by which the slave traffic was covered. If Captain Palmer put a strong construction on the law, he ought to be protected by the certificate of the Court.

Mr. Davis urged that at the very time Lewin furnished himself with licenses from the Queensland Government he must have contemplated going directly in the face of them, and under cover of them doing what he was not authorized to do. As to the indebtedness of the ship being a ground for going to Fiji, it must be recollected that Lewin was only the charterer, and her liabilities did not affect him, but only the owners. It was an excuse, and if he knew it then he knew it when he left Brisbane, when he must have designed to get as much as he could by taking the natives to some place other than Queensland. As to the application of the word "slave," it was not necessary, in order to bring a person within the purview of the Statute, that he should be found in a way of dealing for the purposes of actual sale; it was quite sufficient to show conclusively that these natives were on board, not knowing what for, shipped for the purposes of Lewin, not their own, and being taken, whether they desired it or not, to Fiji. They were in servile subjection to him. It should have been left open to them, to the last moment, to withdraw from these alleged agreements. They were passed into a state of slavery, and the cloak of paying them in trade did not get rid of that position. Pritchard stated that if they refused to work under the employers he chose he would not take them back to their islands. If the evidence did not establish conclusively that these natives were slaves, or intended to be dealt with as slaves, the circumstances at all events justified Captain Palmer in seizing the vessel in the execution of his duty. The learned counsel then cited the cases of the "Warwick," the "Laura," and the "Ricardo Schmid" (Privy Council cases), to show the nature of the circumstances under which seizure had been held to be justifiable. If the Court did come to the conclusion that the vessel was not proved to have been engaged in the slave trade, he maintained that Captain Palmer was entitled to the protection granted in the two first-named cases.

Mr. Gordon, on behalf of the owners and master, submitted, in reference to the question of conveying slaves or persons intended to be dealt with as slaves, that the Court had no materials for supporting a condemnation. In that respect the whole case rested solely upon suspicion. There was no proof that the natives did not gladly go on board and contentedly remain there, and there was evidence that by all means of expression in their power they understood and gave assent to the agreements. The learned Attorney General, however, would attribute the non-resistance or expressions of dissatisfaction, these signs would have also been used as evidence of a forced duress. Then, as to the agreements, there was nothing but suspicion of wrong. If the natives understood what was told them, and they agreed to go for three years to Queensland, there was nothing to prevent them changing their minds and going to Fiji. As to the substituted agreements, the learned Attorney General supposed the natives could do nothing else than sign them, being in a trap; but surely no ship was ever brought under the Slavery Act on any ground of that kind.

His Honor said he had formed the opinion that these men were not slaves in any sense of the word, or intended to be dealt with as slaves.

Mr. Gordon then proceeded to the question of probable cause for believing that they were intended to be dealt with as slaves. He showed that there were plantations at Fiji owned by British subjects—that there was a demand for native labour there—that there was a recognized system of providing it—that many natives had been taken from the very same islands whence most of these were obtained—and that the system was regulated as far as possible by the Consul. The labour there was not of a slave character, and the "Daphne" went into the harbour openly. She did not try to escape by passing the island, although the "Rosario" was seen when she was many miles away. The master and Pritchard gave all the information in their power, and offered to allow the crew to be examined. There was nothing *per se* in the circumstances, or in the informalities in the papers, which attracted Captain Palmer's notice to lead him to the conclusion that she was a slaver. The question then was, did Captain Palmer do all that was required of him to ascertain real grounds beyond suspicion that the vessel was engaged in a slave trade. Everything that was now known of her proceedings might then have been ascertained by him, but his opinion of Lewin seemed to have overbalanced his better judgment. On the question as to what should be admitted as a reasonable and probable cause entitling the seizer to the protective certificate of the Court, he cited the Privy Council cases of the "Newport," the "Laura," the "Levin Lank," and the "Ricardo Schmid." In conclusion, he said it might be necessary that traffic of this kind should be watched with the greatest possible care, and it was a most serious act on the part of any officer to see that there was no breach of the law; but this was no reason why foreigners or British subjects engaged in a legitimate traffic should have their property seized to their damage and detriment without compensation.

Mr. Davis, in reply, urged that the cases cited by his learned friend were entirely distinguishable from this case, as being entirely unwarrantable seizures. He contended that Captain Palmer, knowing Lewin's character as a kidnapper, and finding him connected with a transaction irregular in all its details, formed a good ground for believing that Lewin was dealing with these natives as persons in a servile condition. As to the examination of persons on board the ship at Levuka, the evidence showed that inquiries by the Consul were checked when an attempt was made to obtain information, and Pritchard would give no explanation of the ante-dating of the agreements. As to the vessel making no attempt to escape, Lieutenant Bingham said if she had passed the port they could have easily caught her. It was admitted

by

by Pritchard that, if he had not obtained the price set upon the natives, he would have taken them back to Lewin. But what right to do so would he have as far as the natives themselves were concerned? The whole dealing with them was evidently as Ross Lewin chose, and for his own advantage. It was begging the whole question to say that, because this Court held they were not conveyed or dealt with as slaves that therefore Captain Palmer ought to have known they were not slaves. He had ample grounds for the seizure, as the parties from the outset till the arrival at Fiji were violating the Act they pretended to be acting under.

In the course of the proceedings, Mr. Windeyer (instructed by Messrs. Holdsworth and Brown) presented himself as counsel on behalf of the Queensland Government, and inquired if, in that capacity, he had any *locus standi* before the Court.

His Honor could not say that he had any *locus standi*, the parties he represented not being interested in the case. It was not intended to implicate the Queensland Government. He had no hesitation in saying that, as far as he had been able to judge of the administration of their Act, rather than deserving the censure heaped upon them elsewhere they deserved high credit. People had a right to import this labour; and it was a lawful trade, although injuries might arise from it. The Queensland Government, however, had done all in their power to see it so managed, that as little injury as possible should result from it, and that the natives should be protected in every way.

Mr. Windeyer said the Queensland Government merely wished to show that they were in no way concerned in countenancing anything like slavery.

His Honor observed that it would be utterly inconsistent with the first principles of justice to say anything against a party that was not represented.

His Honor, having given his decision against the charge of slaving, postponed his decision on the question of a certificate protecting the appellant from costs and action. He will give a written judgment; but as he proceeds at once on Circuit, the release of the vessel, the decision as to certificate, and the preparation of the judgment will have to be prepared during his absence from town.

Inclosure 3 in No. 45.

The Earl of Belmore to Earl Granville.

Government House, Sydney, October 27, 1869.

My Lord,

With reference to my despatch of the 8th October, 1869, and previous correspondence on the subject of the detention of the schooner "Daphne," I have now the honor to inclose the copy of a letter which I have received from Commodore Rowley Lambert, giving cover to a letter from Commander Palmer on the subject of fresh evidence in the suit in the Vice-Admiralty Court, and containing copious quotations from a letter which he had received from Mr. Acting Consul Thurston.

In accordance with the Commodore's request, this letter has been referred to the Attorney General, and I have received an opinion from Sir William Manning that no further evidence can be received in this suit. Indeed, the vessel has been released.

I have communicated this opinion to Commodore Lambert.

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

Inclosure 4 in No. 45.

Commodore Lambert to the Earl of Belmore.

"Challenger," at Sydney, October 18, 1869.

My Lord,

I have the honor to inclose copy of a letter I have received from Commander Palmer, of Her Majesty's ship "Rosario," acquainting me with further information he has received from Her Majesty's Acting Consul in Fiji, relative to the schooner "Daphne," and request your Lordship will cause the same to be forwarded to the Law Officers of the Crown for their opinion as to whether they consider it advisable any further steps should be taken in the matter.

I have, &c.,
(Signed) ROWLEY LAMBERT.

Inclosure 5 in No. 45.

Commander Palmer to Commodore Lambert.

"Rosario," Turiranga, No. 3, September 28, 1869.

Sir,

I have the honor to report, for your information, that I have received a letter from Mr. Thurston, Acting British Consul for Fiji and Tonga, dated August 12th, answering questions that I put to him about certain circumstances when I seized the "Daphne." Mr. Thurston says, "Patterson beyond all doubt put a stop to any conversation with the man Dicks, for up to his remark I was getting on most swimmingly."

2. "Touching the agreements being signed at Tanna, I swear most distinctly both Pritchard and Daggett made that assertion. It was that gave rise to an enquiry why the agreements were dated at several places. The reply was, in order that men's time of service might date from their embarkation. We then examined the log and found the ship elsewhere than at said places on said dates."

3. With regard to the evidence of the mate David Forster, Mr. Thurston says:—

"I asked both Daggett and Pritchard if anyone was on board who had seen them (the natives) make all those marks exhibited, and which signing was stated to have taken place in the cabin?" They had no witnesses here to support the statement, on board. I asked the steward if he had ever seen any signing

signing going on? He said he didn't remember. I said, as steward, you must have been to and fro between the cabin and your galley, and the time occupied by 50 or 100 natives going below, hearing of a change in their destination, and making their marks, must have been long. Did you see any natives going down?"

"The man briefly replied, he did not remember. The only reply David Forster had to say here was, they all seemed to come willingly enough. His memory seems much refreshed."

4. "I will leave no stone unturned between this and the date of St. Thomas's return to Sydney (fourteen days hence) in order to supply information, which shall be forwarded if of a nature to be accepted in a Court of law. I observe that Sir James Martin took exception to the oath of the Rotumah boy, Josiah, in Hovell's case, and cannot think that of the Bank's islanders would be accepted even at par with his."

"Mr. Thurston added, I am fully persuaded that if the matter is not dealt with in a most stringent manner much trouble and unpleasant work is in future."

"I have advised both Naval and Home authorities many attempts are made to avoid responsibility by British subjects, even to fraudulent or fictitious sales of British ships to foreigners, in order to carry on the traffic."

I have not yet heard what judgment has been given in the Vice-Admiralty Court, but, should it be adverse to me, I suppose there will be no difficulty in moving for a new trial if Mr. Thurston is able to send down further evidence, combined with the facts regarding the mate and steward, to which he is prepared to swear to.

I have, &c.,
(Signed) GEORGE PALMER.

Inclosure 6 in No. 45.

Opinion of Sir W. Manning, re the "Daphne."

No further evidence can be received in this suit. Not only was the evidence long since closed, but judgment has been pronounced, under which the vessel has been released.

It may be satisfactory to add that nothing is, in my opinion, lost by its being now too late to give further evidence, as I do not see from Captain Palmer's letter that he is prepared with any testimony which could be received, or which could have affected the result.

It is to be regretted that the departure of the Chief Justice on Circuit immediately after the argument, and his oral decision, have hitherto prevented him from giving his reasons in writing as intended. The explanation of his views would show plainly that further evidence, such as Mr. Thurston and Captain Palmer alluded to, would, if it were received, produce no change in his judgment.

Maitland, October, 1869.

(Signed) W. M. MANNING, *Attorney General.*

No. 46.

Mr. Spring Rice to Sir F. Rogers.

Foreign Office, February 18, 1870.

(Extract.)

I am directed by the Earl of Clarendon to acknowledge the receipt of your letter of the 7th instant, in which Earl Granville has had the goodness to communicate to his Lordship copy of the opinion of the Law Officers of the Crown regarding the measures which should be taken for the suppressing of abuses in connection with the emigration of South Sea Islanders.

I am to request that you will state to Lord Granville that Lord Clarendon concurs in the course which he proposes to pursue in urging the Legislature of Queensland to take steps by amendments in existing legislation, to provide further securities for the labourers introduced into the Colony.

No. 47.

Sir F. Rogers to Mr. Hammond.—(Received, February 21.)

Sir,

Downing-street, February 19, 1870.

With reference to the letter from this office of the 9th instant, relative to the proceedings in the Vice-Admiralty Court of New South Wales in the case of the schooner "Daphne," I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a copy of a despatch from the Governor of that Colony, inclosing a report of the judgment delivered in the case by Sir Alfred Stephen.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 47.

The Earl of Belmore to Earl Granville.

My Lord,

Government House, Sydney, November 23, 1869.

With reference to my despatch of date 8th October, 1869, I have now the honor to enclose a report of the judgment delivered by Sir Alfred Stephen in the Vice-Admiralty Court on the 12th instant in the case of the schooner "Daphne."

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

Inclosure

Inclosure 2 in No. 47.

COURT OF VICE-ADMIRALTY.

Sydney, New South Wales, November 12, 1869.

Before His Honor Sir ALFRED STEPHEN, Judge.

The QUEEN on the prosecution of Commander GEORGE PALMER against the schooner "Daphne."

His Honor gave judgment in this case as follows:—

This is a suit instituted substantially by Captain Palmer, of Her Majesty's ship "Rosario," in order to procure the condemnation of the vessel abovenamed, seized by him at Ovalau, one of the Fiji Islands, under the Acts relating to the abolition of the Slave Trade, for a breach of those laws—she being (or the promovent supposing her to be) at the time engaged in that base traffic. The evidence in the case having been taken before me on several days, sitting in open Court, the matter was finally argued on the last day but one of the last Term, when I pronounced orally a judgment in favour of the respondents—my reasons for which I am now about to deliver. Since that day, I have intimated my intention to grant Captain Palmer a certificate, under the statute, that he nevertheless had, under the circumstances, probable cause for making the seizure.

The facts of the case, as abundantly shown by the evidence, and respecting the main portion of which, indeed, there was no room for contest, are those which follow:—The "Daphne" belonged to persons in Melbourne, two of whom; in April, 1868, went in her on a cruise among the islands, lying to the north and north-east of New Caledonia—with the design, ultimately, of establishing a settlement on one of them. Among these owners was a Mr. Pritchard, whose fellow-voyager, the sole registered owner, remained eventually at Tanna, in the group of the New Hebrides—both forming stations in that island as cotton planters. There they chartered the vessel to one Ross Lewin, who was (or said that he was) engaged in obtaining labourers for Queensland—natives of those islands or others in the neighbourhood,—for a voyage or voyages to that Colony; the hirer and her owners to share equally the profits. In August, 1868, Lewin sailed from the New Hebrides in the "Daphne," accordingly, with fifty natives of the islands, for Brisbane, the Queensland capital, where they were landed.

I had no evidence, and the present enquiry called for none, as to the disposal of that particular body of men in the Colony; but it is notorious, almost a matter of history, that natives of various islands in this ocean have, for several years past, been brought thence into Queensland, and there employed as labourers on the farms of the settlers. Much controversy has arisen respecting the treatment of these men; the mode in which they have been obtained—whether by fraud, or even force; whether they have understood, or could be made to understand, the nature of the contracts made (or represented to be made) with them; and whether those contracts, if in fact generally made, are faithfully performed by the employers—especially the stipulation always said to be entered into, that the labourers shall after a short period be returned to their homes. But it has never been asserted (it was certainly not asserted in this case, still less attempted to be shown) that the natives thus taken to Queensland—or any of those taken at any time to the Fiji Islands, where the settlers have of late years employed labourers similarly obtained—were put or kept to labour except under some such contract; entitling them to food, clothing, and wages, and, after a service of two or three years, to a free passage back to their own country. The difficulty, and, in a country like the Fijis having no regular Government, the impossibility of enforcing such contracts must be obvious. The fact, however, proved incontestably before me, that such stipulations were generally understood to exist, and that in repeated instances, both in the Fiji Islands and Queensland, native labourers have been taken back in pursuance of the stipulation, is all important on the question of slavery. That is to say, in the present case, whether natives found on board this British vessel at the Fijis, under alleged agreements of the character here indicated, were brought there (however irregularly or improperly) as labourers for hire, and for a limited term of service, or were really slaves, or intended to be disposed of and dealt with as slaves.

In Queensland the Legislature has commendably placed this kind of trading, so far as it was within their jurisdiction, under very stringent regulations. It is scarcely necessary to observe, that there is nothing unlawful in engaging labouring men in the South Sea Islands for purposes of colonization, and taking them to a British Colony, or elsewhere, any more than there would be in bringing men with the same object from Germany or Holland. Many reasons of humanity or of policy may make it desirable, and in a high degree to restrict—possibly to prohibit—certainly to regulate and watch over a traffic, so liable to abuse and so full of danger. But this is a matter of Imperial legislation alone, and the question has more than one aspect. The Queensland Government probably thought that the pursuits of civilized life might be beneficial to these savages, and ultimately to their race, equally as to their employers. Whatever opinion may be formed on these points, the fact is that the Queensland Legislature in March, 1868, passed a statute, by which the importation of Polynesian labourers is permitted to licensed persons only, and in approved vessels; forms of contract with the people, to be entered into by their employers in the Colony, are provided; and there are sundry enactments for compelling its performance and the due return of the men home after a stipulated period.

Under that statute, Ross Lewin obtained three separate licenses in January, 1869, for the bringing to Brisbane (in the whole) of fifty labourers,—the "Daphne" having previously been inspected, and her fittings and accommodation for that number approved of. In February, 1869, he returned thus authorized to Tanna, having on board twenty-seven natives going back to their own islands, together with a quantity of supplies for Mr. Pritchard, and the other part owner. Of those twenty-seven returning natives, one named Beppo had been in Queensland three years; but, after visiting Erromanga and Sandwich Island (more properly Vati), where he was to have been left with the others, he preferred to remain in the ship—and he was examined, as also were two natives from Maré and Lifou, as a witness for the defence. Mr. Pritchard went in the vessel, ostensibly as supercargo, to the several islands where natives were obtained by Lewin—Erromanga, Vati, Star Island, Gana, Amotalava, and others. At each of these a boat's crew of five went ashore, or close to the surf on the beach, and parleyed (or seemed to parley) with the natives—who were generally swimming about alongside. All the five were natives of one or other of the numerous

numerous islands, or islets, with which those latitudes are studded, and three were witnesses in the case. Only one of the five, however, understood (or is supposed to have understood) the language of the several engaged men; and he was one Charley Murra, who, not proceeding to Ovalau, was inaccessible as a witness on either side. What really was said to the men by this Charley, therefore, who acted as interpreter throughout, explaining, or seeming to explain to them, the agreements which were afterwards signed, cannot certainly be known. But Mr. Pritchard swore, and I saw no reason to doubt his testimony, that Charley appeared to explain the agreements intelligibly; that the men seemed to understand what he said, and indicated plainly their assent; he (Pritchard) moreover having himself some knowledge of the language, though slight, and being able to converse a little in it. However this may be, all the witnesses said, that every one who was engaged came off to the vessel willingly; that, after hearing Charley, some came and some went away; that no force or threat (so far as the witnesses could judge) was in any instance used, either before the men embarked or afterwards; and that on board all freely walked about or otherwise acted as they pleased, and seemed perfectly happy and contented. These witnesses were:—Mr. Pritchard himself; Dagget, the master; Foster, the mate; Paterson, the steward—Lifou Dick, Beppo, already mentioned, and Kouma, three of the boat's crew,—and Fangai, or Johnny Mare, the cook; all these natives speaking English, and two of them, men of considerable intelligence, being able to read and write.

In the whole between the 6th and the 19th March, Lewin obtained 107 natives; and with these the schooner sailed first to Sandwich Island, where they remained until the 24th. The authorized number for Queensland, as we have seen, was 50 only. The others, Pritchard said, were to be left at Tanna (at which the "Daphne" would in due course touch on her way), there to remain until the vessel's return from Brisbane—when these also, it was expected, would be prepared and allowed to follow.

On the 28th March the "Daphne" arrived at Tanna, where seven of the men desired or were persuaded to remain. At this time, agreements in the prescribed Queensland form had been signed by the 50 only—or, it appears, whether accidentally or by design, by 51. All these documents, in five sets, were dated alike on the 14th March—being about the actual date of hiring, real or supposed. They were not in fact prepared until some days after the hiring; although Dagget at first said that they were executed by eight or ten of the natives, and sometimes ten or twelve at a time, at sea, according to the number from time to time engaged. Both he and Mr. Pritchard concurred in stating that the agreements were thus explained to the men, as opportunity offered; but, beyond all doubt the agreements were not signed until about the 19th or 20th of March. Each agreement is of the same tenor; the term of service three years; wages, food, and clothing, so much; and a return voyage at the end of that period. But, until their arrival at Tanna, the agreements with the fifty-six or supernumerary men were verbal only.

Up to that time it appears—or it was sworn by Mr. Pritchard, and in effect by Dagget—there was no idea entertained of a change in the destination of the vessel. But the partners had incurred debts at Brisbane; and they were led to believe that they could get a much larger profit (that is to say, a more liberal rate per head of passage money) by taking all the men at once to Ovalau, where labour was greatly in demand. The average length of passage to the Fijis was a fortnight less, and 100 men could be carried there, notwithstanding the crowding; whereas the vessel would not be allowed, by its license to convey more than 50 in one trip to Queensland. All the natives, therefore, were asked their consent, through Charley Murra, to the substitution of those islands for Brisbane; and on such assent being given, or declared to have been given, four agreements were prepared (called by the witnesses re-engagements), dated the 9th, 12th, 14th, and 16th of March. These writings, after explanation, it was said, were signed by the 100 men—in groups, according to their islands, apparently—binding them to serve employers in the Fijis for three years, at a stipulated rate of wages; the latter finding them return passages to the islands mentioned, at the termination of those years. On the 31st March the "Daphne" sailed, but, meeting with adverse winds, did not arrive at Levuka, the principal settlement in Ovalau, until the 21st April. There, unfortunately for all pecuniarily interested in the vessel, Her Majesty's ship "Rosario" lay at anchor; and the "Daphne" was seized as a slaver.

The interpreter, Charley, who had a wife and children at Tanna, living (as was said) on the cotton plantation of Mr. Smith, Pritchard's partner, was left behind at that island. So was Ross Lewin; who is said to have been ill, and anxious to remain behind. He had, indeed, necessarily, no longer anything to do with the Polynesians, having abandoned his connection with the Queensland contracts. But he had a continuing interest in the speculation; for, by the charter-party, or the arrangement connected with it, he was (as I collect) to have half the profits, whatever they might be, arising from it. And all the agreements, accordingly, purport to be with Lewin or those to whom he may consign them; although the men are not in terms bound to serve him personally, but "employers in the Fijis" only—presumably by assignment from him. The Queensland form in like manner, makes the hiring that of the licensed agent; but the service stipulated is, to "various employers" in the Colony. Mr. Pritchard, going in the vessel and there taking personal charge of the natives, had a written authority jointly from his co-partner, and from Lewin, to act as their agent in all matters connected with the "Daphne;" and from Lewin alone to act as the latter's agent, in the "disposition" of the "native labourers" on board her—to whom, says the document (meaning, of course, to Pritchard), I consign them.

It seems strange that these two papers, without which it was obvious that Mr. Pritchard could have done nothing, either with the vessel or the men, should not have been at once shown to Captain Palmer, with the other documents; which were all unreservedly given up to that officer. They were found on Pritchard's person when arrested here in Sydney. The omission was commented on, as indicating—from the terms used in the second paper—that the natives were really considered and dealt with as cargo merely. But it appears to me, that the expression "consign" has been made too much of. No one supposes that this traffic in labour springs from any other motive than the desire of gain. Every employer seeks for labourers with primarily no higher object; although he may believe that the people introduced will eventually benefit themselves and the country in an equal or greater degree. He looks out for an agent, therefore, to procure for him the labourers required; and the charge of this person is, or may be, so much per head. The shipowner, advertising for immigrants, makes and also pays a similar charge. In the present case, an illiterate man (obviously so, and sworn to be so) obtains labourers, possibly by no very scrupulous means, for any persons or person that may be willing to employ them. He contracts with the former, that they shall work for him or his assigns; and his charge to the employer, the assignee, is a high rate of passage money. If we spoke of such immigrants as imported, or such labourers as consigned,

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we should not thereby alter the nature of the operation, I am not advocating the system, and am far from saying that better and more precautionary measures, even by Colonial legislation, might not be adopted to protect this Polynesian race. I censure, as strongly as any man, the taking of these one hundred natives a voyage of twenty days, cooped up at night in a cabin less than thirty feet by sixteen, where they lay on shelves, the space between which was two feet nine inches, or above the highest, twenty-six inches only, to the deck beams,—the result being, in one instance, an injury to the limbs of a lad, apparently eighteen, that may be incurable. But all this did not constitute the people slaves; and, on the evidence before me—there being nothing to contradict that which I have stated, and nothing to show that labourers are, or ever were, dealt with at Ovalau as slaves—my conclusion is that these men were not such, and were not intended to be disposed of as such.

Ovalau, no doubt, like the other islands of that group, has no settled form of Government. The native inhabitants are uncivilized and heathens. It has, however, and for many years has had, a resident British Consul, and a large body of European residents—planters, cultivating a considerable portion of the soil. All British vessels report to the Consul; and it appears to have been usual to refer to him on all questions connected with immigrant labourers, for the protection of the people. The planters readily employ these men, it appears, from all the islands, and willingly pay from £4 to £5 a head for the cost of bringing them. In the Fijis the same kind of food grows as in the New Hebrides; the climate and the absence of clothing are in both groups the same; and it is certain that, in March, 1869, there were many natives in the latter, especially in Tanna, who knew Ovalau well, and what might be expected there. Captain Palmer admitted that these immigrants (“all or most of them”) receive wages, as he understood, and are engaged usually for two or three years; although the Consul complained that he generally could not get their employers to send the men back. William Oliver, a sailmaker, examined as a witness for the Crown, said that he had seen very many native immigrants in the Fijis, and knew of a great number being sent home; that he never heard of any ill-treatment of them, or of any being transferred from one master to another; but that he knew instances where the men could not get away, though their time had long expired. He believed that all agreements with imported labourers were made before the Consul. Mr. Joseph Wilson, a planter and merchant, called for the defence, declared that he and his father had repeatedly engaged natives at Ovalau from various islands (Rotumah and Tanna, for instance, and the Penryhn Islands), who had after working a few years been sent to their homes. In particular, he stated that thirty men from Tanna, after one year’s service, returned eighteen months ago, and twenty-five from Rotumah, after a like term, were sent home four years ago. He mentioned also fifty-nine, who were on the point of returning when he left Levuka, after serving two years and a half. He knew personally of a Mr. Heming having taken home between twenty and thirty natives three months ago. All his own agreements were made in the Consul’s presence; and he believes that in every batch of immigrants there are always some who can explain matters to the others.

A good deal of evidence was given in support of the seizure, to show—what nobody disputed—that the “Daphne” was fitted up for numerous passengers; and so had some of the indications of a slaver, specified in the 2nd and 3rd Vict., chap. 73, sec. 4. But that enactment, as I explained at the hearing, supposing it to apply at all in a case of this kind, was passed in respect of vessels found in very different latitudes, and under very different circumstances, from those in question here. On various parts of the coast of Africa, from which negro slaves were brought, and of the coasts of America, to which they were usually taken, a vessel occasionally was discovered having not one single slave, or the traces of one on board, yet with fittings up, and quantities and kinds of food, showing unmistakably her employment; that human beings, and presumably negroes, had been or were to be her cargo. Passengers of any kind, in the ordinary sense, did not exist in those regions. The Legislature, therefore, made the possession of such food and fittings evidence,—until the inference should be rebutted, but only until then,—that the vessel was engaged in slave-trading. But it is absurd to imagine that the enactment was intended or could operate to compel a Court, against the strongest evidence and in violation of the truth, to pronounce a trading vessel in these seas a slaver because she had on board, with the necessary fittings, an improper number of passengers; they being free labourers, expressly engaged as such, although copper-coloured, and naked as is their wont,—whom she was taking to a country where immigrants of that kind, fed on yams and maize, and bananas, are proved to be employed solely for wages, with limited terms of service.

Everything that has been said respecting the Queensland contracts, and the intended taking of the fifty Polynesians to that Colony,—if the intention ever existed,—might perhaps have been omitted from this judgment, and from the case, had not the irregularities connected with both been dwelt on, as justifying, if not altogether the seizure, yet the suspicion of foul play. I do not doubt that Ross Lewin originally and to a late period intended to return to Brisbane, and with the fifty labourers; and I see no sufficient reason for imputing fraud to any party, except on his employers there, or the creditors who fitted out the ship, in the changing of that destination. But the suddenness of that change, and the circumstances connected with it,—the irregularities alluded to, his own absence and that of his interpreter, the fact that his only authorized and declared purpose was to obtain fifty labourers, and those for a colony from which, when detained by Captain Palmer, the vessel had sailed in an exactly opposite direction, her crowded state, with twice the number of natives on board that she was reasonably able to carry,—all these things inevitably excited suspicion and distrust, and excused that officer’s belief, that these ignorant savages had never in fact, consciously, if at all, entered into the agreements produced to him, but that they had been trepanned or kidnapped,—that Ovalau, or at all events, Levuka, was not the vessel’s real or ultimate destination, but that some other of those islands was probably contemplated; that the Queensland licenses and contracts were only contrivances to cover that design; and that in short the object was to sell the men, if not at Ovalau yet elsewhere (but there if practicable), into slavery. I therefore grant to Captain Palmer a certificate, under the statute in that behalf, that he had a “probable cause” for the seizure and prosecution of this vessel.

I have spoken of the Queensland form of contract as the one entered into or signed by these natives. But, in strictness, the Polynesian Labourers’ Act requires from the men themselves no writing, and from the hiring agent the use of no particular form. The expression, nevertheless, is substantially accurate, and conveys exactly my meaning. No clause of the Statute, in terms, prescribes the conditions of the original hiring; and the contract may therefore be oral only, and entered into, or formally ratified and witnessed, apparently at any time. But on arrival at Brisbane the master of every vessel with immigrants is to produce a certificate, signed by a “Consul, Missionary, or other known person,” that the labourers

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have voluntarily engaged themselves, and with "a full understanding of the nature and conditions" of their agreements. And this certificate, the form of which is given, embodies in effect the contract eventually required, which the natives are supposed (verbally or otherwise) to have already entered into. Ross Lewin, mistaking the provision, or misled by the printed form, which has a blank line for the agent's and for an interpreter's signature, with other lines subjoined, adopted this as the contract itself, and accordingly affixed his own signature, followed by the names and marks of the natives severally:—Charley Murra as the "chief interpreter," and Mr. Pritchard with Foster the mate as "known persons," adding their signatures also.

No. 48.

Sir F. Rogers to Mr. Spring Rice.—(Received, February 22.)

Downing-street, February 21, 1870.

Sir,

With reference to the postscript of the despatch from the Governor of New South Wales, inclosed in the letter from this office of the 7th instant, I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, a paragraph extracted from the *Sydney Morning Herald* of 12th November, which has been received in a despatch from Lord Belmore, contradicting the report of the murder of Mr. Latten on board the barque "Morea."

I am also to annex an extract copied from the New Zealand *Southern Cross*, on the subject of a communication which had been received from Bishop Patteson, relating to the kidnapping of natives from Banks' Group.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 48.

Extract from the "Sydney Morning Herald" of November 12, 1869.

THE REPORTED MASSACRE OF MR. LATTEN AND OTHERS.—Captain Watson, commander of the schooner "Mary Smith," which arrived yesterday from the Fiji Islands, states that a schooner named the "William and Julia" had arrived from the Line Islands, and her master, Captain M'Cleaver, reported that there was no truth in the rumour or rather statement made by the natives respecting the murder of Mr. Latten on board the barque "Morea," as reported in the *Fiji Times* of the 9th ultimo.

Inclosure 2 in No. 48.

Extract from the New Zealand "Southern Cross" of November 6, 1859.

NORFOLK ISLAND.—THE MELANESIAN MISSION.—KIDNAPPING.—We are indebted to the Rev. B. T. Dudley for the following extract from letter just received by him from Norfolk Island, from the Rev. J. Palmer, of the Melanesian Mission. Mr. Dudley has not received a letter from Bishop Patteson, but in a communication which has been received from the Right Rev. Prelate, dated September 1, on board the Mission schooner, the Bishop states that "about 340 natives have been kidnapped from Banks' Group alone, and taken to Brisbane; that the traders in those nefarious practices have used his name everywhere—the lie commonly told being, 'The Bishop has broken his leg getting into the boat; he can't come himself, and has sent us to take you to him.' Sometimes the miscreants have varied the story as follows:—'The Bishop is on board, but is not well; he can't come ashore.'"

No. 49.

The Secretary to the Admiralty to Mr. Hammond.—(Received, February 23.)

Admiralty, February 22, 1870.

Sir,

With reference to your letters of the 2nd and 25th September last, on the subject of the deportation of natives from the South Sea Islands, I am commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Earl of Clarendon, a copy of a letter from Commodore Lambert, dated the 13th December, reporting that he will despatch a vessel to make inquiry into the matter.

My Lords have instructed the Commodore to send a vessel to the Fiji and Friendly Islands, and to order her to cruise as far to the northward as the Gilbert Islands, should her commanding officer receive information that the natives are being carried away from them.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure in No. 49.

Commodore Lambert to the Secretary to the Admiralty.

"Challenger," at Sydney, December 13, 1869.

Sir,

In reply to your letter of the 1st October last, forwarding to me, by direction of the Lords Commissioners of the Admiralty, copies of two letters from the Secretary of State for Foreign Affairs, relative to the operations for obtaining immigrants in the South Sea Islands, and directing me to report the

the steps I propose to take in the matter, I beg to acquaint you, for their Lordship's information, that, as soon as I am able to spare a vessel from the other duties of the station, I shall send one to visit the different Islands, for the purpose of making inquiry as to what has taken place relative to obtaining labourers, since the visit of the "Rosario" in the commencement of this year.

2. I would beg to call their Lordship's attention to paragraph No. 4 of my letter of the 1st July last, in which I stated that the greater part of the traffic in native labourers, which is carried on to the Fiji Islands, is "from the Kingsmill Groups, marked on the charts as the Gilbert Islands, which are on the Equator, and some distance out of the limits of the Australian Station."

I am, &c.,
(Signed) ROWLEY LAMBERT.

No. 50.

Sir E. Rogers to Mr. Hammond.—(Received, February 27.)

Downing-street, February 26, 1870.

Sir,

With reference to your letter of the 3rd August last, relating to the immigration of South Sea Islanders into Fiji and elsewhere, I am directed by Earl Granville to transmit to you, for the information of Lord Clarendon, a copy of a despatch received from the Governor of Queensland relating to this question.

A copy of this despatch has been communicated to the Board of Admiralty in a letter, of which copy is inclosed.

I am to state that the letter from Commander Palmer, to which the Governor alludes, forms an inclosure to Lord Belmore's despatch of the 27th May, which was forwarded to the Foreign Office in my letter of the 13th August last.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure I in No. 50.

Governor Blackall to Earl Granville.

Government House, Brisbane, November 17, 1869.

My Lord,

1. I have the honor to acknowledge the receipt of your Lordship's despatch of the 14th August, 1869, inclosing copies of a correspondence with the Foreign Office, and the instructions which Lord Clarendon proposes to address to Her Majesty's Consul in the Fiji Islands on the subject of the abuses connected with the introduction of emigrants into those islands, also copy of a Circular addressed to Her Majesty's Consuls in the Pacific, and copy of a letter addressed to Lord Belmore, Governor of New South Wales, by Commander Palmer, of Her Majesty's ship "Rosario."

2. The only document which appears to demand any observation from me is Commander Palmer's letter, as I consider he places the result of the legislation of Queensland on the subject of immigration in a mistaken light.

3. After enumerating many abuses of which he heard (but does not say he witnessed), Commander Palmer proceeds to say, "As a further proof of the absurdity of the so-called engagements between the natives and the Queensland agents, a Tanna native informed me that whenever the vessels anchored, the natives were put under hatches, and their arms held whilst performing the functions of nature, so as to prevent their swimming on shore.

"There are three men who appeared to take the principal part in this iniquitous traffic, namely Ross Lewin, Charles Hyde, and G. Smith, who go about from island to island in small vessels, getting cargoes of these unfortunate people how they can, for plantations in Queensland and Fiji.

"In my despatch to Commodore Lambert I have pointed out how easily the Queensland Regulations may be avoided, and on my arrival at Fiji I had ample proof of this in the schooner 'Daphne,' which I seized and detained."

4. If Commander Palmer had limited his observations to Fiji there might have been some reason for fearing abuse, but I maintain that under the Act of this Colony any such abuse would be detected on the arrival of the vessel here, and if, as the Tanna man reported to Captain Palmer, "all these men are put under hatches, and their arms pinioned when performing the functions of nature," it is extraordinary that not one complaint of this kind has been made, whilst we have many Polynesians now in the Colony who are serving here a second time after having revisited their homes, and who can speak English sufficiently well to make themselves understood.

5. Commander Palmer volunteers a statement that it is intended to put on fast steamers to defy the men-of-war, "as cheap labour was in such demand in Queensland," and "he believes they will attempt it;" but Commander Palmer appears to forget that steamers entering any port in Queensland, with Polynesians on board, would be subject to an equal scrutiny as could be exercised by any 'man-of-war.'

6. I cannot conclude without drawing your Lordship's attention to the fact, that apparently in all the correspondence and action that has taken place regarding this traffic, the Government of Queensland has been totally ignored, and representations and complaints made with regard to legislation here to the Government of New South Wales, to whom this Government is by no means responsible. I presume the squadron in these waters is intended for the advantage and protection of all the Colonies in Australia, but with the exception of one visit from the "Virago," no British vessel-of-war has been in any port in Queensland since my arrival. If Commodore Lambert or Commander Palmer are of opinion that the laws here are absurd, I think it would be more becoming if they visited the Colony and made themselves acquainted with the manner in which the laws are administered; and although, no doubt, there are many more attractions and cooler breezes in the more southern Colonies, Queensland has a right to expect that due inquiry should be made as to facts before reports, injurious to the character of her legislation, are made either to the Home Government or to the Governor of a neighbouring and independent Colony, without first communicating with the Government of the Colony itself.

7. As Commander Palmer has alluded in his letter to Lord Belmore to the case of the "Daphne," which vessel he seized as a slaver and prosecuted the owner and captain for man stealing, I think it right to inform your Lordship that the vessel was released and the men acquitted. The Queensland Government had directed Counsel at Sydney specially to watch this case in order to ascertain whether any blame could attach to the law of this Colony, or to the manner in which it was administered, which elicited the following observation from the Chief Justice of New South Wales, who tried the case: Extract:—"In the course of the hearing, Mr. Windeyer (instructed by Messrs. Holdsworth and Brown) presented himself as Counsel on behalf of the Queensland Government, and inquired if, in that capacity, he had any *locus standi* before the Court.

"His Honor could not say that he had any *locus standi*, the parties he represented not being interested in the case. It was not intended to implicate the Queensland Government. He had no hesitation in saying that, as far as he had been able to judge of the administration of their Act, rather than deserving the censure heaped upon them elsewhere, they deserve high credit. People had a right to import this labour; and it was a lawful trade, although injuries might arise from it. The Queensland Government, however, had done all in their power to see it so managed that as little injury as possible should result from it, and that the natives should be protected in every way.

"Mr. Windeyer said the Queensland Government merely wished to show that they were in no way concerned in countenancing anything like slavery."

8. I trust this explanation will be sufficient to assure your Lordship that this Government is anxious in every way to protect this trade from irregularities.

I have, &c.,
(Signed) SAML. W. BLACKALL.

Inclosure 2 in No. 50.

Sir F. Rogers to the Secretary to the Admiralty.

Downing-street, February 25, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a despatch from the Governor of Queensland in reference to some observations made by Commander Palmer, of Her Majesty's ship "Rosario," in a letter to the Governor of New South Wales, dated the 25th of May last, relating to the immigration of South Sea Islanders into Queensland.

Lord Granville is fully aware that if a naval officer has to communicate to the Colonial authorities information which he deems important, it is plain that he must do so at some port that he can conveniently visit. I am to observe that the value of the information would be much increased if the officer were to take steps to secure that any statements which happened to have a bearing on any particular Colony should be communicated officially to the Governor of that Colony.

I am, &c.,
(Signed) FREDERIC ROGERS.

No. 51.

Consul March to the Earl of Clarendon.—(Received, March 21, 1870.)

Fiji and Tonga, December 17, 1869.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 3rd August last, desiring me to report to your Lordship on the subject of the introduction of natives from the South Sea Islands to serve as labourers in Fiji, and to make the following statement:—

Seven-eighths of the people introduced to Fiji for the purpose of being employed in the cultivation of cotton and other tropical products, have been brought from the various islands of the New Hebrides, distant 550 miles due west from the Fijian Archipelago. Tanna, Vate, or Sandwich, Espiritu, Santo, and Engmai, are the islands which have supplied the greatest number of labourers. They bear a docile and industrious character, and while in Fiji conduct themselves in an orderly manner. Like the Fijians, they are of Papuan origin.

The general occupation of the immigrants is cultivating cotton, for which they show much aptitude. Their diet consists of yams, taro, rice, and other indigenous and imported vegetable food, with an occasional ration of pork. It would appear from the archives of the Consulate that their health is good, the mortality registered being only a little over 3 per centum. The clothing supplied to them is similar to that worn by Fijians,—two yards of calico,—which they wind round the loins.

The term of service is generally three years, although it sometimes extends to five years. Wages vary, according to agreement, from £2 to £3 per annum. As a rule they are paid in merchandize, selected by the islanders themselves. Men from Tanna prefer muskets and ammunition, despising calico or drapery in any shape. Sandwich islanders, on the contrary, select such articles as calicos, prints, beads, cutlery, and pots and pans for cooking purposes. The New Hebrideans seem also inclined for domestic rather than warlike articles. The voyage from Fiji to the New Hebrides is generally performed in four or six days, whilst the return passage, on account of the south-east trade winds, extends over twice or thrice that time. The only other quarters whence men have been imported are the Gilbert Islands, situated upon the Equator, distant 1,200 miles from Fiji. They are described as of idle habits and violent temper, and are, therefore, not held in any esteem by the planters. Only one-eighth of the total number of labourers introduced are from this group, and many of them are shortly to return to their homes, having fulfilled their engagements. Owing to the great distance of this group of islands from Fiji, and the character of the people, it is not likely to occupy any future attention of settlers in this country.

The agreements between the labourers and planters is made in the first instance by the master of the vessel at the time of embarkation, the master thus acting as agent for the planters who have employed him.

him. This is the usual way; but it is satisfactory to note that in some cases the master's position is quite independent of both the owners of the vessel and the planters, and that his remuneration is in no manner made conditional on his obtaining the required labourers. An instance of this was yesterday under my notice: The schooner "Lapwing," of 35 tons register, arrived at Port Levuka with forty-eight labourers from Tanna. The master reported himself at the Consulate, and, with the usual ship's papers, deposited a list of the natives, and the agreement under which they had embarked. This agreement I have the honor to inclose.

Every facility was then afforded me in case I wished to visit the ship or examine the men. Under present circumstances I confined my attention to the latter, and from the questions which I put to them through an interpreter, my impression is that the men had come of their own free will. They seemed contented and in excellent health. The master, apparently an intelligent man, assured me that he had no pecuniary interest whatever in the natives; that whether or not he succeeded in engaging them, his remuneration would in either case be the same, and that no force, deception, or other unfair means had been employed in procuring the men. I mention this to show the desire which I see is evinced to deal openly in this trade.

The means possessed by Her Majesty's Consulate for ascertaining how these immigrants are treated are the following:—

On arrival of the immigrants in Fiji they enter into an agreement with the planters, the nature of which is as follows:—

The natives on the one side agree to work for so many yam seasons, equivalent to years, and the employers on their part covenant to pay certain wages, to supply them with food, lodging, and medicine, and, on the expiration of the term of service, return them home free of expense. These conditions are explained through an interpreter, and there are but few instances in which Consular intervention has been needed to have them carried out. I have the honor to inclose an agreement of this kind. For safe custody and official information these documents are deposited with the Consul. This appears to have been attended to by all settlers employing imported labour, irrespective of their nationality, upon the grounds that the natives having been introduced in British vessels are entitled to the protection of the Consul. On one occasion a number of men were, by the above ruling, removed from the employment of an American citizen who had neglected his contract.

At the expiration of their agreements, the labourers have been usually paid off before the Consul, who, in order that he may question them and satisfy himself, has been furnished with a list of the articles given by way of payment.

The persons importing and employing these labourers are chiefly British subjects. With five exceptions, the whole number of immigrants have been landed from British ships belonging to Sydney, Melbourne, and various ports in New Zealand. The exceptions were small vessels built in Fiji by British subjects, each averaging 25 tons, and not registered. They were employed by their owners in the first stage of the immigration; and their size, and the number of the crew was so small, that any attempt at kidnapping must have been effectually resented.

In the course of time an influx of settlers from the adjoining Colonies, with the continued exertions of those already established in Fiji, produced an increased demand for labourers; and masters of various Colonial vessels, varying from 60 to 140 tons burthen, embarked in the trade. It is beyond doubt, that some of these men have at times cajoled natives on board, and carried them away against their wishes; but the only case of this sort substantiated, was that of the "Daphne," taken into Sydney by Her Majesty's ship "Rosario."

I have the honor to inclose a return of the number of natives imported to Fiji since the commencement of the movement.

No guarantee appears to have been given by settlers to the British Consul for the due performance of their contracts, because its acceptance might have been construed into official sanction of the traffic. Such supervision as Her Majesty's Consulate has exercised in this matter has been with the view to prevent abuses as much as possible. Settlers have offered to deposit pecuniary security, and in some cases the title-deeds of their Fijian and Colonial properties with the Consul, who has declined accepting them, preferring to depend, until instructed by your Lordship, upon his influence over settlers generally, who show the greater readiness to submit to Consular dicta.

From the archives of this office it is apparent that, upon the whole, good faith has been kept with the immigrants, so far as the planters are concerned. The worst feature in this trade is the absence of all control over the manner in which the natives are obtained.

Several natives from the New Hebrides speak Fijian or English sufficiently well to enable the Consul to examine immigrants from that group of islands; but he has no official interpreter to rely upon.

The manner in which the natives are treated while in Fiji can be ascertained in many ways. First, by the Consul paying visits to the plantations during his official journeys through the various islands of his district. Secondly, by information given by Missionaries who consider themselves the guardians of all natives in the country. Thirdly, by natives themselves reporting their grievances to the Consul, either personally, or through any of their countrymen visiting Levuka. The majority of the settlers I have seen belong to a respectable class of men, and any cruel treatment would in all likelihood acquire notoriety. At the same time, with his present means, I do not think the Consul can be acquainted with all that occurs in the various plantations.

The immigrants are returned to the islands whence they came, in British ships, and in the smaller local crafts, belonging to settlers in Fiji. The accommodation is open to the inspection of the Consul. In point of seaworthiness and equipment what I have seen are unobjectionable.

The character of the men who are in command of vessels employed in this trade, and have come under my notice, is not below that of the class employed generally in the mercantile marine of Great Britain. There are exceptions, but I have not yet observed them.

The ships carry, as a rule, one man to every ton of registry, but as their holds are fitted for taking passengers instead of cargo I do not think there can be much overcrowding. In the matter of provisions the ships are well found. Both at Fiji and New Hebrides the profusion of vegetable food and water precludes any likelihood of the natives suffering from short allowance. I have been informed that on the disembarkation of immigrants it has happened that the surplus yams have been sold by auction.

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The sum paid per head by way of passage money is now, as a rule, a matter of written contract between the planters and those engaged in obtaining natives, entered into before the departure of the vessel from Fiji, as your Lordship will see in the inclosure marked B. It varies according to the number of vessels open to engagement, the length of the proposed voyage, and the season of the year. From £3 to £5 have been paid for transit between the New Hebrides and Fiji, and from £8 to £10 from the Gilbert Islands. This contract, by being made before the ship's departure, no longer bears a speculative character.

The importation of labourers to Fiji is increasing in proportion to the increased cultivation of cotton, consequent upon the steady arrival of settlers from Australia and New Zealand. Every vessel arriving brings passengers, who infuse fresh spirit into all matters of enterprise, and introduce more capital. Thus the demand for labour will continue in ratio with the success attending the operations of the settlers.

Hitherto it has been found impossible to obtain labour in Fiji for any length of time. A Fijian will not work with constancy, and he generally becomes a defaulter at the moment when his services are most required. To work in the persevering manner of civilized man is to a Fijian disgraceful and slavish. He will toil with energy to obtain the means of gratifying some immediate want, but that satisfied, he relapses into idleness. In the settlements he will not render the most trifling service for less than a shilling, and for a day's work often demands a dollar. Under these circumstances the planter relies upon imported labourers for the success of his farming.

The class of people settling in Fiji has much improved of late years. They are chiefly British, and as a body bear a good reputation. Many arrive with capital of from £2,000 to £3,000, and it may be said all possess some means. Among the planters are some who have held commissions in the army and navy, and a few of the officers who have served, or are now serving, on the Australian naval station have invested capital in the country. Others again, have held public offices in the Colonies, such as those of mayor, alderman, magistrate, and director of railways. There are also squatters, farmers, professional men, and tradespeople, who in the absence of any recognized form of Government, submit for Consular adjudication all the disputes and claims arising among themselves. The native laws, even in criminal cases, disclaim all rights of jurisdiction over the persons and property of foreigners. A copy of these laws I shall have the honor to transmit to your Lordship in a subsequent despatch. Among the settlers there are a few insolvent absconders and worthless adventurers, but as their antecedents are known, they exercise but little influence in the community.

The area of land owned by British settlers is rapidly increasing. In many localities large tracts are cleared and planted with cotton. The average area of a plantation is 80 acres, but a few exceed 200. As an instance of progressing settlement, the district of Nandi, on the west coast of Viti Levu, may be noted. Three years ago this was one of the wildest parts of Fiji. At the present date there is quite a British community owning plantations in working order, steam-engines, cotton-gins, cattle, and agricultural implements.

At the close of the year 1868 the area of land held by Europeans was estimated at 235,000 acres. During the present year purchases, which may be computed at 100,000 acres, have been effected, but in the absence of surveys no exact information on this head can be furnished; the statement is advanced as a rough estimate.

The lands granted by Thakobau, the King or Chief of Bau, to the Melbourne Polynesian Company, are not included in the above-mentioned area of 335,000 acres.

As already reported to your Lordship, the grants to the Company comprise in the aggregate an area of some sixty-one square miles, and should the speculation succeed a large influx of British settlers may be expected during the year 1870, whose occupation would swell the area of land claimed by Europeans in Fiji, of whom 90 per cent. are British, to somewhere about 580 square miles, or nearly one-sixteenth of the whole soil of Fiji.

The value of land, and the security felt in regard to its tenure, is shown by the fact that for two years past no land in Levuka can be purchased for less than £1 per foot. The last transaction occurring this year was the sale of the "Criterion Hotel," a long, low, weather-board built house, with detached billiard-room, and having a frontage of 265 feet, and depth of 132 feet. These premises, namely, the house and ground only, sold for £2,500, one-third cash, and bills at six and twelve months.

The opinion to which I have arrived, after studying the subject of importing natives from the South Sea Islands to serve as labourers in Fiji is, that the immigrants while in Fiji are not treated like slaves, and that if a proper supervision could be established, especially over the manner of obtaining the natives, their residence among the planters might be beneficial to both parties.

At present Her Majesty's Consulate is permitted to exercise some authority over this traffic, but until steps be taken to regulate it by law it cannot prevent all irregularities. In many instances the office has intervened with success in preventing abuses, but as the movement increases it will become more difficult to do so. Nor do I see the way to put an end to a trade which has now been in existence some years, and on the success of which the settlers of Fiji and the Colonies of Australia and New Zealand have invested their capitals. If interdicted the trade would probably be transferred to vessels carrying foreign flags, and result in abuses greater than apparently exist at present.

The system might be placed on a sound footing by adopting regulations, as suggested hereunder:—

The merchants and planters of Fiji, desiring to import Polynesian labour, should, through the Consul, enter into a bond with Her Majesty that no kidnapping, deception, or other unfair means should be practised on board the vessels sailing under their directions.

Having given good and sufficient security to the Consul, a license or permit to engage labourers should be granted, subject to the conditions and rules laid down for controlling the traffic.

Interpreters should accompany every vessel,—also a sworn agent or supercargo, nominated by the owner or charterers of the ship (under bond),—who would be responsible for the conduct of the voyage and the proper treatment of the natives.

The engagements should be made in the presence of the Consul, and by means of his official interpreter, who would acquaint the natives with their rights, and the manner of enforcing them.

The planters should be required to furnish the Consul with a quarterly return of the number of men in their employ, and such other information as might be deemed requisite.

The term of service not to exceed three years; and the employer to enter into a bond for the due fulfilment of his contract, and the regulations to which he would have to subscribe.

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The Consul to have the right of visiting the plantations, and mustering the labourers whenever he should deem it necessary.

The introduction of labourers to Fiji by British subjects under bond, would do away with the practice of employing the masters of Colonial vessels—men whose characters cannot in all cases be known.

Two companies (under bond), like the one projected in the accompanying prospectus, and two or three vessels constantly employed, would establish a regular communication between the several groups of the South Sea Islands.

With reference to the increased powers with which it would be necessary to invest Her Majesty's Consul to enable him to carry out the regulations suggested above, no objection need be apprehended from the Chiefs of Fiji, who already, by their laws, have conferred upon him authority which has only to be confirmed by Her Majesty's Government.

Finally, I would suggest that a small war vessel be added to the usual number of ships forming the Australian squadron. This vessel, stationed at Fiji and the neighbouring islands, would effectively check any irregularities and assist in preserving law and order. The vessel might also be usefully employed in continuing the surveys commenced by Her Majesty's ship "Herald."

I venture to enclose two more documents bearing on the subject treated in this despatch. The first is a letter from a planter, requesting the Consul to furnish him with a permit to return certain time-expired labourers to the New Hebrides, and soliciting his sanction to their re-engagement in the event of their wishing to resume his service. The second is the permit solicited by the planter, without reference to the re-engagement.

In accordance with the instructions of your Lordship, I have conveyed to Mr. Thurston your Lordship's approval of the steps taken by him in procuring the evidence in the case of the "Young Australian;" and I shall not fail to keep the Australian Government informed on matters in which their influence can be exercised.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure 1 in No. 51.

Agreement (original) between Planters and Ship's Agent to engage Natives from Tanna as Labourers.

THIS seventeenth day of November, eighteen hundred and sixty-nine, we, the said agents, John Paul and William Roy, have hired the undermentioned natives to work for W. and E. Reece, of Levuka, and John Thomson, of Nadroga, Fijis, for a term of three years, and that they shall be paid at the rate of not less than three pounds per annum per man, and that the cost of their passage to and from Fiji, and all other costs and charges, shall be defrayed by their employers, and that they shall be returned free of expense at the end of engagement.

Now we certify that this document has been read and its full meaning explained to the said natives of Tanna in the presence of said agents and of ourselves, and that the said natives have agreed and consented to accompany said agent to Fiji; and we further certify, to the best of our belief, that none of the said natives are suffering from any disease, or are maimed, halt, deaf, dumb, idiotic, or blind.

In witness whereof we have hereunto attached our signatures on the date above written at Tanna.

(Signed) PAUL MITCHELL, at Yonbucbell.
WILLIAM ROY, Agent.

Name.	Mark.	Town.
Cockroach ...	x ...	Black Beech.
Teaca ...	x ...	"
Matmana ...	x ...	"
Locknow ...	x ...	"
Jack ...	x ...	"
Yamunie ...	x ...	"
Carpam ...	x ...	"
Matia (Chief) ...	x ...	"
Yealuh ...	x ...	"
Com ...	x ...	"
Neveant ...	x ...	"
Timua ...	x ...	"
Elmua ...	x ...	"
Tehaka Johnie ...	x ...	"

Domestic servants, &c.

MEMO.—The list is continued on a separate sheet of paper retained at the British Consulate. Fiji, December 17, 1869.

Inclosure 2 in No. 51.

Agreement with Imported Labourers per "Sea Witch."

I HAVE this day engaged as farm-labourers the men per ship "Sea Witch," whose names are mentioned in the margin,* [see below] for a term of three years from the date hereof, paying them by way of wages the sum of six pounds for the term, or an equivalent in trade.

And I further agree to provide the said labourers with good and sufficient food, lodging and clothing; to provide medicine and medical attendance in cases of sickness at my own expense; and at the expiration of the above term to provide them with a free passage back to their own islands.

(Signed) HENRY BENTLEY.

Signed in my presence, January 23, 1868,—

(Signed) JOHN B. THURSTON,
Her Britannic Majesty's Consul in Fiji and Tonga.

Inclosure

* Sandwich :—Natsapook, Tarrabong, Marrye, Larleemare, Malsideekee, Langrosse, Coomue, Woorec, Kargoorn, Lang-seerec, Yannagal-toroo, Mamoe, Marc-rarcy, Maye-lingay, Yocker-loggis, Man Asar, Towreeke, Kossoobar.—Total, 18.

Inclosure 3 in No. 51.

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

50-2

Name of Vessel.	Port of Registry.	Name of Master.	Date.		Numbers Imported.	Whence.	By whom Engaged.	Expiration of Agreement.	Number returned.
			Sailing.	Return.					
Van Tromp	Sydney	Wilson	Nov. 4, 1864	Not known.	35	New Hebrides	Wilson and Co.	Not known.	Reported 35
Lily	Insular vessel	Rae	July 5, 1865	Not known.	45	Do.	Hennings and Co.	Not known.	" 45
Elias	Insular vessel	Rebman	August 26, 1865	Dec. 13, 1865	40	Do.	Rebman	December, 1869	Nil.
Lily	Insular vessel	Rae	Oct. 5, 1865	Nov. 9, 1865	60	Do.	Hennings and Co.	November, 1869	Do.
Lizard	Insular vessel	Summerville	March 28, 1866	June 21, 1866	23	Do.	Winter	June, 1869	Do.
Sea Witch	Sydney	Hovell	May 22, 1866	Dec. 14, 1866	109	Do.	Planters (various)	December, 1869	16
Van Tromp	Sydney	Wilson	July 3, 1866	Sept. 17, 1866	57	Do.	Wilson and Co.	July, 1869	18
Ida	Sydney	Howard	August 14, 1866	Nov. 20, 1866	112	Gilbert Archipelago	Planters (various)	November, 1871	Nil.
Sea Witch	Sydney	Hovell	Dec. 28, 1866	June 10, 1867	99	Do.	Do.	June, 1870	21
Australian Maid	Lyttleton	Stoby	Dec. 30, 1866	Feb. 5, 1867	23	Do.	Stoby	February, 1870	Nil.
Sea Witch	Sydney	Hovell	July 13, 1867	Jan. 20, 1868	49	Do.	Planters (various)	July, 1870	Do.
Reliance	Auckland	Austin	July 14, 1867	Oct. 2, 1867	113	Do.	Do.	July, 1870	Do.
Young Australian	Sydney	Hovell	Sept. 1, 1867	Nov. 29, 1868	214	Do.	Do.	November, 1871	Do.
Anna	Melbourne	Clarke	Dec. 1, 1867	Dec. 3, 1868	55	Do.	Do.	December, 1871	Do.
Eliza Jane	Insular vessel	Summerville	Sept. 5, 1867	Oct. 9, 1867	29	Do.	Do.	October, 1870	Do.
Van Tromp	Sydney	Wilson	Sept. 16, 1867	Feb. 13, 1868	42	Do.	Wilson and Co.	February, 1870	18
Eagle	Auckland	Frost	Nov. 18, 1867	Jan. 17, 1868	66	Do.	Planters (various)	January, 1871	Nil.
Mary Smith	Sydney	Watson	July 30, 1868	Nov. 4, 1868	80	Do.	Hennings and Co.	November, 1873	Do.
Mary Ann Christina	Lyttleton	M'Leever	March 4, 1869	May 25, 1869	56	Do.	Moore and Co.	May, 1874	Do.
William and Julia	Napier	M'Leever	April 5, 1869	June 9, 1869	51	New Hebrides	Do.	June, 1872	24
Barb	Sydney	Robinson	April 29, 1869	July 5, 1869	25	Tanna	Hennings and Co.	July, 1872	38
Van Tromp	Sydney	Johns	July 2, 1869	Sept. 13, 1869	41	Gilbert Archipelago	Barrack	September, 1871	63
Mary Ann Christina	Lyttleton	Field	July 2, 1869	Oct. 6, 1869	39	Do.	Moore and Co.	October, 1874	Nil.
Swallow	Lyttleton	Bradley	August 15, 1869	Nov. 14, 1869	58	Tanna and New Hebrides	Reece and others	November, 1872	Do.
Jeannie Duncan	Lyttleton	Nichols	August 28, 1869	Oct. 23, 1869	85	Do. do.	Do.	October, 1872	Do.
Flirt	Auckland	Smith	Oct. 16, 1869	Nov. 14, 1869	20	Do. do.	Emberson and Co.	November, 1871	Do.
Waian	Dunedin	Stewart	Nov. 7, 1869	Nov. 30, 1869	23	Do. do.	Page	November, 1871	14
Sea Flower	Auckland	Chaplin	Nov. 11, 1869	Not returned.
Flirt	Auckland	Smith	Nov. 19, 1869	Not returned.
					1,649				292

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SUMMARY.

Number of natives introduced in Fiji and engaged as labourers, to December, 1869	1,649
Do. returned to their homes on expiration of agreement	292
Do. absconded with local boats	18
Number of deaths reported to Consulate	52
	<hr/> 362
Number remaining in Fiji	1,287

(Signed)

EDWARD MARCH, Consul.

Ovalau, December 15, 1869.

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Inclosure 4 in No. 51.

Prospectus of the Planters' Company (Limited).

Provisional Directors:

Mr. W. M. Kinross, Vuni Visi; Mr. Joseph Glenny, Levuka; Mr. J. T. Smith, Upper Rewa;
Mr. G. Lee, Towsa; Mr. W. B. FitzGibbon, Levuka.

(With power to add to the number.)

It is proposed to form a company for the purpose of purchasing a vessel, and employing her in the conveyance of labourers to and from Fiji. The labourers, who are to be under a yearly or two-year engagement, will be divided among the shareholders in such proportions and manner as may hereafter be arranged. It is supposed that a system of short-term engagements would be better liked by the natives, and that a regular and recognized trader would have no difficulty in popularizing Fiji among them, and securing a continuous supply of labour.

The capital required will be £1,500. Of this sum £800 to £1,000 will be for the purchase of a vessel.

It is proposed to raise the requisite capital in thirty shares of £50 each: £10 to be paid on allotment, £10 in one month after allotment, £10 in three months after second instalment, and the balance at such times and in such amounts as the managing body appointed by the shareholders may find necessary.

It is considered that the employment of labour, and the maintaining regular communication with the islands by this means, will be so entirely free of the objections raised against the present system that it will secure support and assistance in quarters where the strongest opposition has hitherto been experienced.

Shares being all taken, a meeting of the shareholders will be called to elect directors, secretary, and treasurer.

The greater part of the shares are taken. The allotment will be made on the 1st January, 1870, and applications are in the meantime to be addressed to—

W. M. KINROSS;
J. GLENNY;
W. B. FITZGIBBON;
J. T. SMITH; or
GEORGE LEE.

Inclosure 5 in No. 51.

Messrs. T. and W. Hennings to Acting Consul Thurston.

Totoga, April 28, 1869.

Sir,

We beg to request that you will kindly furnish us with a permit to return to the New Hebrides and Rotumah a number of natives whose engagements with us have expired.

On foot we beg to furnish you with a list of their countries, &c.

As several of these natives wish to re-engage, and as probably several of their friends may wish to accompany them, and to work for us only, we trust that on arrival here (their engagements being strictly voluntary, and of which we expect you will satisfy yourself) you will not object to the natives fulfilling their contracts.

We would now ask you for a document to show that we do the foregoing with your knowledge.

We have, &c.,
(Signed) T. & W. HENNINGS.

Sandwich Men from Havana and South-west Harbour:—

From Motlugai:—	
Soup, Malingo, Nawotu, Towoi, Maunago, Talisua, Tekas, Naresu, Napuri, Rokavati (Levu), Rokovatulailai, Kolanga, Toapeu, Peter	14
John, Tom, Solomon, Bob, Sam, (Jack, Monkey, Bosu, Jamie, Tanassu)	5
From Levuka:—	
Vaturiki, Sorali, Sni, Erika, Kuli, Malasi, Taura	7
From T. and W. Hennings, Rewa:—	
Toteni, Mana, John.....	3
	— 29

Tanna Men from Port Resolution and neighbourhood:—

From Motlugai:—	
Jack, Monkey, Bosu, Jamie	4
From Levuka:—	
Taura, Ranie, Gio, Nagi, Tom	5
	— 9
Total	38 men

Received pay for 3½ years, viz., £8 and more.

Inclosure

Inclosure 6 in No. 51.

Certificate.

WE, John B. Thurston, Esquire, Her Britannic Majesty's Acting-Consul at Levuka, Fiji, do hereby certify that the ketch "Barb," official number 59,504, of Sydney, New South Wales, burthen per register 41.75 tons, commanded by William Robinson, navigated by six men, and having on board thirty-eight passengers, as set forth at foot hereof,* leaves the port of Levuka, bound for Tanna and Sandwich Islands, in the New Hebrides, whither the said passengers are returning, and we request and require, in the name of Her Majesty, all those whom it may concern, to allow the said ketch called the "Barb" to pass freely without let or hindrance in the performance of the object for which this letter is granted.

Given at the British Consulate, Levuka, Fiji, this 29th day of April, 1869,—

(Signed) JOHN B. THURSTON,
Her Majesty's Acting Consul, Fiji and Tonga.

No. 52.

The Earl of Clarendon to Consul March.

Foreign Office, March 30, 1870.

Sir,

I have read, with great interest, the report on the condition of labourers introduced into the Fiji Islands, which is contained in your despatch of the 17th December, which reached me on the 21st instant.

Her Majesty's Government are fully aware of the difficulties which you must experience from the limits of the jurisdiction entrusted to Her Majesty's Consuls. It is satisfactory, however, to find that those difficulties have been diminished by the disposition shown by the settlers to recognize your authority, and to co-operate with you in measures to place the position of the labourers on a satisfactory footing.

I shall await the receipt of the copies of local laws which you state your intention to forward to me, and which are said to disclaim all rights of jurisdiction over the persons and property of foreigners. I observe, however, in the meantime, that you state, as regards the possible extension of your powers, that no objection need be apprehended from the Chiefs of Fiji, "who already, by their law, have conferred upon the Consul, authority which has only to be confirmed by Her Majesty's Government." If this be so, many of the difficulties of the case will cease to exist; but there will still remain the question as to what assistance or co-operation you can expect from local authorities, both as regards the enforcement of their own law, and as supporting the authority conferred on you by Her Majesty's Government, and recognized nominally by them.

You will report to me who are the Fiji Chiefs referred to; how and by whom they are elected; what is their authority, real or assumed, over natives or foreigners; and what power they possess to enforce their laws and customs.

I shall be glad to receive your explanations on these points, and any further information which you may have to offer on a state of things more hopeful and satisfactory than was expected; and I have to express the satisfaction with which I have learnt that the settlers appear voluntarily to concur in the checks now existing to prevent the odium and disgrace which would attach to them if it had appeared that they were concerned in a slave trade traffic.

Her Majesty's Government earnestly trust that the settlers will continue to adhere to this course, in which they will doubtless receive your best support.

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

No. 53.

Mr. Spring Rice to the Secretary to the Admiralty.

Foreign Office, April 18, 1870.

Sir,

I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, copies of a correspondence between this Department and Her Majesty's Ambassador at Paris, and between Her Majesty's Ambassador and the Government of the Emperor of the French, relative to the measures to be adopted with the view to prevent the traffic that has sprung up among the South Sea Islands for supplying the neighbouring labour markets, from degenerating into a disguised slave trade.

Their

* Sandwich Islanders :—Soup, Malingo, Nawotu, Towai, Maunago, Talisua, Tekas, Naresu, Napuri, Rokovati, Rokovatulailai, Kolanga, Toapeu, Peter, John, Tom, Solomon, Bob, Sam, Vaturiki, Sovali, Sai, Eroka, Kuli, Malasi, Taura, Toteni, Mana, John.....	20 men
Tanna Island :—Jack, Monkey, Bosu, Jamio, Taura, Ranic, Gio, Nagi, Tom.....	9 „
Total	38 „

Additional passengers embarked with my knowledge, this 30th day of April, 1867, as follows :—

Two Tanna men :—Mannee, Kaeyal.

Two Sandwich men :—Sam, Dick.

(Signed) JOHN B. THURSTON,
Her Majesty's Acting Consul.

Totoga, April 30, 1869.

Their Lordships will see that the French Minister has informed Lord Lyons that instructions with this view have already been given by the French Government to their cruisers in the South Seas, and I am to state that Lord Clarendon thinks it very desirable that Her Majesty's cruisers should co-operate with those of France. If, therefore, their Lordships concur in this view, and will inform Lord Clarendon of the instructions they will be prepared to furnish to the commanders of British cruisers, his Lordship will instruct Her Majesty's Ambassador to invite the Government of the Emperor to send similar instructions to the commanders of French cruisers.

I am, &c.,
(Signed) CHARLES SPRING RICE.

Inclosure 1 in No. 53.

The Earl of Clarendon to Lord Lyons.

Foreign Office, February 19, 1870.

My Lord,

The attention of the French Government can scarcely fail to have been directed to the proceedings which have taken place in the South Sea Islands, with a view to procure so-called immigrants for the neighbouring labour markets. So far as New Caledonia is concerned, your Excellency is aware that the French authorities have shown anxiety on the subject, and they cannot fail to share in the desire of Her Majesty's Government that every step should be adopted to prevent the traffic which has sprung up from degenerating into a slave trade in disguise.

The subject is one to which Her Majesty's Government are giving special attention, with a view to ascertain what powers can be entrusted to the British Colonial, Naval, and Consular Officers, to enable them to control and regulate the traffic. In the meanwhile those officers have received instructions to take every step in their power to watch over proceedings, and to check, as far as may be in their power, any evil tendencies.

Her Majesty's Government will be glad to learn that the French Government are disposed to co-operate in this matter, by addressing instructions in the same sense to their authorities.

In connection with this matter I have to state to your Excellency that reports have reached Her Majesty's Government that the French Government have recognized a Government in the Fiji Islands, and I shall be glad if you could ascertain the true state of the case.

With reference also to my despatch of 5th August, I enclose for your information copy of a despatch from Consul Segrave, from which you will learn that the re-emigration of Indian coolies from Réunion to New Caledonia still continues, and I have to instruct you, in alluding to the subject in conversation with M. Daru, to state that Her Majesty's Government would be glad to come to an understanding with the French Government as to the protection of these coolies whilst resident in New Caledonia, on the same principles as those adopted in the case of Indian coolie immigrants to other French Colonies.

I am, &c.,
(Signed) CLARENDON.

Inclosure 2 in No. 53.

Lord Lyons to the Earl of Clarendon.

Paris, February 26, 1870.

My Lord,

I had, the day before yesterday, the honor to receive your Lordship's despatch of the 19th instant, relating to the proceedings in the South Sea Islands for supplying the labour market; to the reported recognition by France of a Government in the Fiji Islands; and to the re-emigration of Indian coolies from Réunion to New Caledonia.

I have the honor to inclose a copy of a note, in which I have invited the French Government to co-operate with Her Majesty's Government in taking steps to prevent the traffic for supplying the labour market in the South Sea Islands from degenerating into a slave trade in disguise.

I will take the opportunity of addressing Count Daru verbally on the two other points mentioned in your Lordship's despatch.

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

Inclosure 3 in No. 53.

Lord Lyons to Count Daru.

Paris, February 26, 1870.

M. le Ministre,

The attention of the Government of the Emperor has certainly been directed to the proceedings which have taken place in the South Sea Islands, with a view to procure so-called immigrants for the neighbouring labour markets. The French Government has indeed already manifested the concern which it feels respecting these proceedings, so far as they affect New Caledonia; and it will not fail to share in the desire of the Government of Her Majesty that every step shall be taken to prevent the traffic which has sprung up from degenerating into a slave trade in disguise.

The subject is one to which Her Majesty's Government are giving special attention, with a view to ascertain what powers can be entrusted to the British, Colonial, Naval, and Consular Officers, to enable them to control and regulate the traffic.

In

In the meanwhile those officers have been instructed to watch the proceedings carefully, and to check, so far as they may be able to do so, any evil tendencies.

Her Majesty's Government would learn with great satisfaction that the Government of the Emperor was willing to co-operate with them in this matter, by addressing instructions in the same sense to the French authorities.

Having thus, in obedience to instructions from Her Majesty's Government, brought the subject to your Excellency's notice,

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

Inclosure 4 in No. 53.

Lord Lyons to the Earl of Clarendon.

Paris, March 29, 1870.

My Lord,

With reference to my despatch of the 26th ultimo, I have the honor to inclose a copy of a note from Count Daru on the subject of the proceedings in the South Sea Islands for supplying the labour market.

Count Daru says that the French Government has already given instructions to its agents, similar to those issued by Her Majesty's Government, with a view to prevent abuses.

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

Inclosure 5 in No. 53.

Count Daru to Lord Lyons.

Paris, le 25 Mars, 1870.

M. l'Ambassadeur,

Vous m'avez fait l'honneur de m'entretenir le 26 du mois dernier des préoccupations que causent au Gouvernement de Sa Majesté Britannique les recrutements de travailleurs effectués dans les Mers du Sud.

En m'annonçant que des instructions adressées aux différents Agents Britanniques dans ces parages leur ont prescrit de veiller à ce que ces opérations ne dégèrent pas en abus, vous exprimiez le désir du Gouvernement de la Reine de voir le Gouvernement de l'Empereur s'associer à ces mesures de surveillance. M. le Ministre de Marine, à qui j'avais eu soin de donner connaissance de votre communication, vient de me répondre, et je me félicite de pouvoir faire savoir à votre Excellence qu'il a déjà pris des dispositions qui se trouvent conformes au vœu dont vous vous étiez rendu l'interprète. M. l'Amiral Rigault de Genouilly a en effet tout-récemment rappelé au Commandant des Etablissements Français de l'Océanie les prescriptions antérieures de son Département, d'après lesquelles les recrutements de travailleurs qui seraient tentés pour le compte de nos possessions doivent être entourés de toutes les précautions usités pour l'immigration Indienne en ce qui touche la liberté des engagements aussi bien que le bien-être des immigrants pendant les traversées. Ces instructions odonnent notamment l'embarquement à bord des navires affectés à ce service d'un délégué du Gouvernement, dont la mission est de contrôler sur place les opérations de recrutement et de veiller à tous les soins qu'exige la santé des travailleurs pendant le voyage.

Agréoz, &c.,
(Signé) C. DARU.

No. 54.

Governor Viscount Canterbury to the Secretary of State for the Colonies.—(Communicated to the Earl of Clarendon, April 22.)

Government Offices, Melbourne, February 28, 1870.

My Lord,

I have now the honor to transmit to your Lordship returns of the vessels entered and cleared, and of the imports and exports from and for the Fiji and South Sea Islands during the three years ending on the 31st December, 1869.

These returns confirm the impression previously entertained by me, and expressed in the above referred to despatch, that the trade of Victoria with the Fiji and South Sea Islands has hitherto been insignificant, and I am assured and confidently believe that as regards this Colony there has not at any time been any trade with those islands of an illegitimate character.

Of course the commercial transactions with Fiji would be increased by the operations if the Polynesian Company (having its head-quarters in Melbourne) should be successful.

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

No. 55.

Mr. Evans to Earl Granville.—(Communicated to the Earl of Clarendon, April 29.)

3, George Yard, Lombard-street, London, April 6, 1870.

My Lord,

As I am about returning to the South Pacific Islands, and having been a long resident there, I deem it a privilege, encouraged by the tenor of your Lordship's communication to me of the 30th ultimo,

to

to say a few words on the vexed question of labour which has occupied your Lordship's attention, that of the British Parliament, the Governors of the different Colonies, and the commanders of vessels of war on the Australian station.

There is no doubt the kidnapping of natives that has been carried on in the South Seas for the past two or three years is one that deserves the execration of all right-minded men, and the decision of the First Lord of the Admiralty to detach a vessel from the squadron to prevent its extension is a step in the right direction. But your Lordship will see, unless other Governments join with the British in pursuing the same line of policy, the efforts of our own will go unrewarded. Under the French flag more of this nefarious traffic has been carried on than with any other, and I am quite sure, though British vessels are debarred making their voyages to the Line Islands, American vessels will take their places.

Your Lordship will perceive the great difficulty from the fact that the Chief Justice of New South Wales, in his recent decision on the celebrated "Daphne" case, gave it as his opinion that she was not engaged in the slave trade. Under these circumstances, the right of search on the part of British vessels of war does not apply.

The question then arises, the best course to pursue. There are thousands of natives at Marshall's Radaek Cham, Kingsmills, and Byron Islands, who would willingly emigrate to Fiji. On the islands they subsist on cocoanuts and fish; they produce nothing else. Every month native feuds burst forth, so that they are always waging a petty warfare. Now, under a proper system of engagement, their introduction to Fiji and other first-class islands would be a blessing; they would be taken to places where Christian instruction is imparted, where food of all kinds is abundant, and where, under the eye of the British Consul, masters would make such agreements as would be fair to the employer and employed, and this can be done by rendering all interested responsible.

With every vessel fitted out to bring natives, a supercargo and captain, approved by Her Britannic Majesty's Consul should be sent, daily reports to be kept by them of the engagements of the natives, with the names so engaged at each island particularly and plainly set forth, so that, on the arrival of the ship at Fiji, when the question would be asked in the presence of the Consul whether their emigration was voluntary, the reply would determine the continuance of the system or otherwise.

With properly appointed ships, chartered by an association of responsible planters, this labour question could be so managed that the stigma attaching to it now would be entirely removed, and prove a blessing to the natives of the several islands whence the labour would be drawn.

I have, &c.,

(Signed) JOHN LAVINGTON EVANS.

P.S.—At any time I shall feel it a duty and pleasure to afford your Lordship any information on matters appertaining to the South Pacific Islands.

J.L.E.

No. 56.

The Secretary to the Admiralty to Mr. Otway.—(Received, May 2.)

Admiralty, April 30, 1870.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for Foreign Affairs, that they have had under consideration your letter of the 18th instant, and the copies of the correspondence which has taken place with the French Government on the subject of the measures to be adopted to prevent the traffic among the South Sea Islands for supplying the neighbouring labour markets, from degenerating into a disguised slave trade.

2. My Lords desire me to observe that instructions have already been given to Her Majesty's Naval Officers on the Australian station to use the utmost vigilance and to take all lawful means to check the slave trade character of the operations for obtaining immigrants in the South Sea Islands, and that arrangements have been made for temporarily strengthening the squadron there for this particular service.

3. Copies of your letter and its inclosures will be sent to the Commodore on the Australian station, with instructions to him for Her Majesty's cruisers to co-operate cordially with those of France in any measures to be taken for the object in question; but my Lords do not feel in a position to give any further orders, as Lord Clarendon is aware that under present laws it is very difficult to convict offenders, and to distinguish whether these poor savages may have been kidnapped or embarked of their own free will, and it was for these reasons the Commander of Her Majesty's ship "Rosario" lately failed to carry his prosecution of the matter of the "Daphne" to a successful issue.

I am, &c.,

(Signed) VERNON LUSHINGTON.

No. 57.

Lord Lyons to the Earl of Clarendon.—(Received, May 11.)

Paris, May 9, 1870.

My Lord,

I have the honor to inclose copy of a note with which, in obedience to the instruction contained in your Lordship's despatch of the day before yesterday, I have forwarded to the French Government a copy of the letter from the Admiralty of the 30th ultimo, relative to the instructions given to Her Majesty's Naval Officers on the Australian station with a view to putting a stop to abuses in furnishing the labour market from the Polynesian Islands.

I have, &c.,

(Signed) LYONS.

Inclosure

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Inclosure in No. 57.

Lord Lyons to M. Ollivier.

Paris, May 9, 1870.

M. le Ministre,

I did not fail to communicate to Her Majesty's Government the note which Count Daru was so good as to write me on the 25th of March last, relative to the measures taken by the Government of the Emperor, with a view to preventing abuses of the traffic for supplying the labour market with South Sea Islanders.

I have now the honor, in obedience to the instructions from Her Majesty's Principal Secretary of State for Foreign Affairs, to communicate to your Excellency a copy of a letter from the Lords of the British Admiralty,* reporting the nature of the instructions on this subject which have been given to Her Majesty's Naval Officers on the Australian Station.

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

No. 58.

Mr. Otway to Mr. Evans.

Foreign Office, May 12, 1870.

Sir,

I am directed by the Earl of Clarendon to acknowledge the receipt of your letter of the 16th ultimo, upon the subject of the abuses arising from the present system of procuring labourers from the South Sea Islands; and, in conveying to you his Lordship's thanks for your communication, and for the suggestions it contains, I am to inform you that the Governments of France and the United States have promised to co-operate with Her Majesty's Government in taking steps to check this evil.

I am, &c.,
(Signed) ARTHUR OTWAY.

No. 59.

Consul March to the Earl of Clarendon.—(Received, May 19.)

Ovalau, February 7, 1870.

My Lord,

Having reason to believe that the master of the British ship "William and Julia," of Auckland, New Zealand, official No., 36,720, which arrived at the port of Levuka on the 13th January last from the Gilbert Islands, had been engaged in illegal practices during the voyage, I summoned a Naval Court to investigate his conduct, the proceedings of which I have the honor to inclose in a despatch addressed to the Secretary of the Board of Trade.

The inquiry proved that the accused, Finlay M'Liver, had been guilty of detaining the ship nine months beyond the time of his agreement with the owner; that his conduct in connection with the conveyance to Fiji of women, natives of the Gilbert Islands, had been such as to promote an illegal traffic, and that the interests of the owner demanded his removal from the ship.

The "William and Julia" is a small schooner of thirty-three tons burthen, and is owned by a native of New Zealand.

The means at my disposal have been sufficient to enable me to act summarily so far as the ship and master were concerned, but I regret to inform your Lordship that I am not in the same position with regard to dealing with the evidence of slave trading which has been adduced in the course of the inquiry.

I have ascertained that Mr. Leefe, the British subject on whose plantation two of the women natives of the Gilbert Islands are said to have been left, paid the sum of £20 for their being so left. On the arrival of one of Her Majesty's ships of war I will confer with her commander upon this subject.

The other two natives brought here by the "William and Julia" remain in my charge until an opportunity presents itself for returning them to their homes.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure in No. 59.

PROCEEDINGS of a Naval Court summoned this 20th day of January, 1870, by Edward Bernard March, Esquire, Her Britannic Majesty's Consul in Fiji and Tonga, to investigate the conduct of Finlay M'Liver, master of the British ship "William and Julia," of Auckland, New Zealand, official number, 36,720, charged with irregular and illegal conduct in the navigation of the vessel under his command, the said practices being likely to result in the confiscation of the said ship to the prejudice and damage of John Sullivan, of Mahamangi, Province of Auckland, New Zealand, her registered owner, as set forth in the following charges, notice of which was duly given to the said Finlay M'Liver:—

1. That of refusing, in violation of the 13th section of the "Merchant Shipping Act, 1854," to give the explanations concerning the ship "William and Julia," required by Her Majesty's Consul.

2. Deceiving Her Majesty's Consul as to the fact of the ship "William and Julia" carrying passengers, or persons other but the crew.

3.

* No. 56.

3. Concealing the British character of the ship by refusing to produce the certificate of registry, and asserting that the ship "William and Julia" did not sail under any flag.

4. Not keeping any official or other log book.

5. Being guilty of slave trading.

6. Being guilty of practices tending to promote and encourage a slave trade, in violation of the 6th and 7th Vict., cap. 98.

The Court, consisting of Edward Bernard March, Esquire, Her Britannic Majesty's Consul, President; John B. Thurston and Horace Emberson, British merchants; and William Edwards, master of the British ship "Rita," members.

Finlay M'Liver appeared before the Court, and stated he responded to Consular summons.

In the case of the British schooner "William and Julia," of Auckland, New Zealand, Finlay M'Liver, master, accused of violating sections Nos. 13 and 102 of the "British Mercantile Marine Act," and also in violation of the Act 6th and 7th Vict., cap. 98, being guilty of practices tending to promote and encourage a slave trade.

James Cobban Smith, merchant, of Levuka, Fiji, on oath states as follows:—At the request of Mr. March I went with him on board the schooner "William and Julia." I heard Mr. March demand the ship's papers of the captain. He refused to produce them. I heard the Consul ask him what flag he sailed under. He replied that he had no flag. I heard the Consul ask him if he was a British subject. He replied he did not know. I heard the Consul ask him if he had brought any women with him, and if he had disposed of them. He replied he had left two down the coast.

(By the Court): Q. Did the master of the vessel qualify his refusal to give up the register in any way?—A. He said he would bring it on shore on Monday.

Q. Did you hear him say he would give it up conditionally, provided it did not leave the vessel?—A. I did not hear him.

Q. Do you remember a conversation between the Consul and M'Liver about the register not leaving the ship?—A. I cannot say the substance of the conversation; my impression is that he refused to let the papers leave the vessel. I further remember the master, after refusing to give up the register, told the Consul he could do his best. I remember the Consul asked for the official log-book. M'Liver said he kept no log-book.

(Signed) J. COBBAN SMITH.

I hereby certify that the foregoing deposition of James Cobban Smith, merchant at Levuka, has been made before me, and in the presence of the accused. In witness whereof I hereunto set my signature and seal of office, this 20th day of January, 1870,—

(Signed) EDWARD MARCH, *Her Britannic Majesty's Consul.*

In the case of the British schooner "William and Julia," of Auckland, New Zealand, Finlay M'Liver, master, accused of violating sections Nos. 13 and 102 of the "British Mercantile Marine Act," and also in violation of the Act 6 and 7 of Victoria, cap. 98, being guilty of practices tending to promote and encourage a slave trade.

Frederick William Hennings, merchant of Levuka, Fiji, on oath states:—On Saturday last Mr. Consul March, Messrs. Emberson, Smith, Thurston, and myself, went on board the "William and Julia." In our presence the Consul demanded the register of the vessel, which was repeatedly refused by M'Liver, as also the log-book. Neither the flag or nationality of the vessel could be ascertained.

(By the Court): I remember M'Liver promised to give up the register on Monday on condition that it should be returned to him.

I also remember that the captain offered to give up the register on board on condition of its being returned to him before the Consul left the vessel.

I also remember that the Consul demanded the register unconditionally.

No explanations concerning the voyage and the crew were refused.

I remember M'Liver, when asked for his log-book, stated he did not keep one.

These papers were demanded in order to ascertain the proceedings of the vessel, which the Consul stated he suspected were irregular.

I remember the Consul advised M'Liver to produce any papers he might be asked for in order to prevent his being placed in a false position.

The Consul warned M'Liver that, by refusing the papers asked for, he rendered himself liable to punishment.

I heard M'Liver tell the Consul, after refusing to produce his papers, that he, the Consul, might do his best or his worst; this was said after M'Liver had offered to give up his papers on Monday next.

The captain (M'Liver) being asked if he had any passengers, produced two native women; they came from the hold.

They were not on deck when we went on board.

When asked by the Consul why he had not reported that the women were on board, he said they were the wives of the sailors; he admitted he had landed women at Leefe's place, Nananu.

(By the Court): Q. Do you remember if he stated under what circumstances they were landed?—A. M'Liver stated that people might have wives and leave them where they liked.

Q. Did he represent these women were landed as passengers?—A. No.

Cross-examined by M'Liver: Were you on board when the Consul asked me if I was the master?—A. Yes.

Q. Did you hear the Consul ask me if she was a British ship, and what was my reply?—A. You stated you did not know; she belonged to a New Zealand Chief.

Q.

Q. Did you hear the Consul ask what flag I sailed under?—A. Yes.

Q. Did I tell the Consul she was owned by a native Chief, and I did not know if he was a British subject or not, but since I have been in command she had no flag?—A. I heard you state that the vessel belonged to a New Zealand Chief; that you had no flag.

(By the Court): Q. Did you hear the master say a word about not having a British flag on board since he had been in command of the vessel?—A. No.

(By the Court to *McLiver*): Q. Have you ever flown the British flag since you have been in these waters?—A. No.

Q. Have you flown any other flag?—A. None.

Q. What do you call the New Zealand flag. Have you one on board?—A. I do not know what it is. I have not one on board.

Q. If you have a register cannot you tell what nationality the ship is?—A. I have a British register.

(Here the Court is adjourned until the following morning, Friday, 21st January, 1870.)

(Signed) F. W. HENNINGS.

I hereby certify that the foregoing deposition of F. W. Hennings, merchant at Levuka, has been made before me and in the presence of the accused. In witness whereof I hereunto set my signature and seal of office this twentieth day of January, one thousand eight hundred and seventy.

(Signed) EDWARD MARCH, *Her Majesty's Consul*.

Proceedings of Friday, January 21, 1870.

In the case of the British schooner "William and Julia," of Auckland, New Zealand, Finlay McLiver, master, accused of violating sections Nos. 13 and 102 of the "British Mercantile Marine Act," and also in violation of the Act 6 and 7 of Victoria, cap. 98, being guilty of practices tending to promote and encourage a slave trade.

Finlay McLiver examined:—

(By the Court): Q. Can you show any charter party or agreement for this voyage to the time?—A. I have no document to show.

Q. Can you tell the Court under what circumstances you obtained the women; how they came on board?—A. They came with their friends and were left on board with them to come to Fiji, as the ship was crossing here.

Q. Did you take the women as passengers?—A. I took them as passengers to Pleasant Island.

Q. What was the amount these people agreed to pay for their passage to Pleasant Island?—A. I made no agreement with these people; I made no charge for their passage on arrival at Pleasant Island with nine people: five were landed, and the other four given to the master (myself), as they were the property of my white passengers.

Q. Did you ask the women if they would come to Fiji, and what answer did they make?—A. I asked them through the interpreter; they said they were willing to come and work.

Q. Why did you land two of them at Mr. Leefe's?—A. I landed them as domestic servants.

Q. When the women were given you at Pleasant Island, were they to come to Fiji to work for you or any person?—A. They were.

Q. What consideration did you receive for these women—the ones left at Mr. Leefe's?—A. Mr. Leefe's overseer (Mr. Wood) came on board at Nananu, hearing we had Line women, and wanted to know if he could get one or two as domestic servants; the charterer told him he could have two, for which he (the charterer) received a cheque for £20.

Q. By whom was the cheque drawn?—A. I believe by Mr. Leefe.

Q. Did it not seem to you this transaction seemed very much like selling them?—A. No.

Q. Was there any interpreter on board when Mr. Wood took them away?—A. No.

Q. Did they enter into any written engagement with Mr. Leefe?—A. No.

Q. When you arrived here did you not say you supposed you would keep a wife if you liked, and do what you liked with her?—A. Yes.

Q. Did anyone come on board with Mr. Leefe?—A. Two natives of the New Hebrides.

Q. Did these women ask to land at Nananu?—A. No; but they were quite willing to land anywhere.

The agreement with the white passengers when the women were given me at Pleasant Island was, that we could dispose of them in Fiji for the benefit of the vessel.

Q. Do they speak the same language at the Line Islands and Pleasant Island?—A. Yes.

Q. When you left the Line Islands with the women and three whites, was the agreement as to the disposal of the women made, or was it made at Pleasant Island?—A. At Pleasant Island.

Q. Did you report your arrival at Norfolk Island before any authority?—A. Yes, before the magistrate.

Q. If the women made no engagement, upon what authority did the charterer hire them to Mr. Wood?—A. By virtue of the verbal agreement made at Pleasant Island.

Q. Did the women refuse to leave the vessel?—A. The women did not refuse to go ashore; they were asked to go and away they went.

Q. Where is the agreement that was made between the charterer and Mr. Leefe's overseer?—A. Mr. Leefe's overseer (Mr. Wood) has it.

Q. Did you know there were some of their countrymen within easy distance, who could act as interpreters?—A. I did not; and Mr. Wood did not offer to procure any of them.

Q. Were the two women now in Court embarked on board the ships on the same understanding as those left at Mr. Leefe's?—A. Yes.

Q. Are they passengers?—A. I don't know what constitutes a passenger. I suppose I shall dispose of them. I don't want to take them to New Zealand.

- Q. What was your reason when you were asked by the Consul if you had labour or passengers on board for saying no?—A. No, I did not consider them passengers.
- Q. Can you say how it became known on the beach you had women on board?—A. I cannot.
- Q. What did you put into Nananu for?—A. To anchor at night.
- Q. Who first asked you at Nananu if you had women on board?—A. Mr. Leefe, and then Mr. Wood.
- Q. Have you had any correspondence lately with the owners?—A. No.
- Q. Does your owner know what you are doing now?—A. No.
- Q. When you received charge from your owners, upon what agreement did you take charge; what power did they give you?—A. I had no power to charter her on my own account.
- Q. Did you ever have a written charter or agreement from the owner to you?—A. I have an authority on board.
- Q. What are the terms of the agreement?—A. That I was to have charge for three months, and I have had charge twelve. I am on board for the last nine months without any authority.
- Q. Ought you not to have returned the ship to your owner at the end of the three months?—A. Yes.
- Q. What have you earned during the last nine months?—A. I decline to answer.
- Q. What have you done with the money?—A. I have paid portion to repair the vessel; part has been attached by the British Consul.

In the case of the British schooner "William and Julia," of Auckland, New Zealand, Finlay McLiver, master, accused of violating sections Nos. 13 and 102 of the "British Mercantile Marine Act," and also in violation of the Act 6 and 7 of Victoria, cap. 98, being guilty of practices tending to promote and encourage a slave trade.

Mate of the "William and Julia," Hunt Christian, on oath states:—

(By the Court): Q. Do you believe the women now before the Court are here of their own free will?—A. I believe they are, but I do not know what agreement exists between the captain and the women.

Q. Can you state what happened when you anchored at Mr. Leefe's?—A. Yes, as far as I know we came to anchor on a Sunday evening. Myself and the captain went on shore to Mr. Leefe's; he asked us where we were from. Myself and captain told him we were from the Line Islands. He asked us if we had labourers on board; we said, "No; but there are four women. Perhaps the supercargo may let you have them if you paid their passage money." He said he would come on board and see. We waited two hours and he did not come; but two other gentlemen came on board. I do not know what they said to the captain; they went on shore; we got under weigh, and came on to Mr. Andrews' plantation, and anchored there; shortly after a boat from Leefe's place came on board and took away two of the women. They were not asked if they would like to go.

Q. Were you interested in the disposal of the women in any way?—A. No.

Q. Did your wages depend on the disposal of them?—A. No.

Q. Where did you ship yourself?—A. At Rotumah.

Q. Did you sign any agreement?—A. No, the master told me to come on board and serve as mate; no wages were mentioned; I expected to get the usual mate's wages.

Q. Have you ever received any wages from the master?—A. Yes, last time I was here, £2. He never said at what rate he would pay me.

Q. Were you on board at the Line Islands when the women came on board?—A. Yes.

Q. Was any written agreement made with them?—A. I do not know, but a Mr. Fordham interpreted to them that the ship was going to Fiji. I cannot say if he explained to them that they would be hired out to work when they came to Fiji.

Q. How long were you at the island where the women came from?—A. About four days.

Q. Do you know if any of their countrymen went on board to visit these people at Levuka before the Consul's visit?—A. I do not.

Q. Or any warned off?—A. I do not.

Q. Why were the women ordered off the deck as the Consul came alongside?—A. I do not know. I was not on board.

Q. Did the master conceal the women while in port?—A. I think not; they used frequently to be on deck.

Q. Were they ever told when anyone came on board they were to go below?—A. Never to my knowledge.

Q. Do you think if the women were taken to New Zealand or anywhere else they would object?—A. I think not.

Q. Do you think they will do anything the captain ordered?—A. Yes, I believe they would for fear.

(Signed) HUNT CHRISTIAN.

I hereby certify that the foregoing deposition of Hunt Christian, mate on board the vessel "William and Julia," has been made before me and in the presence of the accused. In witness whereof I hereunto set my signature and seal of office this twenty-first day of January, one thousand eight hundred and seventy.

(Signed) EDWARD MARCH, *Her Majesty's Consul.*

The Court adjourned at 1 P.M. until 3 P.M. in the same day.

The Court resumed proceedings at 3 P.M. on Friday, the 21st January, 1870.

Finlay McLiver *examined*:—

(By the Bench): Q. Have you found the agreement with the owner?—A. I have lost it.

The accused, though informed he could call witnesses in his defence, did not do so.

Hereupon the Court proceeded to deliberate.

Finding:

Finding :

The Court found the accused, Finlay McLiver, guilty of first, second, third, fourth, and sixth, and on the fifth charge not guilty.

And the Court also find the accused guilty of barratry in wilfully detaining the ship nine months beyond the expiration of his agreement with the owner.

The whole proceedings of the accused in connection with the conveyance of the women, natives of Gilbert Island, are, in the opinion of the Court, highly reprehensible, and tending to promote and encourage a most illegal traffic.

The Court is confirmed in this conclusion by the refusal of the accused to produce his register and other documents relating to the vessel,—his denying the fact he carried passengers,—his pretended ignorance as to the nationality of the vessel,—and prevaricating account he gives of his late proceedings.

The Court, therefore, decide that the interests of the owner demand the removal of the master, Finlay McLiver; and there being no consignee of the owners in Fiji his removal is hereby ordered by the Court, who appoint George Frost in his stead, with instructions to navigate the vessel to her port of registry (Auckland) for delivery to the Registrar of Shipping.

The provision of the Merchant Shipping Act regarding the entry of the order of the Court in the official log-book of the ship cannot be carried out as no official or other log exists.

It is ordered that the costs incurred by the assembling of this Court shall be borne by Finlay McLiver.

The costs amount to £5 sterling.

(Signed)

EDWARD MARCH, *Her Britannic Majesty's Consul,*
President of the Court.

No. 60.

Consul March to the Earl of Clarendon.—(Received, May 19.)

Ovalau, February 7, 1870.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 2nd September last, inclosing copy of a memorial addressed to Lord Belmore by certain planters in Fiji, praying that steps may be taken by Her Majesty's Government to place the immigration of Polynesian labourers under official control.

On the 17th December last I had the honor of transmitting to your Lordship a report on the above subject. I now beg to supplement the suggestions which I there ventured to make, with the inclosed draft of regulations, which I have framed in conjunction with the planters at Ovalau, and to which they are willing to adhere.

These regulations are in a certain measure similar to those in force in the Colony of Queensland, and the principal points to which they have been directed are:—

1. That the ship is properly found and does not carry above a prescribed number of natives.
2. That they are on board of their own free will.
3. That the terms of engagement are fair, well understood, and honestly carried out.
4. That proper provision is made for the return of the labourers to their homes.

Pending the receipt of your Lordship's instructions, I will endeavour, without exceeding my legitimate powers, to see that the introduction of South Sea Islanders is conducted in the spirit of the above-mentioned regulations.

So far as British shipping is concerned, I have no doubt that the enforcement of the provisions of the Merchant Shipping Act, 1854, and the Passengers' Act, will enable me to exercise sufficient control over the movement to check some of its abuses. For the rest I must depend upon the co-operation of the better class of settlers.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure in No. 60.

Regulations to control the Introduction and Treatment of Polynesian Labourers imported to the Fiji Islands.

1. It shall not be lawful for any British subject to introduce any Polynesian labourers into the Fiji Islands, unless and except in accordance with the regulations in force.

2. All British subjects in Fiji desiring to import labourers from other islands of Polynesia shall make application to Her Majesty's Consul in the Form A, appended hereto, stating the number required, and how they are to be employed,—such application to be accompanied by a bond in the Form K (appended), signed by the applicant, and two sureties, to secure the return of the labourers to their native islands at the expiration of their term of service, and the due fulfilment of the engagement on the part of the employers. A license in the Form C may then be granted, authorizing the applicant to import the number required.

3. The master of any British vessel conveying Polynesian labourers, shall be bound to report his arrival at the port of Levuka, and acquaint Her Majesty's Consul with the number of labourers on board, and the names of the employers to whom they have been, or are to be, indented, and shall not be permitted to land any of the immigrants until he has received the certificate, Form L (appended), of the Consul, that the following regulations have been complied with:—1. The production by the masters of the vessel of a certificate in Form I, signed by a Missionary or the interpreter who accompanied the master, that the immigrants have voluntarily engaged themselves, and entered into their agreement with a full knowledge and understanding of the nature and conditions of same; and that when they embarked they were not known to be afflicted with any disease. (2.) The production by the employer or parties to whom the labourers are or will be indented, of the certificate, in the Form C, authorizing them to recruit. (3.) That, the proper means have been taken since the arrival of the ship, by Her Majesty's Consul, by explanations questions,

questions, and inquiries, amongst the labourers, to ascertain whether they have a proper understanding of the conditions of the agreement, and did voluntarily enter into the same. That the agreements have been signed in the form prescribed, and the employer bound to observe the rules laid down for the treatment and management of the labourers.

4. All agreements (Form D) shall be registered in Her Majesty's Consulate.

5. The scale of rations shown in Form G, and printed on the Forms of Agreement, shall in no case be deviated from.

6. A register of hired Polynesians shall be kept by each employer in Form E, which shall be open for the inspection of the Consul, or other person appointed by him for the purpose, who shall record his visit therein. No entry, except the state of muster at the expiration of each quarter, shall be made in the register of the employers, unless from a document of hiring, transfer, death, or desertion, countersigned by the Consul.

7. No transfer shall be made of an immigrant, except with the consent of the original employer and the Consul, in Form F; and no immigrant shall be allowed to leave his employment under transfer, until the same has been recorded in the Consulate. All transfers shall be signed by employers and immigrants in the presence of the Consul, who shall, before signing, explain to the latter the full meaning and effect of such transfer; and all moneys due by the original employer or transferer to the immigrant shall be adjusted, and paid prior to transfer, and in the presence of the Consul: Provided always, that every transferee shall enter into a bond similar to that of the transfer, or prior to any transfer being consented to.

8. All deaths or desertions shall be immediately reported to the Consulate.

9. All masters of vessels about to proceed to the South Sea Islands, in order to obtain labourers therefrom, shall enter into a bond in Form B, with two sufficient sureties, for the prevention of kidnapping, and for the due observance of these regulations, so far as concerns them.

10. No ship shall carry more passengers than in the proportion of two adults to every 3 tons of her registered measurement, nor be eligible for the conveyance of immigrants if less than 30 tons register. Each ship must be fitted with open berths or sleeping-places, in not more than two tiers, the interval between them not being less than 2 feet 6 inches.

11. The length of a voyage from Fiji to the New Hebrides and back shall be computed at eight weeks for sailing vessels, and five weeks for steamers.

12. Three quarts of water daily during the voyage shall be allowed to each adult, exclusive of the quantity used for cooking purposes.

13. Provisions shall be issued to each statute adult during the voyage, according to the following scale, namely:—

	lbs.	ozs.
Yams	6	0
Rice, or maize meal	1½	0
Pork, or equivalent	1	0
Tobacco	0	2

The undermentioned clothing and bedding shall be supplied to each labourer immediately on embarkation: Two native suits, one native imbi, or mat.

14. Nominal returns of labourers shall be made by employers of South Sea Islanders to the Consulate at the expiration of each quarter, in Form H.

15. All British subjects harbouring or employing Polynesian labourers, otherwise than under these regulations, shall be liable on conviction thereof to a penalty of £5 for every man so employed.

16. A capitation tax of £20 per head shall be levied on all British vessels in which South Sea Islanders are introduced to Fiji otherwise than in accordance with these regulations.

17. No engagement of labourers shall exceed three years, or thirty-nine moons.

18. No labourers shall be employed or set to work excepting upon week-days.

19. Labourers working hours shall not exceed eight hours per day.

20. Compensation shall be given to labourers for extra or very unusual work.

21. No shipmaster shall embark any Polynesian whose age is less than twelve years, excepting in cases where the parents of a family are engaged; and it shall not be lawful either during the voyage to Fiji, or while in Fiji, to separate husband and wife, or parent and child.

APPENDIX.

FORM A.

Application for permission to introduce South Sea Island Agricultural Labourers.

I, _____ request to be allowed, in accordance with the regulations now in force, to procure from the South Sea Islands _____ immigrants for agricultural purposes, to be employed on my plantation at _____

(Signature.)

The above requisition lodged with me this _____ day of _____, 187

(Signed) _____, Her Majesty's Consul.

FORM

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FORM B.

Bond to be entered into by Shipmasters.

KNOW all men by these presents, that _____ of _____ of _____ and _____ of _____ are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of _____ in good and lawful money of Great Britain, to be paid to our said Lady the Queen, her heirs and successors, to which payment well and truly to be made, we bind ourselves and every of us jointly and severally for and in the whole, our heirs, executors, and administrators; and every of them firmly by these presents.

(Signed) _____

Scaled with our seals. Dated this _____ day of _____ 18 _____

Whereas, by the regulations now in force for securing labourers from the South Sea Islands, it is, amongst other things, enacted, that all masters of British vessels proceeding to the South Sea Islands, in order to obtain labourers therefrom, shall enter into a bond with two sufficient sureties for the prevention of kidnapping, and due observance of the requirements of the said regulations: Now the conditions of this obligation are such, that if the above bounden _____ master of the British ship _____ about to proceed to _____ to obtain labourers, shall faithfully observe the requirements of the said recited regulations, and shall satisfy the Government of Her Majesty, through its Consul in the Fiji and Tonga Islands, that no kidnapping was allowed, countenanced, or connived at, then this obligation to be void, otherwise to remain in full force and virtue.

Signed, sealed, and delivered by the above bounden _____ and _____ in the presence of _____

I hereby certify that the above bond was duly signed, sealed, and delivered by the said _____ and in my presence this _____ day of _____ 18 _____

(Signed) _____, *Her Majesty's Consul.*

FORM C.

License to recruit Labourers from the South Sea Islands.

THIS is to certify, that _____ is hereby licensed to recruit _____ immigrant labourers from the South Sea Islands for Fiji, in conformity with the regulations regarding such recruiting. This license is to remain in force only until the numbers mentioned above have been recruited.

(Signed) _____, *Her Majesty's Consul.*

N.B.—This license is to be returned to the Consulate when the labourers have been received.

FORM D.

Memorandum of Agreement, made this day between _____ of _____ of the first part, and _____ Native of _____ per ship _____ of the second part.

THE conditions are that the said party of the second part engages to serve the said party of the first part as a labourer for the term of _____ calendar months, and also to obey him in all lawful and reasonable commands during that period, in consideration of which services the said party of the first part doth hereby agree to pay the said party of the second part wages at the rate of _____ per annum; to provide him with the undermentioned rations daily; to provide suitable clothing and proper lodging, and to defray the expense of conveyance to the place at which the said party of the second part is to be employed; to pay wages in sterling currency at the end of each year of the agreement, and provide him with a return passage to _____ native island at the expiration of _____ term of service. No wages shall be deducted for medical attendance.

*Daily Rations—**Clothing—*

In witness whereof both parties have mutually affixed their signatures to this document in the presence of _____ (witness.)

The above contract was explained in my presence to the immigrant(s) above-mentioned, and signed before me by _____ with _____ name(s) or mark(s) and by _____ or his authorized agent at _____ this _____ day of _____ 18 _____

(Signed) _____, *Her Majesty's Consul.*

Registered at Her Majesty's Consulate, this _____ day of _____ 18 _____

(Signed) _____, *Her Majesty's Consul.*

FORM E.

REGISTER of South Sea Island Labourers employed on the Plantation of
in the { Island } of
{ District }

Number.	Name.	From.	Date of Arrival.	Date due for Return Home.	Return for Quarter ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Qr. ended.	Date of Deaths, Transfers, Desertions, Visit of Consul, &c.
					1 Quarter.	2 Qr.	3 Qr.	4 Qr.	5 Qr.	6 Qr.	7 Qr.	8 Qr.	9 Qr.	10 Qr.		11 Qr.	12 Qr.
					Number transferred.....										
					Less Deaths transferred										
					Total										

I visited the Plantation on _____ and _____ [found all in good order or otherwise]
(Signed) _____, Her Majesty's Consul.

FORM F.

WE [names and designation of employers and names and numbers of immigrants engaged] being respectively the master and servants under a contract of service made before Her Majesty's Consul at Ovalau, Fiji, on the _____ day of _____ do hereby agree that the whole rights and obligations of the first said party under the said contract shall be, and the same are hereby, transferred, as at the date hereof, to [name(s) and designation], who hereby agree(s) to accept the said transfer and the contract hereby transferred with all its rights and obligations.

_____) Signatures of the parties.

The above transfer, signed by all the parties thereto, its nature and effect having been first duly and fully explained to the immigrants abovenamed in my presence. The said transfer also approved and concurred in by me, at this _____ day of _____ 187_____

(Signed) _____, Her Majesty's Consul.
Registered this _____ day of _____ 18_____
(Signed) _____, Her Majesty's Consul.

FORM G.

Scale of Rations.

	lbs.	oz.
Beef, mutton, or pork (Equivalents if meat is not procurable.)	1	0
Bread or flour	1	0
Vegetables, with meat	2	0
Vegetables, without meat	7	0
Tobacco, per week	0	1½
Salt	0	2
Plantation fruit		

FORM H.

Quarterly Return.

RETURN of South Sea Islanders employed in the Plantation of _____ in the Island of _____
for the Quarter ending _____

Number.	Name.	From.	State of muster on.	Transfer.	Deaths.	Desertions.	Remarks.

RECAPITULATION.

RECAPITULATION.

Number at date of last Return
 Number transferred to Plantation during above quarter

Deduct—

Number died during above quarter
 Transferred from Plantation during above quarter

Number remaining on

(Signed) _____, *Proprietor.*

Received day of , 18
 (Signed) _____, *Her Majesty's Consul.*

FORM I.

WHEREAS _____ duly licensed by Her Majesty's Consul in Fiji and Tonga to recruit South Sea Island labourers, according to license, exhibited to us, and _____ natives of _____ appeared before us this _____ day of _____ 18 _____. The said agent has hired the said natives to serve employers in Fiji for a term of _____ years, and undertakes that they shall be furnished with the undermentioned rations and clothing; that they shall be paid at the rate of _____ per head per annum in coin of the usual currency; that they shall be provided with proper lodging accommodation; and that the cost of their passage money to and from Fiji, and all other costs and charges shall be defrayed by their employers; and that they shall be returned free of expense to this place at the expiration of _____ years; and that Her Britannic Majesty's Consul for the Fiji and Tonga Islands shall exercise supervision over their employers, and otherwise protect them during their term of service and during their passage to and from Fiji.

Now, we certify that this document has been read and its full meaning and effect explained to the said before-mentioned natives in the presence of the said agent and overseers, and that the said natives have consented to accompany said agent to Fiji; and we further certify that, to the best of our belief, none of the said natives are suffering from any disease.

In witness whereof, we have hereunto attached our signatures this _____ day of _____ 18
 at _____

(Signed) _____, *Missionary, European Resident, or Interpreter.*
 _____, *Agent.*
 _____, *Natives.*

Clothing :—Four suits per annum; two mats.
Rations per diem :

FORM K.

Form of Bond to be given by employer.

Know all men by these presents that we, _____ and _____ of _____ are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen Defender of the Faith, in the sum of _____ pounds of good and lawful money of Great Britain for each Polynesian labourer employed by _____ to be paid to our said Lady the Queen, her heirs and successors, to which payment well and truly to be made we bind ourselves and every of us, jointly and severally, for and in the whole, our heirs, executors, and administrators, and every of them, firmly by these presents.

Sealed with our seals
 Dated this _____ day of _____ 18 _____.
 (Signed) _____

Whereas by the regulations now in force for securing labourers from the South Sea Islands, it is among other things laid down that all persons desirous of importing labourers from the South Sea Islands shall enter into a bond with two sureties to secure the return of the labourers to their native islands at the expiration of their term of service and the due fulfilment on the part of the employer at the rate of _____ for each labourer introduced: Now, the conditions of this obligation are such, that if the above-bounden _____ shall provide for and pay the cost of the return passage of each and every South Sea Island labourer introduced by him under his application, and also well and truly discharge all the terms and conditions of his agreement with such labourer or labourers, then this obligation to be void, otherwise to remain in full force and virtue.

Signed, sealed, and delivered by the above-bounden _____ in the presence of _____

I hereby certify that the above bond was duly signed, sealed, and delivered by the said _____ in my presence this _____ day of _____ 18 _____.
 (Signed) _____, *Her Majesty's Consul.*

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FORM L.

I HEREBY certify that the master of the British ship _____ arrived from _____ on the _____ day of _____ 18 ____; has produced to me the necessary certificates (Form I) that the whole of the labourers on board have voluntarily engaged themselves, &c.

I further certify that the license (Form C) has been produced in all cases.

I also certify that, by careful examination of the labourers, I have ascertained that they appear to have a proper understanding of the full meaning and effect of the agreements, and that they voluntarily entered into the same; and that the agreements have been signed in my presence (Form D).

Dated at _____ this _____ day of _____, 18 ____,
(Signed) _____, *Her Majesty's Consul.*

No. 61.

Consul March to the Earl of Clarendon.—(Received, May 19.)

My Lord,

Ovalau, February 7, 1870.

With reference to the paragraph in your Lordship's despatch of the 2nd September last, acquainting me that your Lordship will be glad to learn that I am in a position to act in the matter of the Polynesian labour question in concert with Colonel Jennings, who, your Lordship is informed, has been appointed Consul for the United States in Fiji, I have the honor to state that, so far as I can learn, Mr. Brower continues to hold the appointment of, and to act as Commercial Agent for the United States in these Islands. This gentleman is a large landowner, and has been long resident in Fiji. He informs me that some time ago Colonel Jennings landed at Ovalau and gave himself out as Consul for the United States, but that he does not think he had any right to assume that character.

Colonel Jennings appears to have settled in Fiji. He is engaged in the cultivation of cotton, in which, like other settlers, he employs imported labourers.

In connection with this subject, it may not be out of place if I venture to inform your Lordship that, in the course of some disturbance which occurred some days back on Colonel Jennings' plantation, a Fijian native met with his death at the hands of his overseer, who, I am told, is a British subject.

I have taken measures to ascertain the exact facts of the case, but, owing to the difficulty of communication at this season of the year, some time will elapse before I am able to conclude my inquiries and report the result to your Lordship.

I have, &c.,
(Signed) EDWARD MARCH.

No. 62.

Consul Williams to the Earl of Clarendon.—(Received, May 19.)

My Lord,

Apia Upolu, Samoa, January 12, 1870.

I have the honor to acknowledge the receipt of your Lordship's despatch of 31st July.

No Samoans have been taken away of late as labourers for a foreign market, but people from islands of the Line have been brought here, and, from information I can obtain, were brought away under false representations, and are labouring on some of the plantations, where they are beaten and flogged for the purpose of rousing them to work if they complain of sickness.

This mode of treatment has not been adopted to my knowledge on the plantation of any Englishman.

The pay given to these poor people is from 1 dollar to 2 dollars per month in tobacco and clothes.

Their food is the vegetable produce of the island.

These islands being in so an unsettled state, the Chiefs cannot do anything for these unfortunates; in fact, the principals of these plantations would not brook any interference on any part of the Samoans; they would be threatened with ships of war and punishment.

It would be an act of humanity if Commissioners could be appointed from the Great Powers to visit these semi-barbarous islands where there are plantations, and enquire into the treatment these labourers receive, for many plantations belong to citizens of other nations who are jealous of any inquiries made by the British Consul.

A vessel sailed from this port armed three days ago for the purpose of procuring labourers from the islands of the Line.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

No. 63.

Lord Lyons to the Earl of Clarendon.—(Received, May 21.)

My Lord,

Paris, May 20, 1870.

I have the honor to transmit to your Lordship a copy of a note from the Duc de Gramont, acknowledging the receipt of my note of the 9th instant to his predecessor, respecting the instructions given to Her Majesty's naval officers on the Australian station with a view to prevent abuses in obtaining labourers from the South Sea Islands.

A copy of my note was enclosed in my despatch to your Lordship of the 9th instant.

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

Inclosure

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Inclosure in No. 63.

The Duc de Gramont to Lord Lyons.

M. l'Ambassadeur,

Vous avez bien voulu transmettre, le 9 de ce mois, à mon Département la copie d'une dépêche des Lords de l'Amirauté où se trouve indiquée la nature des instructions adressées aux officiers de la marine Britannique en vue de prévenir les abus auxquels pourraient donner lieu les recrutements de travailleurs effectués dans les îles des mers du Sud. J'é m'empresse de remercier votre Excellence de cette communication, que j'ai eu soin de porter à la connaissance de M. le Ministre de la Marine.

Agréé, &c.,
(Signé) GRAMONT.

No. 64.

The Earl of Clarendon to Consul March.

Sir;

Foreign Office, June 3, 1870.

I approve your proceedings in connection with the case of the British ship "William and Julia," as reported in your despatch of the 7th of February last.

I am, &c.,
(Signed) CLARENDON.

No. 65.

Consul Miller to the Earl of Clarendon.—(Received, June 7.)

My Lord,

Tahiti, February 21, 1870.

In my despatch of the 30th of last November I did myself the honor to acknowledge the receipt of your Lordship's despatch of the 31st of July preceding, in which, after adverting to the evils reported to attend the operations in practice for obtaining from the islands of the Pacific immigrants to supply the labour required in adjacent quarters, your Lordship calls for any information I can furnish as to the manner in which such operations are conducted, the destination of the immigrants, the nature of the contracts entered into with them, and what precautions are taken for their safety and comfort on the voyage.

I now proceed to have the honor of answering your Lordship's inquiries, so far as it is at present in my power to do, referring however, in the first place, to the former report on the subject which it was my duty to make in my despatch of the 16th of December, 1868, wherein I stated that, independently of native islanders from neighbouring groups temporarily employed here, as customary, under short voluntary engagements well understood and observed, there were then in this country, working on plantations, about 500 natives of remoter islands whose number has not, I may add, up to this date, been very materially augmented by fresh comers, and who were imported in various lots by different vessels, most of them from the Gilbert Group, and the rest nearly all from Niué or Savage Island, under contracts of service for terms ranging from two to five years, and at monthly wages varying from 12s. to 20s. per head in addition to board and lodging, with the right generally to a return-passage on the termination of their respective engagements.

These Gilbert and Niué natives had been collected at their several islands, as well as conveyed hither, by the contractors themselves or their agents. I mentioned, however, that the regulations in force at Tahiti with regard to labourers introduced from islands of the Pacific required that upon the arrival of a vessel with immigrants on Board a Government officer should visit the ship, inspect the passengers, and hear any complaint they might have to prefer, as likewise that the proper local authority should examine the contracts of the immigrants and, on being satisfied of their regularity, and that the conditions thereof were fully understood by the parties, should sanction and register such contracts; and I also stated that it was further provided that the requirements of the Second Title of the French Decree of the 27th of March, 1852, concerning the transport of immigrants to colonies of France, should apply to French and foreign vessels bringing immigrants to this place.

As the enactments above referred to are still in force, and, in fact, constitute the entire legislation of Tahiti relative to the recruitment, the contracts, and the passage of immigrants, upon which subjects your Lordship, as before seen, desires information, I deem it my duty to transmit herewith a pamphlet containing authentic copies of the regulations in question, which are three in number, and will be found to be as follows, namely:—

1. A local measure, dated the 23rd of March, 1857, to regulate the contracts of labourers imported from places beyond the limits of the Protectorate,—these regulations having, it would seem, especial reference to immigrants coming from any of the Islands in the Pacific other than those subject to the French Protectorate.

2. Another local measure, dated the 30th of March, 1864, authorizing the introduction at Tahiti of 1,000 Chinese coolies to be employed as labourers on a plantation (the "Tahiti Cotton and Coffee Plantation," Atimaono), and regulating the conditions of the recruitment, transport, admission, regimen, protection, and return home of the immigrants, such regulations being declared by their 42nd Article to be likewise applicable in a general manner to all other operations of immigration, whether undertaken by the Government itself or by contractors duly authorized.

3. The second title of the French Decree of the 27th of March, 1852, concerning the transport of emigrants proceeding on board of a French or foreign vessel to a French Colony, the provisions of which are, by the 9th Article of the above-mentioned local measure of March 30, 1864, rendered applicable, as before observed, to French or foreign vessels bringing immigrants to Tahiti.

These last-mentioned French regulations, like those established by the above Tahitian Act of March 30, 1864, have evidently in view the transport and admission of immigrants who have been duly recruited conformably

conformably to the local regulations of some constituted country, and who have been engaged and embarked under the superintendence of a Government Agent or of a Consular Officer; so that, practically speaking, the examination and verification at Tahiti of the contracts of natives arriving as labourers from islands in the Pacific, required by the first of the above cited local Acts, together with the power given to immigrants by the second to make complaints, constitute the only legislative checks established here against the abuses that must be apprehended so long as the contractors themselves are permitted to collect and ship the islanders without immediate and efficient control; for herein, I beg leave to observe, is, according to the experience of the past, to be found the source of the greatest abuses that have occurred in any of the operations hitherto undertaken to procure labourers in the Pacific, above all when collected from the uncivilized islands where no regularly constituted Government or authority exists, and where the natives are consequently so much at the mercy of an unscrupulous party who can entice or force them to become passengers in his ship.

But, against the evils here alluded to, the above-mentioned precautions laid down in the regulations applicable to immigration into Tahiti, appear to afford a very imperfect protection, because, besides that the ignorant islanders, on arriving, would in most cases be found to have no adequate comprehension of the nature and duration of their alleged engagements, they would rarely be capable of explaining, much less of substantiating, any act of fraud (not to say violence) of which they might have been the victims in their collection or embarkation. And even if by chance a quarrel amongst the agents employed to procure the natives, or with any of the seamen serving in the immigrant ship, should threaten to lead to the revelation of misdeeds in the business, the credibility of the out-speaking party might oftentimes be successfully upset by some counter charge of misconduct or insubordination.

The French authorities here, apparently convinced of the insufficiency of the heretofore subsisting restrictions in this matter, have required, in the case of an operation lately undertaken for obtaining additional labourers from the islands, that, as a further precaution, a Government agent should proceed in the immigrant ship (at the cost of the owner), in order to watch the proceedings, and render to the authorities an account thereof upon the return of the vessel to this place.

I will now, with your Lordship's permission, proceed to relate the leading events of a recent disastrous immigrant voyage made by the barque "Moaroa" of Tahiti, which may be said to have led to the adoption of the new precautions above referred to. Your Lordship will find fuller particulars of these occurrences in the copies which I beg leave to inclose, of two reports on the subject that have been courteously communicated to me by the French authorities.

In the year 1869, when the engagements of some 300 of the Chinese coolies employed on the "Tahiti Cotton and Coffee Plantation" at Atimaono, on this island, were approaching their close, Mr. William Stewart, the manager of the plantation, purchased a vessel of about 300 tons (an old whaler), and dispatched her to the Gilbert Islands in quest of native labourers to supply the place of the Chinamen who were shortly to be discharged.

The vessel, which Mr. Stewart named the "Moaroa," carrying the French Protectorate flag, and under the command of a Mr. Daniel Blackett, a British subject, previously resident at Tahiti, arrived in pursuance of this project, in June last, at the Gilbert Islands, several of which she appears to have visited without success, in obtaining natives. But, on the 4th of July, whilst off one of the group called Peru, the "Moaroa" fell in with the barque "Anna," of Melbourne (of 143 tons), having on board 159 Kanakas, that she had been three months in collecting from the different islands of the group; and the whole of these Kanakas were shortly afterwards transhipped to the "Moaroa."

A Mr. Latten, said to be also a British subject, and owner of the "Anna," went on board of the "Moaroa," in charge of his so transferred human freight of 159 natives, who seem to have been originally intended for the Fiji labour market, but who were now to be supplied instead, probably with prospects of a higher profit, to the plantation of Atimaono on Tahiti, whither Mr. Latten was to accompany them,—the "Anna" returning to Australia empty.

Some days after this transaction, about 60 additional Kanakas were got at Hope, or Arurai Island, and 68 more were finally taken on board by the "Moaroa" in passing another of the Gilbert Group called Byron's Island, or Nukunau, on the 16th of July; after which she shaped a course for Tahiti.

No precise information is afforded by the inclosed reports, or has otherwise been gained, as to the engagements under which the various natives, numbering in all nearly 300, became passengers in the "Moaroa," and but little light has been thrown upon the mode in which they were collected. The Report of the Government Commission (Inclosure No. 3) states, however, that it had been remarked that, after the shipment of the last lot of Kanakas from Byron's Island on the 16th of July, the good humour and gaiety previously prevailing amongst the natives suddenly ceased.

On the following morning, namely the 17th of July, the "Moaroa" being delayed by calms, Byron's Island was still in sight, distant, it is said, about six miles. At 5 a.m., one watch being at the time below, Captain Blackett allowed all the Kanakas to come up on deck, where he and Mr. Latten commenced serving out shirts and tobacco to them.

The motive for this latter proceeding has not been explained, but it seems probable that it may have been resorted to in the hope of dispelling the ominous gloom which, as before observed, had set in amongst the Kanakas the preceding evening when the "Moaroa" made sail from the land, after taking on board the people from Byron's Island.

A quarrel that speedily ensued between Captain Blackett and some of the natives to whom he was dealing out articles, seems to have served as the immediate cause of a general rising of the Kanakas, who fell upon and at once killed both the captain and Mr. Latten, together with five of the crew, natives of Tahiti or the Hervey Islands, besides a British subject named Joseph Crisp, the second mate, who shortly afterwards fell also a victim to the Kanakas, on whose side several were, it appears, shot in the conflict. The first mate with the survivors of his watch retreated to the cabin, and the Kanakas were thus left in possession of the deck, and, in fact, of the ship, having closed the hatches over the crew below.

About 9 a.m., the men belonging to the starboard watch, which the outbreak had until then kept to the fore-castle, separated from the rest of the ship's company, broke their way through the bulkhead, and passing aft between decks, succeeded in joining the mate and his companions in the cabin. A plan was now laid by the mate to blow up the midship part of the spar-deck, upon which the natives were crowded, and during the confusion that would follow, to rush on deck with his men and regain possession of the vessel. The details of the successful execution of this plan will be found in the inclosed reports, and it may

may, therefore, be sufficient to state here that when, after the explosion, the mate and his crew made their way on deck, not a Kanaka remained there, the whole of them having jumped into the sea, which the mate's report describes as being covered all round the ship with black heads.

As might be expected, unflinching measures were now taken for preventing the Kanakas from getting back again into the vessel, so that no other chance was left for the lives of any of these wretched beings, with the exception of two girls, who were re-admitted on board, than to make as best they could for the land, despairingly far off as it was, even for such powerful and enduring swimmers as are these islanders, and though favoured as they were by the continued calm weather.

The only intelligence that has since reached Tahiti concerning the fate of these people, is contained in the inclosed report from the islands, published in the *Sydney Mail*, and stating that some thirty of them alone reached the shore, so that this calamitous undertaking of the "Moaroa" to obtain labourers for the plantation of Atimaono would appear to have cost the lives not only of the three above-mentioned British subjects, Captain Blackett, Mr. Latten, and second mate Crisp, but likewise the lives of upwards of 250 South Sea Islanders.

The "Moaroa," in charge of the mate, Mr. Steenalt, a Dane, got back to Tahiti in September last. The Government Commission before alluded to was shortly afterwards appointed to inquire into the affair, but their report (Inclosure 3) records their inability to discover the cause of the revolt of the Kanakas.

The account above referred to in the *Sydney Mail*, said to be founded upon information originating from the Gilbert Islands, and mainly derived from the statements of the natives who reached the land, is equally silent as to the cause of the outbreak. It makes no mention either of so remarkable a circumstance as the explosion resorted to by the mate, but it may possibly have happened that the Kanakas had already left the "Moaroa" when the explosion took place; in fact, the version given by the survivors is reported to be to the effect that the Kanakas, after they had made themselves masters of the ship, and thus regained their liberty, intentionally jumped overboard in order to swim back to the shore, from which to their alarm they found the vessel was receding, and whose distance they probably underrated in their impatience to escape from the ship.

The "Moaroa," of which Mr. Steenalt, the former mate, has been made master, was about three months ago again dispatched to the Gilbert Islands in search of labourers for the Atimaono Plantation. She has on board, as before intimated, a Government agent (a gendarme), and is, I hear, better fitted and found, as well as otherwise more effectually prepared than on her former voyage against the contingencies of so venturesome an undertaking.

I have for some time deferred closing this report, with the desire of rendering it more complete by adding, if possible, the result of the "Moaroa's" present voyage in quest of immigrants; but the delay is now I find becoming so great, without as yet anything having been heard of the vessel since her departure, that I feel myself obliged to postpone the account of her second voyage until a future opportunity.

Yet, before concluding this despatch, I would beg your Lordship's permission to inclose the English version of a letter that the rulers of Niué have addressed to shipmasters and others concerned, enjoining them to observe the existing law of that island which prohibits the emigration of natives, and complaining of such law having been transgressed formerly by some vessels arriving there. I venture to crave your Lordship's attention to this matter also, since a continued disregard, by emigration agents or captains, of local laws of this kind may, it is feared, some day lead to serious consequences.

I have, &c.
(Signed) G. C. MILLER.

Inclosure 1 in No. 65.

Extracts from the "Bulletin Officiel des Etablissements Français de l'Océanie et du Protectorat des Iles de la Société et Dépendances."

No. 224.—*Arrêté du 23 Mars, 1857, relatif aux Engagements de Travail contractés en dehors de la Colonie.*

NOUS, Gouverneur des Etablissements Français de l'Océanie, Commissaire Impérial aux Iles de la Société,

Considérant que la cherté de la main-d'œuvre dans les Iles de Taïti et de Moorea, due en grande partie au peu de population de ces îles, s'oppose à la mise en culture du sol et nuit à la prospérité du pays;

- Vu la nécessité d'encourager l'immigration des travailleurs;
- En vertu de l'Ordonnance du 28 Avril, 1843, rendue applicable aux Iles de la Société;
- Sur la proposition de l'Ordonnateur f. f. de Directeur de l'Intérieur;
- Le Conseil d'Administration consulté et entendu,
- Avons arrêté et arrêtons ce qui suit:—

Article 1. Les engagements pour l'exécution d'un travail quelconque entre un patron et des travailleurs étrangers au Gouvernement du Protectorat, seront de cinq ans au maximum et renouvelables. Ces engagements pourront être prouvés devant le Juge de Paix, soit par titres, soit par témoins.

Art. 2. Nul contrat d'engagement n'est valable si l'engagé n'a au moins quinze ans révolus.

Ces contrats seront rédigés soit en langue Tahitienne, soit dans la langue du pays de l'engagé; mais dans ce dernier cas ils devront toujours être accompagnés d'une traduction authentique en Français, en Anglais, ou en Espagnol.

La signature des parties est indispensable pour les rendre valides. Si une des parties ne sait pas signer, deux témoins certifieront pour elle qu'elle a consenti à l'engagement.

Art. 3. A l'arrivée des engagés à Taïti, les contrats seront soumis au Directeur des Affaires Européennes, qui, après s'être assuré que les parties ont une pleine et entière connaissance des conditions stipulées et de la régularité de l'acte, les enregistrera et les revêtira de son visa.

Art.

Art. 4. Tout travailleur étranger qui, après son arrivée dans le pays, refusera d'exécuter les clauses de son contrat devra payer à son patron, si le contrat est reconnu valable, une somme de 100 francs à titre de dommages-intérêts, soit en argent, soit en journées de travail. Dans ce cas le prix de la journée de travail sera évalué à 2 francs.

Art. 5. Tout engagé qui refusera d'exécuter le travail stipulé dans les conditions de son contrat d'engagement bien et dûment enregistré, sera condamné à un travail public jusqu'à ce qu'il consente à reprendre le travail chez son patron.

Art. 6. Les différends entre le maître et l'engagé seront portés devant le Juge de Paix, qui pourra, en cas d'infraction des engagements par une des parties, la condamner à une amende de 16 à 100 francs au profit du Trésor, sans préjudice des dommages-intérêts envers la partie lésée.

Art. 7. En aucun cas, le Gouvernement ne prendra à sa charge les frais de rapatriement de l'engagé et les soins médicaux dont il pourrait avoir besoin; ces frais devront toujours être supportés par le patron, à moins de conditions contraires.

(Signé) E. DU BOUZET.

Papeete, le 23 Mars, 1857.

No. 60.—*Arrêté du 30 Mars, 1864, autorisant l'Introduction de Mille Sujets Chinois à Taïti,* pour être employés à des Travaux Agricoles, et réglant les Conditions du Recrutement, du Transport, de l'Admission, du Régime, de la Protection et du Rapatriement des Immigrants.*

Nous, Commandant des Etablissements Français de l'Océanie, Commissaire Impérial aux Iles de la Société,

Vu la dépêche du 26 Mars, 1862 (Colonies: 1er bureau), annonçant le projet de MM. Soarès et Cie. de fonder dans les Iles de la Société un établissement agricole;

Vu les dépêches des 10 Janvier et 11 Août, 1863 (Colonies: 1er bureau), approuvant l'opération d'immigration entreprise pendant l'année 1862 par l'administration locale et autorisant à continuer;

Vu le vœu émis par le Comité Consultatif d'Administration, de Commerce, et d'Agriculture, dans sa session ordinaire de l'année 1863, au sujet de l'immigration de travailleurs étrangers pour Taïti;

Vu la situation actuelle de M. Wm. Stewart, agent de MM. Soarès et Cie., qui s'est procuré à Taïti une étendue de terrains achetés de gré à gré, déjà suffisante pour entreprendre une grande exploitation agricole;

Vu la demande de M. Stewart d'être autorisé à introduire à ses frais mille coolies Chinois, pour être employés sur les terres de la Compagnie, situées à Taïti, dans les districts de Mataiea et de Atimaono-Papara;

Considérant qu'il est du devoir du Gouvernement local de favoriser toutes les tentatives sérieusement conçues qui ont pour but d'augmenter la population agricole et d'améliorer les conditions du travail dans les îles de notre Protectorat;

Considérant que l'introduction, à titre d'essai, et avec la garantie du rapatriement, aux frais de l'introducteur, d'un millier de travailleurs (hommes femmes et enfants) ne peut porter aucun trouble dans le pays, mais qu'au contraire il en peut résulter d'immenses avantages par l'exemple donné à des populations insouciantes et peu adonnées au travail jusqu'à ce jour;

Vu la dépêche du 15 Janvier, 1864 (Colonies: 1er bureau), nous permettant d'autoriser MM. Soarès et Cie. de recruter dans le Céleste Empire et d'introduire à Taïti un certain nombre de sujets Chinois, suivant les conditions générales de protection et de tutelle nécessaires pour garantir les droits et le bien-être des immigrants;

Vu la dépêche du 3 Juin, 1863, ensemble le rapport de M. le Directeur des Colonies en date du 23 Mai, 1863, adressé à son Excellence le Ministre de la Marine et des Colonies, au sujet des projets de culture à Taïti formés par MM. Soarès et Cie.;

Sur les rapports de l'Ordonnateur et du Secrétaire Général;

Le Conseil d'Administration entendu;

En vertu du Décret du 14 Janvier, 1860,—

Arretons:

Article 1. M. Wm. Stewart, représentant de MM. Soarès et Cie., et présentement domicilié à Taïti, est autorisé à introduire dans la colonie un contingent de mille coolies Chinois, aux conditions suivantes:—

Recrutement.

Art. 2. Le recrutement devra s'opérer en Chine, en se conformant aux règlements adoptés dans les ports du Céleste Empire pour ces opérations, qui devront être soumis à la surveillance des autorités Consulaires Françaises.

Art 3. Les femmes compteront dans le contingent des 1,000 coolies Chinois. Les enfants au-dessous de 10 ans pourront être introduits en sus du nombre de 1,000.

L'introduction des travailleurs pourra avoir lieu par un ou plusieurs transports; mais elle devra être complétée au 31 Décembre, 1865.

Art 4. MM. Soarès et Cie. sont tenus de nommer un agent spécial, chargé du recrutement au lieu où s'opérera l'embarquement. Cet agent devra se présenter devant le Consul de France du port de Chine, pour la validation de ses opérations.

Art 5. Les enrôlements seront faits individuellement.

L'enrôlement des individus infirmes ou âgés de plus 40 ans est formellement interdit.

Les immigrants âgés de moins de 21 ans seront représentés, auprès de l'agent spécial, par leurs parents ou tuteurs. Ceux qui seront âgés de moins de 15 ans n'obtiendront leur permis d'embarquement que s'ils accompagnent leur père ou mère, ou un parent du second degré.

Art. 6. Les contrats seront passés en Chine par l'agent spécial.

Les contrats devront édicter les stipulations suivantes:

1.

* See also Article 42 of this Arrêté (page 159).

1. Durée du contrat, qui ne pourra excéder sept ans, et à son expiration le rapatriement du travailleur aux frais de l'engagiste ;

2. Chaque chef de famille devra comprendre dans son engagement celui de sa femme et de ses enfants, si ceux-ci sont âgés de plus de 10 ans ;

3. La nourriture pendant le séjour de l'immigrant dans la colonie ; une case et un jardin pour chaque chef de famille ; les outils et les instruments nécessaires au travail pour lequel est engagé l'immigrant ;

4. Des soins médicaux et des médicaments en cas de maladie, pour l'immigrant et sa famille.

Art. 7. L'agent spécial fera connaître aux engagés la nature de leur contrat de travail et les conditions contenues dans l'Article précédent.

Cette déclaration sera fait devant deux témoins, qui en attesteront la vérité, suivant procès-verbal qui sera dressé à cet effet.

Art. 8. L'agent spécial tiendra un registre matricule où il sera fait mention de l'accomplissement des formalités ci-dessus prescrites. Ce registre contiendra, en outre, les indications signalétiques propres à constater l'identité des immigrants.

Au départ du navire du port d'embarquement, l'agent d'immigration dressera, en double expédition, l'état nominatif des immigrants. Cet état comportera toutes les indications signalétiques des travailleurs embarqués.

Une expédition de cet état sera remise au capitaine du navire transport ; la seconde expédition sera adressée au Commissaire Impérial à Taïti.

L'agent spécial devra demander au Consul de France du port d'embarquement de revêtir de son visa les deux états mentionnés ci-dessus. L'absence de visa entraînerait la nullité du contrat à Taïti.

Transport des Immigrants.

Art. 9. Les navires Français ou étrangers* affectés par MM. Soarès et Cie. au transport des Asiatiques devront se conformer, en tous points, au Titre II du Décret du 27 Mars, 1852, † concernant l'immigration des cultivateurs ou ouvriers aux colonies.

Admission des Immigrants à Taïti.

Art. 10. Les navires de MM. Soarès et Cie., chargés du transport des immigrants, devront aborder dans le port de Papeete et rester sans communication avec la terre jusqu'à réception des ordres du Commissaire de l'Immigration.

Art. 11. A l'arrivée de ces navires, le Commissaire de l'Immigration se rendra à bord et vérifiera le nombre de passagers et leur identité, d'après l'état nominatif et signalétiques adressé au Commissaire Impérial par l'agent spécial de MM. Soarès et Cie. en Chine.

Art. 12. Le Commissaire de l'Immigration recevra à bord les déclarations, et, s'il y a lieu, les plaintes des immigrants sur la manière dont ils ont été traités sur le navire transport, et s'assurera que toutes les prescriptions inscrites à l'Article 9 ci-dessus ont été observées. En cas de contravention il dressera procès-verbal, qui sera transmis au Procureur Impérial.

Art. 13. Si des décès ont eu lieu à bord pendant le voyage, le Commissaire de l'Immigration les constatera et en enverra les actes au port d'embarquement. Il devra également faire transcrire sur les registres de l'état civil les actes de naissance qui auront eu lieu pendant la traversée.

Art. 14. Les immigrants demeureront sous le régime de l'isolement pendant trois jours au moins, y compris celui de leur débarquement.

La levée de l'isolement est prononcée par le chef du service de santé sur le rapport d'un médecin visiteur, qui inspectera chaque jour les immigrants et indiquera les soins à leur donner, soit à terre, soit à bord.

Le médecin visiteur dirigera, au besoin, les immigrants malades sur les hôpitaux ou hospices, et prescrira la séquestration de ceux qui seraient atteints de maladies contagieuses ; il vaccinera ou fera vacciner ceux qui ne porteraient aucune trace de variole ou de vaccination ; il fera connaître dans son dernier rapport, adressé au chef du service de santé, la nature des maladies dont seraient affectés les immigrants qui, après la levée de l'isolement, n'auraient pu être placés sur l'exploitation agricole de MM. Soarès et Cie., et indiquera si ces maladies ont été contractées avant ou après le voyage.

Art. 15. Il est expressément défendu aux capitaines des transports de laisser descendre à terre aucun immigrant avant d'y avoir été autorisé par le Commissaire de l'Immigration, sous peine d'une amende de 25 à 100 francs pour chaque individu illégalement introduit ; le délinquant peut, en outre, être condamné à un emprisonnement de cinq à quinze jours, sans préjudice de peines plus fortes, si le cas y échoit.

Art. 16. A leur arrivée dans la Colonie, les immigrants seront immatriculés sur un registre spécial tenu par le Commissaire de l'Immigration et comportant, indépendamment de leurs noms et prénoms, tous les renseignements sur leur provenance et les conditions de leur engagement.

Les immigrants reçoivent du Commissaire de l'Immigration un bulletin d'immatriculation que visé leur engagiste et qui leur tient lieu de passeport à l'intérieur.

Du Régime, de la Protection, et du Rapatriement des Immigrants.

Art. 17. La Compagnie Soarès est tenue de fournir aux immigrants, par sexe et par famille, des logements convenables au point de vue de la division et de la salubrité ; ces logements comporteront tous des installations de couchage, élevées d'au moins 50 centimètres au-dessus du sol. La convenance de ces logements et installations est constatée par le Commissaire de l'Immigration.

Art. 18. A défaut de conventions contraires exprimés dans les contrats d'engagements, la ration quotidienne de chaque immigrant, qui doit être fournie par la Compagnie Soarès en denrées de bonne qualité, ne peut être au-dessous des quantités ci-après :—

Morue ou poisson salé	214 grammes.
Viande fraîche ou salée	200 "
Riz décortiqué	85 centilitres.
Sel	20 grammes.

* See also Article 42 of this Arrêté (page 159).

† See, for this French Law, "Bulletin Officiel" (Tahiti), No. 3 of 1864 (page 159).

Il peut être dérogé à cette disposition par les conditions particulières du contrat d'engagement.

Quand l'impossibilité de se procurer les denrées alimentaires ci-dessus indiquées aura été constatée par le Commissaire de l'Immigration, surtout en ce qui concerne le riz, cette ration pourra être remplacée en tout ou en partie par des racines alimentaires dans la proportion de 3 kilogrammes pour un litre, ou de 600 grammes de pain par jour.

La ration sera de la moitié des quantités ci-dessus déterminées pour les immigrants au-dessous de dix ans ; elle sera fixée par le médecin pour les immigrants malades.

Art. 19. Si le contrat stipule qu'il sera fourni des vêtements à l'engagé, sans spécifier leur nature et leur quantité, ils consisteront en deux rechanges composés ainsi qu'il suit :—

Pour les hommes :

Deux chemises par an,
Deux pantalons en tissu de coton par an,
Et un chapeau de paille par an ;

Pour les femmes :

Deux chemises par an,
Deux robes ou jupes par an,
Quatre mouchoirs en tissu de coton par an.

Art. 20. Tout établissement, toute exploitation de MM. Soarès et Cie. ayant vingt immigrants au moins doit être pourvue d'une infirmerie convenablement installée et approvisionnée, et justifier d'un abonnement avec un médecin.

Art. 21. Sauf les conventions spéciales qui peuvent être insérées dans le contrat d'engagement, la journée ordinaire de travail est de douze heures, y compris un ou deux repas s'élevant ensemble à deux heures et demie. N'est pas considérée comme travail l'obligation pour les immigrants de pourvoir, les dimanches et jours fériés, aux soins que nécessitent la bonne tenue des établissements, l'entretien des animaux, et le service de la vie habituelle.

Art. 22. L'engagement de l'immigrant n'est réputé accompli et l'engagé ne peut obtenir son congé d'acquit que lorsque le temps stipulé par lui a été réellement fourni par lui à raison de vingt-six jours de travail par mois effectifs et complets. Les jours d'absence au travail pour quelque cause que ce soit doivent être remplacés par autant de journées supplémentaires.

Art. 23. La Compagnie est tenue de remettre, chaque semestre, à l'engagé, un extrait du règlement de son compte arrêté avec celui-ci ; le règlement est signé sur le registre de la Compagnie ; il indique le chiffre des journées de travail et de sommes payées.

Art. 24. En cas d'insubordination habituelle de l'engagé, lorsqu'il n'y a pas lieu d'ailleurs de le traduire en justice, il peut être remis par la Compagnie à l'administration, qui l'emploie soit dans un atelier public, soit sur une habitation domaniale.

Art. 25. Tout immigrant arrêté en contravention aux règlements de police et de sûreté doit être reconduit sans délai à son domicile par les soins de l'autorité local ; si, en raison des circonstances ou du trajet, il est nécessaire de le déposer provisoirement dans une maison de police municipale, il ne peut y séjourner plus de vingt-quatre heures ; lorsqu'il est nécessaire de le déposer provisoirement dans un hospice ou une infirmerie, les frais en sont répétés contre la Compagnie, sauf recours de ces derniers contre l'immigrant.

Art. 26. Il n'est alloué aucune indemnité à MM. Soarès et Cie. lorsque des immigrants seront attachés d'office aux ateliers publics, ou placés sur les habitations domaniales, pour une des causes énumérées à l'Article 24.

Art. 27. Les immigrants qui seraient condamnés à ces peines correctionnelles ou à des peines afflictives ou infamantes devront, après leur libération pénale, être rapatriés par les soins de la Compagnie si l'Administration le juge utile.

Art. 28. A l'expiration des contrats, les immigrants employés aux travaux agricoles de la Compagnie Soarès devront être rapatriés à ses frais.

Toutefois, ceux-ci pourront obtenir, sur leur demande, d'être admis à la résidence dans la Colonie, ou de renouveler leur contrat de travail avec MM. Soarès et Cie. ou tout autre habitant du pays.

Art. 29. Le Commissaire de l'Immigration est chargé, sous l'autorité du Secrétaire-Général, de la protection des immigrants ; il correspond, pour tout ce qui concerne ses attributions, avec les autorités Françaises et indigènes de la Colonie.

Le Commissaire de l'Immigration fait des tournées sur les habitations ; il veille à ce que les règlements sur l'immigration reçoivent partout leur exécution de la Compagnie ; il s'assure que la Compagnie s'acquitte de toutes ses obligations envers les engagés, et réciproquement que ceux-ci satisfont aux obligations qu'ils ont consenties. Le Commissaire de l'Immigration est encore chargé de diriger les engagés dans les versements qu'ils auraient à faire à la Caisse Agricole pour eux ou leurs enfants. Il ne peut exercer par lui-même aucune action de police administrative ou judiciaire sur les immigrants.

Art. 30. Le Commissaire de l'Immigration est chargé de diriger les immigrants pour tout ce qui touche à l'exercice des actions judiciaires qu'ils auraient à intenter ; il a seul qualité, par lui ou ses délégués, pour ester en justice dans l'intérêt des immigrants.

Art. 31. Le Commissaire de l'Immigration, sur l'avis motivé du Secrétaire-Général, peut poursuivre d'office, devant les tribunaux, la résiliation des engagements, lorsque les conditions légales de salubrité et d'hygiène, et celles sous lesquelles l'engagement a été contracté, ne sont pas observées à l'égard des immigrants. La demande en résiliation est précédée d'une notification adressée par le Commissaire de l'Immigration à la Compagnie pour la mettre en demeure, soit de remplir ses obligations avant l'expiration d'un délai déterminé, soit de céder son contrat.

Art. 32. Le Commissaire de l'Immigration reçoit toute plainte ou réclamation des immigrants pouvant aboutir à une action judiciaire.

Le Commissaire de l'Immigration décide, s'il y a lieu, dans l'intérêt de l'immigrant, d'introduire une action devant l'une des juridictions de la Colonie, auquel cas il se constitue seul pour lui à titre de mandataire légal.

Art. 33. Pendant leur séjour dans la Colonie, les immigrants, par seul qualité et sans aucune justification d'indigence, jouissent du bénéfice de l'assistance judiciaire.

Le Commissaire de l'Immigration veille à ce que la Compagnie remette exactement aux immigrants les extraits des règlements de compte prescrits par l'Article 23.

Art.

Art. 34. Le Commissaire de l'Immigration s'assure que les prestations et les salaires dûs aux immigrants leur sont régulièrement fournis dans les termes et suivant le mode indiqué dans l'acte d'engagement.

Art. 35. Les engagés ont toujours la faculté de porter directement leur plainte ou réclamation au Commissaire de l'Immigration, qui ne peut se refuser de la transmettre à l'autorité compétente.

Art. 36. Le Commissaire de l'Immigration peut déléguer aux agents de la police le droit de visite sur une ou plusieurs habitations de la Compagnie, toutes les fois que les circonstances paraissent l'exiger.

Art. 37. Lorsqu'il y a lieu, conformément à l'Article 22 du présent Arrêté, d'opérer des retenues sur les salaires pour cause d'absence du travail, le Commissaire de l'Immigration prend connaissance des faits susceptibles de justifier ces retenues, sans préjudice du recours devant le Juge de Paix.

Art. 38. A la demande de MM. Soarès et Cie., le Commissaire Impérial pourra autoriser le transfert de contrats de travail à des propriétaires dans l'Île de Taïti.

Art. 39. Le matériel d'exploitation de l'établissement de MM. Soarès et Cie. est affecté à la garantie du rapatriement des engagés à l'expiration de leur contrat d'engagement, au paiement des frais et amendes que la Compagnie Soarès pourrait encourir, et enfin à garantir la complète exécution des dispositions édictées par le présent Arrêté.

Cette garantie fera l'objet d'un contrat à intervenir entre l'administration locale et MM. Soares et Cie.

Art. 40. Les différends entre la Compagnie et les engagés seront portés devant le Juge de Paix, qui pourra, en cas d'infraction aux engagements par une des parties, la condamner à une amende de 16 à 100 francs au profit du trésor local, sans préjudice des dommages-intérêts envers la partie lésée.

Art. 41. Tous les conflits qui pourraient survenir entre l'administration locale et la Compagnie Soarès au sujet de l'exécution des dispositions contenues dans le présent arrêté, seront soumises au Conseil d'Administration de la Colonie, jugeant au contentieux.

Dispositions Générales.

Art. 42. Les conditions réglant le recrutement, le transport,* l'admission à Taïti, le régime, la protection, et le rapatriement des immigrants, s'appliqueront d'une manière générale à toutes les opérations d'immigration, soit que ces opérations soient entreprises par l'administration elle-même, soit par des propriétaires dûment autorisés.

Art. 43. L'Ordonnateur, le Secrétaire-Général, et l'Ordonnateur f. f. de Chef du Service Judiciaire, sont chargés, chacun en ce qui le concerne, de l'exécution du présent Arrêté, qui sera publié au "Messenger de Taïti" et au "Bulletin Officiel" de la Colonie.

Papeete, le 30 Mars, 1864.

(Signé) E. G. DE LA RICHERIE.

Par le Commandant Commissaire Impérial :

L'Ordonnateur f. f. de Chef du Service Judiciaire,

(Signé) T. NESTY.

Le Secrétaire-Général,

H. TRASTOUR.

No. 26.—Décret du Prince Président de la République du 27 Mars, 1852, concernant l'Immigration des Cultivateurs ou Ouvriers aux Colonies.

* * * * *

TITRE II.—Du Transport des Emigrants.

Art. 14. Tout navire Français ou étranger qui reçoit à son bord plus de trente émigrants à destination de l'une des colonies désignées en l'Article 1 du présent Décret,† est réputé spécialement affecté au transport d'émigrants.

Les opérations d'émigration qui dépasseront la limite de trente engagés placés sur le même navire ne seront admises à participer au bénéfice du Décret du 13 Février, 1852, qu'autant que le bâtiment affecté au transport présentera les conditions ci-après déterminées.

Art. 15. Les voyages pour l'émigration sont divisés en deux catégories :—

Les voyages de la première catégorie sont ceux de l'Inde et des mers d'Asie, de la côte orientale d'Afrique, de Madagascar ou des Comores à l'Île de la Réunion ;

D'Europe, des Îles Madère et Canaries ou Açores, et de la côte occidentale d'Afrique aux Colonies d'Amérique.

Les voyages de la deuxième catégorie sont ceux d'Europe, des Îles Madère, Canaries ou Açores, et des côtes occidentales d'Afrique à l'Île de la Réunion ;

Des mers de l'Inde et d'Asie, de Madagascar et des Comores aux Colonies d'Amérique.

Art. 16. Les navires employés aux voyages de la première catégorie ne pourront recevoir plus d'un émigrant par tonneau de jauge ; il pourra, de plus, leur être accordé une tolérance basée sur l'espace et que déterminera l'autorité compétente, sans qu'elle puisse jamais s'élever au-delà de 25 pour cent. du tonnage légal.

Leurs approvisionnements devront être faits en prévision d'une durée moyenne de traversée calculée, suivant la distance, du point de départ au point d'arrivée, à raison de trente lieues marines par vingt-quatre heures de navigation.

Ces approvisionnements seront réglés ainsi qu'il suit :—

Par passager et par jour :	Kilos.
Viande salée	0-200
Ou poisson salé	0-214
Biscuit	0-750
Ou riz	1-000
Légumes secs	0-120
Eau	3 litres.

Art.

* See Article 9 of this Arrêté (page 167).

† Rendered applicable also to Tahiti by Local Arrêté of March 30, 1864. (See Bulletin No. 6 of 1864, pages 156 and 159.)

Art. 17. Les bâtiments affectés aux voyages de la deuxième catégorie ne pourront recevoir plus d'un émigrant par tonneau de jauge ; ils auront un officier de santé lorsqu'ils devront recevoir plus de la moitié du maximum de leurs passagers.

Leurs approvisionnements seront réglés ainsi qu'il est prévu à l'Article 16.

Art. 18. Pour les voyages des deux catégories, lorsque l'émigration aura lieu d'Europe, l'approvisionnement devra de plus comprendre 25 centilitres de vin par émigrant et par jour.

Lorsque l'émigration aura lieu des territoires Asiatiques, l'approvisionnement devra comprendre en proportion suffisante les ingrédients nécessaires à la préparation du repas usuel des indigènes.

Art. 19. Les bâtiments des deux catégories ci-dessus spécifiés devront être munis d'une chaloupe et de deux canots, indépendamment du canot dit *de service* ; de pièces à eau en tôle ; de manches à vent et autres appareils propres à assurer la ventilation pendant les gros temps ; d'un coffre à médicaments suffisamment pourvu, ainsi que d'une instruction sur l'emploi des dits médicaments.

Ils auront un entrepont, soit à demeure, soit provisoire présentant 5 pieds au moins de hauteur entre barrots.

Lorsqu'ils devront recevoir leur nombre réglementaire de passagers ci-dessus déterminé l'entrepont sera laissé entièrement libre, sauf les parties ordinairement occupées par le logement du capitaine, des officiers, et de l'équipage.

Lorsque le chiffre des passagers sera inférieur au nombre réglementaire, l'espace inoccupé pourra être affecté au placement des provisions (la viande et le poisson exceptés), des bagages et même d'une certaine quantité de marchandises salubres, le tout réglé proportionnellement à la diminution du nombre des passagers qui aurait pu être embarqué.

Art. 20. Les fournitures de couchage seront à la charge de l'armement. Elles devront comprendre une couverture de laine pour chaque individu.

Art. 21. Chaque émigrant aura droit à un emplacement de 1 hectolitre au moins pour son bagage et ses instruments aratoires.

Art. 22. Pour le calcul du nombre des passagers, de leur nourriture et de l'espace qui leur sera donné à bord, un enfant au-dessus de 12 ans, deux enfants de 5 ans à 12, et trois enfants au-dessous de 5 ans, compteront pour un adulte.

Art. 23. Les objets de couchage seront chaque jour exposés à l'air, sur le pont, lorsque le temps le permettra.

L'entrepont sera purifié avec du lait de chaux ou moins de deux fois par semaine.

Art. 24. L'approvisionnement obligatoire ci-dessus déterminé demeure placé sous la surveillance spéciale du capitaine, qui tiendra la main à ce que la distribution journalière ait lieu selon les prévisions de l'Article 16 ci-dessus.

Pour l'émigration hors d'Europe, la ration de légumes secs pourra alterner avec celle de la viande ou du poisson salé.

Art. 25. En cas de prolongation forcée de la durée ordinaire de traversée, le capitaine après avoir pris l'avis des officiers et principaux marins de l'équipage, pourra réduire, suivant l'occurrence, la ration journalière des passagers.

Art. 26. Lorsqu'un navire affecté au transport d'émigrants partira d'un port Français d'Europe ou des Colonies, les officiers visiteurs institués par la Loi du 13 Août, 1791, indépendamment de leur certification quant à la navigabilité du navire, devront constater l'état de ses emménagements au point de vue des prescriptions des Articles 19, 20, et 21.

Lorsqu'un navire aura quatre mois de campagne depuis la dernière visite subie, il ne pourra embarquer des émigrants sans avoir été de nouveau visité, sous le rapport de la navigabilité, par une autorité Française compétente.

Art. 27. Lorsque le navire partira d'un port Français d'Europe ou des Colonies, ou d'un port étranger ayant un Consulat Français, constatation sera faite sur le manifeste par la Douane ou l'Agent Consulaire, de la proportionnalité ci-dessus fixée entre les approvisionnements et le chiffre des passagers.

Lorsque le départ aura lieu d'un port étranger où il n'existera pas de Consulat Français, la constatation sera faite par l'Agent mentionné à l'Article 8.

Art. 28. Si le navire est retenu au port sept jours après son expédition en Douane, ou s'il entre dans un autre port après sa sortie, ou s'il prend des passagers en cours de voyage, ses approvisionnements seront proportionnellement complétés, et une nouvelle constatation sera faite à cet égard.

Art. 29. En cas de naufrage ou d'une relâche de six semaines, les émigrants ont droit à être pourvus de passages sur d'autres bâtiments.

Art. 30. Les infractions aux dispositions qui précèdent, après avoir été constatées au lieu d'arrivée du navire, seront passibles des peines de police prévues par les Articles 483 et 484 du Code Pénal Colonial, sans préjudice de l'action en dommages-intérêts qui pourra être suivie pour défaut d'exécution de contrat civil, à la diligence du Commissaire spécial institué par l'Article 34 ci-après.

Art. 31. Le recouvrement des sommes allouées à titre de dommages et intérêts sera poursuivi solidairement contre l'armateur et le capitaine, et le montant en sera versé à la caisse locale au compte du fonds d'immigration prévu par l'Article 3 du Décret du 13 Février, 1852.

Art. 32. Aucun navire affecté au transport d'émigrants ne pourra être expédié qu'après que le capitaine aura fourni, soit au port d'armement, soit au port où seront embarqués les émigrants, bonne et valable caution pour le paiement de tous dommages et intérêts qui pourraient être prononcés contre l'armement pour faits se rattachant à l'opération.

Art. 33. Indépendamment des poursuites ci-dessus mentionnées le Ministre de la Marine prendra contre le capitaine des navires Français tout mesures disciplinaires que motiveraient des abus de pouvoir, excès, ou sévices commis sur les émigrants pendant le voyage.

Inclosure 2 in No. 65.

*M. Hautefeuille to Consul Miller.**Papeete, le 29 Septembre, 1869.*

M. le Consul,

Je m'empresse de mettre à votre disposition le rapport fait par le second du trois-mâts "Moaroa," qui a ramené le navire à Atimaono.

Je vous serai fort obligé de me le renvoyer quand il ne vous sera plus utile.

Veuillez, &c.,

(Signé) HAUTEFEUILLE.

Inclosure 3 in No. 65.

Mr. Steenalt to Mr. Stewart.

Tahitian barque "Moaroa," Pacific Ocean, July 24, 1869.
Lat. 7° 32' 0" S., Long. 175° 45' 45" S.

Sir,

Trusting to fall in with some vessel previous to my arrival in Atimaono, bound for the Society Island, I have the honor to forward, for your information, this sad report. I will therefore commence with a part journal from the time we first made the Gilbert Group, up to the present day, and continue on until I fall in with a vessel, or otherwise until my arrival in port.

Wednesday, June 16, 1869, 11 A.M.—Sighted Hope or Arurai Island*; kept up to the island, and in the afternoon several canoes and large boats came off, trading for mats, coconuts, and other native produce, in exchange for tobacco and red cotton cloth. Remained at this island up to 2 P.M., June 20th, when we proceeded to Byron's or Nukenu Island.*

Monday, June 28th.—At 6 P.M. civil day, made Byron's Island; and before dark there came on board between 3 and 400 natives, part of which remained on board all night. On the 29th, 30th, July 1st, 2nd, up to the 2th, we remained at Byron's Island, trading for coconuts, &c., &c. On the 2nd the captain remained on shore during the whole day, persuading the natives to volunteer.

July 3th.—Arrived off Peru Island;* but as a white, residing at Byron's, sent three canoes before us to tell the natives we wanted men, no one came on board until next morning. We fell in with a barque, the "Annie"† of Melbourne, who had on board 159 Kanakas, and was out of water; the captain made arrangements to take the Kanakas on board for Tahiti; not being certain under what terms, I cannot put it down. Mr. Y. B. Lattin came on board also as a passenger for Tahiti; we also engaged a native who had resided a long time in the Fiji Island as interpreter, at the rate of 20 dollars per month. He came on board with his wife from the barque. After having transhipped the Kanakas, and received a quantity of powder from the barque "Annie," we proceeded towards Hope Island, where we arrived Monday, July 12th, at 5 P.M. civil day. Two large boats came on board, with 37 Kanakas, who remained on board, except two, who returned back on shore again. On the 13th 19 Kanakas more came on board, and on the 14th 6 women came on board to their men. On 4 P.M. stood for Byron's Island, where we arrived on Friday, July the 16th. Passed by the island, and received on board 68 Kanakas, and shaped our course for Tahiti.

Extracted from log, July 17, 1869.

Commences with calms. Byron Island* bearing north-north-east, dist. 6 miles. At 5 A.M. the captain allowed all the Kanakas to come on deck; and the captain served them out with shirts and tobacco. All seemed quiet, but our decks were crowded to excess, nearly 300 men being on deck. The watch were employed preparing boards for a bulkhead, between the cabin and between decks, when all at once without warning (I saw a Kanaka boy steal the knife out of the sheath of one of the men, and I told the captain and Mr. Lattin to come aft) the Kanakas made a rush aft, and attacked my watch. I was standing by the cabin-door, and saw a Kanaka with the cook's axe cut down Mr. Lattin, who was before the main rigging. I then took my rifle and rushed to the rescue of the captain; but I was too late. He was stabbed in his back and face, and fell dead immediately, close to the cabin-door. One man of my watch I sent below dangerously wounded in his back by a stab of a knife. The captain, besides being stabbed, had a fearful cut in the face from a tomahawk, which one of the Kanakas had purloined from the tool-chest, which was kept on deck. I then, at 7 A.M., retired to the cabin, with only one man left out of my whole watch. I there was joined by the second mate and steward,—the second mate with a revolver, and steward with a musket. The steward was wounded in his right shoulder, attempting to rescue the captain, but I did not know that at the time, he not telling me he was wounded, for fear of disheartening the men. We held the cabin against the whole of the Kanakas; and if I had had serviceable arms I have no doubt that I would have took the ship back immediately. On our retreating to the cabin the Kanakas blockaded us completely in by pitching the bricks from the caboose down gangway, and covering the skylight and hatches with everything on deck; they even cut adrift the fore-trysail to cover the skylight with, but the rifles prevented that.

At 6 A.M. the men belonging to the starboard watch, being below at the onset, were attacked in the fore-castle, but having four old swords, which I had put there the previous evening, they defended themselves, and the scuttle-hatch being small, so that only one man could get down at a time, the Kanakas gave up attacking them for the present. At 9 A.M. two of the men made their way aft by breaking through the bulkheads, and as I kept the cabin-door leading into the between decks open, to guard against surprise, we saw them approaching; they told me the remaining three would be aft immediately, which they did. I was then recruited with five men more, but no arms of any consequence, the long cavalry swords being almost useless at close quarters. About 10 A.M. the second mate kept insisting calling on the

* Gilbert Group.

† "Anna."

the interpreter whom the Kanakas had bound in his room on deck, and after me telling him several times that the Kanakas had took the interpreter's double-barrelled gun which was loaded, but he heeded not, and was shot dead by a Kanaka with that gun. He died immediately, the ball entering his right shoulder, after striking the skylight coombings, and came out about four inches below the heart.

The Kanakas saw him fall, and gave a most diabolical yell on deck. I then kept in fire, as I thought that would give them some confidence and cause them to be on their guard; but the decks had so many of them, and they were yelling, laughing, and shouting I think at the thought of the haul they would make of tobacco and clothing which the captain had shown them previous.

I was determined to have the ship back again, but it was no easy matter with two guns, and a revolver which would not give fire. I then determined on a desperate venture, and that was to blow up the deck amidship, and in the confusion that would cause, to make a rush on deck through the smoke, and retake the vessel. We had received from the barque "Annie" about 45 canisters of gunpowder, half-pound each. I took 34 of them and emptied their contents into an empty butter-firkin. I then placed some bagging and mats under the firkin to save the between decks, and with six canisters laid a heavy train to the main hatch coombings on the between decks. I then ordered all the men with the steward down below hatches as far aft as they could get, with the direction to rush on deck immediately after the explosion, and not to wait for me as they were farther aft and removed from the explosion, and I did not know what may happen to me being so near, but I had confidence, and never felt cooler in all my life. After seeing the men secure, and uttering a short prayer for the protection of my wife and children, I lit the train and dropt at the same time down into the lower hold. The explosion was immediate, and I was nearly choked with smoke making my way on deck, where I was joined by the men, who was there before me, and the interpreter, whose wife liberated him. Not a living Kanaka to be seen on deck; but the sea all round literally covered with black heads making towards the island. My first care was to send two men down the hold to guard against fire, and with the others I hauled all the lines in there was hanging overboard, as the Kanakas, with knives and other weapons were making for the vessel again. The ship, thank God, was ours again; nothing took fire, excepting the bagging placed under the powder-cask, which a couple buckets of water put out effectually. I next examined the pumps, and as the vessel had not been pumped out since 4 o'clock in the morning, and only two feet of water in the hold, not more than she always made in the same time, I found that the vessel had took no material hurt with the explosion, although she shook like an earthquake.

I next went down the cabin to see how things looked there. The bulkhead in the fore-cabin was partly knocked down, but in the after-cabin very little harm had been done; all the damage done there was by oars, with which the Kanakas attacked us through the skylight. The chronometer I found going and apparently all right; I wound that up. The ship's time-keeper was broken, and totally unfit for further use; the thermometer broken, and the aneroid on the floor with the glass broken; other damages not worth mentioning. At twelve o'clock at noon struck eight bells, and hoisted the flag half-mast. I think all the Kanakas got on shore on Byron's Island, with the exception of two young women, who returned to the ship to go to Tahiti. I omitted to mention that both our quarter boats had been took away by the Kanakas during the blockade in the cabin. Sunday, July 18th, Nau. time commence with calm and ends with light breeze. At 1 P.M. pumped out the vessel, and commenced to clear up the decks, which appeared as follows:—Under water-casks, boards, and other things used by the Kanakas to barricade the skylights with, and on the port side of the skylight, close to the cabin-door, laid the captain with nothing visible but his head. It took me some time to clear away those things, having only five men able to work. The captain was literally covered with wounds, and the left part of his face almost cut away. We laid him on a mat, and after clearing up the decks and repairing rigging, while I was attending the wounded, I set the men to sew up the captain and second mate each in a new mat, and tied to each about fifty bricks, and covered them with a flag each. At 5:30 P.M., as the sun was dipping, I, after reading a prayer for the dead, and the Burial service, with all the remaining men attending and crying like children over them, we committed them to the deep,—a sailor's grave.

After having done our duty to the dead I thought of the living and the safety of the vessel. I found that the deck between the fore and main hatch was lifted about nine inches, and amidship two planks were knocked out altogether. On the starboard side the hatch coombing had given way, and seven of the deck beams sprung, broken and more or less damaged, but not sufficient to impede the voyage to Tahiti under easy sails. Having an old mainsail on board, I cut that up and nailed it over the broken part of the deck to keep out water as much as possible, and tarring it well to make it answer more efficiently. All the stanchions were knocked down; we put them in their places again, and I trust that, with the repair we will be able to accomplish, I will bring the ship direct to Atimaono. Having recorded every particular as well as laid in my power to do so, I trust that you will excuse any orthographic error, which I have no doubt not a few will occur, but as I am not an Englishman, but a Dane, that I hope will be a sufficient excuse. Trusting this will meet you previous to my arrival with the vessel,

I have, &c.,
(Signed) CHARLES M. STEENALT,
Mate, barque "Moarua."

LIST of Crew and Passengers, and Casualties:—

Dead.—D. Blackett, captain; J. Crisp, 2nd mate; J. B. Laitin, passenger; Tiopa, Tiarli, Poti, Ava, and Avai, five seamen (South Sea Islanders).

Wounded.—Victor Watelier, right shoulder, slight; Amo, seaman, right breast, slight; Jack, right side, severe; Sunday, interpreter, gun-shot, right hip, severe.

Remainder.—Charles M. Steenalt, chief mate; Purpea, Rima, Anhiti, Henara, and Okipoto, seamen.

For the correctness of the log which has been read over to us we hereby affix our names.

(Signed) C. M. STEENALT.
V. WATELIER.
ANHITI, his × mark; V. WATELIER, witness.
RIMA, his × mark; do. do.
HENARA.
PURPIA, his × mark; do. do.

Inclosure

Inclosure 4 in No. 65.

M. de Hautefeuille to Consul Miller.

Papeete, le 23 Octobre, 1869.

M. le Consul,

Le Commandant Commissaire Impérial me charge de vous envoyer en communication le rapport ci-joint de la Commission chargée de faire l'enquête à bord du "Moaroa."

Veuillez, &c.,
(Signé) HAUTEFEUILLE.

Inclosure 5 in No. 65.

Report made by the Government Commission appointed to inquire into the Occurrences on board of the Protectorate barque "Moaroa," at the Gilbert Islands (July, 1869), whither she had gone for Immigrants to labour at Atimaono, a Cotton Plantation on Tahiti.

L'AN 1869, le 23 Septembre, à 8½ heures du matin ;

Nous, Caillet Xavier, Lieutenant de vaisseau de 1ère classé, et Latouche Francis, Aide Commissaire de la Marine, chargés par arrêté de M. le Commandant Commissaire Impérial en date du 21 Septembre de procéder à une enquête tendant à renseigner l'autorité supérieure sur les actes qui se sont passés en mer à bord, du trois-mâts barque du protectorat "Moaroa," chargé d'un convoi d'immigrants Océaniens à destination d'Atimaono ; *

Après avoir visité sommairement le bâtiment de façon à nous renseigner sur l'état des lieux, avons procédé à l'interrogatoire des personnes survivantes de l'équipage ainsi que d'un interprète, de sa femme et de deux petites filles des Iles Gilbert.

De nos investigations il est résulté ce qui suit :

Le "Moaroa" est parti de Papeete avec un chargement de coton à destination d'Auckland et sans aucun préparatif pour l'immigration.

A Auckland, le Capitaine Nissen, qui commandait le bâtiment, a débarqué et a été remplacé par M. Blackett, qui fit les provisions d'eau, de vivres et d'objets d'échange nécessaires pour un voyage de troc et d'immigration. Mais au moment du départ les hommes de l'équipage ignoraient la nature de l'opération qu'ils allaient entreprendre.

Le navire arriva le 16 Juin à l'Île Hope ou Arorai, † où le capitaine ne put, faute d'interprète, réussir à recruter des indigènes, et se borna en conséquence à troquer des nattes, cocos, &c., contre les marchandises apportées par lui.

Il partit le 20 Juin pour l'Île Byron ou Nukanau, † où il arriva le 28 Juin : 300 ou 400 indigènes vinrent à bord, mais ne restèrent point, à l'exception d'une femme qui demanda passage pour Peru, ‡ son pays. Cette femme est une des indigènes enlevées, il y a quelques années, par des navires Péruviens, et qui doivent aux démanches du Gouvernement Français leur retour au pays natal. Le second rapporte que les efforts du capitaine pour recruter des naturels sont restés infructueux par suite du mauvais vouloir d'un Anglais établi à Byron auquel M. Blackett a proposé une piastre par tête d'immigrant, mais qui a refusé parcequ'il attendait un navire Anglais faisant de l'embauchage pour le compte des Européens établis au Vitis, qui lui donnerait assurément davantage. A ce moment les hommes de l'équipage nous ont déclaré qu'ils ne savaient pas encore qu'ils allaient faire de l'immigration.

Le 3 Juillet le "Moaroa" était à l'Île Peru, † L'Anglais de Byron, dont il est question plus haut, avait envoyé une embarcation qui avait devancé le navire, et aucun indigène ne vint à bord.

Le 4 au matin on fit rencontre de "l'Annie," § trois-mâts barque de Melbourne, porteur de 159 naturels des différentes îles de l'Archipel, recrutés difficilement au bout de trois mois d'efforts, par suite des exigences de la navigation ou des mauvaises dispositions des indigènes. Des arrangements intervinrent alors entre le Capitaine Blackett et M. Latting, armateur de "l'Annie," arrangement dont personne à bord ne paraît avoir connu la nature, et les 159 Canacks dont il s'agit furent transbordés sur le "Moaroa." M. Latting passa lui-même sur ce bâtiment en même temps qu'un indigène du nom de Sunday parlant un peu l'Anglais et ayant servi d'interprète aux Figies à raison de 20 piastres par mois. Il était accompagné de sa femme. M. Latting emporta avec lui à bord du "Moaroa" un pierrier et 47 boîtes de poudre de 250 grammes. Les indigènes paraissent très-contentés de quitter "l'Annie," où ils étaient assez mal, ce bâtiment n'ayant pas de faux-pont et manquant d'eau. Quant à la question de savoir s'ils ont été prévenus de leur changement de direction, nous n'avons pu la résoudre d'une façon bien certaine ; mais il paraît probable que ces gens sont trop profondément ignorants pour faire une différence quelconque entre Taïti et les Figies, et qu'il suffit pour les entraîner loin de leur pays de leur offrir en perspective une terre moins ingrate que leurs récifs stériles et du tabac en abondance.

Le "Moaroa" partit ensuite de Peru pour l'Île Hope † (Arorai), où il arriva le 12. Les Canacks vinrent à bord et 56 hommes et 6 femmes s'embarquèrent sur le bâtiment dans l'espace de trois jours. A mesure qu'ils se présentaient à bord ils étaient retenus par les persuasions des naturels provenant de "l'Annie," et, en outre, deux d'entre eux qui comprenaient un peu l'Anglais, se livraient au travail de l'embauchage moyennant une livre de tabac par tête. En passant à Byron § (Nukunau), le 16 Juillet, le Capitaine Blackett recruta encore 68 canacks. L'Anglais établi à Byron avait quitté l'île, et le second attribue la facilité de l'embauchage tant à son absence qu'à la présence à bord des naturels déjà embarqués. On doit toutefois noter, sans pouvoir expliquer les motifs de ce changement, que depuis l'embarquement de ce dernier groupe d'indigènes la bonne humeur et les danses qui avaient eu lieu jusqu'alors cessèrent tout à coup.

Le 16 Juillet on fit voile vers Taïti. Le lendemain, 17, à 5 heures du matin le bâtiment était en calme, à une distance de terre que nous n'avons pu apprécier d'une façon exacte, mais que le second évalue à six milles. Le capitaine permit à tout le monde de monter sur le pont pour une distribution de chemises et de tabac. Les hommes de quart étaient alors occupés à établir à la porte de communication de la chambre avec le faux-pont un treillis en lattes de bois pour permettre à l'air de circuler et en même temps pour donner facilité de surveiller les immigrants logés au nombre de 300 environ dans le faux-pont. Le second, M. Stenalt, venait de descendre avec un homme dans la cale pour pomper de l'eau. S'étant aperçu quelques instants après que le faux-pont était vide, et ignorant que le capitaine

* A cotton plantation in Tahiti.

‡ "Peru," one of the Gilbert Islands.

† Gilbert Group.

§ "Anna" of Melbourne, 143 tons, Bruce, master.

capitaine avait ordonné une distribution, M. Stenalt remonta sur le pont. Il aperçut toutes les femmes releguées sur l'avant, ce qui lui parut de mauvaise augure. M. Latting était au pied du grand mât tenant de l'or dans une main et du tabac dans l'autre; il s'efforçait de faire comprendre à ces sauvages ce qu'on peut avoir de tabac pour une certaine quantité d'or. Tout à coup l'un des canacks s'élança sur la main de M. Latting pour s'emparer de l'or, mais le Capitaine Blackett le repoussa vivement. Aussitôt la révolte commença. Une minute après, tout le quart du second était mort ou blessé. M. Latting avait été tué d'un coup de hache au pied du grand mât. Le capitaine qui était pris de boisson, fût blessé et renversé à terre. Le second sauta aussitôt à l'arrière et prit dans la bouteille une carabine qu'il y avait laissée. Il fit feu sur les canacks, qui reculèrent; puis saisissant une cheville en fer il se fraya un chemin jusqu'au capitaine, qu'il ramena vers l'arrière. Le cuisinier s'était de son côté emparé d'un revolver, qu'il remit au capitaine, mais celui-ci se le laissa enlever par les indigènes.

Un instant après, un Canack monté sur le capot de l'arrière lui asséna un coup de hache d'en haut et le tua sur le champ. M. Stenalt abattit cet homme d'un second coup de carabine. Voyant que la défense sur le pont devenait impossible, le second descendit dans la chambre, où il trouva le lieutenant complètement démoralisé et pleurant comme un enfant, le cuisinier, un Français, déjà blessé à l'épaule droite en essayant de délivrer le capitaine, mais cachant sa blessure pour ne décourager personne, et enfin un homme de son quart gravement blessé.

Les indigènes tentèrent alors de bloquer la chambre en fermant les panneaux et en mettant sur la claire voie une voile et des briques dont ils se servaient d'ailleurs comme projectiles. Mais les quatre personnes réfugiées dans la chambre les empêchèrent de mettre leur dessin à exécution avec leurs fusils et leurs carabines.

A l'autre extrémité du bâtiment les naturels cherchèrent à descendre dans le logement de l'équipage par le capot de l'avant, mais comme ils ne pouvaient passer qu'un à un, ils furent facilement tenus en respect par la bordée non de quart reveillée en sursaut par le bruit de la révolte, et armée de quatre vieux sabres de cavalerie. Vers 9 heures les cinq hommes de ce quart réussirent à rallier l'arrière en brisant le cloison qui les séparait de l'entrepont.

Quelque temps après le lieutenant appela l'interprète Sunday, qui se trouvait sur le pont dans sa chambre, mais les canacks qui l'avaient désarmé d'un fusil à deux coups dont il était porteur l'empêchèrent de se rendre à cet appel en le liant sur le pont. L'arme qui lui avait été enlevée servit à un naturel pour faire feu sur le lieutenant, qui s'était découvert un instant, et l'étendra raide mort.

Dans cette situation critique, le second Stenalt voyant que les armes lui manquaient et craignant d'ailleurs que les indigènes ne prissent les embarcations pour aller chercher du renfort à terre, se résolut à un acte d'énergie et de courage digne des plus grands éloges. Il versa dans un petit baril placé au centre du faux-pont, trente-quatre boîtes de poudre formant un poids de huit à neuf kilos, eût la présence d'esprit de faire reposer le baril sur un lit de nattes et de toile à voile pour ne pas endommager le faux-pont; puis avec six autres boîtes il fit une trainée jusqu'au panneau de la cale. Après avoir donné des ordres pour que tout son monde s'éloignât le plus possible du centre de l'explosion, et monta aussitôt après sur le pont, il se placa sur le panneau de la cale et par un mouvement simultané mit le feu à la trainée de poudre et se laissa tomber en arrière.

La secousse fut tellement violente que le pont fut crevé au milieu et soulevé en grand dans cette partie du navire. Plusieurs barreaux furent brisés; mais cependant le bâtiment ne parut pas avoir souffert dans sa carène, car il ne fit pas plus d'eau après qu'avant l'explosion.

Lorsque le second monta sur le pont, il n'y avait plus d'indigènes à bord; tous s'étaient précipités à la mer. L'interprète Sunday venait d'être délivré de ses liens par sa femme, et tous les hommes valides de l'équipage étaient montés sur le pont. M. Stenalt ordonna immédiatement de prendre les précautions nécessaires pour prévenir l'incendie, et fit retirer toutes les cordes au moyen desquelles les naturels auraient pu remonter à bord. Tous ces sauvages se dirigèrent alors vers la terre, à l'exception de deux petites filles qui ont accompagné Sunday et sa femme à Taïti: Le second pense que les canacks auront pu gagner la terre, mais il est impossible d'avoir à cet égard une certitude complète.

Le second, après avoir déployé en cette circonstance le sangfroid le plus remarquable, sut aussi, lorsque le calme fut revenu à bord, prendre toutes les mesures nécessaires pour assurer avec le peu de ressources qui lui restaient, la sécurité et la bonne navigation de son navire qu'il ramena au port d'Ati-maono.

Nous avons essayé, sans pouvoir y réussir, de découvrir les motifs qui ont amené ce massacre. Si l'attaque était préméditée, aucun bruit n'avait pu venir mettre qui que ce soit sur ses gardes. La veille même de ce désastre les indigènes ne montraient aucun signe de mécontentement, et rien ne pouvait faire prévoir le drame dont le "Moarao" devait être le théâtre. Toutefois le second et tout l'équipage racontent d'un commun accord que le Capitaine Blackett s'énivrait presque continuellement, et se montrait alors très brutal, tandis qu'étant à jeun il était familier à l'excès et n'inspirait aucun respect. D'un autre côté, l'interprète Sunday pense qu'il faut attribuer la révolte aux instigations du dernier groupe d'habitants de Nukunau embarqué, sans pouvoir citer aucun fait à l'appui de son dire.

Rien n'indique d'ailleurs que les indigènes aient pu trouver dans les moyens employés pour les recruter, ni dans leurs engagements, un motif de se soulever. L'équipage et le second lui-même ne peuvent donner aucun renseignement bien précis sur les conditions de l'engagement. Ce dernier croit toutefois que l'engagement était de sept ans, et qu'on avait fait comprendre aux indigènes la durée de ce temps en leur indiquant le nombre de lunes.

D'après l'examen des papiers nous n'avons pu retrouver aucune trace de l'expédition à Auckland par une autorité quelconque. Les hommes de l'équipage débarqués sont rayés, ceux qui ont été embarqués (entre autres le Capitaine Blackett) sont portés au rôle par une main inconnue, sans date d'embarquement ni signature. Aucune instruction de l'armateur n'a été représentée, et le second déclare qu'il ne les possède pas, et qu'il ignore si elles ont été données par écrit ou verbalement.

Fait et clos à Papeete, le 27 Septembre, 1869.

(Signé)

{ F. LATOUCHE.
{ X. CAILLET.

Inclosure

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Inclosure 6 in No. 65.

Extract from the "Sydney Mail" of November 6, 1869.

[See Inclosure 3 in No. 42.]

Inclosure 7 in No. 65.

English Translation of a Letter written by the Rulers of Niue in their Language.

[See Inclosure in No. 39.]

No. 66.

*Sir F. Rogers to Mr. Otway.—(Received, June 23.)**Downing-street, June 22, 1870.*

Sir,

I am directed by Earl Granville to transmit to you, for the information of the Earl of Clarendon, the accompanying copy of a despatch from the Governor of New South Wales, inclosing certain documents relative to murders alleged to have been committed at the Kingsmill Islands by Captain Carmichael, of the "Hannah Bloomfield."

I am, &c.,
(Signed) **FREDERIC ROGERS.**

Inclosure 1 in No. 66.

*The Earl of Belmore to Earl Granville.**Government House, Sydney, March 18, 1870.*

My Lord,

In the month of August, Captain Palmer, of Her Majesty's ship "Rosario," in writing to me about the case of the "Daphne," forwarded a portion of a letter from Mr. Acting Consul Thurston respecting some alleged murders at the Kingsmill Islands by Captain Carmichael, of the "Hannah Bloomfield," and inclosing a pencil note by a man on board, or who had been on board.

2. I referred these papers to the Attorney General, who caused inquiry to be set on foot by the police on the arrival of the "Hannah Bloomfield" in Sydney.

3. I inclose copies of a report by the detective police officer and also of some minutes by the Attorney General, and further police reports founded on them.

4. Your Lordship will see that there is no evidence of any murders having been committed, nor, if there had been, has Captain Carmichael come within our jurisdiction.

I have, &c.,
(Signed) **BELMORE.**

P.S.—I have informed Mr. Consul March generally of the result of the inquiry, and I will send copies of detective's reports to Captain Palmer.

B.

Inclosure 2 in No. 66.

*Re the alleged Shooting of Natives on board the "Hannah Bloomfield," in the South Pacific.**Detective Police Station, December 29, 1869.*

DETECTIVE Richard Elliott reports, for the information of the Inspector General of Police, that he has made inquiries from John Erick Desberg and Albert Johnson, *re* the above. The former was mate and the latter a seaman on board the above vessel. They both informed the detective that about the latter part of the month of August last, the ship "Hannah Bloomfield" was at anchor off the island called Drummond's Island, in the South Pacific, for two or three days, for the purpose of trading with the natives; sometimes there were as many as 200 natives on board at once; they returned to the shore at night, excepting the last night the vessel lay there, when about sixty of the natives remained on board, laying on the deck. Between 8 and 9 P.M. Desberg and Johnson were awoke by the second mate, who told them the captain had lost his revolver, when they commenced to search for it. The natives began to rush about, some about the deck, and some went over the ship's side into their canoes. The captain then told his wife, who was in the cabin, to haul up the muskets; they were loaded with ball-cartridge. The natives had all left the ship by this time. The canoes could be seen about 300 or 400 yards from the ship, pulling in all directions from her. The captain gave the order to fire, saying that the natives were up to some mischief; five or six shots were fired in the direction of the canoes; the captain also fired his revolver. No noise was heard from the canoes, and at daybreak the following morning the ship got under weigh, and proceeded on her voyage.

The captain and his wife both drank; the latter very hard; she was often drunk, and often beaten by the captain. One afternoon, between 5 and 6 P.M., the alarm was given that the captain's wife was overboard; she had twice attempted before to jump overboard, but was prevented by the crew. She was seen by Desberg about two hours before she jumped overboard. She had a black eye, and her face was much swollen from the continued ill-treatment of her husband. About five minutes after the alarm was given the boat was lowered, and Desberg, with four men, endeavoured to rescue her, but she sank before they could reach her. The ship was going about two and a half miles through the water at the time. Captain Carmichael has not returned in the vessel to Sydney, but remains at New Caledonia.

(Signed) **RICHARD ELLIOTT.**

Inclosure

Inclosure 3 in No. 66.

Alleged Outrages on board the "Hannah Bloomfield."

THE information that the captain has not come on to Sydney of course puts an end to all prospect of proceeding against him, but it may be a duty to proceed against the men who fired under his orders. I wrote, therefore, that inquiry should be made whether these men are known, and whether they are on board, or what their names are, and who could prove their act. I wish inquiry to be distinctly made whether it is known that any of the natives were killed. It is to be inferred, from the information given, that as no cries were heard no one was hurt; but this statement may have been evasively made. The question should, therefore, be distinctly put. Also I desire to know something more definite as to the intent in shooting, because it may be that in the absence of proof of any death or wounding there may, nevertheless, be sufficient to show a shooting at with intent to murder, or do some bodily injury. The mere statement that the men fired in the direction of the natives may not suffice as regards the men who so fired, as they may have purposely evaded an effectual obedience to the captain's orders by firing wide. Something more of detail as to the facts is required to evidence the intent. The detective will readily understand what it is that I want.

(Signed) W. M. MANNING.

December 31, 1869.

Inclosure 4 in No. 66.

Re alleged Shooting of Natives on board the "Hannah Bloomfield," in the South Pacific.

Detective Police Station, February 7, 1870.

DETECTIVE Richard Elliott reports, for the information of the Inspector General of Police, that he has made further inquiries, and has been informed that at the time the fracas occurred on board the above-named vessel there were 70 natives on board. The crew of the ship consisted of about fourteen persons, including the master. It was unusual for the natives to remain on board at night, and the master having lost his revolver anticipated treachery on the part of the natives, and ordered the muskets to be handed up from the cabin. They were given to the Wanaka crew to fire, for the purpose of intimidating the natives. The man Johnson states that it was the native crew alone that fired; but Scoberg, the mate, states that he himself loaded his musket, and fired under the master's orders, but that the master told them not to shoot any of the natives, but to send them over the ship's side into the canoes, and drive them away. The object of the firing was simply to intimidate the natives, as it was the only time they had remained on board the ship at night, and it was believed that they meant to do some mischief. Johnson and Scoberg state that none of the natives, so far as they are aware, were injured. They had never had any difficulty before, as their object was to trade, and not to obtain native labour. Scoberg and Johnson are now employed in the intercolonial coasting trade. There is no further evidence obtainable, these being the only two men, as far as the detective has been able to ascertain, that can give any evidence in the matter.

(Signed) RICHARD ELLIOTT.

No. 67.

Consul Williams to The Earl of Clarendon.—(Received, July 15.)

Apia Upolu, Samoa, March 4, 1870.

My Lord,

I have the honor to report that on the 24th December, 1869, the schooner "Atlantic" arrived in this port under the charge of the mate, Mr. Hussey, from Tutuila, with despatches from Mr. Hunkin, whom I had appointed as Consular Agent, saying that the vessel had put into Pagopago Harbour, and had been seized by the chief "Manga," of that place, for the master, W. H. Hayes, had been charged with kidnapping people from Manihiki, or Humphrey's Island.

Mr. Hunkin at first declined to interfere, for he was under the impression she was an American vessel, for when in October she passed Leone, where Mr. Hunkin resides, the American flag was flying instead of the British, thus disguising her nationality.

When Mr. Hunkin was informed that she was British, he at once came a distance of fifteen miles to release the vessel and master from the hands of the Chief, which he succeeded in doing, but on inquiry, and finding that the case was a very difficult one, the evidence showing the master was guilty of the crime of kidnapping, he seized the "Atlantic" in Her Majesty Queen Victoria's name, and sent her to Apia in charge of the mate.

As the master was detained at Tutuila, and all the people who had been kidnapped, together with other islanders engaged under false representations, I deemed it but right to proceed at once to Tutuila in the vessel, and bring the master and all the people to Apia.

The reason why the master was not sent down in the schooner at the first was because he is a desperate man, and both the crew and the islanders were afraid lest, when he was once again in charge of the vessel, he would not hesitate to clear out for the Fijis, where he was intending to take these islanders, and not come to Apia, and thus escape justice.

I arrived here with the master and all the people on the 9th January, and opened a Court of Inquiry on the 12th, keeping possession of the vessel on behalf of Her Majesty's Government, for if she was once out of my hands I have no power whatever of keeping the master, and he would make his escape.

From the evidence I have obtained I am convinced that the Manihikians were kidnapped.

The Pukapuka, or Danger Island people, were engaged under false representations, and the master, W. H. Hayes, is guilty also of piracy, for he has robbed the Manihikians of 20,000 cocoanuts, value 200 dollars, and hats and mats to the value of about 300 dollars.

Although

Although the inquiry was over on the 14th February, I have delayed making known my determination as to the course I shall adopt, which is to refer the case to Sydney.

My Lord, the reason I have thus delayed is, that as soon as I do make known my determination, W. H. Hayes, who is a desperate man, will try to make his escape, for I have no place of confinement here; and should I attempt to secure him, there are parties here who would willingly aid his escape, so it is policy on my part just to keep him in a state of suspense, for I have written to Commodore Lambert if it be possible for him to send to my assistance one of Her Majesty's ships under his command, which I am daily expecting.

The following is a summary of the facts:—

The "Atlantic," W. H. Hayes, arrived at Manihiki on the 12th November, where he agreed with the Chiefs and Missionary to take the people of that island across to Rakahana or Recison's Island, for they were going on a friendly visit, intending to take as presents to the Rakahana people 20,000 coconuts and hats and mats, to the value of about 500 dollars.

When the nuts were on board, the vessel laying off and on, Captain Hayes inquired for the people who were going with him, but finding that only a few intended to go he threatened to throw the nuts overboard, when a boat was sent ashore, and returned to the vessel with a few children and some elderly people.

He ordered the children into the cabin; when they were told that the vessel was not going to Rakahana but to Samoa the young people began to cry, and the elderly people on deck were ordered into the boat; one old man wept bitterly for his son, so he was assisted into the boat.

Moete, the complainant, came away in the vessel, although told to go on shore, because he would not have his sons and members of his family taken forcibly away without his knowing where they were going; and so said an elderly woman whose son was detained in the cabin.

After leaving Manihiki they came on to Pukapuka, and when off and on there these people who were on board were ordered down in the hold in the after hatch, and the hatches closed, when people came from the shore to the vessel, and as soon as they left and were gone then they were allowed to come on deck. This was repeated several times when the "Atlantic" was off and on at Pukapuka.

When Captain Hayes had engaged nineteen or twenty people to come with him as labourers he came on board, bringing them.

The Manihikians had no intercourse whatever with any one from Pukapuka.

When the friends of the Pukapukans left the "Atlantic," and had gone on shore, the vessel was off on her way to Samoa, then the Manihikians were allowed to meet them.

From the evidence I hold I am of opinion that the Pukapuka people signed an agreement to work for five years at Naitamba, Fiji, for Messrs. Betham and Moore, at the rate of two dollars per month, although they were given to understand that the agreement was to work at Vailele, in Samoa, for six months, the men for twelve fathoms of cloth per month, and the women for ten fathoms,—facts which I can prove by a statement of the Rev. T. Powell, of Tutuila, who saw the agreement which has been substituted by the one now in my possession.

This agreement further purports to have been signed by the Manihikians and Pukapukans, in the presence of Jeffrey Stricklan, Ohotai, and Paulo. Now, I hold both the former parties' signatures, and it is very clear that these signatures are forgeries; further, none of the people saw the Manihikians.

To my mind it is a clear case of kidnapping and piracy; the difficulty is how I shall be able to send the master and schooner to Sydney unless I have assistance; I believe there is no one in Apia who would be willing to risk himself with such a man as Hayes.

He told me one day that he would never go to Sydney; that was soon after I returned with him from Tutuila; hence I have been careful not to let him have an idea of my intentions.

His character is well known in all the Colonies, China, San Francisco, and other parts of the world.

When I look to Blackstone on kidnapping, I find it is felony; and one who allows a felon to escape is subject to the punishment the felon would receive; so my position is a difficult one. I trust ere long to have assistance in this matter.

I shall send your Lordship the affidavits taken, and all the correspondence in this affair, in the different languages of these islands; with them their translations, by the first opportunity; also copies shall accompany the prisoner Hayes to Sydney.

My Lord, I have taken every precaution the circumstances admit, for the detention of W. H. Hayes, in order that he may be brought to justice; but if the necessary assistance be long delayed, it is quite out of my power to ensure his detention here.

My position has been a very difficult one, from the varied interests of parties concerned.

My reason for still detaining the "Atlantic," on account of Her Britannic Majesty's Government is, that if I once gave her up to the master, he would likely clear out altogether, and not return to Apia, for he was in treaty with the owners to purchase her, and thus the ends of justice would be defeated, and he would be clear to carry on his unlawful traffic.

Since the 12th of January seven of the Pukapukans have died, and others are still very ill, from the change of food; for in their own lands they subsist on coconuts and fish.

I trust that your Lordship will be pleased to support me in this affair; for in the course I have adopted I have followed what I believed to be dictates of duty, and endeavoured to serve the cause of humanity.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

No. 68.

Consul Williams to the Earl of Clarendon.—(Received, July 15.)

My Lord,

I have the honor to enclose a copy of a despatch I have sent to Commodore Lambert, reporting the escape of W. H. Hayes out of my hands.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

Inclosure

Inclosure in No. 68.

Consul Williams to Commodore Lambert.

Sir,

Apia Upolu, Samoa, April 1, 1870.

I have to report that W. H. Hayes, prisoner on parole, has this day made his escape out of my hands, in the brig "Pioneer," of Shanghai, B. Pease, an American master.

The "Pioneer" is bound for the Island of Ascension and the Marshall Group, and other islands there.

I anticipated that unless I had some assistance shortly he would attempt his escape.

I believe there are parties in this port who aided and abetted him, and knew his intentions.

I have taken all the precaution I could, by holding him in a state of suspense.

The "Atlantic" is still in my possession. Had I found a suitable person to take charge of her, and such a man as Hayes, I should have sent her and him to Sydney.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

No. 69.

Earl Granville to Consul Williams.

Sir,

Foreign Office, August 6, 1870.

I have received your despatches of the 28th of January, 4th of March, and 1st of April, reporting your proceedings in the case of the British vessel "Atlantic" detained, together with her master (who had subsequently escaped from your custody), upon a charge of kidnapping natives, and I have to inform you that I approve your proceedings as reported in those despatches.

I have to add that a question is now under consideration as to the possibility of giving Her Majesty's Consuls further powers to deal with cases of this description.

I am, &c.,
(Signed) GRANVILLE.

No. 70.

Consul March to the Earl of Clarendon.—(Received, August 27.)

My Lord,

Ovalau, May 17, 1870.

In my despatch of February last, I did myself the honor of transmitting to your Lordship a set of regulations, which, if adopted, would, I thought, control the introduction of Polynesian labourers to Fiji, and check the abuses to which it was liable.

The reply which the planters received through Lord Belmore to the effect, that the remedy for the evils of which they complained would be found in their cordial co-operation with, and the support given to me in the case of, the immigrants, has led to a strong desire of submitting the movement to the direction of Her Majesty's Consulate. Pending, however, the receipt of instructions as to the degree of responsibility which it is your Lordship's desire should be attached to this office in the matter, I at present limit my action to a general supervision of as much of the traffic as possible, availing myself of every opportunity to discourage it by all proper means, and to warn those engaged therein of the risks they incur. When practicable, I also caution the crew of vessels and explain to them the exact circumstances under which they sail, pointing out that they must in no way be parties to obtaining natives by unfair means, and that if on their return it is proved the ship's proceedings have not been perfectly lawful they may find themselves liable to punishment. As the majority of these men have no interest in the trade, they often ask for and obtain their discharges in preference to embarking in undertakings of doubtful legality.

Believing that many of the seamen shipped in the neighbouring Colonies "on a voyage to Fiji and thence to the Islands in the Pacific," &c., would not engage did they know that the vessel would be employed in recruiting natives, I have addressed the Government of Australia and New Zealand on the subject in order that the shipping officers at the various ports may have their attention drawn to the fact.

The planters at Ovalau, and most of those in the more remote districts, afford every facility by bringing the immigrants to Levuka to let me see that they act honestly by them. In places more immediately under my notice I feel confident that no irregularities have taken place. The discharges of time-expired men have been effected in my presence, and in many instances these men have re-engaged themselves in preference to returning to their homes. An instance of this occurred only a few days since. Two young men, natives of the New Hebrides, well clothed and apparently more intelligent than the generality of their fellows, received their wages, £9 each for the three years they had been serving in Fiji, and immediately re-engaged themselves to an innkeeper. This was effected at the Consulate, and the agreement having been duly registered, I beg permission to enclose it for your Lordship's perusal.

Many of the natives thus brought before me at the expiration of their term of service had learnt sufficient English to enable me to speak to them without the aid of an interpreter, and the accounts they gave of their treatment were perfectly satisfactory. As they expressed themselves so pleased, I asked why they wished to go back. The answer was that they wanted to see their friends and give them some of their earnings, after which they intended returning to Fiji. These men always present a striking contrast with the squalid and emaciated appearance of their recently-landed countrymen, and it is my firm belief that their stay in Fiji is beneficial to them.

Within the last six weeks upwards of 100 time-expired men have been shipped through the Consulate to the several islands whence they came, and by no stretch of imagination could they be likened to slaves.

The register, which I have opened for the record of the operations in connection with this traffic, will show approximately the number of natives actually in Fiji, and how they are distributed. It will also help to make known what planters fail to report their proceedings.

The

The importation of these natives is increasing from day to day, and will continue doing so in proportion to the extending cotton cultivation and the highly remunerative results with which it is attended. Ninety-five new settlers have landed at Ovalau during the last month, who will, no doubt, soon commence bringing labourers.

Under these circumstances, and the probability that in this large and scattered group of islands unscrupulous persons have facilities for evading my attention, I would respectfully submit that, could ships of war visit these waters with more frequency, much would be done towards the suppression of illegal enterprises.

In conclusion, I beg leave to state that the number of imported natives at present in Fiji is estimated at 2,000, and that, in the event of a disturbance with the aborigines, these 2,000 men would constitute a valuable auxiliary force to the settlers. I believe that many of the planters have always had this fact in mind whilst importing South Sea Islanders.

I have, &c.,
(Signed) EDWARD MARCH.

No. 71.

Consul March to the Earl of Clarendon.—(Received, August 27.)

My Lord,

Ovalau, May 17, 1870.

With reference to the last paragraph of my despatch of February last, inclosing the proceedings of a Naval Court assembled for the purpose of investigating the conduct of the master of the British ship "William and Julia," I have the honor to inform your Lordship that the two women, natives of the Gilbert Islands, therein referred to, have been returned by me to their homes. The other two, retained by a British subject named Lecfe, have also, I believe, been shipped for the Gilbert Islands; but as I have received no intimation to that effect from Mr. Leefe, and my repeated requests to have those natives placed under my charge have been totally disregarded, I am still awaiting the arrival of a naval officer with whom to confer on the subject.

I have, &c.,
(Signed) EDWARD MARCH.

No. 72.

Mr. Holland to Mr. Otway.—(Received, September 3.)

Downing-street, September 1, 1870.

Sir,

I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch from the Governor of New Zealand, inclosing a correspondence with Mr. March respecting a statement made by him that most of the vessels arriving at the Fiji and Tonga Islands from the ports of New Zealand are chartered for the conveyance of so-called immigrant labourers to Fiji.

I am desired to state that Lord Kimberley proposes, should Lord Granville concur, to approve the course taken by Sir George Bowen.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 72.

Sir G. Bowen to Earl Granville.

*Government House, Wellington, New Zealand,
June 30, 1870.*

My Lord,

I have the honor to transmit herewith a copy of a letter which I have lately received from Her Majesty's Consul for the Fiji and Tonga Islands, stating that most of the vessels arriving there from the ports of New Zealand are chartered for the purpose of conveying so-called immigrant labourers to Fiji, and offering certain suggestions on this subject.

2. From the accompanying copy of my reply to Consul March, it will be perceived that I lost no time in directing the attention of my Ministers to the contents of his letter, and that my responsible advisers requested me to thank him for having brought this matter to the notice of the Government of this Colony, and to inform him that instructions have been given to the Collectors of Customs, who are also the shipping-masters at the several ports of New Zealand, to carry out the suggestions made by him. I have further asked Mr. March to be good enough to acquaint me with the names of the ships and masters from this Colony engaged in the traffic referred to; and to furnish me, from time to time, with such full information as may enable the Colonial Government to take the most energetic measures for preventing any vessels or seamen from New Zealand from being concerned in enterprises of doubtful legality. I have further assured Mr. March that he will always receive the most zealous co-operation from me in carrying out the instructions and wishes of Her Majesty's Government on this as on every other subject.

3. I would take this opportunity of reporting that it recently came to my knowledge that about 25 South Sea Islanders lately arrived at Auckland under contract to work at a flax-mill in that neighbourhood. I immediately called the attention of the Colonial Ministers to this fact, observing that (to omit other considerations) I knew from my own experience in Queensland that the introduction of this kind of labour would give much trouble to both the Government and the employers, and that, in this temperate climate, where there are no sugar or cotton plantations, there can be no real need for it; while it might interfere with the, at present, almost purely Anglo-Saxon character of the population of New Zealand, and

might otherwise produce, ultimately, various social inconveniences. I added that inquiry should be made forthwith into the circumstances of the importation of the South Sea Islanders referred to above, and that if this sort of traffic is encouraged or permitted, it will be necessary to have special legislation on the subject here, as in Mauritius, Queensland, and elsewhere.

4. Since my return to Wellington, I have received the inclosed Ministerial memorandum from Mr. Fox, by which it will be seen that the Government has caused inquiry to be made into this matter, and is satisfied that as yet nothing has occurred in New Zealand to justify its interference, while it will take care that no abuse shall be permitted. Mr. Fox also refers to his remarks, when this question was mooted on the 17th instant, in the House of Representatives, as is reported at page 21 of the *New Zealand Hansard* for 1870, No. 1.

5. Public opinion in this Colony seems to be decidedly opposed to any extensive immigration, except of members of European races. However, I will, if occasion should require, again address your Lordship on this question. Meanwhile I hope that you will approve the action which I have already taken respecting it.

I have, &c.,
(Signed) G. F. BOWEN.

Inclosure 2 in No. 72.

Consul March to Sir G. Bowen.

Ovalau, May 1, 1870.

Sir,

I respectfully beg leave to draw your attention to the fact that most of the vessels arriving here from the port of New Zealand are immediately chartered for the purpose of conveying so-called immigrant labourers to Fiji, and that the crews of these vessels on shipping in those ports are generally ignorant of this circumstance.

As many of these men evince a disinclination to assist in this traffic I would suggest that the shipping officers in New Zealand should, by questioning the master, ascertain, as far as possible, the vessel's future movements, and explain the same to the men brought before them, who, I have no doubt, would, in most cases, decline to take part in enterprises which have proved of so doubtful a legality.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure 3 in No. 72.

Sir G. F. Bowen to Consul March.

*Government House, Wellington, New Zealand,
June 29, 1870.*

Sir,

I have the honor to acknowledge the receipt of your letter of the 1st ultimo, stating that most of the vessels arriving at the Fiji Islands from the ports of New Zealand are chartered for the purpose of conveying co-called immigrant labourers to Fiji, and offering certain suggestions on the subject.

2. I lost no time in directing the attention of my responsible advisers, the Ministers of New Zealand, to the contents of your letter. They have requested me to thank you for having brought this matter to the notice of the Government of this Colony, and to inform you that instructions have been given to the Collectors of Customs, who are also the Shipping Masters at the several ports of New Zealand, to carry out the suggestions made by you. Meanwhile, it is hoped that you will be good enough to acquaint me with the names of the vessels, and of the masters from this Colony engaged in the traffic referred to, so that the owners and commanders of ships which have taken no part in it may not suffer any inconvenience from being supposed to be mixed up with transactions of the kind complained of.

3. I trust that you will furnish me from time to time with such full information as may enable the Colonial Government to take the most active steps for preventing any vessels or seamen from New Zealand from being concerned in enterprises of doubtful legality. You may rest assured that you will always receive the most zealous co-operation from me in carrying out the instructions and wishes of Her Majesty's Government on this as on every other subject.

4. You have doubtless already communicated on this matter with the Senior Naval Officer on the Station.

I have, &c.,
(Signed) G. F. BOWEN.

Inclosure 4 in No. 72.

Memorandum by Mr. Fox.

The Government has already given attention to this subject, and, after inquiring, has satisfied itself that nothing has occurred in New Zealand yet to justify its interference, but it will take care that no abuse shall be permitted. See *Hansard*, 1870 (p. 21).

(Signed) WILLIAM FOX.

June 27, 1870.

Inclosure

Inclosure 5 in No. 72.

Extract from the New Zealand "Hansard."

House of Representatives, Friday, June 17, 1870.

SOUTH SEA ISLANDERS IMPORTED.

MR. SWAN asked the Premier whether the Government was acquainted with the fact that a cargo of South Sea Islanders had been imported into the Province of Auckland, for the working of flax fields in the province, and that by collusion with the Chiefs of the islands where such cargo was obtained, and by the dispensing of douceurs to such Chiefs? Also, whether the Government was aware that it was the intention of the parties engaged in the traffic to continue it, by the introduction of further cargoes? Also, whether the Government was prepared to place the trade in these islanders under proper control, both in the interests of the public and the natives themselves, or to bring down a measure to prohibit the traffic in South Sea Islanders altogether? He did not think he need apologize to the House for having put the question on the paper. The facts suggested by these questions were beyond dispute, and were the subject of comment in the Auckland press. In doing so, he did not wish to impute any improper motives to the persons who had been engaged in the traffic hitherto, but he thought it ought to be put on a proper basis. He would read an extract from a debate in the House of Commons, which took place on the 7th April, taken from a copy of the *European Mail*, which he had received only a few hours ago, which would show the necessity for some interference in the traffic:—

"The energy of capital (a contemporary says) has many ways of showing itself. Sometimes it can be brave, honest, and even humane. At other times it attempts to reduce free labour to serfdom, and will not pay the labourer wages on which he can subsist. Now and then we catch it dispensing with free labour altogether, and directing its active endeavours to the restoration or perpetuation of that fine old institution, abject slavery. It is now hard at work for this end in the Southern Seas. Mr. P. A. Taylor, the member for Leicester, has published letters from the Rev. Peter Milne, of Erromanga, where Williams was killed by the then savage natives, from which it appears that a brigantine called the 'Flirt,' belonging to one M'Kenzie, of Auckland, New Zealand, was carrying on flirtations with the natives, with a view to 'getting labourers for Fiji.' Another vessel, busy in the same trade, is the schooner 'Donald M'Lean,' Captain M'Leod."

Mr. Fox said, the honorable member had not given the House that amount of information that he had expected he would have done from the terms of the question. The Government had no information in reference to the subject alluded to by the honorable member in such very decided and strong terms, although only put in the form of a query; and he certainly thought that the assertions of the honorable member were such as necessitated his offering some proofs to the House upon asking the opinion of the Government. He had not heard, nor had he read anywhere, that any South Sea Islanders had been imported into Auckland by collusion with the Chiefs, or by the dispensing of douceurs to such Chiefs. No intimation to that effect, that he was aware of, had reached the Government, and he would have been glad if the honorable member, in asking the question, had given such information as might have enabled the Government to have judged more accurately of the character of the emergency alluded to by him. If the Government ascertained that there existed, or was likely to exist, any abuses of so gross a character as those referred to, they would not hesitate to bring before the House such a measure as might be necessary to suppress such abuses. Before doing so, however, they would take care to consult the honorable members from the Province of Auckland, particularly the Superintendent, with whom they had already been in communication on the subject, in order to ascertain what were really the facts of the case, and whether the people of Auckland, where the circumstance was said to have taken place, were in favour of any interference by the Government. The Government would take care that nothing was done which would be calculated to interfere with any legitimate course of action in the way of importing population into the Colony on the one hand; and on the other hand, that nothing was done which would interfere with the rights of the community. To show that the honorable members of the Government had not been negligent in the matter, he would state that on the first intimation they received, through the medium of the newspapers, that a traffic in South Sea Islanders had commenced, they communicated with the Superintendent of Auckland, and he would read to the House a couple of letters which had passed between the Colonial Secretary and that gentleman:—

"Colonial Secretary's Office, Wellington, June 6, 1870.

"Sir,

"It has been reported to the Government that a number of South Sea Islanders, under the pretence of having entered into engagements, have been brought to Auckland. I do not know how far the report is true, but the Government have under consideration a measure to prevent South Sea Islanders being brought to New Zealand against their will; and also, in case they are consenting parties, to afford a certain amount of supervision to secure, on the part of those who employ them, an adequate fulfilment of their engagements. When your Honor comes to Wellington, I hope you will allow me to consult you on the subject; but in the meanwhile, if you consider anything ought to be done, I shall be obliged to you if you will consult with Dr. Pollen, and take such steps as you may jointly consider desirable. If you think it desirable, legal advice may be obtained.

"I have, &c.,

(Signed)

"W. GISBORNE.

"His Honor the Superintendent, Auckland."

"Superintendent's Office, Auckland, June 9, 1870.

"Sir,

"I have the honor to acknowledge the receipt of your letter, No. 149, dated the 6th instant, relative to certain South Sea Islanders brought lately to this province. It is quite true that a number of these islanders

islanders have been brought into Auckland to work on the flax under an engagement with a private individual. His Honor the Superintendent will be happy to confer with the Honorable the Colonial Secretary on the subject; but he does not at present see the necessity for immediate active interference.

"I have, &c.,
 (Signed) "JOHN R. NICHOLSON, *Provincial Secretary,*
"In the absence of the Superintendent.

"The Hon. the Colonial Secretary, Wellington."

Under those circumstances the Government had for the moment abandoned the intention it had formed of proceeding further in the matter, and would not do so until there was every opportunity of obtaining further information on the subject.

No. 73.

Mr. Otway to the Secretary to the Board of Trade.

Foreign Office, September 6, 1870.

Sir,

I am directed by Earl Granville to transmit to you, to be laid before the Lords of Trade, two despatches, which have been received from Her Majesty's Consul in the Navigators' Islands,* reporting the proceedings, and his communications with Commodore Lambert, in the matter of a British vessel, the "Atlantic," which he detained, together with her master (who subsequently escaped from custody), upon a charge of kidnapping natives.

I am to request that you will call the earnest attention of their Lordships to the proceedings of the master and crew of the vessel in question.

I am, &c.,
 (Signed) ARTHUR OTWAY.

No. 74.

Mr. Otway to the Secretary to the Admiralty.

Foreign Office, September 8, 1870.

Sir,

With reference to your letter of the 15th of August last, and to former correspondence on the subject of the traffic in Polynesian Islanders, I am directed by Earl Granville to transmit to you, to be laid before the Lords of the Admiralty, an extract of a despatch from Her Majesty's Consul in the Fiji Islands,† stating that if it were possible that Her Majesty's ships could visit that group of islands with greater frequency than has hitherto been the case, much would thereby be done towards the suppression of such illegal doings as are rife in connection with the immigration of Polynesians.

I am, &c.,
 (Signed) ARTHUR OTWAY.

No. 75.

Earl Granville to Consul March.

Foreign Office, September 8, 1870.

Sir,

I approve your proceedings relative to the importation of Polynesian Islanders in Fiji, as well as the regulations which it is proposed to adopt in connection with it, as described in your despatch of the 17th of May last, and I have to add that you are at liberty to adopt those regulations.

I am, &c.,
 (Signed) GRANVILLE.

No. 76.

Mr. Otway to Sir F. Rogers.

Foreign Office, September 9, 1870.

Sir,

In reply to your letter of the 1st instant, I am directed by Earl Granville to state to you that his Lordship concurs with the Earl of Kimberley in the expediency of approving the conduct pursued by the Governor of New Zealand with reference to the information received by him from Her Majesty's Consul at Fiji, to the effect that most of the vessels arriving there and in the Tonga Islands from the ports of New Zealand are chartered for the conveyance of so-called immigrant labourers to those islands.

I am, &c.,
 (Signed) ARTHUR OTWAY.

No. 77.

Consul Williams to the Earl of Clarendon.—(Received, September 12.)

My Lord,

Apia Upolu, Samoa, March 11, 1870.

I herewith forward, for your Lordship's inspection, the papers in connection with the seizure of the schooner "Atlantic," and the affidavits given by the people who were kidnapped.

From the evidence I firmly believe that Captain Hayes did kidnap the Manihikians; he has also defrauded the people of Manihiki, and robbed them of their cocoanuts, mats, and hats.

Doubtless

* Nos. 67 and 68.

† No. 70.

Doubtless his intentions were to take the people, as labourers, to Fiji, in compliance with Mr. Betham's instructions; and had he succeeded in obtaining the number required he would have made a profitable voyage, which would have given him the chance of purchasing the "Atlantic" after landing the labourers.

I need not make any remarks on Captain Hayes' character, for that is too well known in the South Seas, the Australian Colonies, New Zealand, and other places.

Not being an eye-witness to the facts which have been given of his life by persons knowing him and reports in the public papers, I pass this by, and therefore proceed to make good the reasons why I believe he is guilty of this charge of kidnapping the Manihikians. Moete, who is the principal witness, is a member of the Christian Church at Manihiki; he has been duly baptized (so have all the other Manihikians); he has also been engaged as a Christian instructor, and he declares that the charge brought against him by Captain Hayes of having been tried and fined in his own island is without foundation.

He is well connected, and therefore his evidence ought to carry weight with it.

There is an air of truthfulness about the whole, and I cannot but believe that, had Captain Hayes been more successful in obtaining a greater number of young people, it would have suited his purpose better.

The engaging to carry the nuts across to Rakahanga, at the same time urging people to come on board to land the nuts at Rakahanga, the promising to pay for the mats and hats at Rakahanga, was all a scheme to induce young men, lads, and girls on board, and then sail away with them, as his actions clearly prove afterwards, for why not have gone to Rakahanga with those he had on board, and carried out his agreement? But no, he has the lads and girls led into the cabin, where he tells them the vessel is going to Samoa. The old people, being too feeble for labourers, are sent on shore, but Moete and the woman Toka's love being so great for their children they would not go on shore but would rather go with their sons and share their troubles than leave them. As to Mr. Hussey's affidavit, I would here state that he swore he was not married in the United States, and then married a woman of those islands; now he has abandoned her, and gone with another, although he has a wife living in the States.

He swears that the teacher Taiti sent off two little girls for Captain Hayes to do what he liked with.

This statement, the interpreter, Joseph Jordan, said he did not hear.

I consider Mr. Hussey's affidavit is of little worth.

James Wren, W. Robinson, Isaac Kitchen, California, Joseph Jordan, Tom, Robert Holland, and Jim, have been more or less tampered with by bribes, for the affidavits of Robert Holland, Jim, Tom, and California, are carefully worded, and not in accordance with what they said soon after the arrival of the vessel in Apia.

Joseph Jordan is a tool in the hands of Captain Hayes, and little or no dependence can be put in his word, for Captain Hayes is openly keeping his sister, and therefore he feels it his duty to conceal all he can on account of Hayes, for he has been supporting him.

He stated to Mr. Hunkin, folio 6, that "Moete remained in the 'Atlantic' on account of his children, who were forcibly kept on board," and also, "that the Manihikians on board the 'Atlantic' were brought away from their island against their wills;" to this he swears, and in his evidence, folio 301, he swears that they agreed to come to Samoa, and the whole of his evidence contradicts his statement to Mr. Hunkin. Captain Sterndale's is a very prejudiced statement; I believe most of his statement against Moete cannot be proved; he is under obligation to Captain Hayes.

Mr. Alvord is an adventurer, a man with little or no principle, and is also under obligation to Hayes.

The Pukapuka people, I firmly believe, were brought away under false representations. The Rev. T. Powell's (folio 93) statement clearly proves this.

The signatures of J. Stricklan, Okotai, and Paulo, are forgeries, for they can be compared with the Okotai and Paulo's signatures, folios 62, 66, and 70; also document herewith annexed, bearing J. Stricklan's signature; and further, how could these people certify, "that the within natives do fully understand the whole of this agreement, and engage themselves of their own free will," when they never saw each other at Pukapuka?

The whole transaction corresponds with Captain Hayes' well known character, and had he been able to carry out his intentions these people would have been working at Fiji.

The Danger Islanders are not fit for labourers, and when away from their accustomed food, cocoa-nuts and fish, they soon die, for out of the twenty who came with Captain Hayes, seventeen have died and others are very ill.

From the evidence, I intend to refer the case to Sydney, where it will be duly adjudicated in the Courts of Justice; and I shall send duplicates of all the papers with the prisoner Hayes, who will be accompanied by three or four of the witnesses.

Trusting your Lordship will support me in the course I have adopted,

I have, &c.,
(Signed) JOHN C. WILLIAMS.

Inclosure in No. 77.

[See No. 89, containing abstract of the Evidence.]

No. 78.

Consul Williams to the Earl of Clarendon.—(Received, September 12.)

My Lord,

Apia Upolu, Samoa, April 3, 1870.

Since writing my despatch of 11th March, Captain Hayes has made his escape on 1st of April in the brig "Pioneer," of Shanghai, under British colours, Benjamin Pease (an American), master.

He

He had some suspicions that I was intending to send him to Sydney the first favourable opportunity, although I had carefully avoided letting him or any one else know what my intentions were, but he, being a suspicious man, and dreading the trial, made his escape.

I offered the "Atlantic" to Mr. Betham, as per despatch of 10th March, but to the present date I have had no reply.

On Captain Hayes making his escape we all suspected that the "Pioncer" would sail for Savage Island to take off the produce belonging to Hayes on that Island, and as there was a vessel going Mr. Betham took passage and followed, hoping to overtake him, and prevent his taking away the produce, for he was owing Mr. Betham a large amount.

The "Atlantic" is still in my possession, owing to Mr. Betham's delay in answering my letter, but I fully expect on his return to be able to make some arrangements about the vessel, and wait your Lordship's pleasure.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

No. 79.

The Secretary to the Board of Trade to Mr. Otway.—(Received, September 15.)

Board of Trade, Whitehall, September 15, 1870.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 6th instant, transmitting two despatches received from Her Majesty's Consul in the Navigators' Islands, with reference to the proceedings of W. H. Hayes, master of the "Atlantic," as regards certain natives of Humphrey's and Danger Islands, whom he enticed on board the vessel, and requesting the earnest attention of this Board to the matter.

In reply, I am to state, for the information of Lord Granville, that the Board of Trade are unable to trace Hayes as holding a certificate of competency or service in the British Merchant Service; and they have consequently no means whatever of calling him to account for his proceedings. It does not appear from Mr. Williams' despatches whether the crew of the "Atlantic" were British seamen or only natives of the surrounding islands, but if they are British seamen the Board of Trade would now be unable to trace their whereabouts, and would therefore be unable to remonstrate with them.

The "Atlantic" appears to be registered in Sydney, and is owned by a Mr. Charles Kolso Moore, of that place. They have therefore forwarded copies of the correspondence to the Secretary of State for the Colonies for the owner's information, and they have at the same time requested that an inquiry into the circumstances may be held in the Colony, if inquiry be now possible.

Only one point remains for consideration, viz., the detention of the vessel by the Consul.

Upon this point the Board of Trade are unable to offer an opinion. They are not aware of any powers under which the Consul can legally do as he has done in this respect, but he may possibly possess powers of which they have no knowledge. Earl Granville will be best able to decide whether, under any of the laws for suppressing the slave trade, or otherwise, the Consul has that power.

I have, &c.,
(Signed) THOMAS GRAY.

No. 80.

Sir F. Rogers to Mr. Otway.—(Received, September 21.)

Downing-street, September 20, 1870.

Sir,

With reference to the letter from this office of the 1st instant, and to your answer of the 9th, respecting a statement made by Mr. March, that most of the vessels arriving at the Fiji Islands from New Zealand are chartered for the conveyance of so-called immigrant labourers to those islands, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch from the Governor of New South Wales, stating that he had received a letter from Mr. March, making a similar statement as regards vessels arriving at Ovalau from Sydney.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 80.

The Earl of Belmore to Earl Granville.

Government House, Sydney, July 4, 1870.

My Lord,

I have the honor to inform you that I have received a letter from Mr. Consul March, dated 1st May, drawing attention to the circumstance that most of the vessels arriving at Ovalau from Sydney are immediately chartered for the purpose of importing so-called labourers to Fiji.

2. Mr. March having suggested that steps should be taken in the matter, in order to prevent men engaging in such vessels from being unwittingly led to take part in a questionable traffic, I referred his letter to the Colonial Treasurer, who caused a report to be furnished by the Shipping Master at this port, which I have sent to Mr. March.

3. From this it appeared that, where crews are engaged before the Shipping Master, he, since the seizure of the "Daphne," has used all due caution in drawing up the agreements, in which the trade in which the vessel is to be engaged is to be specified particularly. In many cases, however, engagements take place, under the local law, on board the vessels, and he has not, therefore, the same opportunities of making explanations to the men.

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

No.

Consul March to the Earl of Clarendon.—(Received, September 27.)

Ovalau, June 14, 1870.

My Lord,

In continuation of my previous despatches respecting the introduction of Polynesian natives to Fiji, I venture to report to your Lordship that a deputation from the planters resident in the more remote districts of the group, waited upon me to request a revisal of the draft of regulations on the above subject, which I had the honor of transmitting to your Lordship in my despatch of February last.

It was urged by the deputation, that the rule compelling vessels to touch at Levuka before landing the labourers and distributing them among the different employers, inflicted much delay, trouble, and expense upon the planters located out of the immediate neighbourhood of Ovalau, and that consequently it was desirable to make such an alteration therein as would meet their case. Some of the other provisions, chiefly those relating to the food, clothing, and mode of punishment of the natives, whereby flogging was prohibited, were also submitted for reconsideration.

In reply to the objections advanced by the planters, I reminded those present of the circumstances which had led to the adoption of the rules in question, and read to them the memorial addressed by some of their number to Lord Belmore in the month of April of last year (which they appeared to have entirely forgotten), suggesting that "Her Majesty's Consul should be empowered to inspect all ships arriving with foreign labourers, in order to satisfy himself that they are voluntary immigrants; and that he should further have the power to demand a guarantee for their return home."

I also called their attention to Lord Granville's reply, informing the memorialists, through His Excellency the Governor of New South Wales, that a remedy for the evils in question would be found in their cordial co-operation with, and the support given to, me in dealing with the case of the immigrants.

The regulations under notice originated from this reply, and I begged the deputation to consider whether by now evading them the planters would not lay themselves open to a renewal of the allegations made against them, and repudiated in their address to Lord Belmore.

There could be no doubt that abuses had occurred; and if the community failed to assist me in placing the movement on a proper footing, Fiji would once more obtain unenviable notoriety.

It was impossible to assure myself—(1.) That the natives had come to these islands of their own free will; (2.) That they understood the nature of their engagement; and, (3.) That proper provision had been made for their return home, unless I examined them personally. It would, therefore, I thought, be wise on the part of the planters, to overlook the inconveniences to which they had alluded, and thus enable me to report favourably on their operations.

Whilst admitting that I had not much power to interfere with planters, I observed that I was invested with authority over British shipping; and that by a strict enforcement of "The Merchant Shipping Act, 1854," it was probable that I should be able to see that the importation of natives was conducted in the spirit of the regulations proposed for their protection. These regulations were doubtless susceptible of improvement; and any suggestions emanating from the majority of planters would receive attention. In the meantime, if I saw an earnest desire on their part to help me in the matter, I would do my best for their interests, so far as was compatible with my duties to Her Majesty's Government.

I respectfully beg leave to inclose copies of the resolutions passed at the public meetings held on this subject, by which your Lordship will perceive that the planters have fully acquiesced in, and confirmed the existing arrangements, and have offered me their "cordial support" in carrying them out.

I may perhaps be permitted to remind your Lordship that, pending further instructions, I only seek compliance with the principal rules, namely, those relating to the presentation of the natives at the Consulate, the engagement in the prescribed form between them and their employers, and the bond for their due return home. I neither grant permits to recruit labourers, or promote the traffic in any way. The planters are however very anxious that if on the one hand they comply with the rules I shall on the other grant licenses.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure 1 in No. 81.

Resolutions passed at a Meeting of Planters and others interested in the Labour Question, held at the Reading-room, Levuka, on Saturday, 5th June, 1870.

MR. H. BENTLEY in the Chair.

PROPOSED by Mr. Campbell, seconded by Mr. Nirmann:—

"That the meeting, while respecting in the highest degree the representative of British authority in Fiji, and actuated by an earnest desire to support and uphold him as far as lies in its power in the cause of order and in all other matters connected with the welfare of Fiji, are yet of opinion that the code of rules for the importation of hired labour are unnecessarily cumbersome and inoperative, and that they involve a useless expenditure of time and money, and do not at the same time realize the object in view."

Carried.

2. Proposed by Mr. Haynes, and seconded by Mr. Burt, citizen of the United States of America:—

"That a far more simple and efficacious code could be drawn up, having better results as regards the objects sought, viz., the proper importation of labour and the suppression of all attempts at kidnapping, if such exist."

Carried.

3. Proposed by Mr. Perkins, and seconded by Mr. Hoyle:—

"That to this end the Council of the Association of Fiji Planters be requested to frame such a code, that whilst resulting in stringent rules for suppressing improper importation of labour, shall yet offer no hindrance to *bonâ fide* planters desirous of placing men on their plantations, engaged in a regular manner, and of their own free will brought here."

Carried.

4. Proposed by Mr. Chalmers, and seconded by Mr. Rogalsky:—

“That a deputation, consisting of seven planters, do wait upon Her Britannic Majesty’s Consul on Monday, to submit the above resolutions, and at the same time to endeavour to induce him to consent to a revision of the present obnoxious code, and to report the results of their interview to an adjourned meeting to be held in the same place as before, at 2 p.m.”

Carried.

[The deputation had no suggestions ready to offer, and therefore expressed the intention of the planters to abide by the existing rules.]

Inclosure 2 in No. 81.

Mr. Bentley to Consul March.

Levuka, June 8, 1870.

Sir,

At a public meeting of the planters held in Levuka on the 7th June, the following resolution was proposed and carried unanimously:—

“That this meeting, having heard the report of the deputation appointed to wait upon the Consul, consider it perfectly satisfactory, and in accordance with this opinion offer their cordial support to Her Majesty’s Consul in carrying out rules for the importation of labour.”

(Signed) HENRY BENTLEY, *Chairman.*

No. 82.

Consul March to Earl Granville.—(Received, September 27.)

Ovalau, June 17, 1870.

My Lord,

With reference to the importation of natives of the New Hebrides and other islands of the South Sea to Fiji, I beg leave to transmit to your Lordship a return, prepared from the register opened at this Consulate, of the number landed here since the commencement of the present year.

The ship “Maafu” having struck upon a reef off Viti Levu, I was unable to have the natives who were on board brought to Ovalau for examination. The master of the “Sea Flower” alleged ignorance of the existing regulations in excuse for not presenting himself at the Consulate. This case, involving a breach of “The Merchant Shipping Act, 1854,” will be investigated on the arrival of a ship-of-war, when I will also proceed to inspect the men landed from the “Maafu.”

With these two exceptions, the natives imported to Fiji have all been paraded in front of the Consulate and severally examined by me as to their willingness to remain in the country. They appeared perfectly contented, and in no instance did I see anything tending to raise a suspicion of their having been kidnapped. I am satisfied that they understood the nature of their engagement so far as related to the period of service, to remuneration, and to their return home.

The various dialects spoken by these immigrants render it impossible for me to obtain the services of an efficient and at the same time trustworthy interpreter. Upon two occasions I have detected the person (a semi-savage) who was acting in that capacity, misrepresenting the wishes of the natives. When, therefore, none among them can speak English, I have to rely chiefly upon signs suggestive of forcible abduction and the result of patient inquiry to assure myself that these untutored people have been fairly dealt with, and are not engaged for longer periods than they desire.

I am not in a position to state positively how these natives are obtained, but I can assure your Lordship that, from the moment they come under my notice, I make every possible effort to detect injustice and otherwise protect them. Until, however, the traffic is suppressed or efficiently controlled by the enforcement of stringent regulations, facilities for abuse will continue to exist; and I most respectfully venture to submit to your Lordship that the necessity of adopting one of these measures is becoming greater every day. The increasing demand for labourers, resulting from a corresponding activity in the cultivation of cotton, has raised the price of each native to £12, and under the circumstances I fear that the movement will become entirely speculative, and, by gradually falling into the hands of lawless or unprincipled men, become akin to a trade in slaves.

The extending operations of the settlers will soon necessitate recourse to other sources of supply than those afforded by the neighbouring islands, and a few of the more enterprising planters have already dispatched a vessel of 300 tons burthen with the view of importing Chinese coolies.

As soon as an opportunity occurs in the arrival of a ship-of-war I purpose visiting the various cotton plantations owned by British subjects, and ascertaining the number of imported labourers on each, and the dates on which their engagements will expire.

I have the honor to inclose a set of papers (original), which will demonstrate to your Lordship the procedure of this office in the matter of the importation of Polynesian natives.

I have, &c.,

(Signed) EDWARD MARCH.

Inclosure

Inclosure 1 in No. 82.

RETURN of Natives of the New Hebrides and other Islands of the South Seas, imported to Fiji to serve as Labourers during the half-year ending June 30, 1870.

Name of Ship.	Tonnage.	Name of Master.	Date.		Number of Natives.			Whence.	Name of Employers.	Period of Service.	Expiration of Engagement.
			Departure	Arrival.	Male.	Female.	Total.				
1. Ringdove	20	Welch	1869, Nov. —	1870, Jan. 21	21	23	44	Gilbert Islands	McKissack Brothers	60 months	Jan. 20, 1874.
2. Ringdove	20	Welch	Jan. 25	Mar. 6	26	...	26	New Hebrides	McKissack and Strange	3 years	March 7, 1873.
3. Marion Renny ...	55	Rae	Mar. 12	June 10	29	30	68	Kingmill	Hennings and Co.	2 years	June 9, 1872.
4. Maafu	70	Penboss ...	Mar. 14	May 30	?	?	64	Banks' Islands	Bentley and Co.	{ Not ascer- tained... }	{ Not yet ascer- tained. }
5. Zephyr	25	Haddock ...	April 4	May 27	27	...	27	New Hebrides	Emberson and Co.	2 years	May 28, 1872.
6. Sea Flowers	40	Welch	April 16	?	?	?	42	New Hebrides	Eastgate and Co.	{ Not ascer- tained... }	{ Not yet ascer- tained. }
7. Van Tromp	32	Jones'	April 16	June 12	43	1	44	New Hebrides	Barrack and Co.	2 years	June 12, 1872.
8. Coquette.....	43	Smith	April 18	June 12	50	...	50	New Hebrides	Perkins and others	3 years	June 12, 1873.
9. Rita	200	Williams ...	Jan. 25	May 19	17	2	19	New Hebrides	Reece Brothers and Smith	3 years	May 18, 1873.

Inclosure 2 in No. 82.

Agreement.

MEMORANDUM of agreement, made this thirteenth day of June, one thousand eight hundred and seventy, between James Perkins, of Levuka, of the first part, and fifty natives of per ship "Coquette," of the second part.

The conditions are, that the said parties of the second part engage to serve the said party of the first part as labourers for the term of thirty-six calendar months, and also to obey him in all lawful and reasonable commands during that period. In consideration of which services the said party of the first part doth hereby agree to pay the said parties of the second part wages at the rate of £3 per annum; to provide them with the undermentioned rations daily; to provide suitable clothing and proper lodging, and to defray the expense of conveyance to the place at which they are to be employed; to pay wages in trade at the end of the term of the agreement, and provide them with a return passage to their native island at the expiration of their term of service.

No wages shall be deducted for medical attendance.

Daily Rations.

	lbs. oza.
Vegetables	7 0
Tobacco, per week	0 1½
Salt	0 2
Plantation fruit	ad lib.

Clothing per annum.

Four sulus.—Two mats.

In witness whereof both parties have mutually affixed their signatures to this document.

(Signed) JAMES PERKINS.
EDWARD MARCH, *Her Britannic Majesty's Consul,*
on behalf of the Natives.

Witness :

(Signed) G. R. B. JOHNSON, *Solicitor, Levuka.*

The above contract was explained in my presence to the immigrants above-mentioned, and signed for them by me and by James Perkins, at Levuka, this 13th day of June, 1870.

(Signed) EDWARD MARCH, *Her Britannic Majesty's Consul.*

FORM K.

Form of Bond to be given by Employed.

KNOW all men by these presents, that we, James Perkins, Watson Thomson, and Herman Luke, are held and firmly bound unto Her Britannic Majesty's Consul in Fiji and Tonga, in the sum of two pounds, of good and lawful money of Great Britain, for each Polynesian labourer employed by the said J. Perkins, to be paid to the said Consul and his successors, to which payment well and truly to be made we bind ourselves and every of us jointly and severally for and in the whole our heirs, executors, and administrators, and every of them firmly by these presents.

Sealed with our seals, dated this thirteenth day of June, one thousand eight hundred and seventy.

(Signed) JAMES PERKINS.
WATSON THOMSON.
HERMAN LUKE.

Whereas, by the regulations now in force for securing labourers from the South Sea Islands, it is amongst other things laid down, that all persons desirous of importing labourers from the South Sea Islands shall enter into a bond, with two sureties, to secure the return of the labourers to their native islands at the expiration of their term of service, and the due fulfilment on the part of the employer, at the rate of £3 for each labourer introduced :

Now the condition of this obligation is such, that if the above-bounden James Perkins shall provide for and pay the cost of the return passage of each and every South Sea Island labourer introduced by him under his application, and also well and truly discharge all the terms and conditions of the agreement with such labourer or labourers, then this obligation to be void; otherwise, to remain in full force and virtue.

Signed, sealed, and delivered by the above-bounden James Perkins, Watson Thomson, and Herman Luke, in the presence of,—

(Signed) G. R. B. JOHNSON, *Solicitor, Levuka.*

I hereby certify that the above bond was duly signed, sealed, and delivered by the said James Perkins, Watson Thomson, and Herman Luke, in my presence, this thirteenth day of June, one thousand eight hundred and seventy,—

(Signed) EDWARD MARCH, *Her Britannic Majesty's Consul.*

No. 83.

Sir F. Rogers to Mr. Otway.—(Received, September 30.)

Downing-street, September 29, 1870.

Sir,

I am directed by the Earl of Kimberley to transmit to you, to be laid before Earl Granville, a copy of a letter from the editor of the *European Mail*, requesting to be furnished "with any particulars of what is being done in the matter of the Fiji petition."

Lord Kimberley presumes that the applicant refers to the petition addressed to the Governor of New South Wales in April or May, 1869, by planters and others at Fiji, which is referred to in your letter to this department, of the 2nd of September in that year.

On this supposition Lord Kimberley proposes, with Lord Granville's concurrence, to answer the editor of the *European Mail*, by the letter of which a draft is enclosed.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 83.

The Editor of the European Mail to the Earl of Kimberley.

*The European Mail, Colonial Buildings, Cannon-street, London,
Editorial Offices, 4, Wine Office Court, Fleet-street,
September 20, 1870.*

THE editor of the *European Mail* presents his compliments to Her Majesty's Secretary of State for the Colonies, and would feel greatly obliged if he could furnish him with any particulars of what is being done in the matter of the Fiji petition.

Inclosure 2 in No. 83.

Sir F. Rogers to the Editor of the European Mail.

Downing-street, September 29, 1870.

Sir,

I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 20th instant, requesting to be furnished with any particulars of what is being done in the matter of the Fiji petition.

Lord Kimberley presumes that your letter has reference to a petition addressed to the Governor of New South Wales in April or May, 1869, by planters and others at Fiji, relating to the employment of foreign labour in those islands, in which it is suggested that Her Majesty's Consul should be empowered to inspect all ships arriving with foreign labourers, in order to satisfy himself that they are voluntary immigrants, and that he should further have the power to demand a guarantee from parties employing such labour for their return home at the expiration of the time agreed on in each individual case.

Lord Kimberley desires me to inform you that this memorial was duly forwarded to the Secretary of State for Foreign Affairs, and the memorialists were informed, at his suggestion, that whilst Her Majesty's Government were ready to give to Mr. Consul March every power which they could legally confer to enable him to deal with the case of the immigrants, the Committee and the European community in general could themselves most usefully co-operate with him by the establishment of good regulations, and by inviting his assistance in enforcing them.

I am, &c.,
(Signed) FREDERIC ROGERS.

No. 84.

Earl Granville to Consul March.

Foreign Office, October 5, 1870.

Sir,

I approve your proceedings in connection with the importation of Polynesian islanders into the Fiji Islands, as set forth in your despatch of the 17th of June last.

I am, &c.,
(Signed) GRANVILLE.

No.

179

No. 85.

*Mr. Otway to Consul March.**Foreign Office, October 10, 1870.*

Sir,

I am directed by Earl Granville to acknowledge the receipt of your despatch of the 14th of June last, stating that a deputation from the planters resident in the more remote districts of the Fiji Islands had requested you to revise the draft of regulations respecting the immigration into the islands of Polynesian islanders, a copy of which regulations was transmitted in your despatch of the 7th of February last, and approved by his Lordship.

Lord Granville desires me to inform you, in reply, that the regulations in question should not be relaxed, except in any respect that may tend to facilitate trade without diminishing the strict protection which Her Majesty's Government wish to afford to the immigrants.

(Signed) I am, &c.,
ARTHUR OTWAY.

No. 86.

*Mr. Otway to Sir F. Rogers.**Foreign Office, October 17, 1870.*

Sir,

In reply to your letter of the 29th ultimo, inclosing the draft of Lord Kimberley's proposed reply to the editor of the *European Mail*, respecting the Fiji petition, I am directed by Earl Granville to state that he concurs in Lord Kimberley's answer, but that Her Majesty's Consul at Fiji has since drawn up a code of regulations of which a copy is inclosed,* for controlling the introduction and treatment of natives from the Polynesian Islands, which has received Lord Granville's approval.

(Signed) I am, &c.,
ARTHUR OTWAY.

No. 87.

*Mr. Herbert to Mr. Otway.—(Received, October 18.)**Downing-street, October 17, 1870.*

Sir,

With reference to my letter of the 1st of September, I am directed by the Earl of Kimberley to transmit to you, to be laid before Lord Granville, a copy of a further despatch from the Governor of New Zealand, inclosing an extract of a letter addressed to him by the Missionary Bishop of Melanesia, respecting the importation of labour from the South Sea Islands to Fiji and elsewhere.

(Signed) I am, &c.,
ROBERT G. W. HERBERT.

Inclosure 1 in No. 87.

*Sir E. G. Bowen to Earl Granville.**Government House, Wellington, New Zealand, July 24, 1870.*

My Lord,

In continuation of my despatch of the 30th June ultimo, respecting the traffic in native labour from the South Sea Islands, I have the honor to transmit herewith an extract from a letter addressed to me on this subject by Dr. Patteson, the Missionary Bishop of Melanesia, who is now on a visit to New Zealand for the benefit of his health.

2. As Bishop Patteson has had so much practical experience among the South Sea Islanders, I made it my business to ask him for information on several points; and to request him to put in writing the practical suggestions which he made, and which will well repay attentive perusal. I shall communicate copies, or the substance of the inclosure, to the Commander commanding the Naval Forces on this Station, and also to His Royal Highness the Duke of Edinburgh, who is expected to arrive here shortly in Her Majesty's ship "Galatea," on his way to cruise among the South Sea Islands for the suppression of any illegal deportation of the natives.

(Signed) I have, &c.,
F. G. BOWEN.

Inclosure 2 in No. 87.

*The Right Rev. Bishop Patteson to Sir G. Bowen.**July 4, 1870.*

(Extract.)

I HAVE requested Mr. Tilly to forward tracings of such of our charts of the Banks' and New Hebrides Islands as have not been already published by the Admiralty. You are aware that Mr. Tilly (formerly in the Royal Navy) sailed the "Southern Cross" (missionary ship) for several years, and we have often tested

* Inclosure in No. 60.

tested and can rely on the accuracy of these charts. As many natives have been taken away from the abovementioned islands, and not improbably from the Santa Cruz Islands also, I think that they ought to be visited by any man-of-war instructed to prevent the illegal deportation of the natives.

2. I ascertained last winter that about 350 natives were taken away in the years 1868 and a part of 1869 from the Banks' Islands.

3. Some of these Islanders were taken to Queensland and some to the Fiji Islands.

4. I inclose extracts from the *Auckland Weekly News* of June 18th, 1870, to show the increasing demand for labourers in the Fiji Islands.

5. With regard to Queensland it rests with the Colonial Legislature to regulate this traffic by carrying out laws respecting the vessels licensed for the trade, the prohibition of any deception or violence being used towards the natives, and the humane treatment, while on board, of such natives as freely offer themselves to labour in the plantations.

The Colonial Government is also charged with the duty of seeing that the natives are justly treated and honestly paid while on the plantations, and of enforcing the agreement made by the employers of labour to take or send home the natives when their time of labour has expired.

It should also be provided that a certain time should be allowed for the instruction of the natives wheresoever a teacher can be placed among them.

Power should be given to a Board constituted for the purpose to watch carefully the working of these rules, and to punish summarily any violation of them.

6. With regard to the Fiji Islands the difficulty is much greater. Many of the settlers, and many of the sailing-masters of vessels engaged in the traffic are not, or may not be, British subjects.

Moreover, the subjects of the Queen settled in or trading to the Fiji Islands are not under the control of any Colonial Legislature.

7. On this ground, and for other reasons also, it seems that Imperial legislation is needed. It is clearly desirable that a uniform mode of dealing with this question should be adopted in these or any similar fields of labour, which may be created in countries not within the Queen's dominions.

The mode of licensing vessels;

The character and fitting of the vessels;

The number of natives that may be carried in vessels of a certain tonnage;

The rules concerning the seizure and forfeiture of unlicensed vessels engaging illegally in the trade, with other similar points, should be laid down by the Imperial Parliament.

8. The evidence of natives is not admissible in the Supreme Court of New South Wales as it is in New Zealand. Yet without such evidence it is clearly impossible to secure to the Islanders the protection of the law.

9. A man-of-war, the smaller the better, provided that she carries men enough to furnish prize crews, should be constantly cruising among the islands visited by these traders.

10. I do not advocate the suppression, but the regulation of this traffic. Deception, inhumanity, unjust detention of natives, and violation of agreements, are not necessary for the purpose of procuring and maintaining a supply of labourers for the plantations. Even on the ground of mere self-interest it would pay the planters to deal kindly and honestly with their workmen.

As things now are, it is admitted that this "system of so-called emigration is likely to degenerate, and probably has sometimes degenerated, into a practice approaching a slave trade, and perhaps, actually amounting to it." (Sir William Manning, Attorney General of New South Wales.)

It is very difficult for even well-intentioned men to carry on this traffic honestly. The dialects spoken in the islands of the Pacific are almost innumerable. There are no interpreters. Men employed by owners of vessels or by settlers as interpreters are quite unable to communicate freely, if at all, with the various islanders. A few sentences of broken English, with here and there a native word imperfectly understood and badly pronounced, are supposed to convey to the native's mind an intelligible idea of what is called a contract. The vast majority of natives taken from their homes have no notion of the distance or character of the place to which they are carried, and of the work they have to do,—of the length of time they are to be kept at work each day,—of the time, whether months or years, when they are to be brought home, if indeed they are taken home at all.

A native interpreter (*i.e.*, an Islander who has learned some English, and is used as a decoy to entice away his own people) is invariably an untrustworthy man in the pay of the trader, and ready with any lying story to induce natives to leave their home.

So also it is very difficult for the captain of a man-of-war to obtain reliable information of what is taking place in these islands. How, *e.g.*, at Santa Cruz Island, is he to find out whether any violence has been committed by the islanders or by traders? There is absolutely no means of communication with these natives. I am sure that no white man has set foot on Santa Cruz for many years except myself, and I cannot speak a sentence of their language properly. A natural retaliation upon some perhaps unoffending boats' crew is, in such circumstances, the first indication (in all probability) of some unhappy intercourse with some trading vessel.

I do not see what good can be done by a man-of-war visiting islands, or rather attempting to communicate with islanders, where the languages are almost or wholly unknown. The natives are naturally afraid of the "great ship," the guns, the number of men, except where Missionaries have taught them that these are the very ships they need not fear, because they are specially sent to provide that justice shall be done to the white and coloured man alike.

A man-of-war can to some extent check an illegal traffic by occasionally intercepting vessels engaged in the trade without a license, and by boarding licensed vessels, and seeing that they have only the proper number of natives on board, &c.

But it is not possible to obtain from the great majority of the islanders of the West Pacific any trustworthy account of what may have taken place among them; and it is useless to hope for any disinterested statement from the traders.

Inclosure 3 in No. 87.

Extract from the Auckland Weekly News of June 18, 1870.

FIJI.

(From our own Correspondent.)

Levuka, June 1, 1870.

THE COTTON CROP, 1870.—The picking season (from November to April) has been very successful, the weather fine, and the yield far in excess of the most sanguine expectation. It is the first general picking in some districts since South Sea Island cotton was introduced, and the value of the export is estimated at over £30,000. The next season will commence in a few days; as it will cover a larger acreage, and be carried on during the driest months of the year, we may look for a much larger amount. A cotton export of £70,000 to £80,000, as the year's result of the labour of a few scattered planters, is a fact of which they may be proud. It may well console them for Lord Clarendon's slur, that nobleman having been pleased to characterize Fiji settlers, in his public instructions to the new Consul, as a set of adventurers whom he would find more prone to question than to be obedient to his authority. To the cotton a few thousand pounds should be added for cocoanut oil, bêche-de-mer, and miscellaneous exports; but as they have long reached a limit, while cotton is only beginning, these items are not of much account.

THE LABOUR MARKET.—Labour is still the cry, and the demand is greater than ever. This year between 300 and 400 men have completed their time, and will be returned to the islands from which they came. Many are already on the way, and others continually leaving. To convey them, and to obtain more, fourteen vessels of different sizes are now out. The "Sea Witch," "Magellan," and "Mary Ann Christina," from Sydney, are to leave in a week for the same purpose. The barque "Harriett Armitage" is also chartered to go for labour. If successful, these vessels will bring about 1,000 men—not half enough to supply the present demand, without taking into account the wants of the numerous settlers just commencing plantations. £8 to £10 is now paid willingly for the passage of these men. Three years ago £4 was considered enormously high, and the general rate was from 50s. to 60s. However, we look soon for the first importation of Chinese, as the matter has been taken up by an influential Chinese merchant in Melbourne. The "Springbok," now here from Melbourne, will probably bring the first lot. They are not to cost more for passage-money than our present labourers, but as their wages, food, and clothing will be more expensive, and their wages be paid to them at fixed intervals, instead of at the end of their service, planting with Chinese will require more capital, and Tanna and island men must be still eagerly sought after by all who can get them. At the rate at which immigrants are coming in, new plantations being opened, and old ones extended, a good many thousand labourers will have to be introduced before the demand is satisfied.

PROPOSALS FOR ORGANIZATION.—With such growing interests and so many new men, a desire for organization of some kind is again being shown. A public meeting in Levuka ended in the appointment of a committee to draw up a plan. They have proposed to form a "corporation" of white settlers to act with the Fijian Chief in maintaining peace and order throughout the country. The proposals will be submitted to a public meeting on 15th June for consideration. Anything that tends to organize the whites and accustom them to work with the Chiefs must do good, and peace and order are already so well maintained by public opinion that we can afford the time for experiments, and shall not lose if they are unsuccessful.

ENGLAND'S COLONIAL POLICY.—The petition to the North German Government, sent by the German settlers, has borne fruit, and the "Heurtha," a German man-of-war, is to be here shortly with a Consul. Many Germans have claims against Cakobau which the Consul will have to look into on his arrival. The French and American Governments are also believed to be on the look-out. Among them the American is the flag which would be most warmly welcomed by settlers of all nationalities here. Of the British Government we hear nothing, except that they intend sending cruisers to look after the importation of labourers. As to the welfare of British settlers, that is of no moment in these days, and the Consul's explicit instructions are to discourage settlement by all means in his power—instructions which he finds absurd and impracticable.

REGULATION FOR IMPORTING LABOUR.—The regulations under which labourers are now imported are framed by the Consuls; and, though very strict, are willingly supported by the planters. The agreements with labourers are made before the Consuls, and registered in their books. No complaints of ill-treatment are ever heard of or suspected by either Consuls or Missionaries, while successive naval commanders have borne testimony to the good effected by the employment in civilized pursuits of so many savages who carry back new habits and ideas when they return to their wild homes. If, under these circumstances, the cruisers are only used to prevent possible kidnapping and abuses, their presence will be welcomed by all; but if, as there is too much reason to fear, they are being sent to carry out foregone conclusions, based on gross perversions and prejudice, we shall be dependent entirely on the good sense and impartiality which characterize naval officers, to prevent a mischievous interference, injurious alike to the planter and to the poor cannibal aboriginal whose interests it is intended to protect. Fortunately, abundance of Chinese labour will soon be at our disposal, and less anxiety is felt on the subject than would have been the case a few months ago.

WARS AND WAR RUMOURS.—Native affairs are in a mess, and look warlike. This does not much concern white settlers, as they keep entirely aloof from them. But as it may interest some of your readers, I will briefly state the position: Some time ago a confederation of Chiefs was formed. Cakobau joined it, and, to give consistency to its operations, surrendered to the Chief of Bua his right to the district of Solevu in the large north island. The confederation broke down, but Tui Bua would not give up his newly-acquired right to Solevu, and, being a half Tongan, was supported by Maafu, Tui Cakau, and all the other Chiefs of the large north and windward islands. Tui Bua's territory adjoins Solevu, while Cakobau's is in the large south and adjacent islands. The Solevu people sided with their old Chief, Cakobau, and, to localize the war, it was thought better to leave them and Tui Bua to fight it out alone. Reduced to extremity, the Solevu district sent a last appeal to Cakobau, and he has been unable to hold back any longer. Levying a tax

tax on all his people, he soon raised funds enough to purchase the schooner "Jeannie Duncan," for £1,100, and the beautiful little Sydney yacht "Vivid," for £800 more. Assembling men from the different islands, he has sent these vessels and 700 warriors to the Solevu people, but stays behind himself, on condition that Maafu and the Windward Island Chiefs do the same. If they fight, it will be a general war; but it is expected that internal dissensions, bribery, and the usual Fijian diplomacy, will prevent their offering anything like solid opposition. A little episode in connection with this subject may be worth narrating. Tui Bua has a schooner which he charters to white settlers in his district. Used thus by Mr. Beaver, she was proceeding from Levuka to Bua, when Cakobau's Secretary, Mr. Drew, anxious to do a good stroke, followed her in the "Vivid," with Cakobau's flag proudly displayed, and with lighted portfires and loaded guns; he succeeded in overhauling the schooner and bringing her a prize into port. White men being on board both vessels, the consequences of a fight might have been unpleasant; and the matter was at once taken up by the British Consul, who at once compelled the immediate surrender of the schooner. His action in this is backed by nearly every settler, as the policy of keeping white men entirely aloof from those internal squabbles of native Chiefs meets with universal support. As to the "war," it will probably end, like many of its predecessors, in the firing of plenty of bad powder from bad muskets, and the ultimate victory, with very little fighting, of the party which can make the most noise and the largest display.

SCHOONER "CLARA" ON A REEF.—Speaking of Tui Bua's schooner, the "Clara," her adventures by no means ended with her release by the Consul. Resuming her voyage, she took on board, at Cakobau's request, a messenger to Solevu, and was to call for him on her return to Levuka. In doing so she got on the reef, when the Solevu people seized her crew of Buans. Tui Bua's Secretary (Mr. Wilkinson), a passenger by her, being left without a crew, abandoned the vessel, and found his way to complain at Levuka. Cakobau ordered her immediate release, and sent a canoe for the purpose. They found the unfortunate "Clara" so seriously damaged that her career is likely to end in a claim from Bua for compensation.

INFLUX OF POPULATION.—There has been a considerable influx of people during the last two months from Sydney and Melbourne—over 100 in all. Most of these are travelling about in the Group, and, so far as I have been able to learn, are satisfied to cast in their lot with this country. The last two arrivals were, the barques "Springbok," from Melbourne, and "Harriett Armitage," from Sydney, full of passengers, but with little cargo. The "Norman" has just left, and the new barque "Meteor" is loading. These two vessels, with the "Young Australian," "Susannah Booth," "John Wesley," and "Magellan Cloud," are our regular traders with Sydney, to which port nearly all the Fiji cotton is sent. Auckland, being so much nearer, ought, in the opinion of many, to take a good share of the trade; but at present there is only one New Zealand house (Reece, Brothers, of Canterbury) here.

No. 88.

Consul Miller to Earl Granville.—(Received, October 24.)

Tahiti, June 11, 1870.

My Lord,

In the report which I had the honor of addressing to your Lordship in my despatch of the 21st of February last, relative to the importation of Polynesian labour into Tahiti, I submitted the particulars of a disastrous voyage, attended with enormous loss of life at the Gilbert Islands, that had been made in the year 1869 by the Tahitian Immigrant ship "Moaroa;" and I stated that, at the date of my despatch, the "Moaroa" had been long absent on a second voyage to the Gilbert Group, again in quest of labourers for the cotton plantation at Atimaono, on this island.

With a view to the completion of the report above referred to, I deem it my duty now to add, that the "Moaroa," after a tedious voyage of five months' duration, returned to Tahiti in the month of April last with only about 150 immigrants on board,—men, women, and children, all included; being, I understand, less than half the number of islanders hoped to be procured.

Beyond the foregoing but few particulars can be relied upon as authentic that have hitherto been made public concerning this second voyage of the "Moaroa," or as to the engagement of the immigrants brought by her.

On the other hand, I have not heard that any complaints have been preferred by the immigrants since their arrival in this country.

I have, &c.,
(Signed) G. C. MILLER.

No. 89.

Report by Mr. Rothery to the Lords Commissioners of Her Majesty's Treasury upon the case of the "Atlantic."—(Communicated to Earl Granville, October 25.)

May it please your Lordships,

In obedience to your Lordship's commands I have perused and considered the documents herewith returned, consisting of a letter from the Under Secretary of State for Foreign Affairs, bearing date the 19th ultimo, with its inclosures, relative to the case of a British vessel called the "Atlantic," which had been detained by the British Consul in the Navigator Islands, on a charge of kidnapping the natives; and the Under Secretary states that Lord Granville would be glad to have my opinion upon the whole case, upon the proceedings of the Consul, and as to the proper course to pursue in the matter.

The present is one of those unhappy cases to which your Lordship's attention was called in the early part of the present year in connection with a Bill which it was proposed to bring in, and which formed the subject of my report to your Lordships of the 8th of June last. The circumstances of the present case are as follows:—

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In the month of September, 1869, a Captain W. W. Hayes, whose character seems to have been well known in those seas, was at Apia in Upolu, one of the group of the Samoa or Navigator Islands, when he was applied to by a person called Frederick Henry Severight, who had then recently arrived from the Fiji Islands with orders from several planters there to procure labourers for them. Captain Hayes was at that time without a vessel, having lost the ship which he had owned, but he soon afterwards obtained from Messrs. Betham and Moore, an English firm established at Apia, the command of the schooner "Atlantic," in which he sailed on the 12th of October following, with Mr. Severight on board. After touching at various places they, on the 12th of the following month of November, sighted Manihiki, or Humphrey's Island, another of the Samoan Group; and there Captain Hayes, a woman who lived with him on board his vessel, named Mary Jordan, her brother, Joseph Jordan, who acted as interpreter, and Mr. Severight, landed.

The same night the "Atlantic" drifted out to sea, and it was eight or ten days before she again fetched the land.

In the meantime Hayes, the Jordans', and Mr. Severight were lodged on shore in the native Missionary's house, and having learnt that the islanders were desirous of going to a neighbouring island called Rakahana, or Revison's Island, to carry a quantity of cocoanuts, and some hats and mats as presents to the islanders, Captain Hayes proposed to take them over without charge, and to return with them after they had seen their friends. He proposed, too, that the whole settlement should go,—men, women, and children. Before, however, the return of the "Atlantic," Captain Hayes had begun to excite the suspicious of the islanders by his having deflowered a child of tender years, and by his evident anxiety to get the whole of the female portion of the settlement on board; but it was proposed by the elders that the women and girls should remain behind, and that only the males should go. To this arrangement, however, Captain Hayes strongly objected, telling them that it would not look well to pay their visit unaccompanied by their women; but all his efforts to persuade the female portion of the settlement to go on board failed. At length, however, when he had got on board some 20,000 cocoanuts and a quantity of mats and hats, Captain Hayes seems to have made a last effort to induce the natives to come on board; and, with that view, he sent the dingy belonging to the Missionary teacher, Taiti, ashore, to persuade the people to come and receive payment for their goods. In about an hour or two the dingy returned, accompanied by a native boat, in which there were two little girls, eight boys, one middle-aged woman, and several old men. When Captain Hayes found that he could not persuade any more natives to come on board, he told Joseph Jordan to take the two little girls and eight boys down into the cabin, and endeavoured to persuade the elderly natives to return to the shore in the boat. This, however, they seemed very unwilling to do without their children, but at length all the old people were got into the native boat, with the exception of the old man named Moete and the woman, both of whom had children on board, and who consequently refused to leave. The vessel thereupon stood out to sea, and Captain Hayes then, for the first time, informed the natives whom he had on board that it was not his intention to go to Rakahana at all, but to the Fiji Islands.

The "Atlantic" then sailed direct for Pukapuka, or Danger Island, another of the Samoan Group. But before arriving there, Captain Hayes inquired of Moete what he intended to say to any natives who might come on board, and having been told by him that he should say that they had been stolen from Manihiki, he ordered Moete and all the Manihikians to go below when they got near the island, and fastened down the hatches upon them, and this course he adopted during the whole time that they lay off Pukapuka whenever any native boat approached the ship, fearing that, if any communication should take place, he would not be able to obtain any labourers from Pukapuka.

The attempt of Captain Hayes to obtain labourers at Pukapuka did not at first meet with much success, for the natives from some cause or other seem to have entertained some suspicion of his intentions. Through the agency, however, of the native Missionary, Okotai, the difficulties were to a certain extent removed, and it was ultimately arranged that a small body only of them, nineteen or thereabouts, should in the first instance go, accompanied by their Chief, Pilote; the agreement was for a period of six months to pick cotton at Voilete, in the Island of Upolu, but the Chief was to remain with them for two months, when he was to be taken back to Pukapuka, and if satisfied with the treatment they received, Captain Hayes was promised 100 labourers.

On Pilote and the Pukapukans coming on board, the vessel was got under weigh, but it was not until she was well clear of the island that the Manihikians were allowed to come on deck. On seeing them, and hearing from Moete how they had come on board, the Pukapukans immediately concluded that they also had been betrayed, and that Captain Hayes did not intend to carry out his engagement with them—a suspicion, I fear, which there is too much reason to believe was well founded, for although the agreement, which is to be found amongst the papers, and which purports to have been signed by all the natives, is to work for a period of only six months "on the island of Upolu, or any other island of the Samoan Group," to which both Pukapuka and the Manihiki belong, there is very strong evidence that the agreement which Captain Hayes induced the Pukapukans to sign, whether with or without the connivance of the native Missionary, Okotai, was to labour for a period of five years at Naitamba in the Fiji Islands; for both Mr. Severight and Mr. Powell, the Missionary resident at Pagopago, in the island of Tutnila, another of the Samoan Group, to which the vessel proceeded immediately after leaving Pukapuka, speak of having seen such an agreement, and the latter states that he believes that the agreement, which is amongst the papers, was forged by Captain Hayes, after his arrest by the natives, and whilst he was staying at his, the Missionary's house, as hereinafter mentioned.

The "Atlantic" then proceeded to Pagopago, where she arrived on the evening of the 14th of December, and on the following morning Captain Hayes ordered the natives, both Manihikians and Pukapukans, to go on shore to wash their clothes, and gave strict instructions to Moete that he was not to let one of them escape. Moete, however, soon after they had landed, proceeded to inform the Chief of Pagopago, Manga by name, that he and the rest of the Manihikians had been stolen from their homes. Accordingly, Manga accompanied him to Mr. Powell, the Missionary, when Manga stated that it was the intention of himself and his people to seize the vessel and release the natives. Mr. Powell, however, warned them against the consequences of so violent a proceeding. No sooner, however, had they left him, than Mr. Severight came to Mr. Powell, and confirmed the statement that the vessel was, as it is called, a man-stealer, and that the natives on board had been kidnapped. On receiving this information, Mr. Powell suggested to the natives that they should tell the Manihikians that, if they had been stolen, they need not return to the ship, but that they had better remain on shore.

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In the meantime Moete had returned with the Chief, Manga, to the place where he had left the Manihikians and Pukapukans, and found that they had all returned on board. It was then arranged that he should go back to the vessel, assemble all the natives, and advise them, on his giving a signal, all to jump into the sea at once and swim ashore. He accordingly did so, and on the signal being given they all, with the exception of about ten of the more weakly, jumped into the sea and reached the shore in safety.

The few who remained on board were immediately seized by Captain Hayes and his crew and thrust below the deck.

At this time the ship's boat with the mate and some of the crew were on shore taking in water, and Manga finding that some of the natives were still detained on board seized the boat and her crew. Captain Hayes, then finding that his boat and crew were detained, immediately armed himself with his revolvers, and taking a native boat proceeded to the shore. Manga seeing the captain approach armed, and well knowing his desperate character, ordered some of his men to put off in another canoe with directions, when they got into shallow water, to upset the captain's boat, and thus wet his powder. The stratagem succeeded perfectly, and Captain Hayes being unable to use his revolvers was easily overpowered and disarmed.

Notwithstanding this man's previous conduct the natives seemed to have treated him with the greatest kindness and consideration; they took him to Mr. Powell's house and there lodged him, and Manga immediately wrote off to Mr. Hunkin, Her Majesty's Consular Agent resident at Leone, the capital of this Island of Tutuila, and which was about 15 miles distant, stating what he had done and requesting his immediate attendance. Mr. Hunkin, however, at first declined to attend, as he was under the impression that the "Atlantic" was an American vessel, but on receiving other more urgent letters from Manga, and a letter from Captain Hayes himself saying that, although he was an American-born citizen, the vessel was British, and claiming his intervention, Mr. Hunkin proceeded in a native boat to Pagopago. He arrived there early on the 18th of December, and found Captain Hayes still a prisoner, but well treated, and after various negotiations, but with which it is not necessary to trouble your Lordships, it was agreed that Captain Hayes and the vessel should be released to enable her to proceed to Apia, there to have the matter decided by the British Consul; but as the natives refused to trust themselves within his power, it was arranged that they should remain at Pagopago pending a reference to the British Consul.

It was thought then that everything was arranged; but here the difficulty arose on the part of the crew of the "Atlantic," who likewise feared to remain on board with the captain, believing that once released he had not any intention of going to Apia. Under these circumstances, Mr. Hunkin determined to take upon himself the responsibility of sending the vessel under the command of the mate to Apia to receive the Consul's directions, retaining Captain Hayes with him, and to save appearances Captain Hayes requested that it might be given out that he remained as Mr. Hunkin's visitor. The natives also remained at Pagopago.

The "Atlantic" arrived at Apia on the 24th December, in charge of Mr. Hussey, the mate, when Mr. Williams, the British Consul, immediately determined to take the vessel to Pagopago, and to bring the master and natives in her to Apia.

Accordingly, on the 9th of January following, Mr. Williams returned with them all to Apia, and on the 12th of that month opened a Court of Inquiry into the circumstances. The inquiry continued from that day until the 23rd of the same month, when, owing to Captain Hayes having had a fit, which confined him to his bed, it was necessarily suspended for some days. Ultimately, the enquiry terminated on the 14th of February, and the conclusion to which the Consul came was, that Captain Hayes was guilty of the charges which had been preferred against him, and that the best course for him to pursue was to refer the whole case to Sydney. Knowing, however, the desperate character of the man, and having no place in which to confine him, and being fairly convinced that as soon as he knew what the decision was he would immediately make his escape, he delayed giving judgment, and in the meantime, and as no one could be found sufficiently bold to take charge of the "Atlantic" to Sydney with Captain Hayes on board, Mr. Williams addressed a letter to Commodore Lambert, requesting his assistance for that purpose; Captain Hayes, however, having some suspicion that it was intended to send him to Sydney, and being out on his parole, thought it best to make his escape, and on the 1st of April following he left the island in a brig called the "Pioneer," of Shanghai.

It should here be added that, after Captain Hayes's departure, the vessel seems to have remained in the Consul's hands, the owner, Mr. Betham, having refused to accept her on the conditions proposed by the Consul in a letter from him dated the 10th of March last. And by a letter from Mr. Williams, dated the 7th of March, it seems that between the 12th of January and that day no less than seven of the Pukapukans, or more than one-third of the whole number, had died, and that others were then very ill from the change of diet—their food in their own islands consisting entirely of coconuts and fish. How many of these poor creatures still survive, and what has become of them, there is nothing in these papers to show.

Such, then, are the facts of this unhappy case; and, after a very careful perusal of the whole of the evidence, which is extremely voluminous, I think there can be no doubt that the charges preferred against Captain Hayes have been fully established.

Those charges were, as regards the Manihikians, that he had taken them away against their will, with the intention of disposing of them in the Fiji Islands; and, as regards the Puka-pukans, that he had entered into an engagement with them to labour for six months in an island of the Samoan Group, and that he was carrying them also away to the Fiji Islands.

The natives, many of whom were examined by the Consul, appeared to me to give a very clear and consistent account of the whole transaction.

Their evidence is supported by that of Mr. Severight, of Mr. Powell, and, in a measure, by that of some of the witnesses produced on behalf of Captain Hayes. Indeed, Captain Hayes appears to me hardly to deny the charges preferred against him. He does not deny that his agreement with the Manihikians was to take them with their coconuts to Rokahana, and yet, instead of so doing, he sailed away with them to Puka-puka.

The excuse that the natives were too few to land the coconuts, and that they had only brought one boat instead of two for the purpose, is a mere pretext, for it could never justify the carrying away of these young people from their homes.

It is admitted by all the captain's witnesses that when the Manihikians came on board they were under the impression that they were going to Rokahana; that Captain Hayes ordered Jordan to take all the

the young people down into the cabin; and that it was then, and then only, that they learnt for the first time that they were not going to Rakahana. It is impossible, therefore, to believe that these children went voluntarily in the ship, and that they were not carried off against their will.

The agreement too, which was produced by the captain, and to which their names purport to have been signed, is, so far as the Manihikians are concerned, confessedly a forgery, for it is admitted by every one that they were not allowed to have any communication with the shore at Puka-puka, but were always sent below when any boat approached; and yet Okotai, the native Missionary at Puka-puka, whom they never saw, purports to be one of the attesting witnesses to their signatures.

The statement too, of the mate and others of the crew of the "Atlantic," that Moete had brought the two young girls on board, saying that they had been sent by the Missionary, Taiti, in whose house Captain Hayes had been staying during his residence at Manihiki, to do what he liked with them, if true, would no doubt seriously compromise the characters both of Moete and of the Missionary; but I do not see how it would justify the carrying off those people from their homes.

On the whole, looking at the facts of the case, seeing that the object of the voyage was to obtain native labour, and that Mr. Severight, who was on board for the purpose, required that labour for the Fiji Islands; looking also at the evidence given by Mr. Powell of the existence of an agreement, which Captain Hayes had fraudulently induced the Puka-pukans to sign, to work for him at the Fiji Islands; remembering too the unscrupulous character of Captain Hayes, who is described by Mr. Williams, the British Consul, as being a man of desperate character, "well known throughout the Colonies, San Francisco, Sandwich Islands, and China," and whose career has "been one of roguery," so that "there are but few parts of the world where he can go without being apprehended by the law,"—I think that there can be little doubt that his intention was, as Mr. Williams says, to take the natives, Manihikians as well as Puka-pukans, against their wills to the Fiji Islands, there to force them to labour; and had he succeeded in his object it may well be doubted whether any of them would ever again have returned to their homes.

If then the charges preferred against Hayes be established, I think there can be little doubt that he is deserving of the most severe punishment which the law allows.

The offence with which he is charged, although not what is ordinarily called the slave trade,—by which I mean the African slave trade,—is in effect slave-trading in the larger sense of the term; it is the forcible or fraudulent carrying off persons against their wills to be used and dealt with as slaves. And the question which has now to be considered is, whether the offence is one which the laws of this country can reach?

It is certainly much to be regretted that the Bill which it was proposed to bring in, and which formed the subject of my report to your Lordships of the 8th June last, has not been passed, as it was expressly designed to meet a case of this kind, and there would then have been no doubt as to the legality of the Consul's proceedings, or as to the punishment which would have awaited Captain Hayes. It may, however, be well to inquire, whether there is anything in the existing Slave Trade Acts which would meet such a case as the present.

In advising upon this point I shall do so with the utmost reserve, as I doubt not that your Lordships would prefer in a case of this description to have the opinion of the Law Officers of the Crown, the questions involved being of great importance.

My duty will be confined simply to calling your Lordship's attention to those provisions of some of the Slave Trade Acts which appear to me have a bearing on the case.

The first Act then, to which I will call your Lordship's attention, is the Slave Trade Consolidation Act, the 5th Geo. IV, c. 113. Now, although there is no doubt that this Act was expressly directed against the African slave trade, its provisions would seem to have a more general application, and to have for their object, so far as British vessels are concerned, the entire suppression of the slave trade wheresoever carried on, and to whatever country the slaves, or the persons to be treated or dealt with as slaves, may belong. The 2nd section of that Act provides, "That it shall not be lawful for any person to deal or trade in, purchase, sell, barter, or transfer, or contract for the dealing or trading in, purchase, sale, barter, or transfer of slaves, or persons intended to be dealt with as slaves; or to carry away or remove, or to contract for the carrying away or removing, of slaves or other persons, as or in order to their being dealt with as slaves;" or to import or bring into any place whatever, or to ship or embark any such persons, &c.

The 3rd section imposes certain penalties for dealing in slaves, or exporting or importing them, or shipping them for the purpose of exportation or importation; and the 4th section declares that the ship, vessel, or boat, which shall be found employed in such a trade shall, together with any property on board belonging to any owner or part owner of the vessel, be forfeited to the Crown.

And then the 9th section proceeds as follows: "That if any British subject, or any person resident within Her Majesty's dominions, shall upon the high seas, &c., 'Knowingly and wilfully carry away, convey, or remove, or aid or assist in carrying away, conveying, or removing, any person or persons away as a slave or slaves, or for the purpose of his, her, or their being imported or brought as a slave or slaves into any island, colony, country, territory, or place whatsoever, or for the purpose of his, her, or their being sold, transferred, used, or dealt with as a slave or slaves;' or if any person shall "knowingly and wilfully ship, embark, receive, detain, or confine, or assist in shipping, embarking, receiving, detaining, or confining on board any ship, vessel, or boat, any person or persons for the purpose of his, her, or their being imported or brought as a slave or slaves into any island, colony, country, territory, or place whatsoever, or for the purpose of his, her, or their being sold, transferred, used, or dealt with as slave or slaves," then and in every such case the person so offending shall be deemed to be guilty of piracy, and shall be punished accordingly.

The 10th section provides that any person engaging in any such trade, as well as the master, supercargo, or any officer of the vessel, shall be deemed guilty of felony.

And the 11th provides that any petty officer or seaman serving on board any such vessel shall be deemed guilty of a misdemeanour.

Now in all these sections there are no words which limit the operation of the statute to the African slave trade; the provisions are perfectly general, and would seem to include any act of slave-trading by British subjects, or by persons subject to British jurisdiction, wheresoever carried on, and whatever may be the nationality of the slaves or persons used or dealt with as slaves.

There is another Act to which it may be well also to call your Lordship's attention, the 6 and 7 Vict., cap. 98, the 1st section of which extends the provisions of preceding statute to the case of British subjects

subjects resident in foreign countries; and the 2nd section declares, "That all persons holden in servitude as pledges for debts, and commonly called pawns, or by whatever other name they may be called or known, shall for the purposes of the said Consolidated Slave Trade Act, &c., be deemed and construed to be slaves, or persons intended to be dealt with as slaves."

Looking at the general terms of these statutes, I am inclined to think that they would reach the present case; that the "Atlantic," if proceeded against, would be forfeited, and that Captain Hayes, if arraigned before a British jury, would meet with the punishment which he so richly deserves.

But whether the prosecution were successful or not, I think that it should be undertaken; the offence of which Captain Hayes is accused is of so heinous a nature, and the evidence against him appears to me to be so strong, that it would be a case of much regret if he were to escape with impunity. I should add that the fact that Captain Hayes was apparently a citizen of the United States would make no difference; he was at the time master of a British vessel, sailing under the British flag, and as such would be subject to British jurisdiction; indeed, in writing to the British Consular Agent in Tutuila, he admits his status of a British subject, claims the Consul's protection as the master of a British vessel, and as being in the same position as if English born.

As regards Mr. Williams, the British Consul at Apia, respecting whom Lord Granville has asked your Lordship's opinion, it appears to me that he was right in seizing this vessel, and that he would have been fully justified in sending her as well as her master for adjudication before the Courts at Sydney. And if the vessel still remains in his custody I would, subject to the opinion of the Law Officers of the Crown, venture to suggest that proceedings should forthwith be instituted for her condemnation.

Captain Hayes, it appears, has escaped; but should he at any time again come within British jurisdiction, I venture to suggest, with the same reservation, that he should be arrested and at once placed upon his trial.

It might be well also to ascertain what part Messrs. Betham and Moore, the owners of the vessel, have had in these transactions, and whether they were in any way parties to these nefarious proceedings; if so, they ought also to be put upon their trial.

Before concluding this report it will be proper to advert to a fact which arises incidentally in the case. It will be seen that it was chiefly through the instrumentality of the native Missionaries at Manihiki and Puka-puka, Taiti and Okotai by name, that the natives were induced to go on board; it was with these Missionaries that Captain Hayes chiefly communicated, and he resided with his woman, Mary Jordan, in Taiti's house at Manihiki for several days. There is also a charge against this Missionary of having sent two young girls to Captain Hayes by Moete.

It does not appear whether these persons are agents of the Church Missionary Society, but it might be well to suggest to Lord Granville that the attention of that Society should be called to the facts, in order that the charges may be investigated, and, if well founded, that steps should be taken to prevent their recurrence.

In conclusion, I would observe that the conduct of Mr. Hunkin, the Consular Agent in Tutuila, and of Mr. Powell, the Missionary at Pagopago, are, in my opinion, deserving of commendation; they appear to have acted, under circumstances of great difficulty, with promptitude and discretion. It is, however, to Manga, the Chief of Pagopago, to whose courage and determination these poor natives entirely owe their liberty, that the greatest praise is due; the skill with which he succeeded in disarming Captain Hayes, and thus preventing bloodshed, and the consideration with which he seems to have subsequently treated him whilst still retaining him as a prisoner, are deserving of the highest commendation; the service, too, was one which was not unattended with danger, looking at the desperate character of Captain Hayes, and it seems to have been performed with great judgment and discretion.

All of which is most humbly submitted to your Lordship's wisdom.

(Signed)

H. C. ROTHERY.

Doctors' Commons, October 15, 1870.

Opinion of the Law Officers of the Crown on the above Report.

WE concur generally in the views expressed by Mr. Rothery. We are of opinion that the acts to which he refers are wide enough to embrace this case; that legal proceedings, such as he recommends, may be taken against the vessel; that Captain Hayes may be legally taken into custody on his arrival in British territory, and sent for trial before a British Court of Law; and that the Consul is justified in detaining the vessel and sending her for trial to Sydney.

(Signed)

R. P. COLLIER.
J. D. COLERIDGE.
TRAVERS TWISS.

Temple, November 22, 1870.

No. 90.

Consul March to Earl Granville.—(Received, November 7.)

Ovalau, August 10, 1870.

My Lord,

A Mr. Smith, who, in opposition to a Mr. Minton, describes himself as owner of the vessel "Daphne," having, at the moment of the departure of the mail, intimated to me that he has transmitted to your Lordship a copy of a letter which he addressed to this Office, and wherein I observe various misstatements, I deem it right to inform your Lordship that this Mr. Smith, since his arrival in Fiji, has been the cause of constant annoyance, and, by his persistent intrusions to Her Majesty's Consulate, has greatly hindered me in the discharge of my duties.

To Mr. Smith's application that I should immediately make over to him the natives landed here by order of Captain Palmer, of Her Majesty's ship "Rosario," I replied that I was not in a position to interfere

interfere with the free action of those men, or prevent their engaging themselves as they thought best. I regarded them in exactly the same light as if they were white men. They did not appear bound to Mr. Smith by any indefeasible title, and, even if they were so bound, I had not the power to enforce the execution of their contract. At the same time, if such were the case, I should do my utmost to induce the parties to abide by their agreement.

To compel the natives to change masters would be an arbitrary proceeding on my part, and would, I am convinced, entail misery upon these unfortunate people, who appear quite contented with their present employers.

The question between Mr. Smith and the natives resolves itself, I humbly submit, into one of breach of contract, with which the Consulate is not obliged to connect itself. The natives, if more intelligent, might also advance, with some reason, the argument that contracts are often dissolved by matter extrinsic, and that their case is one in point.

I will do myself the honor of forwarding to your Lordship, by the next mail, copies of the agreements under which the natives from the "Daphne" are at present employed, and such information as will, I trust, prove to your Lordship that Mr. Smith has no reason to trouble your Lordship in this matter.

I have, &c.,
(Signed) EDWARD MARCH.

No. 91.

Earl Granville to Consul Williams.

Foreign Office, November 19, 1870.

Sir,

With reference to my despatch of the 6th of August last, respecting the case of the "Atlantic," I have to instruct you to inform Mr. Hankin that I entirely approve his proceedings in this matter; and I should be glad to know how Her Majesty's Government could best mark their approbation of the conduct of the Chief of Pago-Pago Island, whose courage and discretion in dealing with Hayes they desire to acknowledge.

I inclose, for your information, a copy of a letter which I have caused to be addressed to the Church Missionary Society respecting the proceedings of the native Missionaries at Humphrey and Danger Islands.

I am, &c.,
(Signed) GRANVILLE.

Inclosure in No. 91.

Mr. Otway to the Rev. E. Hutchinson.

Foreign Office, November 19, 1870.

Sir,

I am directed by Earl Granville to request that you will inform the Church Missionary Society that his attention has been called, in connection with the notorious case of the master of the British vessel "Atlantic," charged with decoying natives in the Pacific Islands under false pretences, for conveyance, practically as slaves, to the Fiji Islands, to the conduct of the native Missionaries at Humphrey Island (Manihiki) and Danger Island (Puka-puka).

It appears that it was chiefly through the influence of these Missionaries, Taiti and Okotai by name, that the natives were induced to go on board the "Atlantic;" that the master, Captain Hayes, resided and communicated with them during his stay in these islands, and at Humphrey Island lived at the Missionary's house with a woman; and a charge is also brought against this Missionary of having sent two young girls to Hayes "to do what he liked with."

Lord Granville is not aware whether these persons are agents of the Church Missionary Society, but he desires to inform the Society of these facts in case they should wish to investigate them, with the view of preventing the recurrence of such proceedings.

I am further to suggest that it might be well for the Missionaries in these islands to warn the natives of the danger they incur in going on board vessels, or signing contracts of labour without proper advice.

I am, &c.,
(Signed) ARTHUR OTWAY.

No. 92.

Consul March to Earl Granville.—(Received, November 28.)

Ovalau, August 30, 1870.

My Lord,

On the 6th of June last, a Mr. E. S. Smith, describing himself as owner of the ship "Daphne," presented himself at the Consulate, and requested that I should deliver to him the natives landed here by order of Captain Palmer, of Her Majesty's ship "Rosario." A Mr. S. Minton, writing from Sydney, had also made a similar application. Both threatened recourse to force if their demands were not complied with, and each denied the other's right of interference. Without, therefore, in any way entering into the merits of their respective claims, I informed Mr. Smith that I had received no orders to dispose of those human

human beings in the manner he wished, and that, in my opinion, so far as the Consulate was concerned, they were free to choose their own employers, to work or not work at all, to remain in Fiji, or return to their homes; that, at all events, I had not authority or power to compel them to do anything contrary to their inclination. Circumstances beyond their control had, I said, produced a change in their condition; and whoever advanced a claim to them should settle the question with the aid of such tribunals as could take cognizance of a breach of contract. I further informed Mr. Smith, that if he could show me the legal instruments by which he claimed an indefeasible right to the men, he might rely upon my best efforts to induce them to abide by the terms of the agreements they might have entered into. I need scarcely state that the applicant was unable to produce any document; whilst, on the other hand, the natives reiterated their refusal to enter his service, and declared that they had been surreptitiously brought away from their homes. Mr. Smith was very violent in the office, said he would obtain the men by force, and dispose of them to the highest bidder.

It would appear, from the further information that has come to light, that these natives have well-grounded cause of complaint against the owners of the "Daphne," and that, notwithstanding the failure of conviction on the charge of the "natives being conveyed and confined as and in order to their being dealt with as slaves," sufficient irregularities might, perhaps, have been proven to have brought those concerned within the action of section 268 of the Merchant Shipping Act, 1854, or section 21 of the Merchant Shipping Act Amendment, 18 and 19 Vict., cap. 91, or section 11 of the Merchant Shipping Act, 1867. I pray your Lordship will pardon my presuming to give this opinion. I do so most humbly, under a conscientious desire to discharge my duty, and in the hope that, as the movement in the importation of South Sea Island natives is rapidly increasing, your Lordship will be pleased to advise me whether in any future similar case I may act in accordance with these views.

Soon after hearing of the release of the "Daphne," I proceeded to two of the plantations on which the natives landed from that vessel were employed. I found them in good health, and content. They made me understand they had sufficient food, and that they did not wish to change masters. One of them showed me a cicatrized wound which he had received whilst endeavouring to elude his captors.

In the expectation of hearing from your Lordship as to the position of these natives since the release of the "Daphne" I have abstained from taking upon myself to adjudge in the issue raised by Mr. Smith; indeed, I had no power to do otherwise.

Basing my action upon the supposition that the natives should not be treated differently to white men under similar circumstances, and that they are only amenable to such legal authority as exists in Fiji, I have lately endeavoured to settle the question of the right to their services by advising the present employers to pay the owners of the "Daphne" the passage-money of the men, who, in consideration thereof, should forego all further claims on them. The large amount demanded by the one party, and the knowledge entertained by the other that a refusal to pay it could entail no penalty, caused a failure of negotiations. In the meantime the natives, who understand their position, remain with their respective employers, with whom they had long since contracted to serve.

Extending to them the same protection which I give to all imported natives, I have caused their masters to enter into the usual bonds for the fulfilment of their agreements. I have the honor to inclose copies of a set of these documents, by which your Lordship will observe a clause to the effect that the contract is without prejudice to the legal settlement of the dispute existing between the owners of the "Daphne" and the natives, regarding the circumstances of their conveyance to Fiji, and the right to their services.

I have also the honor to inclose the result of an examination of some of the natives, held at the Consulate in the latter part of last year, which, taken in conjunction with the inclosed extracts from Mr. Smith's own correspondence, may perhaps show that the disinclination evinced by these unfortunate people to return to the possession of the owners of the "Daphne" is not unreasonable.

In conclusion, I respectfully beg leave to state that Mr. Smith, resenting my refusal to coerce the natives and take advantage of their helplessness, has taken exception at a passage in a letter I addressed him so far back as the month of March last, a copy of which I beg to enclose, wherein I referred to the improper manner in which, it appeared, some of the natives had been obtained, a statement which had no relation to the judgment given at Sydney, for persons may abstain from committing themselves within the provisions of the Slave Act, and yet obtain natives in an improper manner.

As an officer empowered by law to take cognizance of crimes and offences committed on board British ships, Mr. Smith should know that it is not unwarrantable in me to hold such an opinion as the details of a case taken in their entirety will justify.

I have, &c.,
(Signed) EDWARD MARCH.

Inclosure 1 in No. 92.

Agreement and Bond in matter of Natives from "Daphne."

Know all men by these presents, that we, H. Emberson and Co., F. and W. Hennings, and W. Reece, merchants, are held and firmly bound unto Her Britannic Majesty's Consul for Fiji and Tonga, and his successors, in the sum of £2 of good and lawful money of Great Britain, for each Polynesian labourer employed by H. Emberson and Co., to be paid by the said Consul and his successors, by which payment, well and truly to be made, we bind ourselves and every of us jointly and severally, for and in the whole, our heirs, executors, and administrators, and every of them firmly by these presents.

Scaled with our seals, dated this 22nd day of August, 1870.

(Signed)

(l.s.)

H. EMBERSON AND CO.,

By L. MOODY.

(l.s.)

F. & W. HENNINGS.

(l.s.)

WILLIAM REECE.

Whereas by the regulations now in force for procuring labourers from the South Sea Islands, it is amongst other things laid down that all persons desirous of importing labourers from the South Sea Islands shall enter into a bond, with two securities, to secure the return of the labourers to their native islands at the

the expiration of their term of service, and the due fulfilment on the part of the employer, at the rate of £2 for each labourer introduced: Now, the condition of this obligation is such that, if the above-bounden H. Emberson and Co., F. and W. Hennings, and W. Reece, shall provide for and pay the cost of the return passage of each and every South Sea Island labourer employed by him, and also well and truly discharge all the terms and conditions of his agreement with such labourers, then this obligation to be void; otherwise, to remain in full force and virtue.

Signed, sealed, and delivered, by the above-bounden H. Emberson by L. Moody and William Reece, and F. and W. Hennings, in the presence of,—

(Signed) EDWARD MARCH.

I hereby certify that the annexed bond was duly signed, sealed, and delivered by the said H. Emberson, F. and W. Hennings, and W. Reece, in my presence, this 22nd day of August, 1870,—

(Signed) EDWARD MARCH, *Her Britannic Majesty's Consul.*

Memorandum of Agreement, made this 22nd day of August, 1870, between H. Emberson and Co., merchants, of the first part, and three Lagoon Natives, of the second part.

THE conditions are that the said parties of the second part engage to serve the said party of the first part as labourers for the term of twenty calendar months, and also to obey him in all lawful and reasonable commands during that period,—in consideration of which services the said party of the first part doth hereby agree to pay the said parties of the second part at the rate of £2 8s. per annum,—to provide them with the within-mentioned rations daily,—to provide suitable clothing and proper lodging, and to defray the expense of conveyance to the place at which they are to be employed,—to pay wages in trade at the end of the term of agreement, and provide them with a return passage to their native islands at the expiration of their term of service.

No wages shall be deducted for medical attendance.

Daily Rations.

	lbs.	ozs.
Vegetables.....	7	0
Tobacco, per week	0	1½
Salt	0	2
Plantation fruit		<i>ad lib.</i>

Clothing per Annum.

Four sulus.—Two mats.

In witness whereof both parties have mutually affixed their signatures to this document, with the understanding that their doing so is without prejudice to the legal settlement of the dispute existing between the owners of the "Daphne" and the undersigned natives, regarding the circumstances of their conveyance to Fiji, and the right to their services.

(Signed)

H. EMBERSON & CO.,

Per W. W.

NAPPALINGGALING, his × mark.

TIPERIPERI, his × mark.

MARSI, his × mark.

The within contract was explained in my presence to the natives above-mentioned, and signed before me this 22nd day of August, 1870,—

(Signed) EDWARD MARCH, *Her Britannic Majesty's Consul.*

Inclosure 2 in No. 92.

Examination of South Sea Islanders, landed at Fiji from the schooner "Daphne," upon the 24th April, 1869.

PANNIKEN, a native of Amota Lava, Banks' Islands, states he has been nearly three years in Fiji, and can speak English. Through him the following natives are examined:—

Tombulu and Naam, two men from Union Island, explained their case as follows:—We went to Tanna, and worked for Lewin. While there we were beaten by the Tanna men and Eugini men. Lewin did not beat us. After we had been there a short time (less than a month) we stole a boat and ran away, hoping to reach the Union; the names of our party were [here follow names] eleven altogether. The two last men are dead. Matuviri died of hunger, cold, and exhaustion in the boat. Howka was killed at Sandwich. Tavu was seized by the natives, and we think killed.

After our escape from Tanna we reached Erromanga, or first landfall, and landed for water. We were surprised by the Erromangans, and Tavu was captured and led away into the bush, crying out very much. The rest of us put to sea, and in time came to Sandwich. The natives beckoned us ashore. We landed, and were at once attacked. All were more or less hurt, but Kowka was killed outright with spears and arrows. One or two nights after this Lewin came there in the ship we lately left. Lewin took us away, also his boat. He saw us and cried out, "Man belong to me! man belong to me!" whereupon the Sandwich men gave us to him.

We then went in his ship to Munilava, Kawa, Volu, Lakon, and Mi. We then returned to Sandwich and Tanna, thence to this place Fiji. We were told to come and work in Fiji in consideration of knives, calico, and muskets, to be given to us by-and-by.

When we left Miaw we were pulled into the boat. We cried and said, "No good white man." We went to the boat to sell yams. We want to go back to Miaw.

Rishmel, of Lakon Island. Lewin and Dick came to my place, and a lot of us went to the boat with pigs and yams for sale. Lewin said, "Come to ship," and the Lakon men said, "No no like go ship," and

and the Lakon men did not go. Then Lewin, Dick, and the men laid hold of us by the wrists and waists [action imitated] and took us to the boat. We cried, and some men wanted to fight, and some Lakon men said, "No fight."

[The statements of several other natives are to the same effect, and leave no doubt that they were cajoled on board, and conveyed to Fiji against their will.—E.M.]

Inclosure 3 in No. 92.

Mr. Smith to Consul March.

(Extract.)

I then chartered the vessel to Lewin, not being aware at the time of the notoriety of the man for kidnapping practices. . . . He made the first trip to Brisbane with the vessel in November, 1868, taking fifty natives, and got into trouble there through not having a proper license. . . . Williams having previously forwarded a report to the Commodore respecting Lewin's conduct while on board the "Daphne," on which vessel the deceased was some time a seaman. [This man is supposed to have been murdered by Lewin, in consequence of the report.]

Might is generally right among the natives. The Chiefs and parents, or powerful men, are easily bribed by muskets or other merchandise to force their weaker friends or relations to consent to depart as "native labourers,"—these latter being easily and unmistakably made to feel that they could not remain in their native places in peace or safety if their stronger brethren or friends were resolved that they should leave.

Inclosure 4 in No. 92.

Consul March to Mr. Smith.

Ovalau, March 2, 1870.

Sir,

I have to acknowledge the receipt of your communications, dated the 22nd November and 18th December last, respectively, accompanied by inclosures A, B, C, D, which I have noted, and herewith return in accordance with your request.

Referring to your letter of the 22nd November last, on the subject of the murder of Henry Williams, and your own fears of meeting a similar fate, I beg to inform you the Commodore of the Australian Squadron has notified his intention to direct the Captain of the first ship-of-war visiting Polynesia to call at Tanna and investigate your complaint. You will, therefore, prepare any evidence you may have against the natives or Ross Lewin, in order it may be submitted to notice with as little delay as possible.

With regard to the natives landed from the "Daphne," and to your request "they may be disposed of in the best manner possible," and the money remitted to some Bank in Sydney, I beg to inform you I cannot accede to your request, inasmuch as no instructions have been received from Her Majesty's Government, while there is very strong evidence obtained, since the detention of the "Daphne," to show the natives were obtained in a highly improper manner; and although the case has been discharged, it by no means follows Her Majesty's Government will decline to entertain the statement of the natives, as made through an interpreter.

In view of your own description (page 10) of the "trade in natives," and the fact of Ross Lewin having been the prime mover in recruiting the natives embarked in the "Daphne," it may not be considered improper to regard the said natives as free agents in every sense of the word, and competent to remain in or to leave Fiji, as they may feel disposed.

Your suggestion in reference to the appointment of a Vice-Consul to reside in the New Hebrides shall receive my consideration.

I am, &c.,
(Signed) EDWARD MARCH.

No. 93.

The Rev. E. Hutchinson to Mr. Olway.—(Received, November 29.)

Salisbury Square, London, November 22, 1870.

Sir,

I have to acknowledge your favour of the 19th instant, and beg to inform you that this Society has no Mission in the Pacific Islands.

I have, &c.,
(Signed) EDWD. HUTCHINSON,
Secretary of Church Missionary Society.

No. 94.

Earl Granville to Consul March.

Foreign Office, December 8, 1870.

Sir,

With reference to your despatch of the 30th of August last, I have to acquaint you that instructions regarding the claims preferred by the owner and others interested in the "Daphne" on account of the conveyance of immigrants in that vessel to Fiji, to which you draw my attention in your despatch, will be sent to you shortly. In the meantime your proceedings in this matter are approved, and you are hereby authorized to incur, if necessary, a moderate expenditure in forwarding to their own homes any of these natives who may desire to return there before they have completed their engagements in Fiji; but those who desire to remain with their present employers should not be interfered with.

I take this opportunity of transmitting to you an extract of a letter,* addressed to the Governor of New Zealand by Dr. Patteson, the Missionary Bishop of Melanesia, containing suggestions for the regulation of the traffic in native labour between the South Sea Islanders, and I have at the same time to acquaint you that the question of conferring upon you further powers under the Foreign Jurisdiction Act, to enable you to deal with this and other matters to which you have called my attention, is now under the consideration of Her Majesty's Government.

(Signed) I am, &c.,
GRANVILLE.

No. 95.

The Secretary to the Board of Trade to Mr. Otway.—(Received, December 22.)

Board of Trade, Whitchall Gardens, December 21, 1870.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7th instant, inclosing a copy of a report by Mr. Rothery upon the alleged kidnapping of certain natives of the Pacific Islands, by Captain W. W. Hayes, master of the "Atlantic," and stating that Lord Granville will be glad to learn that this Board can assist in the punishment of the parties implicated.

In reply, I am to request you to inform his Lordship that the Board of Trade have directed the Registrar of Seamen to note the circumstances of the case, with a view to report the appearance of Captain Hayes, if he should ever be found serving on board a British vessel.

(Signed) I am, &c.,
THOMAS GRAY.

No. 96.

Mr. Holland to Lord Enfield.—(Received, January 9.)

Downing-street, January 7, 1871.

Sir,

I am directed by the Earl of Kimberley to transmit to you, for the information of Lord Granville, a copy of a despatch from the Governor of New South Wales, forwarding some information on the subject of the kidnapping of natives of the South Sea Islands, which had been communicated to him by the Rev. John Palmer, connected with the Melanesian Mission Establishment at Norfolk Island.

(Signed) I am, &c.,
H. T. HOLLAND.

Inclosure 1 in No. 96.

The Earl of Belmore to the Earl of Kimberley.

Government House, Sydney, October 24, 1870.

My Lord,

During my recent visit to Norfolk Island, I found, in conversation with one of the Clergymen, Rev. John Palmer, connected with the Melanesian Mission Establishment there, that he had recently returned from the South Sea Islands, and had obtained some information respecting the kidnapping of natives.

At my request he put it upon paper for me.

I forward it for your Lordship's information, and will let Commodore Stirling have a copy of it.

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

Inclosure 2 in No. 96.

The Rev. J. Palmer to the Earl of Belmore.

October 24, 1870.

My Lord,

Your Lordship has requested me to put in writing the information that I obtained whilst in the South Sea Islands lately, respecting the kidnapping of natives.

My informants were natives of the Banks' Islands, one of them a baptized lad who had been in our school in Auckland some three or four years.

His story was that a vessel anchored in Port Patteson (Vanna Lava); that a number of natives went on board with yams, &c., for sale. After a time he and others were invited into the hold to get biscuits. Some went below and the hatches were put on, a scuffle ensued on deck with the crew and the remainder of the natives who refused to go below. Some of the natives jumped overboard, others were seized and put in the hold. The vessel then put out to sea, hanging about the islands for some days and sending their boat on shore occasionally, where upon two occasions, at least, they came into collision with the natives. On one occasion they cut out a canoe and brought the men on board, one with a gash over the forehead, another with his arm broken.

They

* Inclosure 2 in No. 87.

They had previously cut out a canoe for Meralar, containing three men, all of whom were on board. Several other men told like stories to my informants of the way in which they had been kidnapped. They were guarded closely by day, the men on board being all armed and were miserably fed, a small piece of cocoanut and a piece of yam about 3 inches square being the day's allowance. After being on board several days, they, six in number, crept over the bow of the vessel at night. Five of them got on shore at Vanna Lava almost exhausted, at daylight, after a swim of six or seven hours.

I could not learn the name of this vessel nor the name of her captain. Their boats' crews are composed chiefly of Loyalty Islanders, with occasionally a white man. The natives told me that some of the vessels that came took only men away who went willingly; others seized men by force and carried them off; and of these latter they had many instances, giving me the names of the men, &c., but as I kept no note of them, I can merely state the fact, but the above story may be relied upon.

Yours, &c.,
(Signed) JOHN PALMER.

No. 97.

Mr. Holland to Mr. Hammond—(Received, January 18.)

Downing-street, January 17, 1871.

Sir,

With reference to your letter of the 21st March last, respecting the claims arising from the landing of natives from the ship "Daphne," which was prosecuted for slave-trading, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch which has been received upon the subject from the Governor of New South Wales.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 97.

The Earl of Belmore to the Earl of Kimberley.

Government House, Sydney, October 24, 1870.

My Lord,

On the 16th instant Commodore Stirling forwarded to me for my consideration the copy of a letter from Mr. E. S. Smith (about whom I communicated with Earl Granville in the 4th paragraph of my despatch of 13th June), and who claims the natives landed from the "Daphne" last year by Captain Palmer, in which he requested the Commodore to communicate with Mr. March, with a view to the natives being given up to himself.

2. The Commodore having stated that there was no objection on the part of the Navy to the services of these natives being given up to their proper owner, I thought it advisable to allow him to peruse Lord Granville's despatch and its inclosures of the 7th April, by which he would learn the view taken by Her Majesty's Government of this matter, and also that there were conflicting claims, as I took care to inform him in my confidential letter giving cover to the despatch, to these natives; and I remarked that he would probably conclude that he, as well as myself, was in no way called to interfere in the matter. He has returned now the despatch to me.

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

Inclosure 2 in No. 97.

Commodore Stirling to the Earl of Belmore.

"Olio," at Sydney, October 16, 1870.

My Lord,

I have the honor to forward, for your Lordship's consideration, a copy of a letter dated 15th instant, from Mr. E. S. Smith, of Sydney, who states that he is entitled to the services of the natives landed at Levuka by orders from Commander Palmer, in March, 1869, from the schooner "Daphne."

On referring to the records of the Station I find that Commander Palmer, of the "Rosario," landed 100 natives when he seized the "Daphne," and placed them under the care of Mr. J. B. Thurston, the then Acting Consul at Levuka, with a request that he would take charge of them on behalf of the Crown until instructions were received from the New South Wales Government.

I beg to add that there is no objection on the part of the Navy to the services of these natives being given up to their proper employers.

Mr. Smith, I believe, left Sydney yesterday in the "Harriett Armytage" for Levuka.

I have, &c.,
(Signed) T. H. STIRLING.

Inclosure

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Inclosure 3 in No. 97.

Mr. Smith to Commodore Stirling.

Sydney, October 15, 1870.

Sir,

I have the honor to call your attention to the case of the schooner "Daphne," of which I was the owner, and which was seized by Commander Palmer, of Her Majesty's ship "Rosario," in the harbour of Levuka, Fiji, in the month of March, 1869, on a charge of having on board 100 natives intended to be used or dealt with in Fiji as slaves.

These natives were taken out of the vessel by Commander Palmer and placed in custody of one Henry Thurston, brother to the then Acting Consul, J. B. Thurston, and the "Daphne," captain, and crew were brought to Sydney, in order to be dealt with on the charge of slavery.

This charge was preferred, in the first instance, in the Police Court at Sydney, where the charge was dismissed on the ground "that there was no evidence to support the same," and it was then preferred in Her Majesty's Admiralty Court here, and Sir Alfred Stephen, Judge of that Court and Her Majesty's Chief Justice in this Colony, decided "that these natives were not slaves in any sense of the word, or intended to be used or dealt with as such." It was proved and admitted, during that case, that the natives were engaged to serve in Fiji for a period of three years at a stipulated rate of wages, and to be returned to their homes at the expiration of their service.

Mr. Thurston, in whose custody the natives were placed by Commander Palmer, refuses to release these natives or to recognize my claim to their services, or pay for the expenses of their passage to Fiji, on the ground that they were placed in his charge by Commander Palmer, and that he was ordered by that officer not to give the natives up to anyone whatever, or to recognize the claim of anyone to their services, except on an order or authority to that effect from Commander Palmer himself, or some other officer in Her Majesty's service; and Mr. Thurston refuses to recognize the Consul for Fiji, Mr. March, as such an officer, or as having any jurisdiction in the matter; and Mr. Thurston further alleges that he is under the impression that it is his duty to retain these natives until relieved from his responsibility in the matter by such an order or authority which would mean a virtual imprisonment for life of these natives, unless Mr. Thurston be disabused of his alleged impression by such an order or authority. Mr. March thinks he has no power in the matter, and referred me to Captain Palmer, by whom the natives were taken; and Captain Palmer, in his communication to me on the subject, seemed to think that the Consul would see justice done in the matter. Under these circumstances, and as Captain Palmer has departed for England, I beg that you will communicate with the Consul for Fiji, Mr. March, on the subject, and that you will cause it to be notified to Mr. Thurston that he is relieved, or is not under any responsibility, such as he alleges, to retain these natives, and that he be instructed not to detain or harbour these any further; and I would also respectfully request that you will take such other steps to have justice done in the matter as you may deem right and advisable.

I have, &c.,
(Signed) E. S. SMITH.

No. 98.

The Secretary to the Admiralty to Mr. Hammond.—(Received, January 25.)

Admiralty, January 24, 1871.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Secretary of State for Foreign Affairs, the inclosed copies of the orders given by the Commodore commanding on the New Zealand station to His Royal Highness the Duke of Edinburgh, for inquiries to be made, on the visit of Her Majesty's ship "Galatea" to Noumea, respecting the action of the French authorities in Loyalty Islands as regards natives returning there after performing their engagements in Queensland; more especially with reference to the complaint made in the case of the "Latona" schooner.

2. A copy of a representation on the subject, from the Governor of Queensland to Commodore Stirling, is also inclosed.

I am, &c.,
(Signed) VERNON LUSHINGTON.

Inclosure 1 in No. 98.

*Commodore Stirling to Captain His Royal Highness the Duke of Edinburgh, K. G.**"Clio," at Sydney, November 15, 1870.*

Sir,

With reference to the "Galatea's" sailing orders, dated to-day, I beg to inclose copies of correspondence from His Excellency the Governor of Queensland, respecting the action of the French authorities in the Loyalty Islands.

Whilst at Noumea, I request your Royal Highness will communicate with His Excellency the Governor of New Caledonia, respecting the particular complaint contained in the correspondence, and also endeavour to ascertain what regulations the French Government have established regarding the return of natives to their homes in the Loyalty Islands after completing their engagements in foreign countries.

Special and full reports should be sent to me, in duplicate, on these subjects, and copies of any proclamation or public notice which may have been issued relative thereto.

I have, &c.,
(Signed) F. STIRLING.

Inclosure 2 in No. 98.

Governor Blackall to the Senior Officer Commanding the Australian Station.

Government House, Brisbane, August 11, 1870.

Sir,

I have the honor to inclose to you copies of letters and evidence which have been addressed to me, relative to the interference of certain parties at the Islands of Sefu and Maré, with vessels trading thence to those islands, and with natives who have been returned thereto after performing their engagements with employers in this Colony.

2. I have received no intimation that the French Government have any jurisdiction over these islands. I shall, as a matter of course, report the occurrence to the Secretary of State for the Colonies; but, in the meantime, as I understand a British cruiser has been specially appointed to regulate the traffic in these islands, I shall be obliged to you to instruct the officer in command to inquire into the matter, as I shall feel much indebted to you if you will let me know the result at your earliest convenience.

I have, &c.,
(Signed) SAMUEL W. BLACKALL.

Inclosure 3 in No. 98.

Mr. Palmer to Governor Blackall.

Colonial Secretary's Office, Brisbane, August 6, 1870.

Your Excellency,

I have the honor to forward to you the accompanying copy of a letter from the Immigration Agent, inclosing a letter addressed to him by Captain F. Winship, of the schooner "Latona," relative to the difficulties which he has recently experienced in returning certain South Sea Islanders to their native Islands, Lijon and Maré, with the view of obtaining an expression of opinion from your Excellency on the subject.

I have, &c.,
(Signed) A. H. PALMER.

Inclosure 4 in No. 98.

Mr. Gray to the Colonial Secretary, Queensland.

Immigration Office, Brisbane, August 5, 1870.

Sir,

I have the honor to forward to you the inclosed copy of a letter addressed to me by Captain T. Winship, of the schooner "Latona," with reference to the difficulties now experienced in returning South Sea Islanders who have completed their period of service in the Colony to their native Islands, more particularly to the Islands of Lijon and Maré, and to direct your attention to the urgent necessity of taking such steps in the matter as you may think fit, to prevent in future what appears to be a gross violation of commercial laws, and which, if silently permitted, would efficaciously prevent any more natives from these islands being returned, as no master of a vessel would incur the danger of being charged, at the will of the Resident Commandant, an excessive, or any amount, upon landing return natives.

I may observe that there are still a considerable number of Lijon and Maré men in the Colony, some of whom will shortly be entitled to return passages, and I fear that difficulty will now be experienced in providing for their conveyance.

If the French authorities at Noumea have decided to impose a tax upon the return of the Loyalty Islanders, it would be well if the tariff were generally known, and a copy of the regulations furnished to the Government for promulgation.

I have, &c.,
(Signed) ROBERT GRAY, *Immigration Agent.*

Inclosure 5 in No. 98.

Mr. Winship to Mr. Gray.

Cleveland, July 27, 1870.

Sir,

With reference to your inquiry respecting the alleged difficulty experienced in landing return natives on the Loyalty Islands, I have the honor to inform you that the "Latona," under my command, entered North West Bay, in the Island of Lijon on the morning of the 7th May last. I landed at the chief town or settlement, and immediately proceeded to the offices of the Commander to report the arrival of the vessel with twenty-three natives from Queensland, producing at the same time the ship's papers, also the licenses I held from the Queensland Government to return islanders to their native places, asking also to be allowed to land the men and their effects after office hours in case it could not be accomplished sooner, which was granted in a courteous manner.

The islanders were accordingly landed the same evening, but as each and every man stepped on shore he was marched off to gaol, and their boxes and their chattels taken possession of by a party of soldiers by order of the Commanding Officer.

The following morning I called upon the Commander for my papers and usual receipts, when to my surprise he informed me (through an interpreter) that unless I immediately paid a fine of £2 per head for all the natives I had landed at Lijon and the Island of Maré, amounting in all to £86, he would seize the ship

ship and send her to New Caledonia. During a long parley with him, I gave him distinctly to understand that I would not pay any such unreasonable demand, and questioned his right or authority to enforce it; but he still persisted. I then left him and proceeded at once on board the "Latona," then lying at anchor about a quarter of a mile from the shore, got her quietly underweigh, and sailed out of the Bay with all possible canvas set, every stitch of which was needed, as we were soon hotly pursued by a large French boat, using both sails and oars; however, after a chase, lasting several hours, they apparently gave it up as hopeless, and the "Latona" proceeded on her voyage to the Island of Fortuna.

Although firmly convinced in my own mind that I had violated no law that could possibly justify the seizure of my vessel, or that I would ultimately be released, I had not the least doubt; still, looking at the long detention and heavy expenses such a procedure would be likely to incur, I preferred trusting either to the topsails than French levity or legal squabbles.

I am, &c.,
(Signed) TAYLOR WINSHIP,
Master and Owner of Schooner "Latona."

No. 99.

Mr. Holland to Mr. Hammond.—(Received, February 4.)

Downing-street, February 3, 1871.

Sir,

I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch from the Governor of Queensland, inclosing correspondence relative to a complaint made by the master of the schooner "Latona" of the treatment he had experienced from the French authorities at the Loyalty Islands, when returning some South Sea Islanders who had completed their term of service in Queensland.

It will be inferred that the Governor refers in his despatch to a charge made by some parties against the master of having attempted to use force for the purpose of obtaining some natives of Lijon as passengers.

The further report promised in the despatch will be forwarded to the Foreign Office on its arrival.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 99.

Governor Blackall to Earl Granville.

Government House, Brisbane, September 3, 1870.

My Lord,

I have the honor to forward to your Lordship copy of a letter which I deemed it my duty to address to the Officer Commanding the Australian Squadron, in consequence of the report made by the master of the schooner "Latona," copy of which is also enclosed.

2. Since the arrival of the "Latona," however, two other vessels have arrived in these waters, viz., the "Jason" and the "Spunkie." Both of these vessels touched at Lijon and Maré, and do not appear to have been interfered with by the French authorities. A serious accusation, however, has been made by some parties in the "Jason," to the effect that the master of the "Latona" had used, or attempted to use, force in obtaining some natives as passengers. I have ordered a strict inquiry to be made into the circumstances, and will report the result to your Lordship by the next mail.

I am, &c.,
(Signed) SAMUEL W. BLACKALL.

Inclosure 2 in No. 99.

Governor Blackall to the Senior Officer Commanding the Australian Squadron, August 11, 1870.

[See Inclosure 2 in No. 98.]

Inclosure 3 in No. 99.

Mr. Palmer to Governor Blackall, August 6, 1870.

[See Inclosure 3 in No. 98.]

Inclosure 4 in No. 99.

Mr. Gray to the Colonial Secretary, Queensland, August 5, 1870.

[See Inclosure 4 in No. 98.]

Inclosure 5 in No. 99.

Mr. Winship to Mr. Gray, July 27, 1870.

[See Inclosure 5 in No. 98.]

Extract of Report from Mr. Rothery, respecting the claims preferred by the owners of the "Daphne."

It appears that Commander Palmer, of Her Majesty's ship "Rosario," having received directions from Commodore Lambert to inquire into the alleged kidnapping of natives in the South Pacific Islands, left Vati, New Hebrides, on the 5th of April, 1869, and after cruising about the islands for some time he, on or about the 21st of that month, arrived at Levuka in the Island of Ovalau, one of the Fiji Islands, and there found at anchor an English schooner called the "Daphne," having on board her 100 natives which had been taken from Banks' Group in the New Hebrides. The vessel was said to be owned by Messrs. Smith, Sterne, Bates, Strickland, and Pritchard, of Melbourne, the latter being on board as supercargo, and she was commanded by John C. Dagget, as master. Finding, amongst other grounds for suspicion, that she had permits for the conveyance of 58 islanders only to Queensland (whereas she had actually 100 on board, two-thirds of whom, it is said, were stark naked), and was then at Fiji, and quite out of her proper course, Commander Palmer, by the advice of Mr. John B. Thurston, the Acting Consul at Fiji, determined to detain her on the charge that she was engaged in the slave trade, contrary to the Act 5 Geo. IV., cap. 113, and to send her to Sydney for adjudication. As, however, it would, for obvious reasons, have been very inexpedient to send the natives to Sydney, they were landed and placed in Mr. Thurston's charge, and as they could not be maintained in idleness at Levuka, except at great expense and inconvenience, Mr. Thurston, in my opinion, very properly determined to assign them for service among such of the planters at Ovalau as were willing to provide for them, and to pay them the current rate of wages. On these terms fifty-eight of the natives were placed with two planters, who further undertook to produce them for the Acting Consul's inspection whenever required, and to surrender them to him or to any other officer appointed by either the Imperial or the Colonial Government to carry out future arrangements for the natives. The remainder of them seem to have been retained on similar terms on Mr. Thurston's own plantation in charge of his brother Mr. Henry Thurston. They were also assured that they should be sent back to their homes, at which it is said "the whole of them expressed with great vivacity their satisfaction."

I may here observe that in a subsequent letter from Mr. March, who had succeeded Mr. Thurston as Consul in Fiji, to the Foreign Office, dated the 30th of August, 1870, that gentleman states that he had visited the natives on two of the estates, and had found them in good health and content, and that they had made him understand that they had sufficient food and did not wish to change masters. It further appears from the same letter that the planters with whom the natives had been placed have entered into agreements by which the natives are to serve for a term of twenty months, and to receive payment at the rate of £2 8s. per annum, and that in accordance, it is said, with the regulations in force for procuring labourers from the South Sea Islands, their masters have executed bonds for the fulfilment of their agreements, and undertaken to send back the natives to their homes at the expiration of their term of service, the agreement at the same time expressly providing that it was entered into without prejudice to the legal settlement of the dispute existing between the owners of the "Daphne" and the natives regarding the circumstances of their conveyance to Fiji, and the right to their services.

A copy of one of these bonds and agreements, both dated the 22nd of August, 1870, has been forwarded by Mr. March, with his despatch of the 30th of that month.

In the meantime, however, the "Daphne" had been taken to Sydney, and by the advice of the Attorney General of the Colony, proceedings were instituted, first in the Water Police Court against the master and supercargo of the vessel on a charge of felony, and afterwards in the Vice-Admiralty Court, to obtain the condemnation of the vessel. In both cases, however, the prosecution failed, apparently from the want of evidence to show that the islanders had been embarked as slaves, or were intended to be dealt with as slaves in violation of the Act. In the Water Police Court the proceedings seem to have ended in June or early in July, 1869. In the Vice-Admiralty Court they occupied a longer time; but on the 24th of September Sir Alfred Stephen, the Judge, after having heard counsel on both sides, decided that the charge had not been proved, but he reserved the question whether or not the captors had been justified in making the seizure. His formal judgment was not delivered until his return from Circuit on the 12th of November following, when he stated at length the grounds for his decision, and granted to Commander Palmer a certificate that he had probable cause for the seizure and prosecution of the vessel. In other words, he decreed the release of the vessel, but without costs or damages against the captors; and, it is added, that the "Daphne" was subsequently sold by her owners to meet the expenses incurred by the seizure.

With the decisions themselves I have no desire to quarrel. Sir A. Stephen is a Judge of high legal attainments, and for whose judgment I have the greatest respect; and I do not doubt that the conclusion at which he arrived on the evidence before him was a right one. At the same time I should state that the evidence was entirely of an *ex parte* character, being confined, as regarded the circumstances under which the natives had been shipped, to the evidence of persons belonging to the "Daphne," a point from which the Attorney General, in advising the institution of the proceedings, stated that he apprehended much practical difficulty, owing, as he observes, to "the legal incompetency of the islanders to give evidence on oath," a remark, I confess, which I do not fully understand.

It seems, however, that after the "Daphne" had been despatched to Sydney, some of the islanders made a statement to Mr. Thurston to the effect that they had been kidnapped from Miow, and recaptured after an attempt to escape; and this statement was forwarded by Mr. Thurston, in August, 1869, to the Governor of New South Wales, but owing to the vessel in which the mails were shipped being wrecked, it seems not to have arrived at Sydney until after the case had been decided in the Vice-Admiralty Court. Of the statement made by the islanders, Mr. March observes that they have no doubt that the natives were cajoled on board and conveyed to Fiji against their will; and this opinion derives confirmation not only from the manner in which the natives are described as having been crowded together on board the "Daphne," but also from the fact that they had been collected and shipped by a man named Ross Lewin, living at Tanna, who was to share the profits with the owners of the vessel, and who is described as being notorious for kidnapping practices, and "almost beyond the pale of the law." In view of these facts, it is perhaps not unreasonable to suppose that, if the statement of the Miow Islanders had arrived at Sydney in time, and could have been admitted as legal evidence, the judgment of the Court might have been different.

But

But however this may be, no sooner had the charges against the master and supercargo been dismissed than the owners of the "Daphne" seemed to have thought that they were entitled to repossess themselves of the natives left at Fiji, and various conflicting claims were addressed to Mr. Thurston, the Acting Consul, demanding that the natives should be given up, or that a premium on their importation should be remitted to the owner. One of the claimants further threatened to carry off the natives by force, and Mr. Thurston thought it necessary to instruct his agent to be prepared to use force in defending them, a course in which I venture to think he was perfectly justified. Under these circumstances Mr. Thurston applied for instructions to Lord Belmore, the Governor of New South Wales, who, as having no jurisdiction in Fiji, declined to interfere, but forwarded Mr. Thurston's despatches to the Colonial Office, suggesting that the matter should be submitted to the Foreign Office, in order that instructions might be issued to Mr. March, who had succeeded Mr. Thurston as Consul at Fiji, with regard to the disposal of the natives and the claims of the owners of the "Daphne."

At first it seems to have been thought that the matter would probably be speedily settled on the spot, and it was determined to await further information before issuing instructions. It appears, however, from Mr. March's despatch of the 30th of August last, to which I have already referred, that the matter was then still unsettled, and that the claimants persisted in their demands with renewed threats of violence; and it is suggested in the letter from the Foreign Office of the 7th of December last, that the papers should be referred to me, as your Lordship's legal adviser, for a report as to whether the claims should be recognized, and if so by whom they should be paid; and it is added that this point having been decided, Lord Granville will instruct Mr. March to make economical arrangements for forwarding to their own homes, at the expense of Her Majesty's Government, any natives who may desire to return there before they have completed the period of their engagements in the Fiji Islands.

So, then, the matter now stands.

The natives seem to be well treated and well satisfied with their present condition, and their passage home is assured to them, either at the expiration of their engagements, by the bonds given by their masters, or by the intervention of Her Majesty's Government, if any of them should desire to return before that time. And the only question that remains is, whether the owners of the "Daphne" are entitled to the passage-money for conveying the natives to the Fiji Islands, for which, on account of the demand for native labour in those islands, they have claimed a sum of £5 or £6 for each native.

And first it should be observed that this is the case of a vessel seized for probable cause, and which has been restored, but without costs and damages. Now the rule in such cases is quite clear, that the claimant is entitled to simple restitution of the property in the state in which it may be at the time when the decree of restitution is pronounced; and that he is not entitled to compensation for any losses directly resulting from the detention, or for any misfortune occurring during the period of the detention, provided that these losses or those misfortunes have not been occasioned by the misconduct of the captors.

The law is clear that a *bonâ fide* possessor is not responsible for casualties, though he may, by subsequent misconduct, forfeit the protection of his fair title, and render himself liable to be considered as a trespasser from the beginning. This is the law not of this Court only but of all Courts, and one of the first principles of universal jurisprudence.

Now to apply these principles to the circumstances of the present case:

It has been held by the Court that the seizure was justifiable, and that, consequently, Commander Palmer was in *bonâ fide* possession of the vessel. It is also equally clear that he was justified in landing the natives, as he did, in Ovalau, instead of sending them, at the risk of their lives, on a long voyage to an uncongenial climate in a vessel licensed only to carry fifty-eight natives. He was also justified in consenting to their being placed out with such planters as were willing to employ them, to feed them, and to pay them the current rate of wages. So far, then, there is nothing for which the captor could be reproved, nothing for which the owners could claim compensation as against a *bonâ fide* possessor. When, then, the vessel was ordered to be released, it was no part of Commander Palmer's duty to seize these natives for the purpose of handing them over to the owners of the vessel; nor, indeed, could the owners have any such right, except upon the assumption that the natives were their pawns or slaves, which is quite inadmissible. Whatever claim, indeed, the owners might have against the natives, if, in fact, they have any, could only be enforced by legal measures, and not by the violent seizure of their persons. I apprehend, therefore, that the owners of the "Daphne" have clearly no claim whatever against the captors for the amount, if any, due for the passage of these natives to Fiji; and that, consequently, Her Majesty's Government are not called upon to pay anything on account thereof.

Assuming, however, for the moment, that the owners have a valid claim for the passage of these natives, I confess that I should have very considerable difficulty in saying who really are the owners, and who, therefore, are entitled to receive the amount.

It appears to me that, even if the owners had any valid claim for compensation in this case, they have failed to show who are the persons properly entitled to receive it, and that therefore, on this account, the amount ought not to be paid. But, as I have already said, I think that they have not any claim either against the captor or against Her Majesty's Government, and that, if they have any claim against the natives themselves for their passage money, they must seek their remedy by legal means, and not by an illegal resort to force, which might, in my opinion, be properly resisted by force.

I have only to add that should the natives, on inquiry, be found to be content with their present position, and willing to work out the agreements that have been made for their employment for twenty calendar months from the 22nd of August, 1870, it seems undesirable to disturb them, and, at the expiration of their contracts, the employers would be bound to send them to their respective islands free of expense, in which case there would be no charge upon Her Majesty's Government. Should any of them, however, desire to return before the expiration of their agreements, the measures proposed to be taken by Lord Granville for that purpose appear to be the most desirable.

(Signed) H. C. ROTHERY.

Doctors' Commons, January 20, 1871.

No. 101.

Consul Williams to Earl Granville.—(Received, February 27, 1871.)

Apia Upolu, Samoa, October 3, 1870.

My Lord,

I reported to your Lordship on the 3rd of April last, that Mr. W. H. Hayes had made his escape on the 1st of April, in the British brig "Pioneer," of Shanghai, Benjamin Pease, an American citizen, master.

I have now to report of the proceedings of Mr. B. Pease in these seas. The "Pioneer" is heavily armed with guns and breech-loading rifles, and carries a large crew.

After leaving this port she proceeded to Savage Island, when he, by forging R. M. Bourn's name as attorney for Mr. C. McFailand, on their agents at that island, succeeded in obtaining the produce, cotton, and cocoanut fibre, in value about £300, belonging to Messrs. J. and T. Skinner, of Sydney.

After committing this robbery at Savage Island, they returned to this group, calling at Savau, where he obtained about 3,000 yams from a British subject trading there, and left without paying for them.

I inclose the copy of a letter Mr. Pease sent to Mr. Betham, agent for Messrs. J. and T. Skinner, while off Savau; also copy of a letter sent by Mr. W. H. Hayes to the same gentleman.

Leaving Savau he sailed to Wallis Island, and from the inclosed copy of a letter I received from Mr. Thomas Smith, a trader residing there, it will be seen how he treats his crew, and robs people on the islands under the Line.

I am informed by a person who has been sailing with him that he is in the habit of landing an armed party on any island where he can find cocoanut oil, and with his armed crew takes it off to the vessel, threatening to fire on the people should they interfere.

In this manner he is prowling about these seas and carrying on his piracies. He was last heard of at one of the islands on the Line.

I have reported his proceeding to the Commander of Her Majesty's ship "Rosario," who will lay it before the Commodore.

If your Lordship would allow me to suggest that one of Her Majesty's ships of war on the Australian station should remain in these seas for at least from four to six months visiting the different islands, and not make such flying visits as they do, pleading "want of time," then it would check such characters, and also prevent the nefarious practice of kidnapping South Sea Islanders; but, in truth my Lord, both the Commanders of Her Majesty's ships and Consuls are afraid to act, lest they should not be supported by Her Majesty's Government.

In the matter of the "Atlantic," I believe I have laid myself open to an action, but Mr. W. H. Hayes making his escape clears me and proves his guilt. I can assure your Lordship that our position in these islands at times is both difficult and trying, not having the power and authority, and yet the people appeal to the Consuls.

I have, &c.,
(Signed) JOHN C. WILLIAMS.

No. 102.

Earl Granville to Consul March.

Foreign Office, March 8, 1871.

Sir,

With reference to my despatch of the 5th of December last, I inclose, for your information and guidance, an extract of a report from the legal adviser to the Treasury upon slave trade matters,* containing his opinion upon the claims of the owners of the "Daphne" for the repayment of the passage-money of the immigrants conveyed to Fiji in that vessel, who were landed at Levuka and placed in charge of Her Britannic Majesty's Consul; and I have to acquaint you that I am advised by the Law Officers of the Crown that this is not a case in which the owners of the "Daphne" have any just claim for compensation from Her Majesty's Government on account of their not having received any passage-money for the conveyance of the native labourers in question.

I am, &c.,
(Signed) GRANVILLE.

No. 103.

Mr. Holland to Mr. Hammond.—(Received, March 13.)

Downing-street, March 11, 1871.

Sir,

With reference to the letter from this office of 20th September last, respecting a statement made in a letter from Mr. Consul March to the Governor of New South Wales, that vessels arriving at Ovalau from Sydney were re-engaged for the purpose of procuring labourers for Fiji, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a further despatch from Lord Belmore on the subject of this traffic.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure

Inclosure 1 in No. 103.

The Earl of Belmore to the Earl of Kimberley.

Government House, Sydney, December 6, 1870.

My Lord,

I have the honor to acknowledge your Lordship's despatch of the 20th September, on the subject of the re-chartering of vessels arriving at Ovalau from Sydney, for the purpose of procuring labourers for Fiji.

2. In accordance with your suggestion I have written to Mr. Consul March for more particular information, inclusive of the names of the ships and masters engaged in this traffic.

3. Before doing so, however, I thought it desirable to ask the Colonial Secretary to consult the Attorney General as to what could be done towards arresting unlawful practices when the information shall have been procured. I now beg to inclose copy of Sir William Manning's minute on the subject.

4. I have informed Mr. March, in accordance with the latter part of this minute, that the only authority possessed by this Colony, bearing on the labour trade, is that granted to the Supreme Court by the 9th of Geo. IV, cap. 83, sec. 4, and that "such power applies only to acts done in the past, and to their punishment."

5. Your Lordship will see that, unless the Consul can bring forward something which goes a great way beyond the allegations of his former letter, there is nothing that, in the existing state of the law, the Government can deal with, further than by continuing the precautionary steps already taken by the Shipping Master, as shown in my former despatch of 4th July, 1870.

6. I take the liberty of again urging upon Her Majesty's Government the necessity for early Imperial legislation upon the subject of the Polynesian labour trade, and of expressing an opinion that the only effectual way for some time afterwards of preventing abuses such as have hitherto existed will be to keep one or two of Her Majesty's ships constantly cruising amongst the islands—at any rate, at the time of the year when the weather permits navigation amongst them.

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

Inclosure 2 in No. 103.

Minute by the Attorney General.

THE Executive of this Colony has no power to do anything in restraint of the transport of South Sea Island natives from island to island, even though the trade may be engaged in by seamen, and with vessels which have quitted our own ports.

2. The trade is not in itself illegal, nor necessarily immoral, although it undoubtedly offers such temptations to wrong as would justify legislative precautions.

3. But whatever the character of the trade, and however important it may be to legislate on the subject, the Executive of New South Wales can exercise no authority beyond its own territorial jurisdiction, nor can its Parliament legislate in this matter with any effect. In fact, the sole authority possessed in this country having any bearing on the trade, is that which the Imperial legislation has given to our Supreme Court for inquiring into and trying offences which have been committed by British subjects on the high seas, &c., or in "islands, countries, or places situated in the Pacific Ocean" (9 Geo. IV, c. 83, s. 4), which power applies only to acts done in the past, and to their punishment.

(Signed) W. M. MANNING.

December 5, 1870.

No. 104.

Circular addressed to the Governors of the Australian Colonies.

Downing-street, March, 1871.

Sir,

You are doubtless aware that acts of violence and barbarity have been from time to time committed by British subjects in various islands of the Pacific, which are calculated to bring discredit on the British name, and to excite a feeling injurious to the interests of the trade with those islands in which Australia is largely interested.

In the existing state of the law, these crimes, which are chiefly perpetrated by persons proceeding from Australian ports, and are legally cognizable by Australian Courts of Justice, have constantly escaped punishment from the difficulty of procuring evidence against the criminals.

To remove this and other difficulties it has been proposed to introduce into Parliament a Bill which should, amongst other things, provide that—

1. If a British subject commits any of the following offences, that is to say:—

(1.) Decoys, either by force or fraud, any native of the aforesaid islands on board any vessel, either on the high seas or elsewhere, for the purpose of importing such native into any island or place other than that to which he belongs or in which he was residing at the time of the commission of such offence;

(2.) Ships, embarks, receives, detains, or confines for the purpose aforesaid, any native of the aforesaid islands on board any vessel, either on the high seas or elsewhere, without the consent of such native, the proof of which consent shall lie on the party accused;

(3.) Contracts for the shipping, embarking, receiving, or detaining, or confining on board any such vessel for the purpose aforesaid any native without his consent, proof of which consent shall lie on the party accused;

(4.) Fits out, mans, navigates, equips, uses, employs, lets, or takes on freight or hire any vessel, or commands or serves, or is on board any such vessel with intent to commit, or that anyone on board such vessel should commit any of the offences above enumerated;

(5.)

(5.) Ships, lades, receives, or puts on board or contracts for the shipping, lading, receiving, or putting on board of any vessel money, goods, or other articles, with the intent that they should be employed, or knowing that they will be employed, in the commission of any of the offences above enumerated;—

He shall for each offence be guilty of felony, and shall be liable to be tried and punished for such felony in any Supreme Court of Justice in any of Her Majesty's Australian Colonies.

2. The Supreme Courts of the Australian Colonies shall have power in all cases of criminal proceedings for such offences to issue Commissions to examine witnesses at any place out of the jurisdiction of the Courts.

3. The Governor of any Australian Colony shall have power to authorize the Commander of any of Her Majesty's ships, or the master of any trading vessel, to obtain the attendance of natives as witnesses before the Supreme Court in such criminal proceedings, and to remunerate such witnesses for their attendance and reconveyance to the islands.

But it is evident that the procuring evidence, the remuneration of witnesses, and their occasional conveyance to Australia and reconveyance to their own country, will involve some expense; and before proceeding further in the matter Her Majesty's Government would be glad to know whether the Australian Government would be willing to bear this expense.

I request you, therefore, to place this despatch before your responsible advisers, and ascertain from them whether they will be prepared to defray these expenses in cases brought, with their concurrence, before the Supreme Court of

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

No. 105.

Sir F. Rogers to Mr. Hammond.—(Received, March 14.)

Downing-street, March 13, 1871.

Sir,

I am directed by the Secretary of State for the Colonies to transmit to you the inclosed documents, for the information of Earl Granville.

I am, &c.,
(Signed) FREDERIC ROGERS.

Inclosure 1 in No. 105.

Governor Blackall to the Earl of Kimberley.

*Government House,
Brisbane, December 27, 1870.*

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch of the 3rd October, and in reply I have the honor to transmit to your Lordship copy of a minute of the Executive Council of Queensland, dated 27th December, 1870.

I have, &c.,
(For Saml. W. Blackall, Governor),
(Signed) FRED. F. R. TERRY, *Private Secretary.*

Inclosure 2 in No. 105.

Extract from the Minutes of Proceedings of the Executive Council of Queensland.

At the Colonial Secretary's Office, Brisbane, on the 27th of December, 1870.

Present:

The Honorable the Vice-President in Council.

THE Honorable the Vice-President submits for the consideration of the Council a further despatch from the Secretary of State for the Colonies to His Excellency the Governor, respecting the appointment of agents to accompany ships conveying Polynesian labourers to Queensland with the view of checking any abuses that might prevail among the South Sea Islands in connection with emigration.

The Council advise that some fit and competent person be appointed Government Agent to accompany each ship employed in carrying such labourers between the Islands and Queensland.

That for the purpose of making necessary provision for securing the services of such agents, in all cases before a license in Form C, appended to the "Polynesian Labourers' Act of 1868," is granted to persons desirous of importing labourers from the South Sea Islands in manner provided by section 6 of the said recited Act, the person or persons making the application shall deposit with the Immigration Agent, Brisbane, the sum of 10s. for each of the labourers applied for, provided that in the event of a less number of labourers being obtained than shall have been applied for, all deposits made at the rate of 10s. for each labourer applied for in excess of the number actually obtained, shall be returned to the depositor.

That all Government agents shall be provided with a free cabin passage, with provisions, by the owner or charterer of any vessel employed as aforesaid, in carrying labourers between the Islands and Queensland.

(Signed) A. V. DRURY, *Clerk of the Council.*

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No. 106.

*Earl Granville to Her Majesty's Consuls in the Pacific Islands.**Foreign Office, April 6, 1871.*

Sir,

I have to acquaint you that a despatch, of which a copy is enclosed,* has been addressed to the Governors of the Australian Colonies, requesting them to ascertain whether the Governments of those Colonies will be prepared to defray the expenses of proceedings, taken with their concurrence in the Colonial Courts, against persons guilty of the offence of kidnapping, or decoying natives by fraud, from islands in the Pacific.

In the meantime I have to instruct you not to incur any expense in detaining offenders of this description, or in sending them for trial before the Colonial Courts, without a previous understanding that the cost will be defrayed by the Government of the Colony to which the offenders are to be sent.

I am, &c.,
(Signed) GRANVILLE.

No. 107.

*The Secretary to the Admiralty to Lord Enfield.—(Received, April 13.)**Admiralty, April 12, 1871.*

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Secretary of State for Foreign Affairs, a despatch of the 30th January last, from the Commodore on the Australian Station, and its inclosures, relative to the inquiries which have been instituted on the subject of the deportation of South Sea Islanders, and the state of affairs at Fiji.

I am, &c.,
(Signed) THOS. WOLLEY.

Inclosure 1 in No. 107.

*Commodore Stirling to the Secretary to the Admiralty.**"Olio," at Wellington, January 30, 1871.*

Sir,

In pursuance of orders from my predecessor, Commodore Lambert, Her Majesty's ship "Rosario" left Wellington on 3rd September, 1870, for a cruise amongst the South Pacific Islands, and returned to Sydney on the 19th December, after visiting Samoa, Fiji, five islands in the Gilbert Group, Fiji a second time, and two of the New Hebrides. I have now the honor to forward, for the information of the Lords Commissioners of the Admiralty, extracts from Commander Challis's reports of proceedings, dated 10th October, 18th November, and 19th December, 1870.

2. These extracts refer to the deportation of natives from the South Pacific Islands, and to the state of affairs in Fiji—subjects which are daily increasing in importance, owing to the immigration of Europeans into Fiji, 730 having landed at Levuka between April and September last.

3. From these reports, and from information received through other channels, I am inclined to think that the practice of kidnapping natives has somewhat abated, and is confined to such unscrupulous persons as the man Hayes and a few others. Hayes has been connected more or less with nearly every kidnapping case which has been brought under my notice, and he appears to be little better than a pirate.

4. In confirmation of Commander Challis's report, that he had been informed that a vessel from Tahiti had been engaged in kidnapping, I beg to enclose a copy of an affidavit forwarded to me by Mr. Williams, Consul at Samoa. If these independent statements that the vessel belonged to Tahiti can be trusted, it is very desirable that representation should be made to the Government of that island. Without co-operation from other powers, our efforts must be fruitless in preventing kidnapping and its resultant ill-feeling from the islanders, who are scarcely able to distinguish one nation of white people from another.

5. It is doubtful whether the regulations established by the Consul at Levuka (which Commander Challis mentions so favourably) are carried out after natives have been imported and are placed on the plantations in Fiji. An extract from the Consul's letter to me on this subject is inclosed.

6. No information has reached me concerning the shipment of natives from the South Pacific Islands for service in the Sandwich Islands.

7. Although Mr. March, the Consul at Levuka, has a number of complaints unsettled, for which he wishes the aid of a naval officer in determining, I apprehend they are only such as he might deal with himself were he invested with proper authority and power, the complaints referring chiefly to disagreements between British subjects. There are, however, many settlers of other nations; and considering the complicated state of things which must ensue from the residence of over 3,000 Europeans and Americans in a foreign and savage country, I think the fact that no actual disturbances occur can only be accounted for by the majority of the settlers being well-disposed, respectable, traders; though this cannot be said of the whole, as Mr. March represents that several are turbulent, and cause him great trouble and uncasiness.

8. Mr. March, in a letter dated 8th ultimo, requests me "to check, by admonition or otherwise, the proceedings of a certain class of British subjects whose interference in native affairs is likely to create troubles and dissensions;" and he complains particularly of a Mr. Swanston, the principal adviser of one of the native Chiefs, and wishes me "to adopt such measures against Mr. Swanston as will deter others from meddling in local affairs." In reply I have informed Mr. March that I consider any remonstrance from me would not have the effect he desires, but that a ship will leave Sydney for Fiji as soon as the season permits, when I hope his requisitions will be met so far as a captain of one of Her Majesty's ships can legally act.

9.

* No. 104.

9. I beg to call their Lordships' attention to the very unsatisfactory position in which the officer is placed who commands the ship detached on duty to the South Pacific Islands within this station. He has nothing to guide him as to the amount of indemnity or punishment which he would be considered justified in enforcing on savages, in cases which may occur; neither is he better informed with regard to the assistance and support due from him to the Consuls at Levuka and Apia, who are placed under very exceptional circumstances. As this is a subject of great importance, I should be glad to receive full instructions from their Lordships thereon. It will be observed that Commander Challis made prisoners of two British subjects in a case "of urgent necessity," and "for the support of the Consul's authority and position."

I am waiting further particulars from Commander Challis before approving of this step.

10. I notice in the late newspapers accounts of a slight disturbance at Levuka, Fiji, between the followers of two opposing Chiefs, named Thacombau and Maafu. These are the people between whom Mr. March fears a native war will arise, partly through the interference of the persons of whom he complains, referred to in paragraph 8 of this letter. Commander Challis reports that the white residents are strong enough to protect themselves; but it is doubtful how long this will continue when they have spread themselves over various parts of the Islands, instead of being concentrated at or near Levuka, as they are at present.

11. Consul Williams has sent me a second affidavit, showing further illegal acts on the part of Pease (or Pearse), master of the schooner "Pioneer," formerly known as the "Water Lily." He is mentioned in Commander Challis's report as being watched by the American cruisers. Pease shipped men at Shanghai, and as he may consequently be in the habit of going to China I have sent the particulars to the Commander-in-Chief of that station.

12. It is my intention, if circumstances permit, to employ the "Blanche" amongst the South Pacific Islands from May to October next, when the Consuls at Samoa and Fiji will have an opportunity of visiting the different islands in their districts, and receive such other assistance as Captain Montgomerie can properly afford.

13. Their Lordships are doubtless aware that when Commander Palmer (late of the "Rosario") seized the schooner "Daphne" in April, 1869, on a charge of slaving, he landed the natives from on board her at Levuka, Fiji, and placed them under the charge of Mr. Thurston, the then Acting Consul, with a request that he would lodge them with such of the planters who would take care of them until orders were received from the New South Wales Government. It appears they were accordingly taken by Mr. Henry Thurston, brother of the Consul, and are still employed by him on his plantation. Whilst I was at Sydney, in October last, Mr. E. S. Smith, of that place and of Levuka, who was owner of the "Daphne" at the time of her seizure, and for whom the natives were shipped, applied to me to deliver them over to him, as the "Daphne" was not condemned on her trial at Sydney. On consulting the Governor of New South Wales, and informing him that there was no objection on the part of the Navy to a compliance with Mr. Smith's request, His Excellency permitted me to peruse confidential correspondence on this question, which showed that the Home Government wished to refrain from taking any steps in the matter. I therefore informed Mr. Smith that I could not move in his behalf, and instructed the Commander of the "Rosario" to make the same reply, if he were appealed to. I mention these circumstances, as I have lately learnt that the question will probably be brought prominently forward at Home, and, very likely, in the House of Commons.

I have, &c.,
(Signed) J. H. STIRLING.

Inclosure 2 in No. 107.

Commander Challis to Commodore Stirling.

"Rosario," October 10, 1870.

(Extract.)

I LEFT Wellington on the 3rd September, and arrived at Apia, in the Island of Opolu, Samoan Group, on the 27th. I immediately communicated with Mr. Williams, Her Majesty's Consul, on the subject of the alleged kidnapping of the natives of Humphrey's Island by W. H. Hayes, master of the schooner "Atlantic," and find that there is but little doubt that the people referred to were taken away by Hayes, under false pretences, as stated.

The Consul informs me that he wrote to Commodore Lambert, acquainting him that he had taken possession of the "Atlantic," and directed Hayes to consider himself a prisoner at Apia, intending to have him conveyed to Sydney for trial when an opportunity offered. There being no means at the Consul's disposal to secure Hayes, he was, of course, free to escape when he thought fit, and he left Apia on the 1st April in the brig "Pioneer," of which a person named Pease is master, and who appears to be quite as unscrupulous as Hayes.

The "Atlantic" remains at Apia in charge of the Consul, and is in an unseaworthy state. She is owned by a Mr. M. Betham, of Apia, under whose direction Hayes was acting at the time of the alleged kidnapping.

Mr. Betham produced an alleged copy of the order under which the "Atlantic" put to sea, and which certainly gave no warrant for Hayes' misconduct. I told Mr. Betham that I considered him responsible for the kidnapping of the men from Humphrey's Island by his agent, and requested him to have them conveyed back, which he promised, in the presence of the Consul, to do at the first opportunity.

Proceeding to the second inclosure annexed to my orders, viz., a copy of a letter from Messrs. Skinner, of Sydney, to Commodore Lambert, dated June 6, complaining of the piratical acts of Hayes at Savage Island, whilst on board "Pioneer," in which vessel he escaped from Apia, as before stated.

It appears, from the evidence produced, that Hayes did obtain the stock from Savage Island under the forged order.

I expressed my surprise to Mr. Betham that any responsible agent should have surrendered property to a person of such a notoriously bad character as Hayes is described to be, upon the strength of such a document.

Having

Having left Apia on the 1st instant, I arrived here* on the 5th, and communicated with Mr. March, Her Majesty's Consul. I find that a large number of small vessels, of about 40 tons burden, under the English flag, are employed in importing natives from the adjacent islands to serve as labourers on plantations in this group. They are obtained under agreement, for two or three years, at the expiration of which term they are to be returned to their own islands.

Her Majesty's Consul has established a code of regulations, by which all vessels importing islanders are required to produce them at the Consulate, where they are registered and questioned as to whether they are here by their own free will. The employers also enter into a bond with Her Majesty's Consul to treat them well and return them to their homes at the expiration of the agreement.

These regulations have been transmitted for the approval of the Secretary of State for Foreign Affairs.

I had an opportunity, on the 6th, of boarding a vessel just arrived from the New Hebrides, with 41 natives on board, and of inspecting another batch of immigrants from the Gilbert Islands. I questioned them, in the presence of the Consul, as to their treatment, and they all expressed themselves as immigrating by their own free will. In the absence of any law in Fiji, Mr. March's arrangements appear to me to be excellent.

I have been employed daily, since my arrival, in concert with Her Majesty's Consul, in settling, to the best of my ability, some of the numerous complaints he has brought to my notice. My decision has been readily and cheerfully accepted as coming from the Commander of one of Her Majesty's ships; but I regret to observe that the authority of the Consul has not uniformly met with the same respect. The necessity for some person vested with magisterial power, to be resident at Levuka, is evident, as there are now more than 2,700 British subjects in this group of islands under no acknowledged law.

Inclosure 3 in No. 107.

Commander Challis to Commodore Stirling.

"Rosario," November 18, 1870.

(Extract.)

I LEFT Levuka on the 11th October for the Gilbert or Line Group, and after calling at the islands named in the margin,† [see below] reached Apamana, or Hoppo Island, the most northerly limit of my cruise, on the 26th.

This is the only island on this or the Ellice Group which has a king. I found his authority extended to the neighbouring islands of Kuria and Lanouki. I had an interview with him, and learned that none of the inhabitants of his dominions had been kidnapped or otherwise deported.

As the result of my inquiries amongst those islands, I am of opinion that no kidnapping of natives now takes place, although there is sufficient evidence of such having occurred as lately as December, 1868. There appears also to be one or two French vessels who have visited these islands from Tahiti, and have conveyed women away under circumstances amounting to kidnapping. There is considerable emigration from the Gilbert Group into Fiji, but the Chief informed me that it was quite voluntary, and that they had no complaints to make against the masters of the vessels employed in their conveyance. I have on all occasions of meeting any of these emigrants noticed their demeanour, and questioned them as to their treatment when possible, and they do not give me the idea of people suffering under such a grievous wrong as forcible deportation from their homes.

On my return here I acquainted Mr. March, Her Majesty's Consul, with my proceedings, and he concurs with me in thinking that no further steps can be taken on the subject of the emigration of natives into Fiji beyond carrying out the regulations mentioned in my last, and which are waiting the approval of the Secretary of State for Foreign Affairs. I cannot conclude without bringing again under your notice the state of affairs in this group of islands, which, with the increasing British population, urgently requires attention.

The Consul is invested with no magisterial power, and in the absence of a ship of war is without protection. Cases are daily brought before him which he has no power to settle. These are referred to the captain of any ship of war arriving at Levuka, whose decision is generally accepted, but carries no legal weight with it. I have already had occasion to make prisoners of two of the English inhabitants, although I have no warrant for such action beyond its urgent necessity and the support of the Consul's authority and position.

Whilst at Apomana I heard from a trading vessel that the "Pioneer," the American brig, commanded by a man called Pease, which committed the outrage at Savage Island, had called at one of the most northern of the Gilbert Islands, and had left for the Caroline Islands. From all I hear he is a pirate, and is being watched by the American cruisers.

Inclosure 4 in No. 107.

Commander Challis to Commodore Stirling.

"Rosario," November 19, 1870.

(Extract.)

On that day [Nov. 18, 1870] I received a visit on board the "Rosario," from Thakombau.

In the presence, and with the concurrence of, Her Majesty's Consul, I acquainted him that I had heard mention made of possible hostilities between his party and that of Maafu, and expressed a hope, in the interest of the numerous British settlers resident in these islands, that he would avoid such a course.

He replied that Maafu was the aggressor in endeavouring to stir up disaffection in the leeward portion of the group, instead of confining himself to the Windward Islands, and if he were not restrained from this line of conduct that he, Thakombau, could not be answerable for the consequence. I had hoped to have confronted these two Chiefs in the presence of the Consul, who wrote on my arriving at Levuka

* Levuka, Fiji.

† Tracey Island, Byron Island, Perout Island, Drummond Island, Apomana Island.

to Maafu for that purpose, but as he was not to be found up to the date of my leaving the group (24th November) I sent him, at the Consul's desire, a letter. I have made inquiries on all hands as to the political state of these islands, and I conclude that sooner or later there will be war between these Chiefs, as Maafu is very ambitious, and a much more able man than Thakombau. It does not follow that the interests of the British settlers will materially suffer, except in individual cases, as they are strong enough in prestige and numbers to be neglected by both parties.

Mr. March, Her Majesty's Consul, requested me to bring under your notice the numerous complaints in different parts of the group that still remain unsettled. It would take, in my opinion, at least two months to comply with all his requisitions, entailing, as they do, visits to places situated on the unsurveyed northern and western coasts of Vitu Levu, and inside intricate reefs. If this service were undertaken a relay of coal at Levuka would be absolutely necessary. Navigating Lieutenant Jackson having buoyed the channel, I sailed on the 24th for Sound Island, and arrived at Port Resolution on the 30th. Mr. Neilson, the Resident Missionary, was away from the island, but I learned from the English settlers and the native Chiefs that a large number of natives voluntarily leave this island in English vessels for employment in the Fiji Islands and Queensland, and are continually returning well satisfied with their treatment.

I left Tanna on the 1st December for Sydney, but meeting with a foul wind I put into North Bay, Maré Island, on the 2nd. There are no French at present in the Loyalty Islands, they having all been withdrawn to New Caledonia about a month since. I could hear of no immigration from these islands into British Possessions or Fiji, but I was informed that the French had compulsorily taken a number of natives to New Caledonia, when they withdrew from the Loyalty Islands.

Inclosure 5 in No. 107.

Affidavit.

SHOWETH, I, Michael Cassel, of Spain, temporarily residing at Lavü, being duly sworn, do depose and say that, about sixteen months ago, I left this port in the schooner "Samoa" for the purpose of trading for Theodore Weber, Esquire, on the islands under the Line; that I was stationed at Samana, or Rotebis Island, trading; that during my residence there several vessels came to the islands for the purpose of obtaining labourers; that a barque, said to come from Tahiti (she had no flag set), sent four boats on shore at a time, manned by eighteen men, all armed with swords, pistols, and rifles; that as soon as the boats reached near the reefs they commenced firing on the natives, and continued the firing till they landed on the beach; they shot several of the natives, but none killed to my knowledge. The natives went into the big house, when the people in the boats would fire at them while seated in the house; the natives would then make a rush and run out of the house, when some of the boats' crews would run after them and seize and carry them to the boat; they caught three men that day, to my knowledge, and took them off to the ship. This barque has been three times to the island while I was there, and tried to entice natives on board by offering them tobacco; when the natives went alongside they would fire into the canoe and sink it; then a boat would be lowered and pick up the people who were swimming in the sea, and take them on board.

The natives told me that 133 natives had been stolen off this island; they made me understand the number by counting stones to the number of 133. This barque was a regular slaver.

A red schooner, fore and aft, from New Zealand, but chartered at Fiji, came to Rotebis Island for labourers. The man who came on shore to try and get men gave me his name to be John Wanford, an Englishman. He came on shore and engaged a woman to go with him, when a man, one of her relations, came and said she should not go, when this man drew his revolver and said, "Don't you interfere, or I'll knock you down, and if you revenge I will put a ball through you;" he then took the woman away; the man was "jollied"—this I saw. He got people from other parts of the island, but I cannot say how he got them.

A topsail schooner, said to be the "Dancing Wave," from Melbourne, also chartered at Fiji, came to Rotebis, and took off three natives from my place, but the boat coming and laying off the reef, when the natives would swim off to the boat to obtain things offered to them, such as tobacco, cutlasses; then they would be seized and put into the boat and carried to the vessel. Captain Brown was the master's name. I do not call these slavers but only trying to induce natives to go with them by entrapping them. The "Magellan Cloud," and another vessel, with Greenwood as navigator, and Rae on board, obtained men, but all I could see they acted well to the people and got them by fair play; that is the reason Rae got sixteen from my place; he came with a paper from the Consul. Mancrick, a schooner from Fiji; he also acted pretty fair; a Portuguese owner. These three vessels acted fair, and further deponent sayeth not.

(Signed) MIGUEL CASAL.

Sworn before me in the British Consulate at Apia, this 21st day of November, A.D. 1870,—

(Signed) JOHN C. WILLIAMS, *Her Britannic Majesty's Consul.*

I, John C. Williams, Her Britannic Majesty's Consul for the Navigators' Islands, do hereby certify that the paper writing hereunto annexed, purporting to be a copy of Miguel Casal's affidavit, made before me, is a true and correct copy of the said affidavit, the same having been carefully examined and compared with the original.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, this 22nd day of November, in the year of our Lord, 1870,—

(Signed) JOHN C. WILLIAMS, *Her Britannic Majesty's Consul.*

Inclosure

Inclosure 6 in No. 107.

Consul March to Commodore Stirling.

October 14, 1870.

(Extract.)

SINCE my arrival in Fiji, in November, 1869, Her Majesty's ship "Rosario" is the only British ship of war which has visited my district. She entered Levuka on the evening of the 5th, and left on the morning of the 11th instant for the Gilbert Islands. During this short stay it was not possible to transact all the business which had accumulated in the previous nine months, and I fear that much will still remain unsettled on the final departure of Commander Challis from this group.

The cases which I have noted for your consideration involve acts of violence and spoliation by the natives on the person and property of British subjects, one or two irregularities in connection with the labour question, and threats, insubordination, and disrespect towards myself in my official capacity as Consul.

Knowing the deep interest with which Her Majesty's Government regard the introduction of Polynesian natives, so-called labourers, to Fiji, I have availed myself of every means at my disposal to watch and superintend the movement, so as to cloak, if possible, some of the abuses to which it is undoubtedly liable.

Upwards of 1,700 of these natives have been registered in the Consulate since January, and engaged for periods averaging one to four years, after having satisfied myself that they understood the terms of their agreements.

Once these untutored people leave the Consulate I have no means of ascertaining how they are treated, and until the time arrives for returning them to their homes they remain entirely in the hands of their employers. I have reason to believe that there are numbers of these natives whose period of service has expired and are yet retained in Fiji, and the irregularity can only be detected by a visit to the plantations where they are working.

Although the planters in general know that in no case will the employment of these natives be allowed to have the slightest appearance of slavery, that their reciprocal relations must be those which exist and are practised in civilized States, and that no plea of the custom of the country will be allowed to excuse harsh treatment or unjustifiable severity towards those in their service, yet I fear from what I have seen at Levuka that flogging is the general mode of punishment adopted by the planters.

No. 108.

Mr. Holland to Mr. Hammond.—(Received, May 2.)

Downing-street, May 2, 1871.

Sir,

I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch from the Governor of New South Wales, inclosing extracts from the *Sydney Morning Herald*, relative to the state of affairs in Fiji.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 108.

The Earl of Belmore to the Earl of Kimberley.

Government House, Sydney, February 22, 1871.

My Lord,

I have the honor to inclose, for your Lordship's information, a letter from the Fiji correspondent of the *Sydney Morning Herald*, which appeared in the issue of that paper of the 15th instant, together with a leading article upon the subject of it, published at the same time.

2. From a conversation which I had last week with Commander Challis, of Her Majesty's ship "Rosario," I have reason to believe that the view taken of the state of affairs in Fiji is a just one.

3. Mr. March has forwarded to me some depositions in the case of the outrage committed, as mentioned in the letter, on board the ship "Oviti" (of Melbourne, official number, 52,346, Bratson, master). He informs me that he has reported the case Home. I have referred his letter and the depositions to the Colonial Secretary. As he, however, expresses a hope that proceedings may be taken under the 11th section of the Merchant Shipping Act, 1867 (and not under the New South Wales Act, 9 Geo. IV, cap. 82), I do not know whether the Government will feel justified in taking the matter up at the public expense, should it even be possible to do so, by any of the persons complained of coming within our jurisdiction.

4. I also inclose the copy of another correspondent's letter from Fiji, which appeared in to-day's paper, giving an account of the murders of nine persons on board or belonging to the "Marion Renny." I will send a copy to Commodore Stirling of this last letter for his information.

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

Inclosure

Inclosure 2 in No. 108.

Extracts from the Sydney Morning Herald of February 22, 1871.

Fiji.—HORRIBLE TRAGEDY ON BOARD THE "MARION RENNY"—MURDER OF NINE PERSONS.

[From our Correspondent.]

It seems reserved for Fiji to furnish the rest of the world with details of tragedies on the sea, exciting and horrible enough for the plot of a sixpenny romance. The "America," ketch, arrived here from Loma Loma last Monday, and brought news that the schooner "Marion Renny" had reached that port, brought back by four Fijians, the only survivors of a numerous crew. The following are the particulars of the death of the master, white crew, and Rotumah boys. The "Marion Renny" (which vessel has twice before lost the whole or portion of her crew by massacre in the South Seas) left Levuka in November last for a trading voyage among the Line Islands; she was commanded by Mr. Rae, an old Fijian resident and island trader, and partner in the firm of F. W. Hennings and Rae, of Levuka. Mr. Diehl was mate, and she carried a crew of three white men, six Rotumah boys, one Sandwich man, and four Fijians. After visiting several ports in Fiji, the vessel left the group and called at Rotumah, where she stayed several days, and then (by the native's account) steered west for six days and anchored at an island. The log shows this to be Cherry or Anouda Island, 11°35' S., 170° E. The last entry records bringing up on the 22nd of December. Anouda Island is between Santa Cruz and Banks' Group. A message was brought on board that there were plenty of men willing to leave the island. On the following morning Mr. Rae, four Rotumah boys, and one Sandwich man, went ashore in the long-boat. As Mr. Rae was getting over the side the mate asked him if "he had not better take his revolver?" His reply was, "Oh, no, I have been here before; they all know me." As Rae left the schooner, two canoes, each carrying about a dozen men, put off from the shore, and subsequent events show that the massacre was premeditated and planned only too well—the Fijians state that, on reaching the shore (quarter mile distant), Rae and the boat's crew went over the sandy hillocks into a scrub, and a number of natives ran down the bank again and pushed off the boat, some of them even going up to their armpits to send her off shore; at the same time an attack was made on those on board by the natives who had come off in the canoes. The crew were totally unprepared. The mate was killed in the deck-house, and a white man named Bill had his head cut off by an axe, and the others were wounded frightfully. The steward got a loaded gun, and a Fijian and the surviving white man fired all together, but killed nobody. It had the effect of frightening the assailants, who jumped overboard. The rest of the crew tried to weigh the anchor, but were not able, so slipped the cable; the long-boat was hauled up by the natives on shore. The mate, Mr. Diehl, and the white man, Bill, were buried at sea the next day. There now remained the steward and Charley (both wounded, the former slightly and the latter severely), and four Fijians. Now comes the most horrible and mysterious part of the tragedy. The natives say that the two whites quarrelled about something; the cause of their falling-out they do not know, but it was not liquor; both appear to have drunk nothing but water. The steward took the deck-house and Charley lived in the cabin. This Charley was from Sydney, and worked with a barber in King-street. He arrived in Levuka about April last, worked at his trade for some time in the "Criterion Hotel," went to the New Hebrides in the "Zephyr" for a trip, and then shipped in the "Marion Renny." His name was Charles Robey. He stayed in the cabin four or five days, eating nothing, but sipping water from a tea-spoon. On the morning of the fifth or sixth day he went on deck, and patted the Fijian at the wheel on the back, saying, "Savinaka ko-iko" ("You're a good man"). He then walked forward and deliberately shot the steward dead with a revolver, which he fired through the window of the deck-house. Then he turned and fired at the man at the wheel, and missed him. The Fijian immediately rushed at and bored him to the deck, calling on his countrymen for assistance; they took the revolver from Robey, who must have gone mad, and held a consultation as to what they should do, and came to the conclusion that as he was beyond hope of recovery, and the wounds on his head and different parts of his body were mortifying, and their own lives were in danger, their best plan was to insure their own safety by throwing him overboard. They therefore consigned the unhappy wretch to the water. As they had steered west from Rotumah they now went in the opposite direction, and kept the ship's head to the rising sun each morning, and guessed east during the rest of the day and night. The first land they sighted was Vanua Levu (Fiji), which they mistook for Tanna, and prepared themselves to resist any attack from natives of that island; they went through Nanuku Passage, and sighted Naitamba, which one of the Fijians recognized, being a native of the island; from thence he piloted the vessel to Loma Loma. During the homeward passage they encountered heavy weather, but the men were well acquainted with a ship, having been with whites some years. The native account agreed with the entry in the log, as they said they were thirty days out. Three Cherry Island natives were killed in the struggle on board. There is a belief in Levuka that Rae still lives, as the natives did not see him actually murdered; but there can scarcely be any probability of his being alive, as the two attacks were simultaneous.

Mr. Hennings has made arrangement for the ketch "Wild Duck" to proceed to the island and ascertain his fate; and it is highly probable that the massacre will be amply avenged. Mr. Rae was not married, and leaves no relations in Fiji. He had made several trips to the islands, and was universally liked.

My next item is an act of cannibalism on Ovalau, a few miles from Levuka. The Luvoni men (mountaineers) have been for a long time at variance with Thakombau's people on this island, and on Thursday last decided to attack Tokolau (a coast town some five miles from Levuka); their plans were made known to Tiu Levuka and Thakombau, who sent the customary whales' teeth and warned them to desist in their rebellion. The Luvoni people found that Cornelius, Chief of Yaravudi, a Luvoni man with Bau predilections, had revealed the plot; they sent for him, and, although he knew he was going to his death, he obeyed the summons. Thakombau's people also allowed him to go, although they must have known what consequences would ensue. He was taken to the house of Tio, Chief of Rukuruku, shot at, and cut down with an axe, then chopped about terribly. His body was given to the native teachers for interment; but, two days after being buried, it was dug up and eaten by the whole of the Luvoni people. The Mission teachers have left the chief town and come into Levuka.

THE spread of the Colonial Empire involves one inevitable consequence,—that beyond the limits of the Government of the Queen there will be regions touching closely upon them which present the spectacle of an English population without law. At the Cape of Good Hope there seems to be a territory of this kind, and resulting from it no very remote probability of collision between the population and those beyond it. We have the Fijis as another example of colonies beyond the limits of British Government. The population, and interests connected with them, are rising into an importance so great that it is impossible they can long dispense with regular law. England has shown an indisposition to extend her Colonial jurisdiction, and thus the people are left in circumstances which expose the subjects of the Crown to great danger, and even the maintenance of order to great risks.

Our last accounts from Fiji give some curious illustrations of this condition. A settler, wanting some yams, went to the house of a Chief and took them. The native, appealing to a kind of Court, had three dollars awarded as a penalty for this manifest wrong. The man fined refused to acknowledge the jurisdiction of the Court. Thus there are two evils incident to such a state—that there is no native Government strong enough to enforce the law, and that those Chiefs who might be inclined to maintain order and justice do so at the risk of insurrection.

Another remarkable illustration of this state of things was the treatment of a ship sent to scour certain islands and bring off the inhabitants. These were to supply what are called the planters with labour; but the captain, not being disposed to fulfil to the letter his contract, arrived in the port, and, having received certain preliminary payments, refused to deliver up the people in his power. It is impossible for any one to say what is the exact justice of the case, considered as between these two parties; but there was no Court to adjudicate, and no evidence was taken. The planters, however, resolved not to lose by their bargain, and therefore went on board the ship and carried off the men—that is, they committed an act which the law of nations would call piracy. They did so under the force of that necessity which is said to know no law. The captain, having no means of redress against them, might have also urged in his position the force of the law of necessity, and have shot the invaders of his ship; and perhaps he would have been the only person engaged in the affair really justified by the law of nations in having recourse to such means against armed violence.

There are innumerable social rights arising from relations which have sprung up in the islands, and the number of persons who are under the power of masters. They enforce that power in the ordinary way. Much may be done in such cases, no doubt, by arbitration, where all parties act in good faith, and merely wish to ascertain what is just and true. But these are not always the conditions under which men dispute, or the objects which they seek. And in every country where law is inoperative, and where the people do that which is right in their own eyes, to a large extent they do wrong.

The population of the Fiji Islands must now be considerable.

A newspaper is published, and trade is carried on with the ordinary aspects of civilized life; but beneath all there is necessarily a state of great distrust and uneasiness. There is always a danger that repeated aggression will lead to acts of criminal vengeance.

The British Government have been long forewarned not only of the importance of Fiji, but of the necessity of the establishment of settled government. They have declined the overtures made by native Chiefs, and which may now, perhaps, not be repeated. The ownership of land will become conflicting by the delay of occupation. There is always, however, this extreme difficulty in native titles, that collateral interests can never be known beforehand, and are scarcely ever satisfactorily settled, unless the Government possesses a strong force to support its decisions. Thus land quarrels are likely to arise and to lead to bloodshed.

If, however, the British Government resolve not to take possession of the Fijis as a sovereign power, it is certainly right that they should define the position of settlers and revise their responsibilities to the laws of the Empire. Every man who takes part in administering justice, unless it be under the authority of the native Chief, which may be adverse to reason and right, is liable to be punished in our civil and criminal courts. His power to act never goes beyond the natural law which confers upon every one the right of self-defence against attack. If in any other way he takes upon himself to administer justice, he may be liable to be called to account. If a man owes him money, and he goes and seizes it, he is a robber. If, being grievously wounded, he pursues and kills the aggressor, he is liable to be indicted for murder. If he joins with his fellow-colonists in associations pretending to erect courts and administer justice, he is beforehand condemned by distinct decisions of English jurisprudence. The thing was attempted in New Zealand, and was quashed by the authority of the Crown, although the new Government would have been probably administered in the spirit of English justice. It is, therefore, a matter of necessity which would be most unfair, almost criminal, to neglect, for the British Government to ascertain and state by what means courts may be established, and to pass such laws as may be necessary to enable those who are on the spot to take part in them.

We do not, however, place much confidence in this sort of evasion of the natural responsibility of an Empire. The danger is that the semi-independent States will involve the parent State in many difficult questions, and do many things which the law does not allow. If there be no maintenance of necessary authority by British law, people, by the sheer force of things, will be compelled to establish some Government, and to administer it in the best way they can. That, in reality, would be Lynch law, under whatever name it may pass; and the ships of war that frequent the islands will be in the anomalous position of supporting acts for which there is no legal authority, but which may nevertheless be obviously necessary for the welfare of the community.

We hope that the facts of the case will be transmitted to the British Government by Lord Belmore. These acts of violence tend to multiplication, and what has been successfully done will be repeated. It would be highly blamable in any Representative of the Crown of England to ignore facts which are known to be of dangerous import, and which require some distinct remedy.

No. 109.

*Mr. Holland to Mr. Hammond.—(Received, May 2.)**Downing-street, May 2, 1871.*

Sir,

I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a despatch from the Governor of New South Wales, inclosing a copy of a letter extracted from the *Sydney Morning Herald*, from a Missionary named Paton, on the subject of the removal of South Sea Islanders in British vessels to Fiji and Queensland; also an extract from the same newspaper, giving a favourable account of the manner in which the Islanders are dealt with in Queensland.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 109.

*The Earl of Belmore to the Earl of Kimberley.**Government House, Sydney, February 14, 1871.*

My Lord,

With reference to former correspondence on the subject of the South Sea Islands' labour trade, I have now the honor to forward an extract from the *Sydney Morning Herald* of yesterday, containing a note to the editor from the Rev. Dr. Steel, a Presbyterian clergyman in Sydney, requesting the insertion of the document following it, on the subject of the removal of South Sea Islanders by British vessels to Fiji and Queensland, which has been written with a view to publication in the Colonies and in Britain.

2. Dr. Steel is the same person who brought to me, about three years ago, the petition from certain Missionaries, on the same subject, a copy of which, together with an accompanying statement I forwarded as inclosures in my despatch of 29th February, 1868, to the Duke of Buckingham. Copies of these papers were subsequently, I think, laid before the House of Commons.

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

P.S.—I extract the following paragraph for your Lordship's information from the *Herald* of the 16th February:—

"THE POLYNESIANS IN NORTHERN QUEENSLAND.—We learn from the *Cleveland Bay Express* of the 4th instant, that the steamer 'Black Diamond,' which left Townsville on the 3rd instant, for Brisbane, took some Kanakas whose period of service has expired, and who are returning home to the islands. These unfortunate victims to the slave-owning oppressors of Queensland looked remarkably fat and healthy. They possessed large quantities of luggage, consisting for the most part of boxes of the best approved and most handsome manufacture. Their clothing, too, was pretty fair for slaves; and the quantity of finery of various descriptions which they were taking home with them would have been sufficient to stock an ordinary sized store. A determination was expressed by the majority of these homeward bound wanderers to renew their term of servitude as soon as possible after they had finished their visit to the Islands."

February, 23, 1871.

B.

Inclosure 2 in No. 109.

Extract from the Sydney Morning Herald of February 13, 1871.

REMOVAL OF SOUTH SEA ISLANDERS BY BRITISH VESSELS TO FIJI AND QUEENSLAND.

To the Editor of the *Herald*.

Sir,

Sydney, February 10.

The Committee on Missions to the Heathen, appointed by the General Assembly of the Presbyterian Church of New South Wales, have instructed me to request the insertion of the following document in your columns. It has been written with a view to publication in the Colonies and in Britain.

I am, &c.,
(Signed) ROBERT STEEL,
*Convener of the Committee on Missions, and
Agent of the New Hebrides Mission.*

"Rev. Dr. Steel, Agent of the New Hebrides Mission,—

"Aneria, New Hebrides, December 19, 1870.

"My Dear Sir,

"Having had to go by the Island of Espiritu Santo to Lifu lately, in order to get medical advice for one of our children, permit me to state what came under our notice in the slave trade during one day when lying at anchor in Fil Harbour, Faté.

"The 'Wild Duck,' Captain Martin, came first to anchor near by us in Fil Harbour. When the 'Dayspring's' boat went alongside the 'Wild Duck' three Santo lads instantly leapt from the deck into the boat and implored to be set at liberty as they did not want to go away in the vessel, but Captain Martin had them dragged into his vessel again with great difficulty. One of those lads had been the Rev. John Goodwill's servant in Santo, so I accompanied him on board to see why his lads were being taken away against their will. The captain refused to let them go, as he said they came voluntarily on board his vessel, and

and now he 'claimed' them as his. There were about 30 natives on board, nearly all boys. The stoutest of the native men were in irons under the hatch, as he said that they had been resisting and dangerous to his men. He said, also, that the friends of most of the others had been 'paid for them. Some got blankets, some got knives, and one got an axe.' About 10 o'clock that evening one of the Santo lads (Mr. Goodwill's servant) leapt overboard; they levelled a musket at him, threatening to shoot him, but he swam on and got on shore, took a Faté canoe unobserved, got on board our vessel, imploring protection, and soon after stowed himself away till we were again out at sea. If they had come or sent for him we had agreed to let them take him, but they did not.

"Captain Martin said that a few days before at Santo he had sent his boat on shore at a place called Pilia, some ten miles from Mr. Goodwill's station. There were three white and two Faté men in the boat. He saw the boat going in where some natives were assembled on the shore, and soon after he saw a crowd of natives collecting at the place (about 150) shouting, throwing their arms about them, and blowing their trumpet-shells in great excitement. The captain remained near all night, went close into the shore the next morning, and cast anchor; remained there all day, and saw many natives coming and going where the boat went in, and seven canoes laden with men from other parts joined them. His boat and men did not return, and the Santo natives on board his vessel said that they were all murdered on reaching the shore. We were at Santo the day after it occurred, and the natives there informed us that the men were killed and feasted on in revenge for a ship having stolen and taken away six women near that place. On the last visit the friendly natives warned the men in the 'Dayspring's' boat not to go in at that place, as they would be all murdered in revenge. The captain of the 'Wild Duck' got the loan of a boat and got firewood, &c., by canoes, but was very much put about for want of his own boat.

"The 'Latona' (so famous already in Queensland), Captain Winship, came next to anchor near us in Fil Harbour. At daylight next morning an elder of the Church at Pago, named Lor, came to the 'Dayspring,' and made the following complaint:—"The captain of the 'Latona,' on his way north, bought three boys belonging to Pago, Ariss, and Kalsa, from their father, Tipana, for a musket, and Akow, an orphan boy from Nopopon, for a piece of calico. Now, the boys cry too much, and want to go ashore again. Yesterday all men Pago take calico he give for one boy, and musket he gave for two boys on board to him, and say, 'Very good, you take him all back again and let the three boys come on shore again. He no want any pay belonging to you. But the captain no let him go. Can you help us?'"

"Having heard this statement from this intelligent Christian native, after consultation, we agreed to write to the captain the following letter, which we sent by the native:—

"To the Captain of the "Latona,"—

"Faté, December 6, 1870.

"Sir,

"A Christian native belonging to Pago village has just come on board the 'Dayspring' to inform us that you have three boys of that village on board your vessel, who have been sold to you. He has given us the names of the parties sold, and stated also the amount of payment received for them. We understand, moreover, that the boys are unwilling to go with you, and that their friends have brought back the payment received for them to procure their release, which you have refused to grant. As the purchase of human beings is a violation of the Divine law, and degrading to British subjects, we hope you will see the propriety of setting them at liberty before you leave this island.

"We remain, &c.,

(Signed)

"JOHN GEDDIE, *Missionary at Aneitcum.*

"JOHN G. PATON, *Missionary at Aneira.*

"JOHN GOODWILL, *Missionary at Santo.*

"I hereby certify that this is a true copy of a document sent to captain of 'Latona,'—

(Signed)

"FRED. SHEPHERD, *Mate of 'Dayspring.'*"

"In the evening, Captain Winship came off to the 'Dayspring' and said, 'I don't see what right I have to give up these boys. It would neither pay me nor my employers to do so.' We reasoned the matter with him, and informed him that the natives had brought the piece of calico and old musket to us, and that if he did not give them up, in the interests of the natives and of our work among them, he would be necessitated to report the case. He said that what he had done was common now in the trade, and he resolved to keep them whatever the consequences might be. We were all present, and Dr. Geddie explained our views, and the evil consequences of the trade, very carefully to him. He said, 'You cannot call it purchasing these boys; I only gave their father a present of a musket, and he gave me the two boys—and another man a present of calico, and he gave me one boy.' He sailed soon after for Queensland with the boys. His vessel was 81 tons, and he said, if I mistake not, that he had seventy-six natives on board.

"The 'La Maria,' Captain Morgan, for Fiji, was the third vessel that came to anchor near us in Fil Harbour.

"When leaving Pago village, on the 6th of December, after conducting a service, and baptising an adult and two children, we saw a boat with a white man in it, and a crowd of very excited natives around it. Dr. Geddie, and Mr. Goodwill, and I hastened to the spot, and were just in time to save the white man's life. They had taken the boat, and a native had his musket aimed at him. Mr. Goodwill shook his head, and awed the native, till I got beside the white man and pleaded with them not to hurt him. Dr. Geddie called out, 'We will take him off to his ship in our boat if you will let him go and not hurt him.' To this they agreed. As they were too much excited to be reasoned with, we got the white man between us, hastened to our boat, and got off safely.

"On his voyage north Captain Morgan got a Faté Chief, induced to go with him for the voyage to assist in getting natives; and being a powerful man he was sent ashore at Api in quest of natives. The Api natives quarrelled with him, and at three places discharged arrows at the boat, when a poisoned arrow pierced the Faté Chief's breast, from which, after suffering much, he died in convulsions, just as the vessel came to anchor. On seeing the boat come on shore with the dead body of their Chief, the natives burned with a desire to revenge his death. Hence the danger to the white man's life in the boat. The Faté natives who had taken the boat said they would give it up on receiving £20 as payment for their loss. On our boat going alongside the 'La Maria' with the white man, Captain Morgan was in a great rage, and,

among other unadvised things, said, 'I will arm twenty men with loaded muskets, and go on shore and shoot every man in their village if they don't give up my boat.' As he began to insult us with his abuse, I cautioned him that as we had saved the life of one of his men I hoped he would not place the lives of the others in danger, as the natives on shore would be well prepared for such an attack; but if through Christian natives he dealt prudently with them I had no doubt they might be led to give up his boat. Some compromise was eventually made, as he sailed with his boat next morning. His vessel was 31 tons, and he had forty-seven male and female natives on board; some said between fifty and sixty, crowded together. Captain Winship said a native told him that Captain Morgan had got some of the females off to see the ship, and kept them on board. It was painful to see the grief and hear the weeping and wailing of the Faté natives over their dead Chief, who had left them a short time before in health and strength.

"When the 'Dayspring' was at Nguna, last trip, the boats of the vessels 'Jason' and 'Spunkie,' from Queensland, came in where the Revs. Messrs. Watt, Milne, Goodwill, and Captain Fraser were assisting to put up a new mission-house, and purchased from a Chief four boys for one musket. The 'Jason's' boat took the boys away.

"When on the same visit the 'Dayspring' lay one night in Havannah harbour, Faté, five of these vessels, with natives, were anchored near by. Those on board had been drinking and quarrelling, and during the night kept up a constant discharge of musketry at each other, and probably in part to intimidate the natives from leaping overboard to get away. One captain fled from his own ship to the 'Dayspring' for advice and protection, saying there was mutiny on board his ship.

"On Aniwa lately two vessels called, and did all they could to get natives away. They offered a musket for every two boys got on the island. One boat's crew tried to seize two boys by force, but the natives seized their arms, and defended the boys, and the boat had to make off hurriedly. A boat of the other tried to get away with some young men while giving them tobacco, but their friends observing made a rush at the boat, when the lads leapt out, and it also got away safely.

"The following facts were reported to us on undoubted authority:—

"Sam,' a native of Fil Harbour, Faté, who has often served on board the 'Dayspring,' came to our vessel, and said to our men in pretty good English, that he had been to the northern islands lately, helping the 'Spunkie' to get natives; and at Malicolo the captain went in his boat to try and get natives, and to pay for them had a box of trade which the natives began to steal, and as the captain resisted them one native took him by the neck and got his head overboard. He called on Sam to shoot him, which he did through the heart, so that he fell dead. Another Faté man in the boat was ordered to shoot another man, but he shrank from it, whereupon Sam seized his musket and shot him through the side. Both men fell dead into the water, and the boat got off. The captain gave Sam two muskets, some calico, tobacco, &c., for shooting the two men.

"Tom,' an intelligent white man, living at Port Resolution, Tanna, reported a case of a vessel running down a large canoe at sea, with some eighteen or twenty-four natives in it, and taking all of them prisoners. Another vessel that saw what took place, came up and threatened to fight if they did not share in the prize. For the sake of peace they were divided between them. I forget the names of these vessels.

"On this single trip—at Anciteum one vessel passed the 'Dayspring' with natives. At Santo we saw two natives seeking natives; at Nguna other two; at Fil Harbour, Faté, three vessels laden with natives came to anchor near us; at Tanna one vessel passed us, and another was at anchor in the same trade; and for the last two months one of our Missionaries has seen on an average ten vessels weekly passing his island in this trade.

"As they generally keep clear of the 'Dayspring' we see and know little of their doings, except from natives; but from the above it is evident that it is fast depopulating our islands, and though as far as possible concealed from us and the public, even now there is a considerable loss of life, and, indeed, always has been in this trade.

"The 'Wild Duck' on one trip had three white men and two Faté men killed; the 'La Maria,' one Faté man; the 'Spunkie,' two Malicolo natives; another vessel—a Chief, who had been deceived and carried away, became desperate, killed a white man, then leaped overboard and was drowned; another vessel lost a white man. I forget the names of the last two vessels. A vessel cast away at Api is said to have had nine natives killed. Captain Stewart, of a whaler, called at an island in company with a slaver's boat for provisions, when the natives shot arrows at them, and a poisoned one wounded the captain's arm, which was much inflamed when he called at Santo, and death was almost certain.

"Now, though many in the Colonies and elsewhere dignify this trade in human beings by the name of the 'cheap native labour trade,' and are ready indignantly to reproach and abuse all who dare to disapprove of it, and seek to protect the natives in their island homes, yet from the above, and what came under our own notice on the 6th December with the three vessels in Fil Harbour, Faté, surely any reasonable person must see that it is a revival of the African slave trade, with all its horrors. Interested parties in high authority in Queensland and elsewhere may wink at such evils, and continue to represent the trade so as to mislead the Home Government and persons interested in the welfare of these islands, while by their laws they give a show of regulating the trade and protecting the natives against abuse; but such laws are violated and set aside by all in the trade, and even by their own agents appointed to see them carried out, as the slightest impartial investigation by competent parties would prove. And as the native desire for revenge is now reaching its climax on all these islands, those occupied by Missionaries not excepted, I fear deeds of bloodshed will force such investigation. If not, undoubtedly retributive justice will overtake all men stealers and men buyers, and all who have attempted to legalize their unlawful trade, with all its horrors. God's time of reckoning will come.

"Here the natives—mere boys and girls, many of them, as seen on board the abovenamed vessels on the 6th December—are sold by degraded natives on shore for muskets, ammunition, calico, knives, axes, tobacco, &c., or they are decoyed on board by every pretence, and the helpless creatures are ruthlessly carried off in every conceivable manner.

"Undoubtedly some go willingly, yet I believe that a great majority are dragged away against their will, as in the case of the Santo lads in the 'Wild Duck,' and the three Faté boys in the 'Latona.' These were the only natives on board to whom we could speak; but the looks of many indicated great sorrow of heart. The white men were keeping them on board by dread of the knife, the loaded revolver and musket, life-preservers, and irons. The use of these the trade now necessitates; it cannot be carried on without them.

them on our own islands. When once in the hands of their captors, the natives have no possibility of escape, except by death, which some have preferred to slavery. An armed guard is always kept over them when on board such vessels, and all hands are generally kept ready for any emergency, with knives and loaded revolvers in their belts.

"Lastly, natives taken to Fiji in the 'Flirt,' when brought before the British Consul, refused to sign any agreement, because they had been deceived and stolen from their own islands as reported. The Consul said he had no means of compelling them to be taken back to their own islands, though it was a clear case of man-stealing. He gave them and their captors twelve hours to reconsider what was to be done. During this interval every possible means was brought to bear upon them, so that when brought up again the Consul got them passed. The same system has been adopted in Queensland by Government agents. Certainly the mock justice so displayed is an insult to Heaven, and a disgrace to our beloved British name and authority.

"Now, unless the British Government puts a complete stop to this trade, and disperses the ruffians engaged in it by its strong arm, it will soon depopulate our islands.

"We have given up all hope of redress from the Colonies. They are all too deeply involved and interested in this trade now to stop it entirely, and their half measures have only facilitated and increased the evil. Year after year we have as a Mission petitioned and written to them regarding the growing evils of this trade, and entreated protection for our natives from its growing abuses, but all in vain. Shall we now look also in vain to Great Britain, our beloved country, that has done so much to suppress slavery elsewhere? May God forbid. May He move her again to rescue and protect these poor down-trodden Polynesians.

"I remain, &c.,
(Signed) "JOHN G. PATON."

No. 110.

Mr. Holland to Mr. Hammond.—(Received, May 9.)

Downing-street, May 8, 1871.

Sir,

With reference to the letter from this office of the 2nd instant, forwarding a despatch from the Governor of New South Wales, which contained certain statements respecting the removal of natives of the South Sea Islands in British vessels to Fiji and Queensland, and the treatment of the islanders in Queensland, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a further despatch from Lord Belmore, inclosing letters on the subject extracted from Colonial newspapers.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 110.

The Earl of Belmore to the Earl of Kimberley.

February 27, 1871.

My Lord,

With reference to my despatch of the 14th instant, I have the honor to inclose a paragraph, extracted from the *Empire* newspaper of the 25th instant, which refers to an explanation in the *Brisbane Courier*, by Mr. John Rees, master of the "Spunkie," respecting the statement headed "Removal of South Sea Islanders by British vessels to Fiji and Queensland," which appeared in the *Sydney Morning Herald* of the 13th instant, and which I forwarded to your Lordship in my despatch above referred to.

2. I also take this opportunity to forward, for your Lordship's information, a letter, signed with the initials G. E. D., which appeared in the *Herald* of the 25th instant. I do not know who the writer is, but his letter affords an independent confirmation of the view which I have taken the liberty of expressing in my former correspondence, as to the desirability of investing the British Consul in Fiji with magisterial power, and of keeping, as far as possible, a man-of-war constantly cruising amongst the islands of the South Seas.

3. There is one statement in this letter which I must correct. The capitation tax formerly levied on each Chinaman who landed in New South Wales no longer exists, nor am I aware that there remains any ill-feeling towards the Chinese, as such, at the present time.

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

Inclosure 2 in No. 110.

Extract from the Empire of February 25, 1871.

THE SCHOONER "SPUNKIE" AT THE SOUTH SEA ISLANDS.—Mr. John Rees, the master of the schooner "Spunkie," having seen the statement of certain Missionaries of the New Hebrides, headed "Removal of South Sea Islanders by British vessels to Fiji and Queensland," communicated to the press by Dr. Steel, offers the following explanation, in a letter to the *Brisbane Courier* as regards the voyage of the "Spunkie." He says:—

"I sailed from Brisbane on Thursday, September 15, 1870, on a recruiting voyage for Polynesian labour, and reached the New Hebrides on the 29th of the same month. On the 10th October we made the island of Malicolo, sailing close on to the east shore. As soon as the natives saw the ship a crowd of some 200 flocked down to the beach and invited us to land, by waving palm-leaves and lighting fires as tokens

tokens of friendship. Thinking that some would be willing to come away with the vessel, I ordered the boats to be lowered, and pulled into the beach, passing with some difficulty over a coral reef, where there was only just water enough to float the boat. Being aware that the Malicolo men were the most treacherous islanders in the group, I did not at once pull in shore, but kept the boats some fifty yards away; and the natives seeing this, many of them swam off to us, and assured us, by apparently unmistakable signs, that they were friendly disposed. Believing such to be the case, I ran the boat into the beach, but before the crew had time to remove their oars from the water the natives completely surrounded us, and two powerful men seized hold of the trade box and endeavoured to pull it out of the boat. Whilst I was endeavouring to secure it, three natives jumped into the boat, and seizing me by the neck, pulled my head over the gunwale, whilst a fourth raised his tomahawk in the air to split my skull open. Whatever may have been my shortcomings in this interesting predicament, I have no hesitation in asserting that I owe my life to the intrepid Sam, of Fil harbour, Faté, whom the Missionaries have evidently been cross-examining, with a view to prove that I landed with the bloodthirsty intention of shooting natives. When the tomahawk was raised to kill me Sam fired, I believe, in the air, which so frightened the natives that they one and all beat a hasty retreat into the bush. I did not see any of them fall, nor do I believe that any were injured. The fact was the natives imagined we were unarmed, and thought to make an easy capture by their assurances of friendship, but we soon found that they were well prepared themselves, as they had, with characteristic treachery, their tomahawks and clubs concealed behind them.

"Again, according to the *ex parte* statement of the reverend gentlemen of the 'Dayspring,' I gave Sam two muskets, some calico, tobacco, &c., for shooting the two (?) men.' The statement is as absurd as it is untrue. Sam is well known at Faté and is an excellent interpreter, and I secured his services at his native village to accompany me round the islands, upon condition that I should pay him the articles enumerated above, which I did according to my agreement; and I frankly admit that I gave him an extra rifle for his bravery in saving my life, for had he not fired when we were attacked at Malicolo the natives would have murdered me and the whole of the boat's crew.

Mr. Rees adds that he has been constantly trading to the islands for the past four years, is well known to the natives, and has hitherto been treated in a friendly way; but this was his first visit to Malicolo, having always avoided that island on account of the treacherous spirit of the natives, who have committed more outrages against white men than perhaps any natives in the South Seas.

He incloses an extract from the log of the 'Spunkie,' referring to the case in question, and asserts that everything in connection with the recruiting of natives (or as the Missionaries call it, "purchasing") was strictly in accordance with the requirements embodied in the rules and regulations of the immigration department of Queensland.

Inclosure 3 in No. 110.

Extract from the Sydney Morning Herald of February 25, 1871.

To the Editor of the *Herald*.

NOTWITHSTANDING all the correspondence which has taken place concerning the Queensland South Sea Island labour question, the "Daphne" case, at the instance of Captain Palmer, R.N., late of Her Majesty's ship "Rosario," and the Royal Commission which sat in Sydney and took evidence on the subject, very erroneous views appear still to be entertained concerning it by a considerable portion of the community and to be persevered in by correspondents in your valuable journal.

Having been for some time a resident and "one in authority" in Northern Queensland and its seaports, I have been in a position to observe not only the manner in which the introduction of this labour was commenced, and the treatment of the islanders when on the plantations or stations which obtained them, but also the style of vessels, captains, and crews which carried on for years the *bêche-de-mer*, sandal-wood, pearl-shell, and cocoanut and cocoanut oil trade amongst the islands of the north-east coast and South Sea, and some of which embarked in this collection and carriage of black labour to Queensland and other labour markets to the eastward. I feel, therefore, that I can speak with some authority on the subject, and that, in the cause of humanity, it is my duty to do so. I believe that there has been only one authenticated case of South Sea Islanders being treated with neglect on a Queensland station, and that I believe to have been the result of distance from supplies, necessitating temporary hardships, of which whites and blacks have alike to take their chance on outlying stations. I believe that those who would wilfully treat these people with cruelty are very few and far between; and these even are deterred by fear of public opinion, and the visits of the Government Inspector; while, putting it on the lowest grounds, it would not pay them to do so. I have visited these islanders on their arrival in the country, and when on stations and plantations, and have never met one who was not well-treated, bappy, and contented; while all those that I have seen on the eve of their return to their islands were fat and jolly, spoke well of their employers and the country, had plenty of clothes and comforts to take home with them, and generally proposed to return.

The Queensland Act, now in force, provides amply for their comfort and protection on the voyage, in the Colony, and also for their return; and its provisions are carried out by district inspectors, who must periodically visit the plantations and stations on which they are employed. They are, in fact, better off than is their unfortunate Mongolian brother, poor John Chinaman, in New South Wales; for, on their arrival after a free passage, they have, besides all the liberty and protection to life and property of our laws, an additional law to protect them on the voyage and insure the comfort and safety of their sojourn in the Colony; whereas John Chinaman has to find his way here as he best can, is charged a heavy capitation tax on his arrival, and if he goes to a gold-field runs a risk of having his head broken and being driven off it, and the result of his industry destroyed by the free British subject on whose free territories he has dared to intrude himself, on the strength of British Treaties for free national intercourse carried into Peking on the points of British bayonets.

So much, however, for so-called Queensland slavery. There is no possibility of such a thing, nor of any harshness to the South Sea Islanders there; and the idea would never have been broached but that a portion of the Democratic party in our Parliament were hard up for a "cry" to take before the liberal constituencies. "Black labour" they said, "interfered with the wages of the free Britisher;" so poor darkey was to be kicked out by any means, fair or foul, and his employers called "slave dealers."

I have, some years ago, and so doubtless have many thousands of your readers, heard similar sentiments expressed regarding the immigration of Germans—now the conquerors of France, perhaps soon to be gigantic rivals of Britain, by sea and land, but now undoubtedly ranking here among our most useful colonists.

The accusations against the Queensland employers of black labour have now almost died out, their promulgators having sunk from being legislators into obscurity. Now, the real voice of humanity reaches us from the Island of the Pacific, calling for protection to the islanders from the cruelties, deceptions, and outrages amounting in many cases to piracy, to those who make a trade of collecting the islanders and conveying them, not only to Queensland, but, in the majority of cases, to other labour-importing South Sea Islands.

In late correspondence in your valuable paper from those parts, and also in Lieutenant Chester's letter from Cape York, concerning New Guinea, we hear of the effects of these outrages upon the islanders; the fear instilled into some, the terrible and bloody revenge taken by others, sometimes on unoffending people, who pay with their lives the penalty for the atrocities of villains, which it is a disgrace to Great Britain to permit.

The class of men that is engaged as masters of vessels in this roving trade (before stated), and of which this "crimping" is one branch, have not generally borne that character for respectability which would permit surprise on the part of those acquainted with their antecedents, at the revelation of their proceedings, which come to us across the ocean.

There are, of course, among these men some of excellent character and integrity of purpose; but there are others, of whom, to say that they are about "as bad a lot" as sail out of any port on the earth, is not to say too much. They are, doubtless, strict in their accounts with their employers, energetic in their calling, and whilst in British ports, submissive to the law (to this even I can cite exceptions, however). On leaving these ports pass right out of all constraint or supervision of their conduct to destinations amongst unprotected ignorant savages, beyond all control of laws, Consular, Admiralty, or otherwise.

Far from the influence of popular opinion even, they are undisputed autocrats over their mixed crews of black savages and white men, unscrupulous and ignorant themselves, little less ignorant and perhaps more unscrupulous, with liquor to inflame their passions, and arms to enforce their purposes, is it surprising that, under such circumstances, outrages against laws, Divine and human, should frequently occur, and the whole beneficial effects of Missionary labour of perhaps a quarter of a century be swept away by the daring infamy of men, who, being white, are necessarily considered by the islanders to be the Christian (!) brothers of their Missionaries, and therefore, not unworthy of imitation?

In the hands of such men, far away in the ocean, the law is a dead letter, and there are no men-of-war on the South Sea station to support the Consular authorities in enforcing it, while these latter are powerless to do so, holding as they do the anomalous position of British Consul resident in the territories of independent barbarian Chiefs, but without the necessary Consular authority and powers vested in them by the British Government. The British population on the South Sea Islands is rapidly increasing, its commerce developing, and the demand for black labour from distant islands for cotton and other cultivation is rapidly enlarging. This commerce—this trade in black labour—is carried on by British seamen, on British vessels, and by them the outrages alluded to are committed.

It behoves the Governors of the Australian Colonies, and especially the Governors of New South Wales and Queensland, to make the strongest possible representations on this subject to the Home authorities, and to urge upon Her Majesty's Government the necessity for at once establishing either a Protectorate—backed by sufficient naval force—over the whole of the groups of islands which are now becoming colonized by the British; or to establish properly empowered Consuls, and Consular Courts, with at least two men-of-war (fast despatch vessels) to support their authority, and perform the maritime police duties of the trade of the north-west portion of the South Pacific.

There is no doubt that if this is done the good-feeling and abhorrence of all lawlessness entertained by the British residents and by the highly respectable captains of Sydney vessels now conducting the principal trade, will so strengthen the hands of such authorities that the dark deeds of the miscreants alluded to will soon become impossible to go unpunished, while the lives and property of the whites will become safe; the justice and integrity of the Englishman will be established, and his glorious religion, which has been carried to these poor barbarians and cannibals by our noble-minded and devoted Missionaries at the peril of their lives, will at length be honored and exalted.

If England would boldly assume the supreme sovereignty of those islands and groups of "Oceania," including New Guinea, unoccupied by recognized Powers, and would send out a well qualified Governor, and two or three men-of-war despatch-vessels, to establish a Government, and bring the whole island Chiefs peaceably under the British Protectorate, by such engagements as they can comprehend, the results would be:—1. The cessation of all lawlessness and piracy among whites, and of bloody feuds, massacres, cannibalism, and other horrors between hostile tribes. 2. The speedy settlement and civilization of the islands. 3. The strengthening of the hands of Missionary enterprise and perhaps the neutralization of some sectarian jealousy therein, by the Protectorate of a Government based upon pure religious equality. 4. The protection of British subjects. And 5. Withal, such an impulse to commerce as (with the tropical richness of these lovely islands and their multitudes of muscular energetic inhabitants) would convert Oceania into one prosperous community.

England need fear no "political complications" nor expense. The commonwealth thus created would, in a very short time, be self-contained and self-supporting. The ocean divides these islanders into small and isolated tribes, thus made easily amenable to a small marine force; in a short time a native military and marine force, officered by Englishmen, could be established and supported out of the public revenue, sufficient to maintain law and order throughout the dependency.

It is earnestly to be hoped, in the cause of humanity, that England will not hesitate to fulfil this portion of her destiny as the great Christianizer and civilizer of the ends of the earth.

G. E. D.

Sydney, February 2, 1871.

Mr. Holland to Mr. Hammond.—(Received, May 23.)

Downing-street, May 19, 1871.

Sir,

I am directed by the Secretary of State for the Colonies to transmit to you a leading article of the *Melbourne Argus* of the 27th March, relating to affairs connected with the Fiji Islands.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure in No. 111.

Extract from the Melbourne Argus of March 27, 1871.

It appears that the schooner "Margaret Chessel," of Melbourne, has had two men killed by the natives of Apiti, whither she had proceeded for the purpose of "blackbird-catching," the term often facetiously applied to the entrapping of South Sea Islanders for the cotton plantations of Fiji and Queensland. That being the vessel chartered by Mr. Butters to procure field-hands for his Fijian estate, it is fortunate that he did not himself accompany the expedition. It would be such a sad termination to the career of a Victorian ex-legislator to be slain, and probably eaten, by ignoble savages. Absurd as it would be to suppose that individual proceedings could compromise our character as a Colony, it is anything but pleasant to find Victorians identified with the alleged atrocities of the labour traffic now carried on in the South Seas. The attention of the Imperial authorities has been again directed to this subject in connection with Queensland, which is represented as becoming virtually a slave State, and it is doubtful whether this odium can attach to any one Australian Colony without damaging the reputation of the entire group. But selfishness is not the only motive which should induce us to repudiate all complicity with an infamous system, for the suppression of which England has made such great and generous sacrifices. Anything resembling slavery is so repugnant to British ideas and feelings, that we should be just as ready to condemn it wherever practised. That such an abomination should be permitted to flourish in our vicinity is out of the question.

The demand for South Sea Island labour originated, of course, with the progress of cotton-planting in Queensland. Europeans being unfitted for such work, and the importation of Chinese coolies being too costly, the planters naturally resorted to a labour market more suitable in every respect. To this there could be no objection, so long as the islanders were found willing to emigrate—a transference from their native wilds to a civilized settlement being possibly a change for the better. But it is notorious that at first the natives were seldom or never consulted—that in too many instances they were enticed on board on false pretences, and forcibly deported for "service," under arrangements which it was simply impossible for them to understand. So glaring were the abuses that followed that the Queensland Legislature passed an Act for the regulation of Polynesian labour, which came into operation in March, 1868; and there is no reason to believe that cases of gross kidnapping have since been of rare occurrence so far as Queensland is concerned. Still the system has continued open to very grave objections. In the memorial recently addressed to the Under-Secretary for the Colonies, it is alleged that the provisions of the Act have been habitually violated; and Mr. Monsell admitted that the law was defective in not compelling the presence of an immigration agent on board every labour vessel before sailing, and in omitting to provide for the introduction of a due proportion of the sexes. One of these defects has been already remedied, the Queensland Government having a few months ago directed that in future an accredited officer shall be on board every vessel leaving the Colony, in order to see that the islanders are fairly treated. It is but just to the authorities of Queensland to state that, whatever cruelties may have formerly accompanied the procuring of labour for that Colony, they are now endeavouring to have the business conducted with some regard to humane considerations.

But although captains are now less prone to serious violations of the law against kidnapping, they practically evade its provisions whenever possible. An inquiry has been made into the allegations of the Rev. Mr. Paton, Missionary at the New Hebrides, involving a charge of this kind against Captain Winship, of the "Latona." Captain Winship meets the charge of having kidnapped three boys with a point-blank denial, which may or may not tell against the veracity of the Missionary, according to opinion, but he has to acknowledge that on returning to Queensland he did not procure a proper legal certificate, signed by "a Missionary or some European resident," declaring that the natives on board had voluntarily engaged for service. Captain Winship's excuse is, that he did not ask any Missionary to sign because he had recruited the boys on a part of the island where there are no Europeans. Doubtless, such localities are the favourite hunting-grounds of skippers in quest of recruits, the Missionaries being a troublesome impediment. Upon the whole, it would appear that the process of importation is now seldom accompanied by cruelty and artifice, and it is asserted that the natives are generally contented with their new sphere of labour. Disinterested inspection might perhaps result in quite another story.

There is apparently a great difference between the mode in which labourers are recruited for Queensland and for Fiji. Intrinsically objectionable as the business may be in Queensland, at all events it is regulated by law, and the presence of an accredited agent on board every labour vessel will prevent the commission of any brutal violence. It is in connection with Fiji that the most revolting features of "blackbird-catching" have been developed. Some shipmasters in the Fijian traffic appear to hesitate at no cruelty or falsehood in order to secure their freight. It is related that one of these individuals donned a shovel hat, improvised out of a son'-wester, hoisted the flag of the Bishop of Polynesia, and when he had thus deluded a large number of islanders on board, placed them under an armed guard, and sailed away in triumph. This, however, seems only pastime in comparison with the measures frequently resorted to by unscrupulous skippers. Upon arriving at Fiji, the labourers are passed on by the British Consul as a mere matter of form, and there seems nothing to prevent their future master or owner from dealing with them according to his own sweet will. Many of the planters are humane and intelligent, but there are others whom we should scarcely like to see trusted with irresponsible power over defenceless fellow-creatures.

Missionary

Missionary narratives are not exempt from exaggeration, and it is likely enough that the reports of the Rev. Mr. Paton and others are rather too highly coloured, but there is sufficient evidence of a state of affairs which ought not to receive even the apparent sanction of British authority. It is very proper and necessary to obtain abundance of labour for the cotton plantations, but surely this can be done without a reckless sacrifice of human life, even though the victims are ignorant savages. That so many South Sea Islanders have emigrated voluntarily renders it all the more inexcusable to force any at all. Such cruelty and treachery have served only to exasperate the population of the islands against all white men, friends as well as foes, provoking such reprisals as the massacre of the "Marion Renny;" and it is but a scanty consolation to know that these outrages can be retaliated as Her Majesty's cutter "Blanche" retaliated upon that wretched village in Rondova Bay, where innocent and guilty were slaughtered alike. This is not exactly in accord with modern notions of civilization, and it was therefore desirable to have the whole question brought under Imperial review.

No. 112.

Mr. Holland to Mr. Hammond.—(Received, May 26.)

Downing-street, May 25, 1871.

Sir,

With reference to the letters from this office of the 2nd and 8th instant, forwarding despatches from the Governor of New South Wales on the subject of certain statements which were made respecting the removal of natives of the South Sea Islands in British vessels to Fiji and Queensland, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, a copy of a letter from Mr. Archer, the Agent General for Queensland, forwarding correspondence in refutation of the statement made by Mr. John G. Paton.

I am, &c.,
(Signed) H. T. HOLLAND.

Inclosure 1 in No. 112.

Mr. Archer to the Earl of Kimberley.

Queensland Government Offices, 32, Charing Cross, London, May 10, 1871.

My Lord,

I have the honor herewith to forward copies of correspondence received from the Colonial Secretary's Office, Queensland, on the subject of Polynesian Immigration.

The reports and letters were called for in answer to a letter that appeared in the *Brisbane Courier* of 20th February (a copy of which accompanies this), written by Mr. John G. Paton, a Missionary at Aueira.

One of the gravest charges in that letter relates to the supposed murder of two natives of Malicolo, by "Sam," a native of Fil Harbour, Faté, at the orders of the master of the "Spunkie."

I more particularly wish to draw your Lordship's attention to the account of this matter, contained in Mr. Paton's letter, as an example of the kind of evidence that is thought sufficient to justify charges being brought against the masters of vessels taking Polynesians to Queensland. Any one at all acquainted with uncivilized or half civilized men, knows how difficult it is to get the truth from them, even after the most patient examination; but Mr. Paton seems willing to take the bare word of any of them, so long as it tells on that side of the question he wishes to establish. Fortunately we have in this case not only the word of the master of the "Spunkie," but of a disinterested passenger who was witness to the whole matter, in direct contradiction to the statement of "Sam."

In the very next paragraph of Mr. Paton's letter he gives the statement of "Tom," a white man living amongst the natives, about a vessel having run down a canoe and taking the natives in her prisoners. He finishes this story by saying that he forgets the names of the vessels that afterwards divided the prisoners.

I need not point out to your Lordship how absurd and indeed unjust it is to spread abroad such stories on the authority of "Tom," and not take the trouble to jot down or fix in his memory the names of the vessels, so that the case might be examined and either proved or disproved. This loose manner of stating charges is certainly not giving any assistance to the Queensland Government, which is anxious to get at facts for the purpose of preventing all abuses in the importation of Polynesians.

In the accompanying reports, numbered 1 and 6, from the present and late Immigration Agents in Brisbane, your Lordship will notice that neither of them, though they have taken special care to question the Polynesians on arrival, ever heard of a case of kidnapping, while it is stated that some of those who have served three years in Queensland, and gone back to their islands, are returning with their friends, and, in some cases, with their wives. When any report of kidnapping had been made by residents in Brisbane, the Immigration Agent had offered, on the part of the Government, to prosecute; but, on examination, no evidence could be produced. As the relation between masters of vessels and their sailors is, as a rule, not the most amicable, there would have been no difficulty in procuring evidence, had there been any foundation for the reports.

In conclusion, I wish to draw your Lordship's attention to the fact that every vessel licensed to carry Polynesians is now, and has for some months past, been obliged to carry an agent appointed by the Government to see that the Act passed for the protection of Polynesians is strictly carried out. The Queensland Government have thus put the immigration of Polynesians under as strict a supervision as is the immigration of coolies to other Colonies, and they feel assured that every inquiry made into the manner in which they have controlled this immigration, will prove their strong desire to see justice done to the islanders.

I have, &c.,
(Signed) A. ARCHER, Agent General.

Inclosure

Inclosure 2 in No. 112.

*Mr. Gray to the Colonial Secretary, Queensland.**Immigration Office, Brisbane, February 21, 1871.*

Sir,

Acting under your instructions, I have the honor to furnish you with the following report upon the statements contained in a letter appearing in the *Sydney Morning Herald* of the 13th instant, from the Rev. John G. Paton, a Missionary at the New Hebrides, reflecting upon the manner in which certain vessels from this Colony, engaged in recruiting labourers from the South Sea Islands, have procured their natives.

The first vessel referred to by Mr. Paton, from Queensland, is the "Latona," which arrived here on the 22nd December last, with sixty-nine natives from various islands.

Among the number were the three boys from Sandwich, whom the captain of the "Latona," Mr. Winship, is charged with kidnapping, and who are now under engagement with Mr. Raff at Caboolture.

Upon reading the statement respecting the "Latona," I at once sent for Mr. Winship, as also the agent for the ship, Mr. George S. Smith, who accompanied the vessel to the islands upon the occasion. Mr. Winship's and Mr. Smith's version of the affair, both of which coincide in every particular, are quite different to that of Mr. Paton's. Mr. Winship states that about a month previous to the date of the letter which he received from the Missionaries, and about ten miles to the north of Fil Harbour, in the Island of Sandwich, he went on shore and engaged the three boys in question, their agreements were fully explained to them by an interpreter named Moss, and they expressed themselves perfectly willing to come to Queensland. Mr. Winship admits having given the father of the two boys a musket and a piece of calico, but not until they had expressed their willingness to engage.

The "Latona" then proceeded northwards to recruit, and returned about the time at which the Missionaries' letter to Mr. Winship is dated. Upon receipt of this letter, Mr. Winship states that he went on shore and saw the Missionaries, who at once demanded that the boys should be given up. This Mr. Winship says he declined to do, as they were quite happy and contented on board, and had no wish to return; but that he invited the Missionaries to come on board and see for themselves, which they refused to do.

Upon the arrival of the "Latona" in Brisbane, she was, in my absence, visited by Mr. Martin, the chief clerk in this office, who mustered and inspected the islanders, and found them to be a cheerful and contented lot, thoroughly understanding the terms of their engagement. Mr. Martin subsequently witnessed and explained to each islander, through an interpreter, the nature of his agreement, and not the slightest approach to a complaint was made. Indeed, with so many Sandwich men employed in the Colony, and in the immediate vicinity of Mr. Raff's plantation, I hardly think that Mr. Winship would be likely to have laid himself open to the chance of a prosecution for any such breach of the Act.

I cannot, however, say that Mr. Winship acted altogether discreetly in the matter. By the Act under which these labourers are recruited he was bound to produce, upon arrival, a certificate in form of Schedule I, to the effect that the natives had voluntarily consented to engage for service in Queensland, which certificate must be signed by the captain or agent of the ship, or a Missionary, or some European resident or chief interpreter. Although Mr. Winship produced this certificate, it is merely signed by himself, Mr. Smith, the ship's agent, and Moss, the interpreter. Mr. Winship states candidly enough that he never asked any of the Missionaries to sign the certificate, and assigns as his reason for not doing so that he recruited the boys on a part of the island where there were no Europeans, and had them with him for more than a month before any demand was made upon him; and that, as they had signed at the time they were recruited, he did not think a second certificate necessary. The certificate of the engagement of these boys, which Mr. Winship forwarded to this office, is dated the 24th of October, whereas the letter from the Missionaries is dated the 6th of December, some six weeks after. Mr. Winship further states that the Missionaries are so averse to the deportation of natives from any of the islands, whose services they thereby lose, that they invariably refuse to sign these certificates, as they decline to recognize in any way the right of any person to encourage their emigration.

I regret very much that I have not been able to examine the three boys on Mr. Raff's plantation, as to their alleged forcible abduction, but I shall take an early opportunity of doing so, and forward you, in the shape of a supplementary report, the result of my inquiries.

Inclosed I beg to forward, for your information, a copy of a letter addressed to me by Mr. Winship, upon the subject of the charges made by Mr. Paton.

With regard to the charges made against the boat's crew of the "Spunkie" and "Jason," that they purchased from one of the Chiefs at Nguna four boys for a musket, I regret that Mr. Paton has not thought it necessary to mention the date of this occurrence, and to supply further particulars with reference to it. As it is, the captain of the "Spunkie" informs me that he never has been in company with the "Jason" while recruiting, and the "Jason" is unfortunately not now in port. It is, however, well known that in many of the islands the Chiefs have absolute control over the actions of their subjects, and, however willing the islanders may be to engage, they dare not do so without the consent of their Chief, and in all probability the captain of the "Jason" did get the men from Nguna, but not in the way Mr. Paton would lead the public believe that he did.

That he gave the Chief a musket I have also not the slightest doubt, but merely to secure his consent to their leaving the island.

Next comes the alleged murder of two natives at the Island of Malicolo by one of the boat's crew (an interpreter) of the "Spunkie." With reference to this, I have the honor to forward to you a copy of a letter which I have received from the captain of the vessel upon the subject, as also one from Mr. Nicol, a passenger and eye-witness of the affair, in refutation of the charge. Mr. Raff, another passenger upon the occasion, is unfortunately absent from the Colony, or I should like to have heard his version of the story.

I may add that during the period I have held the office of Immigration Agent no less than 533 natives from the islands have made engagements under the immediate supervision of this office, as will be seen on reference to the statement appended, and not a single complaint has ever been made by any of the men as to the manner in which they were recruited. Moreover, each of the ships mentioned brought back natives for re-engagement who had previously served their period of three years in the Colony. In fact, many have brought with them their friends, and, in some cases, their wives.

I may also refer you to the evidence given before a Select Committee of the Legislative Assembly during the Session of 1869 by the late Immigration Agent, Mr. McDonnell, in which he states that no complaint of any kind whatever was ever made to him by the islanders, or have they ever exhibited any unwillingness to sign their agreements.

I cannot conclude this report without directing your attention to the evident feeling of *animus* which pervades more or less the whole of Mr. Paton's letter, but more particularly in the following paragraph, in which he says, "Interested parties in high authority in Queensland and elsewhere may wink at such evils, and continue to represent the trade so as to mislead the Home Government and persons interested in the welfare of these islands, while by their laws they give a show of regulating the trade and protecting the natives against abuse, but such laws are violated and set aside by all in the trade, and even by their own agents appointed to see them carried out, as the slightest impartial investigation by competent persons would prove."

Now it is well known that it is only within the last three weeks that the Government have by regulations provided for the appointment of accredited agents, and that as no vessel from this Colony has as yet recruited natives under the supervision of a Government agent, I cannot help thinking that if the other statements in Mr. Paton's letter are made with as little regard to truth as this one is, the Government should hesitate before giving credence to any of them, more especially as it is currently reported that many of the Missionaries on these islands are interested in the retention of the islanders, more from motives of personal gain than from anything else.

I have, &c.,
(Signed) ROBT. GRAY, *Immigration Agent.*

Inclosure 3 in No. 112.

List of Vessels arrived at Brisbane with Polynesians, from August 1, 1870, to February 21, 1871.

Name of Ship.	Date of Arrival.	Tanna	Vanua	Sandwich.	Gana.	Ajel.	Fortuna.	Erromanga.	Mal.	Tonga.	Finoka.	Melop.	Mae.	Ameryn.	Pona.	Christobel.	Bellona.	Guldecara.	Pentecost.	Ureparapara.	Aurora.	Vanuara.	Flora.	Total.
Spunkie ...	Aug. 29, 1870	21	33	29	22	33	0	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	125
Spunkie ...	Nov. 14, 1870	...	...	17	...	20	...	...	...	3	5	83	...	...	...	...	...	...	...	...	...	...	...	180
Latona ...	Dec. 22, 1870	4	23	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	4	28	...	69
Harriett King ...	Feb. 1, 1871	...	...	...	...	37	...	...	...	...	...	...	12	6	6	...	...	...	...	...	...	...	...	61
Woodlark ...	Jan. 10, 1871	2	...	...	...	5	...	...	2	8	...	...	...	...	...	9	...	3	...	...	...	...	80	57
Spunkie ...	Feb. 11, 1871	2	22	...	...	5	...	...	...	...	6	...	15	1*	...	...	...	...	...	6	11	13	...	91
Total ...	...	35	78	49	4	98	0	1	2	11	11	83	27	7	0	13	...	3	1	12	16	41	30	533

Immigration Office, Brisbane, February 21, 1871.

Inclosure 4 in No. 112.

Mr. Nichols to Mr. Gray.

Sir,

Belle Vue House, Brisbane, February 21, 1871.

Having read the letter of Captain John Rees, of the schooner "Spunkie," addressed to the *Brisbane Courier* of to-day, in reference to the statements published under the signature of certain Missionaries of the New Hebrides, concerning an affray which took place between the boat of the "Spunkie" and a tribe of natives on the Island of Malicolo, I have the pleasure to inform you that I was a passenger on board the vessel at the time of the occurrence, having left Brisbane for the New Hebrides with the view of inquiring into the habits and mode of life of the natives of those islands. Whilst thus engaged I invariably accompanied the boats on shore, and consequently had every opportunity of observing all that occurred; and I can frankly assert that I never witnessed any breach of the rules and regulations required to be carried out by your department in connection with the recruiting of Polynesians.

I was an eye-witness of the affray, as related by Captain Rees, and I can therefore vouch for the truthfulness of his report of an occurrence which, in the hands of the Missionaries, has been twisted into a groundless accusation.

I am, &c.,
(Signed) CHARLES JAMES NICHOLS.

Inclosure 5 in No. 112.

Mr. Rees to Mr. Gray.

Sir,

"Spunkie," Brisbane, February 21, 1871.

Being aware of your desire to obtain every information relative to the charges made by certain Missionaries against several duly licensed vessels trading between this Colony and the New Hebrides, for the importation of Polynesian labour, I have the honor to direct your attention to my letter appearing in the *Brisbane Courier* of this date, and of which I beg to enclose a copy.

I am, &c.,
(Signed) JOHN REES, *Master of the schooner "Spunkie."*

Inclosure 6 in No. 112.

Mr. Winship to Mr. Gray.

Sir,

Having noticed in to-day's *Courier* a letter under heading "Removal of South Sea Islanders by British vessels to Fiji and Queensland," wherein it is stated that on the 6th December, 1870, I, as master of the "Latona," took from Sandwich Island three natives against their wish, and brought them to Queensland, I beg to say this statement is simply false. I will now forward you a true report of my proceedings, and what actually did occur while at Villa Harbour, Sandwich.

On or about 26th October last we went into Villa for the purpose of getting a boat's crew. At Villa Island we got five islanders as boatmen; at Pango three recruits, and one who had been three years in Queensland. He said he would act as boatman while north, and perhaps go to Brisbane as a recruit. This man particularly wanted a gun for his services; it, together with some calico, was given to him. Shortly afterwards we sailed for Havanah Harbour with the nine Sandwich natives on board. The day after our arrival at Havanah Harbour the aforesaid man bolted, and I never saw anything more of either the man or my gun.

On the 5th of December, 1870, we again went into Villa to land our boat's crew, and found the "Dayspring" there. On the 6th I received a letter, the same as in the *Courier* of this date. This was the first intimation I ever received of having natives on board who did not wish to remain. The same evening I went on board the "Dayspring," introduced myself to a Missionary—I think a Mr. John Geddie. I told him I had taken an interpreter on board, and, through him, the three natives told me that they wanted to go to Brisbane; that it was the natives on shore who were afraid of the Missionary's displeasure for their allowing the three boys to leave in the Missionary's absence. I also said I could not think of landing them at their request, or that of the natives on shore; but if they themselves showed the slightest sign of wishing to leave, I would at once put them on shore. I did not tell the Missionary that it was usual to buy men, nor did I tell them how the gun and calico went on shore. I was loth to acknowledge that a native, who had been three years in Queensland, was able to swindle me.

Previous to my leaving the "Dayspring" I asked if they were satisfied with my explanation; they said quite, but not with the Queensland Labour Act. Had they not said they were, I intended to insist on their coming on board the "Latona" to see for themselves. We lay on the bank in Havanah Harbour for three days, and about 150 yards from shore at Pango for two days. I never kept an armed watch, nor any but the watch usual when at anchor. The natives were free to go over the side whenever they thought fit. They were several times on shore while the vessel was beached, at which place we kept no watch at all.

I have, &c.,
(Signed) WILLIAM C. WINSHIP.

Inclosure 7 in No. 112.

Mr. McDonnell to the Colonial Secretary, Queensland.

Brisbane, February 21, 1871.

Sir,

In compliance with your request that I would state whether any complaints from the Polynesians of kidnapping or unjust treatment at the islands or on board ship had been received by me in my capacity as Immigration Agent, from the commencement of the operation of the Act, in March, 1868, to the month of July last, when I left the Immigration Office through promotion, I have the honor to state that by the return which accompanies this letter, it will be seen that I personally inspected nine vessels during the above-named period, in which some 494 Polynesians were brought to Queensland, and I can only repeat what I have stated and reported previously from time to time, that no complaints were made to me by any one of these men, either of ill-treatment or kidnapping.

In the evidence given by me before the Select Committee of the Legislative Assembly on the 3rd June, 1869, I stated in my reply to questions, "That from my observation so far, I had no reason to believe that there is any ground for the allegation that in the manner of obtaining this labour, and in the mode of entering into agreements, there is deception practised upon these islanders, and that there is ill-treatment in the way of their being obtained or kidnapped." What I then said I can reiterate now.

During my tenure of office I made every possible effort to learn if any kidnapping had taken place, as the Government was desirous of prosecuting, with the utmost rigour of the law, any one against whom evidence of that crime could be produced, and I offered one of the foremost amongst those who declaim against this immigration that if he could procure any evidence sufficient to go into Court with, I would be prepared, on the part of the Government, to prosecute. I need hardly add that no such evidence has been forthcoming.

I am glad to perceive that in order to make the system more complete and satisfactory the Government have provided that an agent shall accompany each vessel to see that the men are fairly treated at the islands, and I have no doubt the report of these officers will afford much information on the subject.

There may be, and no doubt is, a grain of truth in the statements made by the Missionaries at the islands, but these statements must not be accepted as showing that these islanders are procured by kidnapping or fraud.

I cannot, however, help remarking, that in all these published statements, Fiji and Queensland vessels are mixed up so indiscriminately that to a casual reader they would seem to be intimately connected, which in Queensland at least is well known not to be the case. In reference to this matter I would like to state that on board one of the vessels I inspected shortly before I left the Immigration Office, in which only 10 islanders arrived out of an authorized complement of 75, a Tanna man, who had never been in the Colonies before, but who understood English very well, informed me, in reply to my inquiries, that the reason so few Tanna men came in the ship was that a vessel from Fiji had taken a number of men away by enticing them on board as if for Queensland, and sailing with them to the Fijis; this made the islanders fearful of being misled.

In the last four ships which arrived during 1869 and 1870, it will be seen that only eighty-one islanders were brought out of an authorized number of (say) 425. This, in itself, affords indirect proof that unfair means were not resorted to, as, if the statements of the Missionaries were entirely true, there would be no difficulty in filling these vessels; but it is only reasonable to conclude that the masters were deterred from using violence, if they were so disposed, by the checks placed upon their doings by the Polynesian Labourers' Act.

In

In conclusion, I would state that there are numbers of these men now in Brisbane able to speak English plainly, who, if they had been kidnapped or unfairly treated, could have told their story to those who are only too ready to hear them; but I have not heard of any complaints being made by them of unjust treatment at the Islands.

I have, &c.,
 (Signed) JOHN McDONNELL,
*Under Secretary to the Postmaster General, and
 late Immigration Agent.*

Inclosure 8 in No. 112.

POLYNESIAN Vessels visited by John McDonnell, Esq., as Immigration Agent.

Name of Ship.	Date of Arrival.	Lifo.	Teka.	Tanna.	Mahula.	Api.	Sandwich.	Mal.	Maré.	Rotomas.	Erromango.	Molobara.	Pea.	Murillaro.	Santo.	Eurota.	Santo Maria.	Bligh Island.	Pentecost.	Vunakara.	Laguana.	Uraparapara.	Valua.	Total	
Spunkie ...	June 2, 1868	38	5	29	4	31	5	3	17	1	...	...	...	...	...	...	...	...	...	...	...	...	...	136
Latona ...	July 20, 1868	20	...	18	...	...	...	...	4	...	30	...	2	...	...	...	...	...	...	...	...	...	...	74
Latona ...	Nov. 3, 1868	24	5	27	...	...	...	...	6	...	13	...	...	...	...	...	...	...	...	...	...	...	...	76
Daphne ...	Nov. 15, 1868	...	...	...	1	...	...	...	14	...	...	25	...	4	5	3	...	...	...	...	...	...	...	62
Latona ...	Mar. 26, 1869	...	...	...	1	...	2	...	...	...	...	...	...	12	...	...	24	6	1	14	14	...	...	74
Latona ...	Aug. 21, 1869	...	...	9	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	3	5	13	...	34
Latona ...	Jan. 24, 1870	...	...	7	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
Woodlark	Feb. 11, 1870	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
Latona ...	July 14, 1870	1	5	...	11	6	23
Total ...		82	10	105	5	31	7	22	30	1	43	25	2	4	17	7	24	6	1	22	19	24	6	494	

February 21, 1871.

(Signed) H. S. M.

1871.

NEW SOUTH WALES.

COURT OF APPEAL FOR AUSTRALASIAN COLONIES.
(DESPATCH RESPECTING PROPOSED ESTABLISHMENT OF.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to GOVERNOR THE EARL OF BELMORE.

(Circular.)

Downing-street, 8 August, 1871.

MY LORD,

I transmitted to the Lord President of the Privy Council extracts of so much of the Report of the Royal Commission appointed by the Governor of Victoria to consider and report upon certain questions of Intercolonial Legislation as relates to the proposed establishment of a High Court of Appeal for the Australasian Colonies; and I have received in reply the enclosed letter and statement, which, in accordance with His Lordship's suggestion, I request that you will communicate to your Government, and to the Judges, and make generally known in the Colony in such manner as you may deem most convenient.

As I have not yet been informed that the Government of Victoria has adopted the recommendations of the Commission, and as I have no means of judging whether those recommendations are likely to be favourably received in the other Australasian Colonies, I abstain at present from attempting to form any conclusion as to the necessity or expediency of constituting such an Appeal Court as is proposed.

I will only observe that the Lord President's letter, with the statement annexed to it, seems to me to deserve the careful consideration of your Government, and of all persons in the Colonies who take an interest in this important subject.

I have, &c.,
KIMBERLEY.

The Registrar of the Privy Council to the Assistant Under Secretary of State for the Colonial Department, on the subject of the Appellate Jurisdiction of Her Majesty in Council, over the Australian Colonies.

20 July, 1871.

Sir,

I have laid before the Lord President of the Council your letter of the 21st June, enclosing, by direction of the Earl of Kimberley, a copy of the first Report of the Royal Commission of the Colony of Victoria on the subject of Intercolonial Legislation and a Court of Appeal for the Australian Colonies, and I am to inform you that his Lordship's attention has been directed to that part of the Report which relates to Appeals to Her Majesty in Council. On this subject I am directed by the Lord President to address to you the following remarks, in the hope that they may serve to correct some misapprehensions which appear to exist in the Australian Colonies.

In order to show precisely the amount of the business which has come before Her Majesty in Council and the Judicial Committee from the Australian Colonies since their settlement, Lord Ripon has caused the statement to be prepared which I have the honor to annex to this letter. His Lordship would suggest that it may be desirable to cause this statement to be extensively made known in all the Australian Colonies, and for this purpose forty copies of it will be sent herewith.

It appears from this statement that the total number of Appeals from New South Wales from 1842 to 1871 has been 64, of which 41 have been heard, and 23 dismissed for non-prosecution; from Victoria there have been 32 Appeals, of which 23 have been heard, 9 have been dismissed for non-prosecution; from Tasmania there have been 3 Appeals; from Queensland 1; from New Zealand 3; from South Australia, 5 have been heard and 4 dismissed for non-prosecution; from Western Australia there have been none.

The whole Appellate business from the Australian Colonies therefore has amounted to 112 cases, of which one-third have never been prosecuted at all. The cases actually heard average 2 or 3 a-year. Out of a list of 86 Appeals set down for hearing after Trinity Term, there was but 1 from New South Wales, and 1 from Victoria, and these 2 cases have just been heard. The business of the Australian Colonies forms therefore but a very small fraction of the business of the Privy Council.

It also appears from this statement, which gives the exact dates of the setting down and hearing of each case, that no case from any Australian Colony has ever been delayed more than a very few months after it was ripe for hearing. The delays, such as they are, are attributable entirely to the parties themselves, and not to this Court.

The statements contained in the note to page 14 of the Report are not consistent with the facts relating to Appeals from the Australian Colonies, which will be found in the accompanying paper. Nothing has occurred to justify the assertion that "the number of Appeals from the vast dominions of the Crown is greater than it appears the Privy Council is capable of dealing with." The excess of Appeals at present coming on for hearing has arisen solely in Bengal. There is no arrears of any Appeals but those from India. The Lords of the Judicial Committee have never allowed the Colonial or other business of the Court to be tied up or postponed by the Indian Causes. The time of the Court has been divided equally between the several jurisdictions it is called upon to exercise.

The Royal Commission advert to the inconveniences arising from the prosecution of an Appeal in criminal cases to England. The Lords of the Council are fully aware of these inconveniences, and they have on almost every occasion refused and discouraged all attempts to bring before them criminal cases, insomuch that there are not more than two or three instances of any such application being made with success from any part of the Empire. But recently, on an urgent application made on behalf of the Attorney General of New South Wales, based on grounds of public policy, their Lordships were induced to grant special leave to appeal in two criminal cases from that Colony. These cases were heard on their arrival in this Country within a few days of the date of their setting down. No delay whatever arose but that which is inseparable from the distance.

The Appellate Jurisdiction of Her Majesty in Council exists for the benefit of the Colonies, and not for that of the Mother Country; but it is impossible to overlook the fact that this jurisdiction is a part of the prerogative which has been exercised for the benefit of the Colonies from the date of the earliest settlements of this Country, and that it is still a powerful link between the Colonies and the Crown of Great Britain. It secures to every subject of Her Majesty throughout the Empire his right to claim redress from the Throne; it provides a remedy in certain cases not falling within the jurisdiction of ordinary Courts of Justice; it removes causes from the influence of local prepossessions; it affords the means of maintaining the uniformity of the law of England in those Colonies which derive the great body of their law from Great Britain; and it enables suitors, if they think fit, to obtain a decision in the last resort from the highest judicial authority and legal capacity existing in the metropolis.

The power of establishing or remodelling the Colonial Courts of Justice is vested by the 28 and 29 Victoria in the Colonial Legislatures; and it is undoubtedly desirable that the Colonial Courts of Justice should be so constituted as to inspire confidence in their decisions, and to give rise to very few ulterior Appeals. That is in fact the case with the Superior Courts of Westminster Hall; and the small number of Appeals from the Australian Courts is the best testimony to the excellence of those Courts also. But the controlling power of the Highest Court of Appeal is not without influence and value, even when it is not directly resorted to. Its power, though dormant, is not unfelt by any Judge in the Empire, because he knows that his proceedings may be made the subject of Appeal to it.

But it by no means follows as a necessary consequence of the powers vested in the Colonial Legislatures by the 28 and 29 Victoria, that laws should be enacted which would control the exercise of the prerogative of the Crown in the exercise of its Supreme Appellate Jurisdiction.

I have the honor to be,

Sir,

Your obedient servant,

HENRY REEVE,
Reg. P. C.

Hon. Robert Meade.

STATEMENT of all the Appeals to Her Majesty in Council from the Australian Colonies of New South Wales, Victoria, South Australia, Queensland, West Australia, Tasmania, and New Zealand, which have been forwarded to England down to the 1st July, 1871.

Names of Parties.	Whence.	Date of Decree appealed from.	Date of arrival of Record.	When set down for hearing.	Date of Judgment on Appeal.	Observations.
1 Sydney Stephen v. Judges of Supreme Court.	Van Diemen's Land.	17 Dec., 1842	.....	19 Oct., 1846	29 Mar., 1847	
2 Bank of Australasia v. Bank of Australia.	New South Wales...	5 Aug., 1845	.....	25 May, 1847	29 Feb., 1848	
3 Flint v. Walker.....	New South Wales...	5 July, 1844	.....	22 May, 1847	10 Dec., 1847	
4 Marquis of Bute v. Mason and others.	New South Wales...	2 Dec., 1845	.....	20 April, 1849	5 July, 1849	
5 Algernon Montagu v. Governor and Council of Van Diemen's Land.	Van Diemen's Land.	31 Dec., 1847	.....	30 May, 1849	3 July, 1849	
6 Attorney General of New Zealand v. Clarke.	New Zealand .....	.....	.....	5 Oct., 1850	15 May, 1851	
7 Doo dem Devine v. Wilson.	New South Wales...	5 April, 1852	8 Aug., 1854	27 June, 1855	27 Nov., 1855	
8 Oswald Bloxsome and others v. Scott.	New South Wales...	22 June, 1853	16 Oct., 1854	.....	.....	Dismissed for Non Pros.
9 Terry Hughes, and others v. Hoskings and others.	New South Wales...	12 Oct., 1853	28 Nov., 1855	5 June, 1856	15 July, 1856	
10 Fenton and Fraser v. Hampton	Tasmania	27 Nov., 1855	15 Oct., 1856	4 Nov., 1857	17 Feb., 1858	
11 Bunny v. Hart	New Zealand	29 May, 1856	10 Feb., 1857	10 June, 1857	24 July, 1857	
12 Towns v. Wentworth ...	New South Wales...	23 April, 1856	14 April, 1857	28 Dec., 1857	26 Feb., 1858	
13 How and another v. Kirchner and others.	New South Wales...	28 April, 1855	15 May, 1857	.....	.....	Dismissed for Non Pros.
14 Gordon v. Scott and others.	New South Wales...	5 Feb., 1857	5 Sept., 1857	23 Jan., 1858	25 Feb., 1858	

Names of Parties.	Whence.	Date of Decree appealed from.	Date of arrival of Record.	When set down for hearing.	Date of Judgment on Appeal.	Observations.
15 Kirchner and others v. Venus.	New South Wales...	1 Aug., 1857	16 Mar., 1858	25 Jan., 1859	16 Mar., 1859	
16 Robertson v. The Governor and Council of N. S. Wales.	New South Wales...	.....	23 April, 1858	.....	14 June, 1858	Dismissed on Petition.
17 Lord v. Commissioners of the City of Sydney.	New South Wales...	3 May, 1856	19 July, 1858	27 Jan., 1859	12 Feb., 1859	
18 Mortimer and Anderson v. Mort.	New South Wales...	8 Aug., 1857	16 Aug., 1858	.....	.....	Dismissed for Non Pros.
19 Jones and others v. Mackenzie.	New South Wales...	26 Feb., 1858	12 Jan., 1859	10 June, 1859	19 July, 1859	
20 McEwan and another v. Guthridge.	Victoria	4 Nov., 1858	1 April, 1859	19 Jan., 1860	5 Feb., 1860	
21 Williams and others v. Byrnes.	New South Wales...	30 Nov., 1857	11 June, 1859	.....	.....	Dismissed for Non Pros.
22 Toogood v. Campbell and Buchanan.	New South Wales...	4 Sept., 1858	19 Sept., 1859	.....	.....	Dismissed for Non Pros.
23 Devine v. Holloway and others.	New South Wales...	24 Aug., 1858	12 Jan., 1860	1 Jan., 1861	13 Mar., 1861	
24 Murnin v. Macfarlane ...	New South Wales...	1 Feb., 1858	12 Mar., 1860	.....	.....	Dismissed for Non Pros.
25 Hogan v. Hand and others.	New South Wales...	14 Jan., 1860	16 June, 1860	29 Jan., 1861	13 Mar., 1861	
26 The Liverpool & London Fire and Life Insurance Company v. Nichols.	New South Wales...	18 April, 1860	19 Sept., 1860	.....	.....	Dismissed for Non Pros.
27 The Bank of Australasia v. J. & G. Harris.	Queensland .....	.....	19 Sept., 1860	13 May, 1861	8 Feb., 1862	
28 Humphrey and Christian v. Nowland.	New South Wales...	30 Dec., 1859	22 Oct., 1860	9 Jan., 1862	5 Mar., 1862	
29 Booth and others v. A'Becket and others.	Victoria	22 Oct., 1858	20 Dec., 1860	19 Feb., 1863	18 June, 1863	
30 Tooth v. Fleming ...	New South Wales...	11 June, 1860	19 Jan., 1861	.....	.....	Dismissed for Non Pros.
31 Hosking and another v. Terry and another.	New South Wales...	12 Jan., 1860	19 Jan., 1861	6 June, 1862	28 July, 1862	
32 Palmer v. Service and others.	Victoria	1 Sept., 1860	18 Feb., 1861	.....	.....	Dismissed for Non Pros.
33 <i>In re</i> Henry Bunny	New Zealand	20 Nov., 1860	21 Mar., 1861	... Jan., 1862	11 Feb., 1862	
34 Lang v. Attorney General of N.S. Wales and others	New South Wales...	31 July, 1860	21 Mar., 1861	29 Jan., 1862	25 Feb., 1862	
35 Higgins v. Single	New South Wales...	19 Dec., 1860	18 April, 1861	.....	.....	Dismissed for Non Pros.
36 Hillas v. Poor	New South Wales...	5 July, 1860	22 July, 1861	16 April, 1862	21 June, 1862	
37 Manning and another v. Siemssen and others.	New South Wales...	12 Oct., 1860	22 July, 1861	.....	.....	Dismissed for Non Pros.
38 Harris and another v. The Bank of Australasia.	New South Wales...	10 Dec., 1860	22 July, 1861	13 Nov., 1861	8 Feb., 1862	
39 Osborne and others v. Eales.	New South Wales...	10 Dec., 1860	20 Sept., 1861	31 May, 1862	16 July, 1862	
40 Smith v. Mackenzie	New South Wales...	24 Oct., 1860	23 Oct., 1861	.....	.....	Dismissed for Non Pros.
41 In the matter of Grieve, an attorney v. <i>Ex parte</i> Bennet and others.	Victoria	4 Dec., 1860	23 Oct., 1861	.....	.....	Dismissed for Non Pros.
42 Viviers v. Tuck	New South Wales...	3 July, 1861	19 May, 1862	11 Nov., 1863	1 Dec., 1863	
43 Lloyd and another v. Wallack.	New South Wales...	30 Aug., 1861	16 June, 1862	.....	.....	Dismissed for Non Pros.
44 Bullen and another v. A'Beckett and others.	Victoria	4 Sept., 1861	20 Oct., 1862	2 June, 1863	7 July, 1863	
45 Williams and another Executors of Jobbins v. J. and W. Byrnes.	New South Wales...	7 Feb., 1862	21 Nov., 1862	29 Jan., 1863	4 Mar., 1863	
46 Robertson v. Dumaresq....	New South Wales...	26 June, 1861	19 Jan., 1863	12 Jan., 1864	17 Feb., 1864	
47 Dill v. Murphy and another.	Victoria	24 Dec., 1862	23 Mar., 1863	9 June, 1863	2 Feb., 1864	
48 Dean and another v. Byrnes and others	New South Wales...	3 Feb., 1863	22 July, 1863	1 June, 1864	23 July, 1864	
49 Hyland v. Moore	New South Wales...	20 Nov., 1862	18 Sept., 1863	.....	.....	Dismissed for Non Pros.
50 Mackenzie v. Barker	New South Wales...	3 Feb., 1863	21 Oct., 1863	11 Nov., 1864	19 June, 1865	
51 Graham and another v. Berry	New South Wales...	7 Feb., 1862	20 Nov., 1863	4 Jan., 1865	26 May, 1865	
52 Osborne and others v. Eales	New South Wales...	20 July, 1863	19 Dec., 1863	27 Jan., 1864	16 Mar., 1864	
53 Cooper v. Hellyer and another	New South Wales...	1 May, 1861	18 Feb., 1864	.....	.....	Pending
54 Evans and others v. The Queen	Victoria	31 Mar., 1863	17 Mar., 1864	20 April, 1865	1 Feb., 1866	
55 Esteban De Comas v. Prost and another	New South Wales...	9 July, 1863	18 April, 1864	30 Jan., 1865	29 Mar., 1865	

Names of Parties.	Whence.	Date of Decree appealed from.	Date of arrival of Record.	When set down for hearing.	Date of Judgment on Appeal.	Observations.
56 Macleay and another v. Tooth	New South Wales...	22 Dec., 1863	17 May, 1864	.....	.....	Dismissed for Non Pros.
57 Teschemaker and another v. McLean	New Zealand	27 Oct., 1863	24 June, 1864	.....	.....	Dismissed for Non Pros.
58 Strode v. Evans	New Zealand	9 Mar., 1864	21 Oct., 1864	20 Jan., 1866	.....	Withdrawn by consent
59 The European Assurance Society v. The Colonial Bank of Australasia	Victoria	24 Mar., 1864	21 Oct., 1864	.....	.....	Dismissed for Non Pros.
60 <i>In Re</i> the Estate of Rutledge & Co. <i>Ex parte</i> Rolfe and another	Victoria	28 May, 1863	21 Nov., 1864	9 June, 1865	1 Feb., 1866	
61 The Queen v. Hughes and another	South Australia.....	29 Aug., 1864	21 Nov., 1864	18 June, 1865	1 Feb., 1866	
62 Walker v. Jones	New South Wales...	6 Aug., 1864	13 Dec., 1864	6 June, 1865	16 Feb., 1866	
63 The Queen v. Dallimore and others	Victoria	10 Sept., 1864	22 Dec., 1864	27 May, 1865	21 Dec., 1865	
64 Bank of Australasia v. Flower & Co., <i>in re</i> Estate of Rutledge	Victoria	24 Sept., 1862	21 Feb., 1865	9 June, 1865	1 Feb., 1866	
65 The Attorney General v. Eagar	New South Wales...	12 Sept., 1864	23 Mar., 1865	.....	.....	Dismissed for Non Pros.
66 M'Evoy v. Tyson	New South Wales...	6 Dec., 1864	19 May, 1865	14 May, 1866	3 Nov., 1866	
67 Elsdon v. Jenkyns	Victoria	8 Sept., 1864	11 July, 1865	.....	.....	Dismissed for Non Pros.
68 Byrnes and another v. Clough and another	Victoria	5 Sept., 1864	24 July, 1865	.....	.....	Dismissed for Non Pros.
69 Irving v. The Alliance Bank	New South Wales...	1 Oct., 1865	17 Feb., 1866	.....	.....	Dismissed for Non Pros.
70 M'Donald and another v. Osborne	New South Wales...	17 Feb., 1866	19 May, 1866	.....	.....	Dismissed for Non Pros.
71 Whyte v. Cargill	New South Wales...	6 Dec., 1865	18 June, 1866	.....	.....	Dismissed for Non Pros.
72 Dines v. Wolfe	New South Wales...	7 Mar., 1864	18 June, 1866	9 June, 1868	2 Feb., 1869	
73 Williams v. Board of Land and Works	Victoria	1 Sept., 1865	15 Sept., 1866	.....	.....	Dismissed for Non Pros.
74 The Queen v. Bertrand...	New South Wales...	23 Feb., 1866	12 Nov., 1866	22 Feb., 1867	10 July, 1867	
75 The Oriental Bank Corporation v. The Australian Joint Stock Bank	New South Wales...	1 Aug. and 14 Sept., 1866	3 Dec., 1866	.....	2 Dec., 1867	Withdrawn
76 Campbell v. The Queen...	New South Wales...	.....	20 Dec., 1866	.....	13 Dec., 1867	Withdrawn
77 Elder v. Galbraith	South Australia	12 Sept., 1865	20 Dec., 1866	.....	.....	Dismissed for Non Pros.
78 Kyte v. Williams	Victoria	28 Nov., 1866	21 Mar., 1867	.....	.....	Dismissed for Non Pros.
79 Connor v. Holmes and others	Victoria	27 Nov., 1865	21 Mar., 1867	.....	21 June, 1869	Dismissed for Non Pros.
80 Webster and others v. Power and others	Victoria	18 May, 1865	21 Mar., 1867	11 Jan., 1868	13 Mar., 1868	
81 Bruce v. The Queen	Victoria	1 Sept., 1866	23 Mar., 1867	.....	.....	Dismissed for Non Pros.
82 Fitzgerald v. Fitzgerald...	New South Wales...	5 Dec., 1866	27 May, 1867	1 Jan., 1868	17 June, 1868	
83 Lewis v. M'Mullen	Victoria	21 Mar., 1867	21 Oct., 1867	11 July, 1868	19 Feb., 1869	
84 Murphy and another v. Glass	Victoria	6 Sept., 1867	18 Feb., 1868	30 May, 1868	19 Feb., 1869	
85 Wilson and another v. Throkeld	Victoria	18 Sept., 1867	30 Mar., 1868	14 May, 1869	8 July, 1869	
86 Cherry and another v. The Colonial Bank of Australasia	Victoria	6 Sept., 1867	19 June, 1868	25 Jan., 1869	19 July, 1869	
87 The Queen v. Murphy ...	New South Wales...	24 Sept., 1867	25 Aug., 1868	11 June, 1869	17 July, 1869	
88 South Australian Insurance Company, Limited v. Randell and another.	South Australia.....	31 Aug., 1868	9 Nov., 1868	23 June, 1869	14 Dec., 1869	
89 Mullen v. National Bank of Australia.	South Australia	13 Mar., 1868	9 Nov., 1868	7 Aug., 1869	15 Dec., 1869	
90 Palmer v. Klingebiel	South Australia	24 Oct., 1867	9 Nov., 1868	.....	.....	Dismissed for Non Pros.
91 Levinger v. The Queen ...	Victoria .....	.....	11 Nov., 1869	.....	26 July, 1870	
92 Anderson and others v. Pacific Fire, and Marine Insurance Company.	Victoria	23 June, 1868	7 Dec., 1868	29 April, 1869	7 July, 1869	
93 Hassall and others v. Moore and another.	Victoria	24 Sept., 1868	30 Jan., 1869	.....	.....	Withdrawn.
94 Hassall and others v. Faulkner and another.	Victoria	24 Sept., 1868	30 Jan., 1869	.....	.....	Withdrawn.
95 Hassall and others v. The Creswick Grand Trunk Gold Mining Company Regd.	Victoria	19 May, 1868	30 Jan., 1869	.....	.....	Withdrawn.
96 Moffatt v. Bateman	Victoria	4 Sept., 1868	31 Mar., 1869	10 July, 1869	15 Dec., 1869	
97 Smith v. Bews.....	South Australia	25 Sept., 1868	31 Mar., 1869	.....	.....	Dismissed for Non Pros.

Names of Parties.	Whence.	Date of Decree appealed from.	Date of arrival of Record.	When set down for hearing.	Date of Judgment on Appeal.	Observations.
98 Read v. Pawle.....	New South Wales...	15 Mar., 1868	19 June, 1869	.....	.....	Pending.
99 National Bank of Australia v. Cherry and others.	South Australia.....	8 Dec., 1868	16 July, 1869	29 Dec., 1869	30 June, 1870	
100 Ayers and others v. The South Australian Banking Company.	South Australia.....	7 Jan., 1869	16 July, 1869	29 Aug., 1870	2 Feb., 1871	
101 The Queen v. Macpherson	New South Wales...	8 June, 1868	13 Aug., 1869	1 April, 1870	7 July, 1870	
102 Logan v. Sempill, Official Assignee of Estate of Strachan and Company.	New South Wales...	26 Sept., 1868	13 Aug., 1869	.....	.....	Dismissed for Non Pros.
103 The Walhalla Gold Mining Company v. Mulcahy and another.	Victoria	19 May, 1865 and 15 June, 1869	8 Oct., 1869	24 Nov., 1870	20 July, 1871	
104 Cherry and others v. Morrison and another.	South Australia.....	25 May, 1869	8 Jan., 1870	.....	.....	Dismissed for Non Pros.
105 Day v. Day and others ...	New South Wales...	1 Sept., 1869	29 Jan., 1870	17 Dec., 1870	20 July, 1871	
106 Smith v. Harrison and others.	Victoria	2 Sept., 1869	26 Feb., 1870	.....	.....	Pending.
107 The Bank of Van Diemen's Land v. The Bank of Victoria.	Victoria	7 Sept., 1869	26 Feb., 1870	10 Aug., 1870	27 Jan., 1871	
108 The Speaker of the Legislative Assembly <i>re</i> Hugh Glass.	Victoria	26 June, 1869	19 May, 1870	13 Dec., 1870	31 Jan., 1871	
109 Eales v. Montefiore	New South Wales...	7 Sept., 1869	11 July, 1870	28 Oct., 1870	31 Jan., 1871	
110 The Australian Steam Navigation Company v. Morse and another.	New South Wales...	7 Mar., 1870	2 Jan., 1871	.....	.....	Pending.
111 Read v. Pawle.....	New South Wales...	21 Mar., 1870	30 Jan., 1871	.....	.....	Pending.
112 The London Chartered Bank of Australia v. Lemprière and others.	Victoria	23 Dec., 1870	23 May, 1871	.....	.....	Pending.

From 1842 to 1871 the total number of Appeals to the Queen in Council from the seven Colonies of New South Wales, Victoria, South Australia, Queensland, West Australia, Tasmania, and New Zealand, is 112: 64 have been lodged from New South Wales; 32 from Victoria; 3 from Tasmania; 1 from Queensland; 3 from New Zealand; 9 from South Australia; none from West Australia. Of these, 71 have been heard and 5 are still pending; 36 have been dismissed for non-prosecution or withdrawn. These numbers comprise the whole of the Appeals which have been brought from the Australian Colonies to England.

If the foregoing statement be examined, it will be found that there is frequently considerable delay in the transmission of the Records to England—sometimes extending to a period of two years. There is also considerable delay between the arrival of the Records in England and the date at which the case is set down for hearing. Over these delays the Lords of the Privy Council exercise no control. They are attributable solely to the parties in the Colony or to their agents in England. But with reference to the interval of time between the setting down the case and the final hearing, it will be seen from the 5th and 6th columns of this statement that this delay has been very slight indeed—seldom exceeding six months, and many Appeals have been disposed of considerably within that period—in three months or less. There is, therefore, no ground whatever for the allegation that the Appeals from the Australian Colonies have not been disposed of with the utmost despatch after the parties had taken the necessary steps to set them down for hearing.

HENRY REEVE,
Reg., P. C.

Council Office, Whitehall, 20th July, 1871.

1871.

NEW SOUTH WALES.

ADMINISTRATION OF JUSTICE.

(FURTHER DESPATCHES AND CABINET MINUTE RESPECTING RELEASE OF HOVELL AND RANGI, CONVICTED OF THE MURDER OF A SOUTH SEA ISLANDER.)

Presented to both Houses of Parliament, by Command.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 94.)

Government House,
Sydney, 1 July, 1869.*Hovell and Rangī—sentence of death commuted to imprisonment for life, with hard labour; first three years in irons.*

MY LORD,

With reference to my despatch, No. 84, of the 31st May, I have the honor to inform your Lordship that the points reserved for the consideration of the Judges of the Supreme Court, in the case of the capital conviction of Albert Ross Hovell and Rangī for the wilful murder of a native of the South Sea Islands, on board the "Young Australian," have been argued and have been decided against the prisoners.

Polynesian
Immigration,
123—A.

2. The fifth paragraph of my despatch will, however, I think, have prepared you to learn that the Executive Council have recommended that the extreme sentence of the law should not be carried out.

3. I was aware, at the meeting of the Executive Council, yesterday, that a numerously signed petition, in favour of these prisoners, was in the hands of the Colonial Secretary, and that more signatures were likely to be added to it.

4. As, however, I thought that, under any circumstances, the Council were likely to recommend a commutation of sentence, and as for my own part I was not prepared to allow the extreme sentence of the Law to be carried out against the prisoner Hovell, whose share in this murder was rather passive than active, I informed the Council that, as we were probably all agreed, it would in my opinion be better and more in accordance with English practice (when the Executive have come to the conclusion upon the merits of a case that a commutation of sentence ought to be granted) to decide the matter at once, without considering any petition.

5. The Executive Council agreeing with me, accordingly advised that the capital sentences which had been passed on the two prisoners should be commuted to imprisonment for life, with hard labour; first three years in irons.

6. As it may not unreasonably be supposed that, owing to the supposed connexion of Hovell with influential persons, pressure may have been brought to bear upon the Government in his favour, I wish to say that I knew nothing, at the time of considering this case in Council, of the nature of the grounds put forward in the petition in his favour; nor did I know who had, or had not, signed it.

7. I enclose a report of the proceedings when the reserved points were argued before the full Court, and also newspaper paragraphs showing that Levinger has, at Melbourne, been found guilty of manslaughter only, although he is to be indicted again for the murder of one of the other natives.

8. As for Rangī, although his part was more active than that of Hovell, yet I think that, under the circumstances, we were bound to extend to him the leniency frequently accorded to the Aborigines here, who are often heathens, understanding our language but imperfectly.

I have, &c.,
BELMORE.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 104.)

Government House,
Sydney, 14 July, 1869.*Hovell and Rangī. Forwarding Petition and Judges' Reports, &c., respecting, and asking advice as to their disposal.*

MY LORD,

With reference to the third paragraph of my despatch, No. 94, of the 1st instant, I beg to enclose a printed copy of the petition in favour of Albert Ross Hovell alluded to therein.

2. This petition, before being presented to me, had been published in the *Sydney Morning Herald*.

See L.A. paper
161—Adminis-
tration of Jus-
tice, No. 3. 1869.

See L.A. paper
161—Adminis-
tration of Jus-
tice, No. 1. 1869.
See do., No. 2.

3. The day after the case was decided in the Executive Council, and Hovell's sentence commuted, Sir James Martin, Q.C., the prisoner's counsel, addressed a long letter to me, in which he raised again the question of the admissibility of the evidence of the Rotumah witness. He also referred to the petition now adverted to, and further to a letter from Captain Palmer to myself.

4. He requested me to refer the case back again to the Judges and to my Ministers, believing as he did that there had been a miscarriage of justice.

See do., No. 5.
See enclosures
Nos. 8 and 9.

5. I have complied with his request, and asked that the Judges who had decided the reserved points would take into consideration his letter. I also referred to them the petition, Captain Palmer's letter, and subsequently a memorandum from Mr. Acting Consul Thurston, on an informal statement made by one Lennie.

Enclosures 4, 5,
and 6.
See L.A. paper
123—A. 1869.
Polynesian Im-
migration, page
21, sub-enclosure
No. 1.

6. The Executive Council have again considered the matter, together with the Judges' reports on the papers which I submitted to them. The majority of the Council thought we should be in a better position to decide on this case, after the lapse of some little time, and advised that the irons should be removed from the prisoners, but that the other portion of the commuted sentence should be reserved for future consideration.

7. This case is one of an extraordinary character, and it is one in which I anticipate that continued efforts will be made to obtain some further mitigation of sentence. Had the verdict been manslaughter instead of murder, as in Levinger's case the other day at Melbourne, for his share in the very same offence, the sentence would probably not have been very heavy.

8. At the same time, the object to be attained is, I apprehend, not so much to execute vengeance upon Hovell, as to make such an example of him as will tend to put a stop to similar inhuman proceedings in the South Seas.

9. There is also this peculiarity about it, that the offence was committed beyond the limits of the Colony, though the prisoner by coming here, which he did voluntarily, brought himself within the jurisdiction of the Supreme Court of New South Wales.

10. In my view, the prisoner Hovell has been guilty either of manslaughter or of murder. On the latter point, after considering the Judges' reports, to a certain extent personally I have some doubt. If he has, on the other hand, been guilty of manslaughter merely, he has not been indicted for that offence, and is therefore entitled to be released.

In accordance
with Rule 407 of
Colonial Regula-
tions.

11. Under these circumstances, and in view of your Lordship's despatch, No. 39, of 23rd April, 1869, I beg to ask your advice as to my conduct with regard to the ultimate disposal of this case.

I have, &c.,
BELMORE.

See enclosure
No. 10.
See L.A. paper
161—1869. No. 6,
enclosure 4
(page 7).

P.S.—Since closing the despatch, I have received copy of a correspondence bearing on this case, between the Chief Justice and Mr. Justice Fancett, which I enclose.

BELMORE.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 76.)

Downing-street,
2 October, 1869.

MY LORD,

I have the honor to acknowledge the receipt of your despatch, No. 104, of the 14th of July, respecting the cases of the prisoners Hovell and Rangi, lately convicted of the murder of a South Sea Islander on board the "Young Australian."

You request instructions as to the ultimate disposal of this case, anticipating that continued efforts will be made to obtain a further mitigation of the sentence passed upon these prisoners.

As a general rule, it rests with the Governor, in the absence of any circumstances of unusual doubt and difficulty, with the assistance of his Executive Council and of the Colonial Judges, to decide, upon his own responsibility, whether a prisoner should be pardoned or have his sentence commuted, and whether the original term of commutation should be further mitigated.

The present case is, however, somewhat peculiar, inasmuch as the offence for which the prisoners were tried was closely connected with the system of kidnapping natives, which Her Majesty's Government are so anxious to repress. It may, therefore, be considered to come under the special cognizance of the Home Government. Moreover, with a view of putting an end to this system, you have received special instructions to put in force all the powers vested in the Colonial Government; and now that a conviction has been obtained, and that you anticipate that pressure will be put upon you to grant a pardon, or to mitigate the term of imprisonment, you are justified in considering that there is a special and adequate motive for invoking the interference of Her Majesty's Government, within the meaning of the 407th Rule in the book of Colonial Regulations, and in referring to the Secretary of State, to learn whether in his opinion such pardon or mitigation of the sentence would, under the peculiar circumstances of the case, tend to defeat the object which the Imperial Government so earnestly desire to obtain.

I have, therefore, given my careful consideration to the question raised in your despatch, and I do not consider that the statements before me afford any sufficient reason for questioning the propriety of the verdict or the guilt of the prisoners.

Looking to the gravity of the offence of which the prisoners have been convicted, and to its close connexion with the heinous system of kidnapping which there is too much reason to believe has prevailed to a very great extent, and to repress which every possible effort should be made, I have reluctantly arrived at the conclusion that, unless some additional circumstances are brought to light exculpating the prisoners, it is not expedient for the present, at all events, to allow any further mitigation of their sentences.

I take this opportunity of acknowledging the receipt of your despatch, No. 94, of 1st July, relating to this case.

I have, &c.,
GRANVILLE.

GOVERNOR

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 180.)

Government House,
Sydney, 4 November, 1869.

In re "Young Australian." Enclosing Mr. Thurston's reply on the subject of the disposal of native witnesses.

MY LORD,

With reference to my despatch, No. 147, of October 1869, forwarding a copy of my letter to Mr. Thurston on the subject of the disposal of native witnesses in the "Young Australian" case, I now have the honor to enclose a copy of his reply.

2. Mr. Thurston informs me that he would communicate the sense of my letter to the Chief, and to their relatives at Rotumah.

3. I take this opportunity of enclosing a copy of a further petition which I have received in favour of Hovell and Rangī, together with a letter from Mr. Thurston giving cover to it, and also statements by a Mr. Henning. See L.A. paper 161-1869. Page 7, No. 6 and enclosures. See do., No. 5.

4. With reference to my despatch, No. 104, of 14th July, 1869, I enclose a copy of a letter from the Chief Justice bearing upon the trial of Hovell and Rangī, which I think was omitted from amongst the enclosures to that despatch. This letter addressed to the Colonial Secretary covered the reports of his brother Judges and himself.

I have, &c.,
BELMORE.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 8.)

Downing-street,
28 January, 1870.

MY LORD,

I have the honor to acknowledge the receipt of your despatch, No. 180, of the 4th of November, enclosing a copy of a despatch from Her Majesty's Acting-Consul in Fiji, covering a memorial from residents of the town of Levuka in favour of the prisoner Hovell.

In my opinion, the time has not yet arrived for considering whether Hovell's term of imprisonment might be shortened. The testimonies, however, borne to his character and conduct by the documents which you have transmitted should remain on record for future consideration.

On the part of the Imperial Government, I should not be disposed to object to such a curtailment of his punishment as your Government might hereafter think justifiable.

I have, &c.,
GRANVILLE.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 41.)

Government House,
Sydney, 25 March, 1870.

Hovell and Rangī—Removal of, to Darlinghurst Gaol.

MY LORD,

I have the honor to acknowledge your Lordship's despatch, No. 8, of 28th January last, on the subject of the prisoner Hovell, which I have laid before my Executive Council.

2. I explained to the Council that, although I was not warranted in dealing with the question of the prisoner's release at once, I thought we might safely assume that he would not be required to serve a longer sentence than Lovinger, whose guilt was equal to, if not greater than, that of Hovell and Rangī, and whose sentence is for seven years.

3. Under these circumstances, I said that as Hovell and Rangī had already been under separate treatment in Berrima Gaol for a longer period than a seven years' sentence would require, I was ready to accede to a recommendation, if the Council chose to make one, that they should be removed to Darlinghurst (Sydney) Gaol, where they would be subject to ordinary treatment. The Council thereupon advised accordingly.

I have, &c.,
BELMORE.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 47.)

Downing-street,
31 May, 1870.

MY LORD,

I have to acknowledge the receipt of your Lordship's despatch, No. 41, of 25th March, in reply to mine of the 28th January, No. 8, on the subject of the curtailment of the punishment of the prisoner Hovell.

I have, &c.,
GRANVILLE.

GOVERNOR

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 204.)

Government House,
Sydney, 7 December, 1870.

Hovell and Rangì—reporting their discharge from prison.

MY LORD,

With reference to my despatch, No. 41, of the 25th March last, on the subject of the sentences passed on Hovell and Rangì, the late master and one of the crew of the "Young Australian," and to Lord Granville's reply, No. 47, of the 31st May, I have the honor to inform your Lordship that I have learned from Lord Canterbury, in reply to an inquiry which I made of him, that Levinger, the late Super-cargo of the vessel, has been set at liberty, and that no further proceedings will be taken against him. This inquiry was caused by an application by Mrs. Hovell in her husband's favour.

2. Although I am aware that his release has been granted to Levinger on grounds which do not exist in the case of Hovell and Rangì, still, as I have always considered Hovell to be morally less guilty than Levinger, and Rangì to be an ignorant savage, I have felt myself at liberty to order their discharge from custody, which I accordingly did on the 5th instant.

I have, &c.,

BELMORE.

Lord Kimberley's despatch, No. 20, of 9th March, 1871, in reply to Lord Belmore's despatch, No. 204, of 7th December, 1870, presented to Parliament, by Command, 12 June, 1871.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 75.)

Government House,
Sydney, 16 May, 1871.

Hovell and Rangì—further respecting.

MY LORD,

I regret to learn, from your Lordship's despatch, No. 20, of 9th March, 1871, that you were unable to concur with me in the opinion which I had formed with regard to the propriety of the release of Hovell and Rangì from custody.

2. As I have not been so fortunate as to receive from you that approval and support with regard to my conduct in the final stage of this somewhat difficult case, which I received from Earl Granville in its earlier stages, you will perhaps allow me to enter into it a little more in detail than I did before, with a view of clearing myself from the imputation of having shown undue leniency in the exercise of Her Majesty's prerogative of mercy towards these two persons.

3. I venture, in the first place, to remind your Lordship that, in his despatch, No. 8, of the 28th January, 1870, Lord Granville, whilst expressing an opinion that the time had not arrived for considering whether Hovell and Rangì's sentences might be shortened, concluded his despatch by saying—"On the part of the Imperial Government, I should not be disposed to object to such a curtailment of his" (Hovell's) "punishment as your Government might hereafter think justifiable."

4. I find, on referring to the papers in the case, that subsequently to my despatch of the 23rd March, 1870, an application was made to the late Colonial Secretary by an influential gentleman in Sydney, to receive a deputation in favour of releasing Hovell on Her Majesty's Birthday. This request does not appear to have been complied with.

5. About the same time I personally refused a similar request to an old gentleman of the same name as the prisoner—a Captain Hovell—well known here as one of our early explorers. I gave this gentleman, either then or at some other time (for, from the date of a minute of mine on a paper he left with me in August, 1870, I seem to have had one other interview with him at least), to understand that the decision in Hovell's case would probably be guided by that of Levinger's case—unless perhaps the latter went on some purely technical plea.

6. Later in the year I find a petition from Mrs. Hovell, which I appear to have received through the late Colonial Secretary. It bears a minute dated 11th November, showing that it was submitted for my consideration as personally arranged between Mr. Cowper and myself.

7. It is not easy to recollect at this distance of time exactly what passed between us in conversation. I therefore beg to enclose a copy of the petition and of my minute upon it.

8. Your Lordship will see that I decided not to allow the correctness of the verdict to be called in question, and if remission was to be granted it must be as an act of grace. Mrs. Hovell amended her petition, forwarding a fresh one, omitting the parts I objected to (paragraphs 2 to 6 inclusive). I enclose a copy of the minutes of Mr. Cowper and myself upon that petition, which resulted in the discharge of the prisoners just as Mr. Cowper was leaving office.

9. I have thus shown that my late Government thought his release justifiable. That the new Government would recommend it I felt certain, for Sir James Martin had, as counsel, defended Hovell in Court, and held very strongly indeed the opinion that his conviction was wrong, as shown in his letter to me, which I sent to Lord Granville as enclosure No. 2 in my despatch No. 104 of 14th July, 1869. In fact, one of the first matters he mentioned on coming into office last December was this case—not being aware that Hovell had been discharged.

10. Now as to the case on the merits. Many people shared Sir James Martin's opinion. The Petition which I received in Hovell's favour after the commutation of the sentence appears to have received 1,746 signatures, and it urges that the verdict ought not to be allowed to stand. I did not allow the plea, but referred the matter, as your Lordship will see by former papers, for your predecessor's advice. Still this petition shows that a great many persons thought that Hovell's share in the transaction was attended by extenuating circumstances, or that he had not a fair trial.

See MS. papers
in the case.

11. Although it may not be worth much, I know from the Chaplain of Berrima Gaol that Hovell, who up to the time of the occurrence had as far as I know occupied a respectable position, did not see that he had done any wrong. He would appear to have considered that he at any rate had only acted in self-defence.

12. My own view is this:—I have no doubt in my own mind that the three men were barbarously murdered, and that they, at any rate, had been previously kidnapped. I think that Lovinger, Rangi, and two men who have never been in custody, were morally guilty of the murders.

13. That Hovell was technically guilty also, was a point on which I once had some doubt. I however accept the decision of more competent judges of that than myself. That he was morally guilty of deliberate wilful murder I do not believe. I think being engaged in a traffic of very dubious morality, to say the least of it, he could not justly complain of the consequence of his actions, but I also think that he lost his self-possession. He very probably at first thought his own life in danger, and having lost control over himself and others, he failed to do what was clearly his duty, in endeavouring to save these men's lives at the last.

14. Such being the case, and he having undergone what to a man in his circumstances and position was a serious punishment, I felt justified in curtailing his sentence. Had Lovinger not been released, I might probably have considered that Hovell should have served for three years, but I certainly thought that the former release made a material difference with regard to the punishment to be inflicted on the less guilty prisoner.

15. As to Rangi, I have nothing further to say than that, from what I remember to have heard at the time, I do not think he understood what was intended to be done with him when he was arrested; and his ideas as to his probable fate were much the same as if he had been taken prisoner by a hostile tribe. I do not suppose he understood much if anything about the trial or sentence.

16. I trust I have shown that Lord Granville's condition that my Government should consider the releases justifiable, was fulfilled before I ordered them; and with regard to the deterrent example, I hope I was not wrong in thinking, from what I have stated above, in addition to what I knew otherwise, that public opinion was sufficiently decided that enough had been done to meet the ends of justice.

I have, &c.,
BELMORE.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 85.)

Government House,
Sydney, 5 June, 1871.

Hovell and Rangi—Forwarding Ministerial Minute respecting release of.

MY LORD,

In my despatch, No. 75, of 16th May, I endeavoured, upon my own grounds, to justify my conduct in releasing Hovell and Rangi from custody, of which you had been unable to approve.

2. I now forward, for your Lordship's information, the transcript of a minute initialled by Sir James Martin, the Attorney General and Premier, upon your despatch, which I have received from my Responsible Advisers, and which is in the following terms:—

“The Cabinet have had under their consideration Lord Kimberley's despatch of the 9th March last, in reference to the discharge from custody of Hovell and Rangi, the late master and one of the crew of the “Young Australian.” They are of opinion that the release of these persons was justified, on the grounds that the conviction was either an erroneous one, or based on evidence altogether insufficient to warrant it in so serious a case. The Cabinet desire to place on record their opinion that, in the administration of criminal justice in this Colony, it is neither expedient nor constitutionally regular that their advice to His Excellency should be sought to be overridden by the Secretary of State.”—J.M., 5 June.

I have &c.,
BELMORE.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 67.)

Downing-street,
19 August, 1871.

MY LORD,

I have received your Lordship's despatch, No. 85, of 5th June, forwarding copy of a minute of your Responsible Advisers, referring to my despatch of 9th March, No. 20, respecting the release of Hovell and Rangi.

I regret that a misunderstanding of the views expressed by Her Majesty's Government at different stages of this case should have led your Ministers to express themselves in the terms of this minute.

I need scarcely observe that such a statement as that the Secretary of State has “sought to override” the advice of the Colonial Ministers in the administration of criminal justice could only be warranted by very strong reasons; and in the present instance the despatches which you have received on this subject will enable you to point out to your Ministers that they have made the statement under a misapprehension.

In his despatch, No. 8, of 28th January, 1870, my predecessor informed you that, in his opinion, the time had not then arrived for considering whether Hovell's term of imprisonment should be shortened, and that he would not be disposed to object, on the part of Her Majesty's Government, to such a curtailment of that prisoner's punishment as the Colonial Government might at a later period think justifiable. Her Majesty's Government thus expressly recognized the Constitutional position of your Ministers in such a case, although that is so well understood that no reference to it was necessary.

But in your despatch, No. 204, of 7th December, your Lordship, not stating that you were acting on the advice of your Responsible Advisers, informed me that, upon hearing from Lord Canterbury that Lovinger had been released, you had felt yourself at liberty to order the discharge of Hovell and Rangi from custody.

It appeared, and still appears to me, that the fact of Levinger having escaped from justice on a technical point was not a sufficient reason for the discharge of the two other prisoners, whose cases Lord Granville had assumed that your Lordship, with the advice of your Executive Council, would consider and deal with on their merits; and I did not think it right to withhold my opinion to that effect, in acknowledging your despatch, as otherwise I might have been supposed to acquiesce in the view you had taken.

I request you to point out to your Ministers the particular question to which alone, as shown in the last words of my despatch, No. 20, of 9th March, I referred.

I have no desire to inquire into the grounds of the advice which may be tendered to you by your Ministers as to the administration of criminal justice, nor to examine into its correctness or expediency.

I have, &c.,
KIMBERLEY.

Referred to Ministers.

As requested by the Secretary of State, I beg to draw attention to the particular question to which alone His Lordship referred in his despatch, No. 20, of 9th March.

Ministers are aware that, in this Colony, it is not the practice to deal with criminal business in Council, except in capital cases, and that usually the Colonial Secretary does not offer any specific recommendation to the Governor, although he has always the opportunity of doing so, and in the more difficult cases the Attorney General is consulted also. In very rare cases indeed the Cabinet as a whole advise the Governor.

In Hovell's case I differed in my view both from that taken by Her Majesty's Government (except that I agreed that the miscarriage of justice in Levinger's case in no way *diminished Hovell's guilt*—I never contended that it did, or that it in any way affected it) and from what I was aware was the view of the present First Minister, who was just about assuming office when I dealt with it, after having complied with Lord Granville's requirements, by having first received Mr. Cowper's (the then Prime Minister) advice; advice which might be taken as that of his Ministry—I have no doubt they agreed in his opinion.

My decision was in this—as of course it must be considered to be in all other criminal cases—*bonâ fide* my own, and not a merely ministerial decision, as it might have well been in a matter of purely civil administration. Hence I explain the use of the expression in my despatch No. 204 of 1870, alluded to by Lord Kimberley, and which has, I am afraid, been the original cause of the misunderstanding which has given rise to this correspondence.

B. 27 October, 1871.

The Cabinet have had under their consideration the despatch of Lord Kimberley, of the 19th August last; and it affords them much satisfaction to find that His Lordship expressly admits the right of Her Majesty's Ministers in this Colony to give effective advice to His Excellency the Governor in the administration of criminal justice in this Colony; and they regret that they should have fallen into the error of supposing that His Lordship intended to question that right in any way.

J. M., A.G. 13 Nov., 1871.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

"KIDNAPPING IN THE SOUTH SEAS."

(CORRESPONDENCE RESPECTING A BOOK BY CAPTAIN PALMER, R.N., ENTITLED)

Ordered by the Legislative Assembly to be printed, 22 November and 8 December, 1871.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 149.)

Government House,
Sydney, 7 September, 1871.

MY LORD,

I have the honor to transmit to your Lordship a letter which I have received from Mr. John Williams, the Crown Solicitor, relative to certain imputations cast, more particularly upon him—but also upon other officers of this Government—with respect to the proceedings in the case of the "Daphne," by Captain Palmer, R.N., lately Commander of Her Majesty's ship "Rosario," in a work published not long since, I think in Edinburgh, and entitled "Kidnapping in the South Seas."

2. This book has probably attracted a good deal of attention. I have no wish whatever to make any undue reflections upon Captain Palmer, for whose private character I have the highest respect, and with whom I was whilst he was on this station on terms of personal friendship; but I cannot allow the unsparing and uncalled for censure which he has passed on my Government in 1869 to remain unnoticed. Mr. Williams' letter is so full and clear with respect to the conduct of the Government in the "Daphne" case, that I am relieved of the necessity of adding much to it; as regards that subject, I need only say, in addition, that, whilst the termination of proceedings in the Water Police Court in favour of the master of the ship relieved this Government of any further responsibility in the matter, the then Premier, Mr. Robertson, after consultation, I believe, with the Attorney General, agreed to recommend the advance of money towards the necessary costs of the suit in the Vice-Admiralty Court from the Treasury, a proceeding which though justifiable was, strictly speaking, illegal.

3. I beg to refer your Lordship to the correspondence principally between Sir William Manning and myself, which I forwarded to you in my despatch No. 129, of 9th August last, and which will explain this matter more clearly.

4. There are two matters in the book relating more particularly to myself, which I am quite ready to justify should the necessity for doing so arise: One is with regard to an official letter which I requested Captain Palmer to withdraw until the Commodore's arrival. The correspondence about it was of a private nature, and very properly so; but I am quite ready to make it official if your Lordship should desire it.

5. The other matter relates to Hovell's case. The particulars of it are, I have reason to believe, already contained in a House of Commons paper, and I have nothing to add further than that it rested finally with me for decision, and that, after consulting Ministers, three out of four of the Judges of the Supreme Court, and the Secretary of State, I disposed of it as seemed to me most conducive to the ends of justice and public policy. Captain Palmer only alludes no doubt to the earlier stage of the case when the capital sentence was remitted, but of the propriety of that being done I had quite made up my mind before it was discussed in Council.

6. I enclose the copies of two letters from the Chief Justice, having reference to the book and kidnapping reports, which will explain themselves. I may however add, that it was, if I remember rightly, the feeling at the time of the unreliableness of the sort of reports alluded to by Sir Alfred Stephen which caused me to suggest to Lord Granville in the sixth paragraph of my Despatch No. 80, of 27th May, 1869, the advantage of sending out a person possessed of a competent knowledge of law to conduct an inquiry into them. Further experience has convinced me, that whilst there are very great abuses connected with the labour question, particularly as regards Fiji, at the same time each report ought to be carefully sifted before it can be acted on or made the subject of judicial proceedings.

I have, &c.,
BELMORE.

[Enclosure No. 1.]

The Crown Solicitor to Governor the Earl of Belmore.

Crown Solicitor's Office,
Sydney, 4 September, 1871.

My Lord,

My attention has been called to a work recently published by Captain Palmer, R.N., entitled "Kidnapping in the South Seas," in which the case of the "Daphne" is referred to, and statements made as to the legal proceedings taken in consequence of the seizure of that vessel, which appear intended to convey a most unwarranted and unjust impression of the conduct of the local authorities here, and of myself in particular, with reference to those proceedings; and I therefore take the liberty of addressing your Lordship in refutation of Captain Palmer's imputation that the public interests in the case were neglected.

With respect to the alleged dilatoriness in instituting criminal proceedings against the master and supercargo of the "Daphne," I found, upon the vessel's arrival here, that Captain Palmer was unable to furnish me with any information as to the evidence that could be adduced in support of the charge intended to be preferred. He had not thought it necessary to take the statements of any of the crew of the "Daphne." He had no proof as to how the natives were induced to go, or were taken on board the vessel, or that, when on board, they were detained against their will. All that he was prepared to prove was that the vessel came to Fiji (which was not the destination shown by her papers) with a larger number of natives on board than she ought to have had; that some of her fittings were such as are found in vessels employed in the slave trade on the African coast; and that he had therefore seized her.

Upon finding that the crew of the "Daphne" had not been asked to state what they knew of the voyage, and that they were the only persons in the Colony who could give any information on the subject, I informed Captain Palmer that before criminal proceedings could be instituted it was necessary to take their statements, and made an appointment with him to attend on board the "Rosario" for that purpose.

I may here mention, that Captain Palmer's statement that he informed me shortly after the "Daphne's" arrival in port, that the master, the supercargo, and the crew, were detained on board by his orders, and that he had directed that they should not be allowed to communicate with or receive communications from any persons on shore, and that I told him that he had no legal right to keep these men as prisoners on board the vessel, and that I was afraid in so acting he rendered himself liable to legal proceedings at their suit, is correct, and that I think I was right in so advising him.

Upon examining the crew of the "Daphne" I found that they agreed in asserting that no force had been used in getting or detaining the natives on board; that the crew (some eight or nine in number) and the natives (100 in number) lived together during the voyage; that the crew were not armed; and that the natives were allowed to go about the vessel as they thought fit,—which statements, if true (and we had no means of negating them), would disprove a state of slavery on board the ship; and I therefore suggested to Captain Palmer that it was advisable, before commencing proceedings, to ascertain whether slavery or any system of forced labor existed at Fiji, as it appeared to me that the only charge upon which a committal could possibly be obtained would be that the passengers by the "Daphne" were conveyed by her for the purpose of being dealt with as slaves in that country, and that to support such a charge it should be proved that slavery or some system of forced labor was recognized at the place to which they were taken, or were intended to be taken. Captain Palmer was unable to afford, and did not obtain any, information upon this head, and I therefore, personally, and through the police, made the necessary inquiries, and this occasioned the delay; and when I found that no evidence of the kind could be obtained it was resolved to proceed with the evidence we had. Captain Palmer was fully informed as to why it was that proceedings were not earlier instituted.

That this delay was in any way prejudicial by allowing the witnesses to be tampered with, I do not believe, as the evidence given by them in the Police Court agreed with the statements made to me in Captain Palmer's presence on board the "Rosario."

It seems to me that Captain Palmer himself afforded the master and supercargo every opportunity of tampering with the crew of the "Daphne." If immediately upon making the seizure he had adopted the very obvious course of taking the statements of the crew, or of some of them, and had given them passages to Sydney by the "Rosario," I have no doubt—in the state of alarm they then were in—they would have told all they knew of the matter, and would gladly have come on in the "Rosario." Captain Palmer, however, did not think it worth while to do this, and sent them and the persons against whom their evidence was to be used, as passengers in their own vessel, on a six weeks' voyage to Sydney.

With respect to the proceedings at the Water Police Court, Mr. Windeyer was furnished, on the afternoon before the hearing, with a copy of the statements made by the crew to me, which was in sufficient time to allow of his being prepared to conduct the case.

I need not offer any observations as to the failure to obtain a committal of the master and supercargo. The Justices were not amenable to influence by the Government; and the ruling of the Bench at the Water Police Court was in accordance with the law as stated in the judgment afterwards given by the Chief Justice in the Admiralty suit; and I surely cannot be answerable for Captain Palmer's peculiar manner of giving his evidence being turned into matter of amusement by the witty counsel for the defence.

Captain Palmer speaks (page 142) of his great desire to have the matter thoroughly investigated, and of the extraordinary dilatoriness displayed in the whole transaction from the beginning. I am astonished at this statement. Captain Palmer seemed to me chiefly anxious to get rid of all personal liability and trouble in the matter,—claiming as a right that the Colonial authorities should take the vessel off his hands, and themselves adopt proceedings to obtain her condemnation; and he evinced considerable annoyance and alarm when he found that as he was the seizing officer it was necessary that the suit in the Admiralty Court should be prosecuted by him.

As to the alleged dilatoriness, so far as the proceedings in the Admiralty Court are concerned, a reference to the minute-book of the Registrar of the Court will show how very ill-founded this statement is.

Captain Palmer's assertion that he was "checkmated" in endeavouring to delay further proceedings until he could obtain evidence from Fiji is as offensive as it is unwarranted by the facts. I merely explained to him that the vessel being under arrest, and the defendants remaining in the Colony solely
for

for the purpose of defending the suit, the Court would not, I thought, grant a Commission, unless it were shown that there was something more definite than a mere chance or possibility of obtaining further evidence at Fiji.

It should be fully borne in mind that the "Daphne" did not belong to any port of New South Wales, nor were her owners, or any person concerned in her trade, in any way connected with this Colony. She was brought to this port by Captain Palmer as seizing officer, and the proceedings were instituted by him in the Vice-Admiralty Court for condemnation of the vessel as his prize. The local authorities here had nothing whatever to do with the proceedings of the Vice-Admiralty Court, but, from motives for which Captain Palmer never appeared to give us credit, Sir W. M. Manning acted as counsel without fee, and I as proctor without charging costs.

As regards the costs which Captain Palmer was called upon to pay, they consisted only of the fees to junior counsel in the Vice-Admiralty case, and the amount actually expended for the maintenance of, and necessary allowances to, his witnesses on account of detention for the purposes of that case. All expenses of the criminal proceedings were defrayed by the local Government.

I did not send Captain Palmer a copy of the judgment, which appears in the *Sydney Morning Herald*, for the very sufficient reason that he, throughout the case, persistently refused to communicate personally with either Sir Wm. Manning or myself, requiring, as your Lordship is aware, that all communications intended for him should be sent to your Lordship; and as I had by letter of date 27th September, 1869 (copy herewith), informed your Lordship fully of the effect of judgment given by the Chief Justice on the 24th September, I did not think it necessary to forward a copy of the *Sydney Morning Herald*, in which His Honor's reasons for such judgment were set out at length.

It is perhaps not for me to comment upon the imputations cast upon your Lordship's Government, which are plainly conveyed in the following passages—

"Time wore on and I heard on all sides that the whole matter would be burked if I did not take care, as so many merchants in Sydney were closely connected with, and had interest in Queensland plantations, together with several in the New South Wales Government, that every possible delay and difficulty would be thrown in my way.

"On the other hand I had all the sympathy of right thinking honorable men, who were ashamed to see the lukewarmness of the Government in a matter in which their Colony was almost as much concerned as Queensland,"—But I may be permitted to say that nothing came within my cognizance that could in the remotest degree warrant such imputations. My instructions, other than such as I received from Captain Palmer, either directly or through your Lordship, were received from the Attorney General, who, though always doubtful as to their being sufficient proofs of illegality, was from the first strongly of opinion that Captain Palmer had reasonable cause for the executive act of seizure, and was so impressed with the necessity of checking the improper way in which the transfer of native labourers from one island to another is conducted by the masters of vessels trading amongst the Islands, that he was determined that nothing should be omitted that the law would enable to be done to make an example in this case.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

The Crown Solicitor to Governor the Earl of Belmore.

Crown Solicitor's Office,
Sydney, 27 September, 1869.

My Lord,

I have the honor to inform your Lordship that the case against the "Daphne" came on for hearing on the 24th instant in the Vice-Admiralty Court, before His Honor Sir Alfred Stephen, who pronounced judgment against the seizure, and reserved for further consideration the question of whether he should grant to Captain Palmer a certificate that there was reasonable and probable cause for the capture of the vessel, and that he ought not to be subject to the payment of damages and costs occasioned or incurred thereby.

It is therefore necessary that the "Daphne" should be released from arrest.

Captain Palmer, I understand, left a person in charge with instructions that he was to take his directions from Captain Montgomerie.

I therefore take the liberty of addressing your Lordship on the subject, requesting that you will be pleased to direct Commodore Lambert to be informed that the vessel must be handed back to Captain Daggett, or to any authorized agent of the owners who may claim possession of her.

I should have addressed Commodore Lambert without troubling your Lordship, but for the doubt suggested by Captain Palmer as to the propriety of any communication being sent otherwise than through your Lordship; and I am afraid that my so doing would occasion unnecessary delay in the release of the vessel, which, now the decision of the Court has been made known, must be avoided.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

[Enclosure No. 2.]

The Chief Justice to Governor the Earl of Belmore.

Orielton, 2 September, 1871.

My dear Lord Belmore,

You are substantially correct in your recollection of what I said lately about kidnapping. I will repeat it as well as I can recollect here; and I have not the least objection to being quoted: Before the public meeting of 1868 or 1869 in Sydney, convened to take into consideration (if I remember rightly) the Queensland Polynesian Labourers' Act, as a measure stimulating the trade in Polynesian deportations, some Missionary reports and pamphlets were sent to me by one of the more active conveners. I read them with

with care, and found that some (I believe several) of the instances of kidnapping were really the same story, varied more or less in detail. I was struck with the same circumstance, in reading two letters recently from one of the best and most devoted of the Missionary band, whom all men that know him venerate, and who is incapable of intentional exaggeration. I recognize again the old tales, with scarcely the change of one incident. In Captain Palmer's book I can trace the same; almost every case rests on hearsay. The painting out of the names of two vessels, and the story of the decoying of natives on board one vessel, under pretence that Bishop Patteson was there, we meet with in almost every publication. In one instance, Captain Palmer (p. 51) gives the statement to himself of a shocking case by a Rotumah man: the catching of a swimming Polynesian by a boat-hook in the cheek. The narration to Captain Palmer, who was on the look-out for stories of the kind, was in March, 1869, and it is evidently told of the boats' crew of the "Young Australian," whose commander was tried here in May of that year. Now, I have read exactly the same tales in (I can undertake to say) very nearly the same words, published in this Colony months ago—I believe about the beginning of last year. I cannot find, or recall to my memory, the particular publication, but I certainly read it before Captain Palmer's book existed. This, then, is not an instance of one occurrence made into two, because the details are such that they will be referred by every reader to the same identical transactions; and the occurrence itself, so revolting and brutal, professes to be from an eye-witness. Yet here is a story eagerly caught at and repeated, which, nevertheless, it requires no lawyer's cross-examination to expose. It is to the last degree improbable, scarcely credible on the face of it; but no cross-examination of the narrator was of course attempted.

2. I have no doubt whatever that there have been instances (and in the course of years, many instances) of unscrupulous acts by the officers or the crews of Polynesian trading vessels; and I earnestly trust that ere long the assaulting of a Polynesian, and his detention against his will on board any such vessel, or in any of the Polynesian waters, may be made felony, and that the vessel itself may be subjected to forfeiture, or at least to seizure, and the payment of all the costs of prosecution of the offender. But I protest against the system of exaggeration and wholesale denunciation in which so many of the Missionaries and other good men have indulged, or to which they lend ready and credulous ears on the subject of Polynesian labour. And I regret deeply to find that Captain Palmer has been led by his excess of zeal and impulse—suspecting every one who is less hot-headed than himself—to calumniate, as he has so unsparingly done, men whose feelings of humanity, and love of justice, and hatred of wrong, are quite as warm as his own.

3. I hope you will be kind enough to pardon my delay in answering your note.

I remain, &c.,

ALFRED STEPHEN.

[Enclosure No. 3.]

The Chief Justice to Governor the Earl of Belmore.

Tuesday afternoon,
September 5th.

My dear Lord Belmore,

On looking through the papers in Captain Hovell's case, which I had nearly forgotten, I perceive that the account referred to by me as a mere repetition of one and the same story,—the Rotumah native's statement respecting catching one of the Islanders with a boat-hook,—was in fact Captain Palmer's own; the same which his book mentions. It is therefore *not*, as I had supposed, a second version by another hand. But, as to the truth of the narrative, I would observe, in confirmation of my opinion of its worthlessness, that no such occurrence was mentioned by either of the natives who were detained here as witnesses of the capture, and of whom one was examined at Hovell's trial. I have not commented on the case, as tending to defeat the supposition that force has occasionally been used in this trade, but as showing the readiness with which a story of most improbable cruelty in its pursuit is received and circulated. The tale of fraud, in pretending that a certain vessel was Bishop Patteson's, I have myself seen repeated in print or manuscript a dozen times. Professor Smith brings it up again in his recent letter from Levuka. I, nevertheless, do not remember that the story rests on any reliable source.

I am, &c.,

ALFRED STEPHEN.

GOVERNOR THE EARL OF BELMORE TO THE SECRETARY OF STATE FOR THE COLONIES.

(No. 159.)

Government House,
Sydney, 5 October, 1871.

MY LORD,

Referring to my despatch, No. 149, of the 7th September, in which I forwarded a letter from Mr. John Williams, the Crown Solicitor, defending himself from certain imputations cast upon him in Captain Palmer's book, entitled "Kidnapping in the South Seas," with respect to the case of the "Daphne," I have now the honor to forward a letter, with numerous appendices, from Mr. Robertson, the present Colonial Secretary, written on behalf of himself and his former colleagues in my late Government in 1869, of which he was then the first Minister, with regard to the conduct of the Government in respect to the cases of the "Young Australian" and "Daphne" in that year. Mr. Robertson considered it due to them and to the Colony itself to address me in reply to that part of Captain Palmer's book which bears on these cases, with a view to his letter being transmitted to Her Majesty's Government.

2. These papers deal so fully with the subject that it is unnecessary for me to trouble your Lordship at any length. There are however a few points which appear likely to be misunderstood by the reader of Captain Palmer's book, and I venture to go into them in the present despatch.

3. At page 161, after alluding to the remission of Hovell's and Rang'i's sentences to penal servitude for life, Captain Palmer continues, "Hugo Levinger, the cleverest villain of the three, who ought to have had a gallows as high as Haman's, got off with *seven years hard labour*."

4. I agree with Captain Palmer's estimate of Levinger, and with an opinion not long since expressed by your Lordship that there has been an unfortunate miscarriage of justice in his case, but I must remark that Levinger was *not tried in this Colony at all*. He was convicted of *manslaughter* by a Melbourne jury, which conviction was subsequently quashed on appeal by the Privy Council, on the technical plea that he ought to have been tried by a mixed jury, being a foreigner. In consequence of the impossibility of collecting evidence again, the Attorney General of Victoria was compelled to abandon further proceedings against him, and he was discharged.

5. Had he been tried in Sydney it is reasonable to suppose that he would equally with Hovell have been found guilty of murder; and as the law of New South Wales does not allow a foreigner the privilege of a mixed jury an appeal to the Privy Council would in all probability have been dismissed, had one been made.

6. The next point I have to advert to is, the reason of the failure of the prosecutions in the case of the "Daphne," both in the Police Court and Vice-Admiralty Court. Captain Palmer, at page 133, states, that the "Imperial Passenger Act, 18 and 19 Vic., c. 119, had evidently been infringed," and again, "it was proved, that clauses 8, 16, and 20 of the Queensland Labour Act had been broken."

7. Whether or not the Imperial Passenger Act was applicable to the case of the "Daphne" I cannot say. It is quite clear that the Queensland Labour Act, being a purely local Act, our Courts had no jurisdiction with respect to it. Captain Palmer should have taken the "Daphne" to Brisbane if he had wished to proceed under it.

8. The informations in the Police Court were in fact laid as for a felony under the 5 Geo. IV, c. 113, for a breach of the laws relating to the slave trade, and it was the want of proof that any offence had been committed against those laws that caused the dismissal of the case both in the Police Court and subsequently in the Vice-Admiralty Court.

9. In his letter of the 16th August, 1869, to the Crown Solicitor (Appendix No. 11, to Mr. Robertson's letter), you will find that Captain Palmer expresses his inability to ascertain what is understood in these seas as to the meaning of the term "slave," as distinguished from the same term when applied to the trade on the Coast of Africa.

10. This distinction was the cause of the failure of the prosecutions in the Courts at Sydney. If I understand the matter rightly, the term "slave" within the meaning of the laws relating to the slave trade applies to a person whom it is intended to deal with as such in a country whose laws recognize slavery as a legal institution. Now Fiji could not be proved to be such a country, and moreover was not at that time possessed of any recognized form of Government. Hence no amount of such evidence as Captain Palmer might have brought could, assuming I am correct in my view (and I believe I am), have made the slightest difference.

11. Captain Palmer may have made out a very good case for an alteration in the law, but none for impugning the decisions of the Courts of this Colony, or the conduct of its Government.

12. The next point I have to notice is Captain Palmer's relations to the Crown Law Officers. I do not think that in the first instance he could have understood the nature of a suit in Vice-Admiralty, and for some time I admit that I was myself in error. I supposed the proceedings to be of a criminal nature, in which the Crown prosecuted, and that the Law Officers appeared *ex officio*.

13. It appears however that it was explained by the Attorney General during the proceedings that such a suit is a civil suit and that the seizing officer is prosecutor. Although it no doubt lent weight to his case that the gentlemen holding the offices of Crown Solicitor and Attorney General appeared as his proctor and leading counsel, still they appeared in their private capacities as a proctor and one of Her Majesty's counsel. They charged nothing for their services, but that was perfectly optional on their part. From the tone of his book I should suppose he had not accepted the explanation.

14. He is so far correct in not considering himself a private prosecutor, that the Statute 5 Geo. IV, c. 113, defines who may "seize," and the "seizing officer," under the Act,—whether a naval or military officer, an officer of Customs, or the Governor of a Colony or his deputy,—alone can prosecute. In the recent case of the "Challenge," Mr. Consul March, who seized or detained the vessel, would, I think, have had no *locus standi* as a prosecutor in the Vice-Admiralty Court.

15. The last point I need allude to is £179 5s. 5d. (costs out of pocket), which Captain Palmer says he had to pay in the first instance. Mr. Robertson explains the matter pretty fully, but I must add to what he says, that, having consented to be a party to the advance of the first £100, on the understanding that a refund was to be claimed from Her Majesty's Government, being at the time under the impression I have mentioned in paragraph 12, I found some time after a circular in the Navy List, prescribing the method by which officers might obtain advances from the Paymasters of their ships towards the expenses of Vice-Admiralty suits.

16. This circular convinced me that I had been previously in error, and that an application by my Government for repayment to Her Majesty's Government would probably not be acceded to, on the ground that the Admiralty would claim to deal directly with their own officers. I therefore considered it my duty to obtain repayment as soon as possible of the £100 which had been first advanced, as it appears without even the formality of an Order in Council.

17. Subsequently, Mr. Williams, not having received a reply from Captain Palmer, as I understood, to an application for the balance, £79 5s. 5d., which was required for the further expenses in the suit, asked for and obtained another advance from the Treasury. After this was received, a bill arrived from Captain Palmer for the amount drawn in Mr. Williams's favour. That gentleman, having obtained the money elsewhere, did not feel at liberty to cash the bill, nor was he authorized by Captain Palmer to hand it over to the Treasury. At last, when it was found that Captain Palmer was leaving the Station, he did hand it over, having been offered, I believe, some sort of guarantee by the Colonial Treasurer to hold him harmless, and the amount was paid to credit in London in November last. It has not been brought to account

account in Sydney to this day ; and the amount was, I believe, by some misunderstanding, included in a vote on the last Supplementary Estimates, which will of course be allowed to lapse so far as the £79 5s. 5d. is concerned.

18. In conclusion, I must express my opinion that the conduct of Sir William Manning and Mr. Williams, as regards the "Daphne" suit, so far from meriting censure, was most disinterested. There was an idea at the time that Sir William Manning would be subjected to an attack in Parliament for going too far in pressing the case against the owners. I cannot agree with Captain Palmer that the labour question is nearly as much a New South Wales as a Queensland question, for, as far as I know, no island labour is employed on the New South Wales sugar plantations, and very little indeed in any other way ; and I regret that he should have given such ready credence, as he appears to have done, to the amazing rumours which are so liable to be circulated in this, in common, I suppose, with other comparatively small communities.

I have, &c.,

BELMORE.

THE COLONIAL SECRETARY to GOVERNOR THE EARL OF BELMORE.

Colonial Secretary's Office,
Sydney, 4 October, 1871.

MY LORD,

I consider it due to my late colleagues and myself, as members of your Excellency's Government of this Colony during the year 1869, and to the Colony itself, to address your Excellency in reference to certain very injurious imputations which appear in a volume recently published by Captain Palmer, R.N., late Commander on this Station, of H.M.S. "Rosario," entitled "Kidnapping in the South Seas." Being assured that your Lordship's intimate acquaintance with the facts renders it unnecessary that we should tender to yourself any vindication of the conduct of the country and Government, I address your Excellency as Her Majesty's Representative, in the hope that you will be pleased to lay my letter before Her Majesty's Secretary of State for the Colonies, with such advice as your Excellency may think fit.

2. As implied in the title of Captain Palmer's work, it is addressed largely to the subject of the kidnapping of South Sea Islanders, and their supposed treatment as slaves under the guise of immigration ; and in the course of the work much reference is made to the case of the schooner "Daphne," which Captain Palmer had seized as a slaver at Levuka, Fiji, and to certain proceedings in the Criminal and Vice-Admiralty Courts of this Colony, which followed upon that seizure. Allusion is also made to the case of the "Young Australian," and to the murder of several natives on board of the latter vessel.

3. In reference to these cases, but more particularly that of the "Daphne," I have in the first place to complain, generally, that there runs through Captain Palmer's remarks a tone of disparagement of this Colony and its Government, which I feel sure your Lordship will concur with me in condemning, as altogether unfounded, and in the highest degree unjust to the country. And I shall presently take leave to call your Lordship's attention to particular passages in the work in which the writer has sought to place the conduct of the "Government and authorities" of the Colony in disgraceful contrast with his own.

4. There can be no question, unfortunately, that individual traders from this Colony had taken part in some of the nefarious practices alleged (with but too much truth) to have been occasionally pursued in connexion with the conveyance of South Sea Islanders to Queensland or other destinations ; but I am not aware that such practices had ever been brought home to them, except in the case of the "Young Australian," in which the offenders had been rigorously and successfully prosecuted ; nor if they had could this people and Government be held responsible for their misconduct.

5. The employment of commercial vessels in such a trade being perfectly legitimate, if honorably conducted, it could not be prohibited,—notwithstanding its unquestionable liability to degenerate practically, and to lead to gross crimes against humanity. But in whatever way such trade may have been conducted by those engaged in it, this people have had but little concern in it, and I assert with absolute confidence that neither the people nor the Government had given the shadow of a ground for imputing to them the scandalous sympathy with kidnapping and slavery which Captain Palmer's readers are led to infer from his language.

6. This Colony has indeed had much to do with crimes committed by British subjects in the South Seas in this sense, that its Courts have been resorted to under Imperial law for the trial and punishment of the offenders ; and that justice has here been frequently and faithfully administered in such cases. Such was the case of the "Daphne," and such also that of the "Young Australian," and it is signally unjust that this fact should be turned into an opportunity for associating this country with those crimes, and of traducing it as a participator in them.

7. Whatever may be thought of defamation by irresponsible writers, I take leave to submit to your Excellency that this province of Her Majesty's dominions has great cause to complain that an officer in the Royal Navy, placed on this station by the Admiralty, should have used the weight of his position and the vantage ground of the press to degrade it and its Government in the estimation of the world. Had Captain Palmer thought fit to make his charges in a form admitting of immediate defence, they would at once have been negatived by the actual facts ; and he would, I have no doubt, have been compelled to acknowledge their injustice ; but he has chosen to occupy a platform on which this Government could not meet him, and where he was sure to evoke a ready sensation in its disparagement. In the name of Her Majesty's Government of this Colony I protest against such a course ; especially when the officer who adopts it purports to narrate public transactions occurring in connexion with his office, and his relations with this Government.

8. Captain Palmer's more direct imputations have reference to the case of the "Daphne," and I shall therefore confine my remarks principally to that case. But I may observe in passing, that if there had been a disposition to form a fair judgment on the conduct of our authorities in dealing with kidnappers in the South Seas, so much credit must have been given for their rigorous measures, and for the stern justice of our Court, in the case of the "Young Australian," as would have been little compatible with Captain Palmer's imputations in relation to the "Daphne."

9. In adverting to this case of the "Daphne," I desire to express the conviction of my colleagues and myself that the original act of Captain Palmer was dictated by a high sense of duty, and that the seizure of the "Daphne" was in truth calculated to prove eminently useful. We cordially gave him credit for a high-minded desire to put a check upon crimes which were an outrage on humanity, and which were becoming most discreditable to the British name; and in that spirit the matter was instantly and earnestly taken up by us. In proof of this I may refer to Sir William Manning's first minute of the 24th May, of which a copy is appended, which minute was forwarded to your Excellency with the cordial concurrence of such of the Ministers as had occasion to take part in the matter, and was, I believe, communicated to Captain Palmer. It must, however, be confessed that our admiration for that devotion to duty, at personal risk of responsibility, which was evinced by Captain Palmer's original act, became considerably impaired when we perceived the great anxiety subsequently manifested to remove the burthen of responsibility from himself to those who were neither concerned in the "Daphne's" offences, nor in her seizure, nor interested in the proceedings for condemnation and penalties.

But not the less was support given to Captain Palmer's case for the sake of his *cause*.

10. I have now to call your Lordship's special attention to the more salient passages in Captain Palmer's book, in relation to the "Daphne," having the effect of traducing this country and its authorities. These will be found in pages 130, 131, 142, 143, and 144.

11. In the first of these passages the writer, after mentioning the examination of the crew by Mr. Williams (the Crown Solicitor) and himself, and their mutual expressions of doubt whether a case for criminal conviction could be made out, says:—

"Time wore on, and I heard on all sides that the whole matter would be burked if I did not take care, as so many merchants in Sydney were closely connected with and had interest in Queensland plantations, together with several in the New South Wales Government, that every possible delay and difficulty would be thrown in my way."

And then, after interposing a paragraph calculated to convey the impression that a pro-slavery feeling prevailed in the circle admitted to your Excellency's drawing-room at Government House, he proceeds, by way of antithesis to the above cited passages as follows:—

"On the other hand, I had all the sympathy of right-thinking honorable men, who were ashamed to see the lukewarmness of the Government in a matter in which their Colony was almost as much concerned as Queensland."

"At last, 14 days after the arrival of the 'Daphne,' the master and supercargo were arrested and taken before the Water Police Magistrates, having during this time been advised what to swear to, and what not, and thoroughly well instructed as to what they were to say, &c."

Again, in pages 143 and 144, the following passages occur:—

"The following day (*i. e.*) the day after the dismissal of the criminal charge at the Water Police Office, I wrote a letter to Lord Belmore, protesting against the delay that had taken place before the trial, which, in my opinion, had contributed in a great measure to the result. Moreover, I had privately the opinion of the most influential and respected firm of attorneys in Sydney, that I had established a very good case, and that owing to its peculiar nature the Magistrates ought to have committed the master and supercargo of the 'Daphne' for trial."

"This letter, however, I afterwards withdrew at Lord Belmore's request, although after-events made me regret having done so. I had good reason for believing that it had the effect of wakening the authorities up a little, and of showing them that the affair was not a private one of mine, and that therefore nothing would stop me from having it sifted thoroughly, as until now the most extraordinary dilatoriness had been displayed in the whole transaction from the beginning, and combined with the reports I heard on all sides I was more than ever convinced that there was no real wish on the part of the authorities to stop the eccentric proceedings that Sydney vessels had been for years engaged in among the Islands. The action I had taken had seriously disturbed, &c., &c."

And in page 144, after alluding to his then object to delay further proceedings in the prize case, "until he should be in possession of overwhelming evidence that should convince the most sceptical," he says:—

"But here I was checkmated by a letter dated August 14th, from the Crown Solicitor, in which he says, 'the Attorney General has handed me your letter to His Excellency the Earl of Belmore, &c.'"

12. Your Lordship cannot fail to see that these passages convey no light imputations. They plainly charge several of your Excellency's Ministers of the day, and the "authorities" generally, with a most disgraceful leaning towards kidnapping and slavery from motives of self-interest, and with a corrupt abuse of their authority (in subserviency to those interests) with the object of delaying and defeating, or "burking," that public justice which he, the writer, was striving to obtain from the tribunals of the Colony.

13. To your Lordship, who watched the case throughout with very great interest, I repeat that it is unnecessary that I should repudiate these charges, but for the information of Her Majesty's Imperial Government I take this means of declaring that the imputations are, in the most absolute sense, untrue and unfounded.

14. The only Ministers who took any part in the "Daphne" matter were myself, to whom, as Colonial Secretary and Premier, your Lordship was pleased to refer it in the first instance. The Colonial Treasurer (Mr. Samuel), who advanced the funds that were required, and the Attorney General (Sir William Manning), who took charge of the case, and under whose directions the whole of the proceedings were conducted. In truth, the action of the Attorney General may be taken to represent that of the Government throughout.

15. My own personal part in the matter was not much, but so far as it went it took the single direction of sympathy for and support to the cause which Captain Palmer had in hand. On receiving from your Lordship that officer's original report of the seizure of the "Daphne," and the expression of your wishes upon it, I went personally, and at once, to the office of the Crown Solicitor, and instructed him that

that the Government desired that the case should be taken in hand by the Law Department, and that no time should be lost nor any necessary expense spared in prosecuting the matter; and subsequently I arranged with the Colonial Treasurer for the advances that might be required, and we took upon ourselves full responsibility for this course. Perhaps I here passed the bounds of my duty in ignorance that the "Daphne" and her trade were foreign to this Colony, but the spirit in which I took the matter up as a Minister of the Crown is plainly manifested by this act. Beyond these matters I did not, nor had I any occasion to interfere, except occasionally as a medium of communication.

16. Mr. Samuel took no part whatever in the matter beyond what appears above, nor was it in his province to do so.

17. To impute to either of us that we endeavoured to "burke" the proceedings, or to the Attorney General that he would have submitted to influence in that direction, is a gross and most unwarrantable slander.

18. It will not be necessary for me to defend the character of the Crown Solicitor. His letter to your Lordship is amply sufficient; but I may take occasion to state that it would be difficult to find a more able and reliable officer in his capacity, and that it would not be possible to find in the country any person who would join Captain Palmer in imputing to him a corrupt dereliction of duty.

19. As regards the Attorney General, a perusal of the series of minutes and letters, of which copies are appended, will place beyond question the spirit in which he took up and conducted the case, and the care and attention he bestowed on it. The promptitude with which the matter was taken in hand will be signally manifest when it is observed that Captain Palmer arrived on the 21st of May, 1869, and addressed his first report to your Lordship on the 22nd, and that by the 24th of the same month that report had passed through my hands and those of the Crown Solicitor, and had been considered and acted on by Sir William Manning. This will be seen by his two minutes of the latter date.

20. In reference to the blame cast by Captain Palmer upon the Law Officers, touching the criminal prosecution against the master and supercargo of the "Daphne," and the assumption of anxiety on his part to press that matter forward, I may ask your Lordship to note that Captain Palmer had not at first contemplated any such proceedings, and that they originated wholly with the Attorney General. The fact that Captain Palmer entertained no such idea will become plain on perusal of his original report of 21st May, of which a copy is appended, and might also have been inferred from his allowing the master and supercargo to sail with those who alone could be witnesses against them, during the voyage under capture to Sydney. And it is also confirmed by his letter to the Crown Solicitor of the 5th of June, of which also a copy is appended. On the other hand, the Attorney General's second minute of the 24th May shows that he first thought of and gave instructions for a criminal prosecution. That minute or its substance was I apprehend made known to Captain Palmer soon after it was written, and yet in his letter of 5th June, on arrival of the "Daphne," he confines his communication to the prize proceeding.

21. When however the criminal proceedings were thus proposed, Captain Palmer undoubtedly entered into it earnestly; but he appears to have been unable to appreciate such difficulties as arose from the want of satisfactory evidence; and because he was himself satisfied with inferences which a Court of Justice could not receive, he attributes Mr. Williams's necessary delay to the influence of corruption.

22. So also, although he had himself failed to take the obvious precaution of examining the crew at the time when the truth was most likely to be elicited from them,* and had given the master and supercargo of the "Daphne" the opportunity for free intercourse during the five or six weeks passage after seizure, and had helped to take their statements shortly after their arrival, he does not hesitate to attribute the sworn statements to the same effect subsequently made by them before the Water Police Magistrates, to a tutoring of the witnesses during the far shorter interval for which he blames the Crown Solicitor, and to assign this as the cause of ultimate failure.

23. I need hardly add that any hesitation on the part of the Crown Law Officers as to the sufficiency of the evidence for the criminal charge, and the decision at which the Bench of Magistrates at the Water Police Office arrived, were fully justified and borne out by the judgment of the Chief Justice on the same facts in the Vice-Admiralty Court.

24. I beg now, with your Lordship's permission, to notice the proceedings in the Vice-Admiralty Court; and in doing so it will be proper first to mention that the "Daphne" was neither owned nor chartered by inhabitants of New South Wales, nor were any of them concerned in her trade. Her only connection with this Colony arose out of the circumstance of Captain Palmer's having selected the Port of Sydney and the Vice-Admiralty Court there established for procuring her condemnation as a prize. She was owned in Victoria, and chartered in Queensland, which Colonies are as independent of New South Wales as Foreign States; and the places where the alleged offences had been committed, and where the vessel was seized, were wholly beyond the political jurisdiction of this Colony. The only jurisdiction capable of exercise was a judicial one, held by the Courts of New South Wales in common with other British possessions, and which may be regarded as wholly Imperial. In the case of the Vice-Admiralty Court the tribunal is strictly such; and in that of the Criminal Courts the jurisdiction is conferred in the interests of the empire, and outside those of the Colony, by the Constitution Act 9 Geo. IV., cap. 83, sec. 4.

25. The Colony as such had nothing whatever to do with the case.

26. It may be further remarked that not only did Captain Palmer's report of the 22nd May, and his letter to the Crown Solicitor of the 5th June, only contemplate proceedings for the condemnation of the "Daphne" in the Vice-Admiralty Court, but also that the latter communication (which constituted Mr. Williams's retainer, or authority, to proceed as a proctor) directed the institution of such proceedings "on behalf of the officers and crew of Her Majesty's ship 'Rosario.'"

27. Seeing, therefore, that this Colony was in no way concerned either in the alleged offence or in the seizure, and that the suit was directed on behalf of the officers and crew of the seizing vessel, for the purpose

* NOTE.—This course was adopted by Consul March in a later case ("the Challenge"), and the result was a conviction which it is thought would not otherwise have been obtained.

purpose of obtaining the "Daphne's" condemnation as a prize to the captors, it might have been understood by Captain Palmer that the gratuitous services of the Law Officers of the Colony in the conduct of the suit could not be claimed as matter of right, and that the fact of their being rendered gratuitously evidenced sympathy with his cause. But instead of accepting them in this sense, and acknowledging them accordingly, he early assumed a right to them, and anxiously sought to throw the burthen of the case upon the Colony.

28. And during its proceeding Captain Palmer embarrassed the Crown Officers, and created serious difficulty and annoyance by declining to communicate with them, except through your Lordship, and when afterwards instructed by the senior naval officer, then on the station, to communicate with them directly, by claiming that all communications to the Crown Solicitor should be in writing.

29. Much difficulty appears also to have been occasioned by his inability to understand that rumours and evidence at second-hand and unsworn testimony would not be available in a Court of Justice as they might not unreasonably be on board of a ship of war. This will be seen on examination of this volume, and still more clearly on reference to his letter of the 16th of August, 1869 (copy appended), and to Sir William Manning's remarks upon it of the 18th of that month—(copy also appended).

30. This, however, did not in the least prevent Captain Palmer's *cause* from receiving not only the official weight but also the professional assistance of the Attorney General and Crown Solicitor, without cost, to an extent at least equal to that which it would have received from a counsel or proctor retained at the captor's own charge; and I am sure your Lordship is fully aware that not only were much time and great attention bestowed by these officers in the midst of a multiplicity of other duties, but that they were given in a spirit which should have protected this Government from Captain Palmer's imputations, even if they failed to obtain recognition at his hands.

31. That gentleman's course in seeking to transfer the burthen of his case to this Colony will appear the more remarkable, though at the same time it will perhaps be explained, when it is observed that the regulations of his own service impose full personal responsibility for captures and prize proceedings upon the naval officers making the captures. With these regulations it may be assumed that Captain Palmer was conversant (as they are printed in the navy list), and we may thence infer that he had full knowledge that the relief which he demanded from this Colony, though comparatively a stranger to his proceedings, was distinctly withheld from him by the Government in whose service he was engaged in the act of seizure.

32. I rejoice for Captain Palmer's sake, as well as on account of the precedent established for other naval officers who may perform like services for the prevention of kidnapping in the neighbouring seas, that he obtained the Judge's certificate of "reasonable cause," and that he was thus protected from responsibility to the owners of the "Daphne," and to the supercargo, master, and crew, whom he had detained and taken from their occupations; and I not the less rejoice at it on account of its probable deterrent effect on those whose misconduct might bring them under risk of seizure.

33. But I understand that Captain Palmer narrowly escaped a refusal of the certificate, so clear was the Judge's opinion that the evidence was entirely insufficient as a legal justification of the capture. The Attorney General had throughout entertained a strong impression that Captain Palmer had enough in the *indicia* visible to himself to warrant his act as commander of one of H.M. ships of war, although always doubting whether a condemnation could be expected. This view was, I believe, strongly pressed by him on the Judge, and happily with ultimate success; but the Judge hesitated long, and at length gave the certificate very doubtfully.

34. Upon the whole, I claim for this Colony that Captain Palmer has had no cause of complaint, unless he is prepared to impugn the uprightness of the Chief Justice's decision in denying condemnation of the "Daphne."

35. One further point demands notice. In page 152 of his work Captain Palmer alludes disparagingly to the subject of the costs, which he alleges that he had had to pay, contrary to an assurance of protection by this Government. He there says:—

"The expenses of the trial came to £179 5s. 5d., which I was assured at one time the Colony would not permit me to pay; but nevertheless, I had to do so, being unsuccessful in establishing my case. A few months after, however, I had the satisfaction to see by the papers that the First Lord of the Admiralty had expressed the approval of Her Majesty's Government of my conduct by ordering my expenses to be refunded as well as giving me promotion."

36. This statement is evidently intended to cast discredit upon this Government, in contrast with the Lords of the Admiralty; and it even imports that faith had been broken by the writer in respect of an assurance alleged to have been at one time given him. It is not indeed expressly stated that he had been "assured," on the authority of the Government, that it would not permit him to pay these costs; but this clearly is the idea conveyed. The passage also is calculated to convey the impression that this gentleman had received no assistance whatever from this Government, and also that the costs mentioned represented full costs of the proceedings; and, further, that he would have been left to defray them out of his private purse but for the intervention of the Admiralty.

37. It is not within my knowledge that any such assurance was at any time given to Captain Palmer on the authority of the Government. None was given by myself personally, nor can I learn that either of my colleagues gave it. The Attorney General's views upon the subject appear to have been conveyed to Captain Palmer in an interview which took place as early as the latter part of July, 1869, as recorded in his minute of 10th August, of which a copy is appended; and they were also communicated to your Excellency in his letters of the 27th and 28th of August, to which I take leave to refer. These papers strongly tend to negative the fact of any such assurance having been given up to that time, and certainly none was given at a later date.

38. At the same time there certainly existed an intention, of which your Lordship was, I believe, fully aware, that the Government should protect Captain Palmer from personal loss *in case of need*; that is to say, in the event of a refund being refused by the Home Government. We considered that his conduct merited such protection, notwithstanding the probability of an adverse decision in his suit, but we also thought that the burthen would more properly fall upon the Imperial Government than on this Colony; and we entertained little doubt that the Admiralty would take the same view of the matter in all respects.

39. If I do not mistake, your Lordship fully concurred in these views and expectations; and you were also, I believe, aware that we had not only taken the responsibility of the unauthorized advances from the Treasury, but had determined on placing the amount of such advances on the Estimates for Parliamentary appropriation, in case Captain Palmer were not otherwise protected. 40.

NOTE:—I have since been reminded that the sum of £79 5s. 5d. was actually placed upon the Supplementary Estimates for 1869 and 1870, and was voted by Parliament and included in the Appropriation Act. That sum would, consequently, have been applicable for covering the advance if the Admiralty had not adopted the charge.

40. This intention on the part of the Government may have reached that gentleman, although not with my knowledge; but if it did so reach him, he might have given us credit for our intentions, and should not have assumed—without better grounds than he had—that the Government would have failed in adherence to them if the occasion had arisen.

He should also have seen that consistently with this intention it would be our duty on behalf of the Colony to take steps for obtaining from the Home Government the refund which was expected from it, before inviting the Parliament of this Colony to take the charge upon itself.

41. The course taken for obtaining the refund was not designed to prejudice Captain Palmer personally, but was adopted in the full expectation that the amount would be paid under the orders of the Admiralty, either directly or indirectly.

In this matter your Lordship was good enough to take part with us, and I am sure you will fully bear me out in saying that the idea of subjecting Captain Palmer to any personal loss was not entertained, but that on the contrary no refund would have been sought at all if such a result had been anticipated. In fact, what we contemplated was precisely what has occurred, except that we had no expectation that Captain Palmer would have been allowed by the Admiralty to be as he represents even temporarily out of pocket.

42. We were not aware that such had been the case even for an hour; £100 was drawn on the Admiralty as I understood, by Captain Montgomerie, R.N., as Senior Naval Officer on the Station (but in this I may be mistaken),* in accordance with the Navy Regulations affecting such cases. The balance was paid in London on Captain Palmer's private draft as recently as 8th November, 1870; but at that time it might reasonably have been supposed that the Admiralty had decided on relieving him from these expenses.

43. I have further to observe that the costs in question consisted exclusively of moneys actually disbursed in the prize suit; and that Captain Palmer was fully aware that such was the case. He was informed of the particulars and of the fact that the Attorney General and Crown Solicitor had given their professional services gratuitously.

But for such gratuitous assistance the costs would, as I am told, probably have reached thrice their actual amount.

44. The expenses of the criminal proceedings were borne in this, as in all other like cases (perhaps not very reasonably), by the Colony; and I may here be permitted to add that about the same time this Government, at the desire of Her Majesty's Secretary of State, Lord Granville, that enquiries should be instituted, issued a Commission of Enquiry into cases of alleged kidnapping of natives of the Loyalty Islands, upon which Commission gentlemen of the highest character and position acted (of course without remuneration), and that the Colony bore the expenses out of pocket on that occasion to the extent of £169 2s. 4d.

45. Under these circumstances, and seeing also that this Government made every requisite advance for expenses out of pocket at some risk of a refund being declined, I must take leave to say that Captain Palmer has not only made a most ungracious return for the assistance rendered to him, but that he has in this matter of costs as in others done great injustice to the Colony. I cannot, however, affect surprise at the treatment of this matter by a gentleman who in other and far more serious particulars has shown himself entirely incapable of a generous or just appreciation of the Colony and its Government.

46. I have with much regret addressed these remarks to your Lordship. It would have been far more agreeable to my late colleagues and myself to have passed by Captain Palmer's book without notice, or to have been able to comment upon it in terms of more respect for the writer's treatment of the Colony, but we have felt that the work was calculated to injure throughout a very wide circle the country which trusted us with our position, and we could not submit to the stigma of complicity with, and of the corrupt protection of crimes against, liberty and humanity, which we hold in quite as great detestation as the writer, and which to the extent of our opportunities we have been equally solicitous of checking and punishing.

47. I am not aware that in offering this vindication I have transgressed the bounds of moderation or of justice towards Captain Palmer; and should exceedingly much regret to find that I had done so in any part of my remarks.

48. I have now only to apologize to your Excellency for the great length to which my letter has extended; but believing as I do that your Lordship concurs in thinking this vindication necessary, I trust to have your forgiveness if I have erred in trespassing too largely upon your attention.

I have, &c.,

JOHN ROBERTSON.

(1.)

COMMANDER PALMER TO GOVERNOR THE EARL OF BELMORE.

H.M.S. "Rosario,"

Sydney, May 22, 1869.

My Lord,

In the absence of Commodore Lambert I have the honor to report, for your Lordship's information, that I detained the schooner "Daphne," of Melbourne, John C. Daggett, master, while at Levuka, Ovalau, Fiji.

My reasons for doing so are as follows:—

1. She had on board 100 natives from the Banks Group, New Hebrides, without any interpreter, and quite naked. One lad (about 18) has quite lost the use of his left leg.
2. The clearance of the "Daphne" from Brisbane is only for the New Hebrides, and not for Fiji.
3. Form 1 of the Queensland Labour Act purports to be an agreement between 51 natives and an agent of the name of Ross Lewin, to go as labourers to Queensland, but these documents are all signed and witnessed by interested parties.
4. Being licensed to carry down only 58 natives to Brisbane, according to Form C, I find this vessel at Ovalau, Fiji, with 100 on board.

5.

* NOTE.—I have since writing this passage learnt that the draft was on the paymaster of the "Rosario," with the sanction of Captain Montgomerie.

5. The master and supercargo state that 108 natives were brought down to Tanna, and that 8 were landed there for Lewin's own station, and the remainder (100) brought on to Ovalau, having re-engaged at Tanna. This re-engagement is drawn up and signed by the same interested parties. Moreover, the dates of these documents do not correspond with those of the "Daphne's" log, with the exception of the first.
6. Passenger list irregular from Brisbane, and not signed by any port officer.
7. No clearance from the Fijis, or any passenger list.
8. A native boat's crew on board, not on the ship's articles, belonging to the Loyalty Islands. They have at some period or other been taken from under the French flag. These men were placed on board the "Daphne," by Lewin, who appears to supply boats' crews for the purpose of kidnapping. I have clear evidence to this effect while amongst the New Hebrides.

Taking all these circumstances into consideration, I landed all these unfortunate people at Levuka, each of them receiving a fathom of cloth and a good meal.

I requested Mr. Thurston, the Acting British Consul, to take charge of them until he received further instructions from your Excellency.

I then detained the "Daphne," and placed an officer and crew on board her, with orders to proceed to Sydney, on the ground of grave suspicion that the schooner, master, supercargo, and crew, have been engaged either in actual slavery, or at least in a most irregular traffic, tending to promote and encourage the slave trade, in violation of the Acts 5 Geo. IV., c. 113, and 6 and 7 Vic., c. 98.

I have therefore the honor to request that on the arrival of the "Daphne" in this port you will cause the Queen's Proctor, or any other Proctor, to enter proceedings against her in the Vice-Admiralty Court of New South Wales.

I may add that although this vessel appears to be licensed by the Queensland Government Agents to provide labourers, she is fitted up precisely the same as an African slaver, with the exception of leg-irons. I found muskets and ammunition on board, and the supercargo, Mr. Pritchard, had a revolver loaded and capped.

The "Daphne's" log, together with her papers, are at present in my possession.

I have, &c.,
GEO. PALMER,
Commander and Senior Officer present.

(2.)

First Minute of Sir William Manning, A.G., on perusal of Commander's report of his seizure of the "Daphne."

THERE can be no doubt of the duty of the Crown Law Officers of this Colony to act upon the instructions they have received for prosecuting this vessel to condemnation, unless they saw clearly that the facts demanded advice on their part to the contrary.

In my opinion the facts are not such in this case. On the contrary, I think that the statements contained in the letter of Captain Palmer show abundant grounds for the course taken by him as Commander of "H.M.S. Rosario," and amply suffice for requiring a submission of the case to investigation by the Court of Vice-Admiralty.

Whether the charge that the vessel was engaged in slaving will be capable of substantiation in the Court is by no means so clear. The proof that the Islanders found on board of her were being conveyed and were confined "as and in order to their being dealt with as slaves" will be matter of much difficulty, both legal and practical,—the former because of the partial legalization of the traffic by the Queensland law, and by the license held at the time for the ship, and because of the evidence that may be anticipated as to non-slave character, in which it was intended that the men should be employed;—the latter because of the probable legal incompetency of the islanders to give evidence on oath, and of the great advantage which the European master and crew will consequently have over them in this respect.

So far as the authorized number of 58 men were concerned, the difficulty would be very great, as it would be said perhaps, irresistibly, that they were being conveyed under legal sanction to a country where the law would preclude their being dealt with as slaves. But as the number actually carried was 108, of whom 8 had already been landed at Tanna, and 42 must have been designed for some other place not enjoying free institutions under a recognized Government, the Judge may be able to arrive at the conclusion that the fate of all beyond 58 was intended to be that of slaves, notwithstanding the sworn statements that may be made to the contrary. He will not, however, have the same facilities as have usually been afforded in respect of the African slave trade, because the trade is not, as in that case, undisguised in its character, and known to have been carried on in connection with countries in which slavery was a recognized institution.

The Crown Solicitor will be at once instructed to commence proceedings in the Vice-Admiralty Court of this port so soon as the "Daphne" shall have arrived.

W. M. MANNING,
Attorney General.

May 24/69.

The Crown Solicitor is requested to proceed accordingly. Immediate. A copy of the above to be forwarded to the Colonial Secretary, and Captain Palmer's letter to be returned so soon as the Crown Solicitor shall have made a copy of it.—W.M.M.

(3.)

Second Minute of Sir Wm. Manning, A.G., on perusal of Commander Palmer's report of the seizure of the "Daphne."

Re-alleged slave-trading in schooner "Daphne."

If this vessel is liable to condemnation for slaving, the master and crew must also be liable to be prosecuted criminally. The master's offence would be piracy and felony under section 9 of 5 Geo. IV., c. 113, and the crew would be chargeable with misdemeanour under section 11:

I do not see that there can be any doubt of the jurisdiction of the Supreme Court of this Colony over such offences by virtue of section 4 of the Constitution Act 9 Geo. IV, c. 83.

I think therefore that on the arrival of the "Daphne" the master and crew should be proceeded against for felony and misdemeanour respectively. For this purpose the evidence of Captain Palmer or one of his officers would be required in the first instance at the Police Office, and perhaps, if the Justices should think fit to commit the accused, some of them may become disposed to save themselves by the avowal of the truth as to the mode in which the islanders were got on board, &c., &c., and to give evidence for the Crown.

It will be advisable that the Crown Solicitor should attend at the Police Office, assisted by a competent barrister, who should previously have been instructed to prepare himself fully.

24 May, 1869.

W. M. MANNING,
Attorney General.

(4.)

COMMANDER PALMER to THE QUEEN'S PROCTOR.

H.M.S. "Rosario,"
Sydney, 5 June, 1869.

SIR,

I request that you will on the receipt of this cause proceedings to be instituted on behalf of the officers and crew of H.M.S. "Rosario," against the schooner "Daphne," captured on the 26th April, 1869, on the ground of being engaged in the slave trade.

I have, &c.,
GEO. PALMER,
Commander.

(5.)

In the matter of the "Daphne," seized as a Slaver, and of the Master and Crew of that vessel.

I HAVE carefully considered the notes which the Crown Solicitor has made of his examination of some of the officers and crew of this vessel, and am of opinion that upon the evidence of some of the persons examined, and that of Captain Palmer, of H.M.S. "Rosario," there is enough to make it my duty to proceed both against the vessel in the Admiralty Court, and against the master criminally.

The result of such proceedings may be very doubtful, especially in the case of the criminal charge; but there is a broad aspect of the case, apart from the express statements of the witnesses, which demands that it should be presented by me for judicial determination in both forms. The Admiralty suit must therefore proceed to its termination, and the master of the "Daphne" should be charged with the felony of carrying persons for the purpose of being dealt with as slaves. It may be that the latter proceeding will not be allowed to reach the stage of a committal, but this will rest with the Justices; without, of course, any influence being attempted on the part of the Crown. The Crown Law Officers would fail in their duty if they neglected to bring the case under the cognizance of the Magistracy.

It may be proper to remark that if absolute reliance could be placed in the statements of the witnesses to the effect that these natives came or remained on board willingly, and with a real appreciation of the position and engagement into which they were entering, it would be impossible to regard them either as men who have been kidnapped or as being prospectively slaves. They must be recognized by British law as possessing the full right to take passages on board a ship for removal to some other country, and to enter into engagements for hired service wherever they may think fit. But the question is, whether they were free agents in point of fact, or whether, if they were so in the direct sense of actual consent to take passage in this vessel, they had not been cheated or deluded into such consent, and misled as to the position into which they were to be cast on landing. And there is the further question whether, even assuming their deliberate submission to their destined position, the conduct of those who carry them would be any the less criminal in the eye of the law. I apprehend not; for if the destination was slavery in fact, whether permanent or temporary, the spirit as well as letter of the law would be equally infringed whether the men were willing or unwilling to be used as slaves.

The case as now presented is altogether free from the difficulty originally noticed by me of a partial legalization by the law and Government of Queensland, because it turns out that at the time of the seizure of the "Daphne" none of the natives on board were destined for Queensland. The authorized fifty were originally intended to be taken to Brisbane, but their destination had been changed, and it was then intended to land the whole number at Fiji.

What then is the real position of the case? Here is a vessel officially recognized as fit to carry fifty natives only, and receiving permission to bring that number to a country in which legal slavery is impossible, and in which all men have equal legal rights; and under the cloak of this sanction she cruises amongst the islands and takes 108 natives on board, and intends to land them on another island possessing no civilized Government and no laws prohibitory of slavery, or affording protection against the exercise of a personal dominion incompatible with freedom. The men are induced to come on board by the persuasions of a hired native of their own group—one Charley—who may have been a clever and unprincipled decoy. They would seem to have been persuaded in the first instance that they were to come to Australia, and then persuaded to change for Fiji, of which they perhaps knew nothing, and are said to have consented to agreements and to have gone through the form of touching a pen by way of signature, upon the representation of Charley, whose statements no one could check, as none but he and the natives knew the language in which he spoke. And then, before arriving at Fiji, he the only interpreter is landed at Tanna, and they are brought on without one person through whom they could communicate or be communicated with. It is impossible to feel assured that these men were free agents and fully informed of and that they comprehended what was about to be done with them. I pass by the diversity of statement as to whether the natives had opportunities of returning to their homes after having once come on board, as the state-
ments

ments of the witnesses are very contradictory on this point, and because I do not regard a consent obtained perhaps by fraud as at all conclusive. But I must notice in conclusion one feature in the evidence which savours strongly of a practical dealing with the men as slaves, namely, the decision to land the men at Fiji instead of proceeding to Brisbane, upon a calculation that the excess of numbers would not be noticed at the latter place, and that £5 for their passages, without the obligation to find them in clothes before landing, would pay better than £8 for clothed men at Brisbane. This £5 was of course to be paid by the settlers to whom the men should be delivered over under some agreement not originally entered into with them, but with the captain or supercargo. The idea of untutored naked savages having any voice in the selection of employers of a different race and language must under the circumstances rest upon no substantial foundation; of course it must have been intended that the selection should be with employers who might be willing to pay the stipulated price. And when delivered over there would be no guarantee in Fiji for even a semblance of the rights of freedom, beyond such as the influence of the British Consul might afford in the case of such of the men as should be hired by British subjects.

For these reasons principally I have arrived at the conclusions before stated as to the duty of the Crown Law Officers.

W. M. MANNING, A.G.

June 14, 1869.

His Excellency the Governor will no doubt desire to see the evidence and my opinion when he returns to town. I should wish to cast my eye over the opinion before it goes to him; for, though I have thought fully upon its subject, I have been compelled to write in haste.—W.M.M., June 14, 1869.

(6.)

Re "Daphne."

I WAS not aware until this day that Mr. Pritchard, the supercargo, is in the Colony, or I should have instructed the Crown Solicitor to initiate proceedings against him as well as the captain. Finding him to be here, and believing that his conduct is as much open to criminal prosecution, and is, perhaps, morally worse, I desire that an information be laid against him under section 9 of 5 Geo. IV., c. 113, for detaining and confining the natives on board, and assisting in detaining and confining for the purpose of their being used and dealt with as slaves.

W.M.M., A.G.

June 24, 1869.

(7.)

The Queen v. Daggett—Schooner "Daphne."

I SHALL be glad if Mr. Solicitor General will look over the depositions in this case, and let me know what he thinks of the decision of the Water Police Magistrate, and whether he considers than any further steps should be taken. Of course I have power to file an *ex officio* information, notwithstanding the dismissal of the charge, or the case might be brought forward again before a Justice of the Peace, especially if further evidence should be forthcoming, but I would not exercise my official authority as Attorney General in filing an information, unless very strong grounds exist for such an exceptional course, nor would I sanction a renewed application for a committal, unless further and better evidence were obtained. For the latter course there is at present no ground, but it is possible that further evidence may be sent up by the Acting Consul, Mr. Thurston, which may hereafter warrant this step.

At present the only question that I consider at all open is, whether I should, notwithstanding the dismissal of the case at the Water Police Office, file an information with a view to a trial by the Supreme Court. The strong inclination of my opinion is, that no sufficient grounds exist for this course. My impression, in fact, is, that the evidence does not sufficiently disclose the alleged offence to constitute a *prima facie* case. But at the same time the whole transaction is so unsatisfactory that I regret that it should not come before the highest tribunal.

W.M.M., A.G.

June 30, 1869.

(8.)

The Queen v. Daggett—Schooner "Daphne."

I HAVE read the depositions in this case very carefully, and think it was properly dismissed. All the evidence brought forward to support the charge in the information, that Captain Daggett knowingly, wilfully, feloniously, and piratically received, conveyed, and removed the islanders, for the purpose of being used and dealt with as slaves, fails in a signal manner, and in my opinion establishes to a great degree contrary proofs, viz., that the islanders were not forced on board, but went there voluntarily; that they entered into some kind of agreement, of which the voyage in the "Daphne" was an incident; that they were never fettered or manacled; that no fetters or manacles were seen on board; that they had perfect personal freedom; that they were reasonably fed; and that the vessel by its remarkable cleanliness excited Captain Palmer's admiration. Captain Palmer admits that there was no attempt at concealment in any way whatever; that the "Daphne" was open to inspection; that the defendant gave up his papers when requested, and answered all questions put to him without hesitation, and acted quite openly in the matter.

matter. No witness produced established any one of the allegations stated in the information; and therefore, without entering more largely into the merits of the case, I may state that I agree with the Attorney General that a renewed application for a committal should not be sanctioned unless better evidence can be obtained, and I do not see any sufficient grounds for filing an information with a view to a trial by the Supreme Court.

J. F. JOSEPHSON,
Solicitor General.

July 3/69.

(9.)

Re "Daphne."

It is perhaps desirable that I should put on record what has taken place since the date of my minute of July 19th.

Very shortly afterwards, and before I had time to write the observations I intended to have made upon the Vice-Admiralty Judge's remarks, and the letter of Messrs. Roxburgh, Slade, and Spain, Captain Palmer called on the Crown Solicitor and conveyed his wish that the proceedings should be continued; and as I had then made up my mind that it would be right to do so, notwithstanding very serious doubts whether the case of intended slavery could be established, I caused the "libel" to be put in by the day which the Judge had named. Having done so, it did not appear necessary to trouble Captain Palmer with the intended observations.

Some time afterwards I had an interview with Captain Palmer and the Crown Solicitor on the subject of the evidence to be given,—Captain Palmer having stated to His Excellency Lord Belmore, in a letter of 12th July, that he expected soon to bring overwhelming evidence that the unfortunate natives were "to be dealt with as slaves." It was then stated by me to Captain Palmer that I entertained little expectation that proof would be forthcoming of an intention to deal with the men as slaves, and that anything short of that, however unsatisfactory the state of things might be shown to be, would not support the suit for condemnation. Captain Palmer stated his expectation to receive proofs from Consul Thurston by a vessel then shortly to arrive, which he anticipated would make out his case,—in reference to which it was explained to him that no proof short of such as could be supported by the sworn testimony of witnesses competent to take an oath could be received, and that if his expected proofs were not so supported it would be necessary to apply for a Commission to take evidence in Fiji. This, however, it was pointed out, could only be asked for if the information to arrive from Consul Thurston gave reason to believe that the charge of the intention that the men should be "dealt with as slaves" could be proved under such Commission.

It was arranged that matters should stand over, as the captor was not compellable then to proceed (the respondents answer not having been put in) until intelligence should have been received from Mr. Thurston, when we should confer together again as to whether the suit should be proceeded with, or the release of the "Daphne" be submitted to.

In the course of the interview I thought it right to call Captain Palmer's attention to the fact that the Government of this Colony had nothing to do with the case in its own right, as the offence complained of had occurred out of its jurisdiction, as a civil suit only and not a criminal charge was now under consideration. I showed him that the matter came under cognizance here only because he had brought the "Daphne" into the Port of Sydney in order to her condemnation in the Court of Vice-Admiralty here, which Court did not hold its authority under the local Government but under the Imperial Statute and the Lords of the Admiralty. I pointed out to him that, though practically he might be assured of as much assistance in his case as if this were a Crown Colony and its officers direct Crown Officers, yet that the Law Officers here could not assume for their Government any direct responsibility in reference either to this case or to the consequences it might entail. In reference to the criminal charges which had been initiated and which ended in their dismissal at the Water Police Office, it was mentioned that the Courts here had full jurisdiction by the terms of their constitution as conferred by an Imperial Act, and that the Government therefore was responsible accordingly, and that the Attorney General would have had full control over the prosecutions if committals had taken place; but that in this individual suit that officer could not be regarded as holding a corresponding position, and that therefore it was necessary that he (Captain Palmer), as captor, should be consulted as to the steps to be taken. He, as I explained, was responsible to the parties affected for all consequences of his acts in seizing and proceeding in Admiralty, and that it would rest with the Imperial Government to support and indemnify him, as I presumed it would certainly do. I think I also said that this Government also, in consideration of its relation to the Imperial Government, would, I anticipated, be ready, in the absence of opportunities for communication, to act on his behalf in such a way as it might think would be desired by that Government. Something to this effect was intimated; but I am not sure that it was so clearly expressed.

I write this memorandum after an interval of, I think, nearly a fortnight.

W. M. MANNING,
Attorney General.

Sydney, August 10, 1869.

(10.)

The "Daphne."

THE defendants having now put in their responsive allegation, and to-day being appointed for fixing the time for taking proofs, it is necessary that the Crown Solicitor should be at once advised on evidence. I propose to give some suggestions in this paper, but it will nevertheless be desirable that he should lay a case to advise in evidence before the junior counsel in the cause.

At present we are not in a position to prove the captor's charge satisfactorily, as we can obtain

no evidence from any of the natives who are supposed to have been destined to be dealt with as slaves, and have indeed no prospect whatever of obtaining it within such time (if at all) as the Judge would allow. (*Vide* Captain Palmer's letter to Lord Belmore of the 13th instant, and my instructions for letter thereon). Nor are we in a position to lay before the Judge such grounds as he would think sufficient for granting a Commission to take evidence at Fiji as to the existence of slavery in that country, or as to the mode of dealing with imported natives there. We can only therefore make the best of such evidence as is within reach; and as H.M.S. "Rosario" is required in New Zealand the Crown Solicitor should ask His Honor to name as early a day as the rules of the Court will permit for taking the evidence of Captain Palmer and Lieutenant Bingham, and that of the carpenter of the "Rosario," and any other witnesses from that ship whom Captain Palmer may wish to have examined; and in order to enable us to dispense with the further detention of the men belonging to the crew of the "Daphne," whom the Government is supporting, their evidence should also be taken as early as practicable. The main element will still be wanting, namely, proof that the natives were intended to be dealt with as slaves; and as this is probably not provable by testimony at present within reach we may yet have to ask for a Commission. In view to this, I would suggest that if Captain Palmer should leave before receiving such information from Consul Thurston upon this matter, as he referred to in his letter to Lord Belmore, of 12th July, and as he told the Crown Solicitor and myself, would probably soon arrive, he should give authority for the opening of any letters that may come from Mr. Thurston, and for their being placed before the Crown Solicitor. In the meantime I must throw out for consideration by Captain Palmer, whether it will not be advisable to make the master of the "Daphne," and even Mr. Pritchard, witnesses in the case. They probably will be compelled to give true evidence as to facts which would be open to contradiction from Fiji, such as the course of disposing of the natives to planters or speculators on arrival, and as to the course of dealing with them in the hands of the planters and speculators, so far as such matters would come within their cognizance. I should have little hesitation in taking the evidence of Mr. Daggett, the master, as he was reported by Captain Palmer to have been open in all his statements, and as, perhaps, he was almost an innocent instrument in the hands of the supercargo. Moreover, whatever he proves to have been understood by himself as to the course of dealing, especially in the original disposal of the men from the ship, would be direct evidence of the intention. If, as I think probable, he will prove that the course was to hand over all the men without their having any voice in the selection of employers to those who would pay the highest price, and especially if the disposal of them to speculators (themselves looking to a retail profit on sub-disposal) was contemplated as an event open to the supercargo, his testimony would go far to establish the worst that I expect will ever be proved in reference to the prospective condition to which the natives were destined. The same remarks apply to Mr. Pritchard, except that as he is perhaps more directly concerned in the traffic than the master of the vessel, his testimony may prove less reliable. If the matter is left to me I shall be disposed to call both these persons in the absence of more satisfactory testimony, and to take the opinion of the Court upon their evidence, in connection with that of Captain Palmer, Lieutenant Bingham, the carpenter, and the so-called agreements, and the letter of authority given by Ross Lewin to Pritchard, which letter Mr. Pritchard should, in any event, be subpoenaed to produce; but I think that Captain Palmer himself should be consulted before so strong a step is resorted to as that of calling witnesses whose interests must necessarily be so adverse. It need scarcely be said that such a course would not be thought of if any better evidence appeared to be obtainable, or if it were not necessary to act at once and without waiting for the possibility of such better evidence becoming available.

I must repeat here, to prevent mis-apprehension, that the question is not whether the natives were kidnapped originally (as to which indeed it is ascertained that no evidence is to be had), but as to the design with which they were being carried on board the "Daphne," *i.e.*, the intention that they should be dealt with as slaves.

W. M. MANNING,
Attorney General.

August 16/69, A.M.

A copy of this to be sent to Captain Palmer without delay.

I think also that it will be advisable to send a copy of this, and of the Crown Solicitor's two recent letters, to His Excellency Lord Belmore, as Vice-Admiral.—W.M.M., Aug. 16.

(11.)

COMMANDER PALMER to THE CROWN SOLICITOR.

H.M.S. "Rosario,"
Sydney, 16 August, 1869.

Sir,

I have the honor to acknowledge the receipt of your letter of the 14th instant, and beg to inform you that owing to my inability to ascertain what is understood in these seas as to the meaning of the term "slave," as distinguished from the same term, when applied to the trade on the Coast of Africa, I am not prepared to bring forward any further proof that the natives landed by me from the "Daphne" were to be "dealt with as slaves."

I would wish, however, to call the Attorney General's attention to the following facts; whether or not they will be deemed of any use in the present case it will be for him to determine.

1. No regulations exist, or have existed, at Fiji for the proper treatment of any natives landed there, which is sufficiently proved by the deputation of planters that waited on me upon that subject when I was at Levuka; consequently the "Daphne" was taking these people under cover of a license from a recognized Government, like Queensland, to a place where no Government existed, and where the natives could be "dealt with as slaves," as every planter was and still is doing what is right in his own eyes.

2. No interpreter having been brought with the "Daphne" natives to Fiji it was a moral impossibility that they could hire themselves out to the planters on those islands as free labourers, consequently they could only be "dealt with as slaves" by the supercargo of the "Daphne."

3. It was stated in the evidence of D. Forster, mate of the "Daphne," that a man named Brown, who piloted the "Daphne" into Levuka, wanted to "take the whole lot," and as he had no plantation or establishment on that or any other island in Fiji he could only have intended to sub-let these natives to those of the planters who would give him most money for them; and it was well known that that was his intention.

4. It is proved by the document handed into Court that Pritchard, the supercargo of the "Daphne," is, or was a partner of Ross Lewin's, and who I heard of at every island I visited, as a notorious man-stealer.

5. Mr. Thurston states in his letter to me that the statements made in the Melbourne "Argus" (February, 1869), about the diabolical proceedings of Messrs. Burt and Underwood are "strictly true." These men are Fiji planters. Mr. Thurston has just taken away twenty of their men, and intends taking the whole lot if he can lay his hands on them.

He also informed me of the difficulty he experienced in getting certain planters at the different islands of the Fiji Group to return the natives to their homes after their so-called engagements had terminated, and I had ample proof that many of these engagements had been drawn up at Fiji after the natives had been kidnapped.

6. I examined some natives myself when at Ovalau, who had been brought in the English vessels "Ida" and "Mary Smith" to the island of Makongai, Fiji, and then distributed to different other islands of the group, and they stated that they and their people, over 100 in number, had all been kidnapped and brought to Fiji from the Kingsmill Islands.

7. Mr. Clarke, late master of the "Anna" (owner, B. M. Latin, Melbourne), was dismissed his ship because he refused to allow kidnapping for Fiji plantations. I brought him down to Sydney at the Consul's request, as a distressed British subject.

8. It will also be seen that the slave-fittings of the "Daphne," although legalized by the Queensland Government, are not so by the Imperial Passenger Act, 18 and 19 Vic., chap. 119.

This is all the information I can give as to the existence of slavery in the Fiji Islands; it will, however, I trust be deemed sufficient.

I have, &c.,
GEORGE PALMER,
Commander.

(12.)

The "Daphne."

SOME of the facts stated in Captain Palmer's letter of the 16th instant would go far to establish the case against the "Daphne," and might satisfy the Judge, but the difficulty is that in a Court of Justice the facts must be established by the sworn testimony of those who possess the actual and personal knowledge of them, and cannot be proved at second-hand, however reliable the information may be for all other purposes than that of legal proof.

As Captain Palmer apparently does not appreciate the legal difficulties of the case, I am very desirous that he should be made aware that they arise from the fact of judicial tribunals requiring other and very different modes of proof from such as might be satisfactory to himself as a naval officer, or to any intelligent person outside of a Court of Justice.

For this reason I propose to go through the several paragraphs of his letter of the 16th, and to point his attention to the difficulties that apply to each.

1. As to the first, we have not at present any proof of the absence of proper regulations at Fiji; and it is certain that Captain Palmer's evidence of the representations made to him by the deputation of planters at Levuka would be rejected by the Judge, and that his statement upon report as to the planters exercising an uncontrolled dominion over the natives would also be inadmissible.
2. This is a matter of inference which the Judge might have drawn from the evidence already received, but which he has certainly not thought sufficiently clear for adoption. It will still be open to him.
3. The statement of D. Forster, that the man who piloted the "Daphne" wanted to take the whole lot of natives, would not be proof against the "Daphne" that the master or supercargo was prepared to deal with them accordingly. The intention to dispose of them at the best price, whether wholesale or retail, may be suspected, and may be inferred from the other evidence which the Judge will have before him, but not from Brown's offer, without acceptance or negotiation by the supercargo on the basis of that offer.
4. The fact of Pritchard's being shown to be a partner (or agent) of Lewin would avail nothing if the only evidence of the latter being a "man-stealer" consisted of Captain Palmer's evidence (which would indeed be rejected) that he heard of him as such at every island he visited. However convincing may be the accumulated statements received at many islands, yet in the Court such statements could only be received on oath from men to whom the facts were personally known.
5. Of the proceedings of Messrs. Burt and Underwood I know nothing; nor would evidence of wrong by them be admissible to influence the decision of the Court against the "Daphne." Nor would Mr. Thurston's letter stating facts affecting them be within the rules requiring testimony upon oath, and subject to cross-examination. The further facts stated in the letter of Mr. Thurston as to the difficulty of getting planters to return the natives to their homes might bear upon the general question as to the condition of imported natives in the Fiji Group, but could certainly not be proved by the production of Mr. Thurston's letter. If not inadmissible on the ground of such facts bearing too remotely on the "Daphne's" case this proof would be rejected as being without oath, and not open to the test of cross-examination.

6. The statements made to Captain Palmer by natives at Ovalau, though well calculated to produce conviction in his mind, could not be received in evidence, because they were not made on oath subject to cross-examination, and would be offered to the Court at second-hand instead of by the persons asserting these facts.
7. This matter could not be allowed to affect the "Daphne," nor is it said that any witness is here to prove the fact.
8. If the fittings of the "Daphne" were legalised by the Queensland Government they cannot be treated as slave fittings.

Note.—However desirable it may be to put down or place under proper control a system of so-called emigration which is likely to degenerate, and probably has sometimes degenerated, into a practice approaching a slave trade, and perhaps actually amounting to it, yet it is certain that if resort be had to Courts of Justice for the punishment of offenders, the rules of law on the subject of evidence must be rigidly observed. If the nature of the case renders such proof at once impossible or difficult and morally unnecessary to sound justice, the course must be to make special provisions by Legislative enactment. As the law stands, I cannot propose to the Court, nor would the Court receive evidence otherwise than in accordance with the established rules of law.

W. M. MANNING,
Attorney General.

August 18/69.

(13.)

REPLY to a note from His Excellency the Earl of Belmore, dated 16th August, 1869, on the question whether the communications of Commander Palmer and Naval Officers in general should be through the Governor only.

August 19, 1869.

DEAR LORD BELMORE,

The papers on Military correspondence, which you were good enough to send me, may certainly be regarded as equally applicable to that of Naval Officers, but I cannot think that the rule laid down should be extended to communications necessary on Captain Palmer's part in the course of the proceedings against the "Daphne." The papers do not define either the objects of the rule or its extent, but I should myself infer that its application was intended to be to the government or discipline of the Forces, their employment and requirements, and other matters (if any) which the prerogative and dignity of the Crown, and the relative position of the services to the Home and Colonial Governments, respectively require to be kept independent of and superior to the control of Colonial Ministers and Civil Officers. The case of the "Daphne" proceedings can hardly be regarded in this light, although the seizure was made by Captain Palmer as the commander of one of Her Majesty's ships of war. Such seizure was made outside the jurisdiction of the Colonial Government, and although the alleged act of slave-trading as a criminal offence was within the jurisdiction of the Colonial Courts, by virtue of an Imperial Act, neither those Courts, nor the local Government, has any authority whatever in respect of the seizure of the vessel or the suit for its condemnation and for penalties. The matter is only entertained here because Captain Palmer has brought the vessel into the Port of Sydney, and avails himself of its Court of Vice-Admiralty. That Court is independent of the Colonial Government, being an Imperial Court established in connection with the Admiralty jurisdiction of Great Britain. It may well be that at the outset Captain Palmer's course was to ask your Lordship, as Vice-Admiral of these Ports, but (without raising any question as to whether the services of the Law Officers of the Colony could be commanded in such cases if not, as in this "Daphne" matter, freely given by them) I may point out that it would be in a high degree inconvenient if Captain Palmer should not communicate direct with the Crown Solicitor upon incidental questions such as the evidence obtainable arising in the course of the proceedings, or if, as hitherto done, his communications are to be sometimes direct, both in writing and by interviews, and sometimes by letters to your Lordship. It would be almost impracticable to conduct a suit upon such terms, and I venture to say that the question whether it is a part of the official duty of the Law Officers of this Colony to conduct such cases will probably be raised on some future occasion if in addition to the general charge of the case they are inconvenienced by the complications and inconveniences which such a course must inevitably occasion. I am myself most unwilling to raise any question which may embarrass any branch of the service, and in this particular matter I have readily entered into the case on the assumption that it belonged to my office of Attorney General, but I shall certainly be obliged if your Lordship will preclude further difficulty by the course you propose of requesting the senior Naval Officer to instruct Captain Palmer to communicate directly with the Crown Solicitor in regard to future proceedings in this case.

I have, &c.,
(Signed) W. M. MANNING.

(14.)

REPLY to a note from His Excellency the Earl of Belmore to Sir Wm. Manning, A.G., dated August 25th, 1869, having reference also to an earlier note from His Excellency, dated August 19th, as to right of the Governor to command the services of the Law Officers of the Colony in reference to the "Daphne" case and other like cases.

27 August, 1869.

DEAR LORD BELMORE,

The conclusion at which I have arrived is, that in point of law the Governor of the Colony has not any duty or authority whatever, either as Her Majesty's Representative, or as Vice-Admiral, in respect of the instituting or conducting of suits for the condemnation of vessels supposed to have been engaged in slaving, or for the penalties consequent thereon.

It follows therefore that he cannot "command" the services of the Law Officers in relation to such suits.

Suits of this kind belong to and are at the cost and risk of the captor, who informs the Court of his seizure, and demands the condemnation and penalties. This is evident from the Legislative enactments, of which I enclose a copy, and from the terms of the Admiralty circulars published in the Navy List, to which you have been good enough to refer me.

My impression has been clearly to this effect from the commencement of the "Daphne" suit, and I have acted upon it in requiring that Captain Palmer should be consulted at each step as if he were the Crown Solicitor's client. This was done deliberately because of what appeared to be a plain assumption on his part that the case was out of his hands, and that the responsibility rested upon the Crown Law Officers of this Colony. But though such was my impression I did not care to raise any question on the matter, nor therefore to examine it closely, because it appeared to me that in the interests of humanity, and for the honor of the nation, it was right that the case should be taken in hand by the Crown or public. Because also I had a strong conviction that the case itself would go against Captain Palmer, yet that its prosecution to the end would, by leading to the judicial exposure of a nefarious practice, become the foundation for some special legislation on the subject. It seemed to me therefore impossible that the cost and consequences of the proceeding could be permitted to fall upon an officer who certainly had acted under a high sense of duty, and not for the sake of the proceeds of condemnation, &c., and whose act was likely to prove in many ways beneficial to our common country. I acted therefore on the conviction that the Imperial Government would hold him harmless, and that it became my duty morally to give him all the assistance in my power as Attorney General.

This feeling was concurred in by the Premier, who expressed to me privately his readiness to take the responsibility (in case of need) of protecting Captain Palmer in respect of the consequences of his seizure and suit, in reliance that any expenditure by this Government would be refunded from Home, and that, if not, the local Parliament would indemnify him.

And still, although it has become necessary to enter upon an enquiry which has put it beyond doubt that the whole responsibility of the case rests in law with Captain Palmer, I cannot believe that he will be left exposed to personal loss in the not improbable event of the suit being decided against him. In the contrary event the proceeds of condemnation might pay all costs, unless the Government should think fit to regard the interests of the innocent mortgagees of the "Daphne."

For myself, I must be permitted to say that I cannot for a moment entertain the suggestion that my services should be remunerated in any way.

Should cases of this sort recur it will, however, be necessary that they should be carried on independently of the Crown Officers in their official capacities; and in this particular case I have no right to relinquish the just claim of the Crown Solicitor to some consideration for his valuable services, nor can I assume for this Colony the burthen of such actual outlay as has been occasioned either by the criminal or civil proceedings.

In the case of the "Young Australian" there are considerations which should perhaps be regarded as distinguishing it from that of the "Daphne" and of the prisoner lately brought up by "Blanche." The proceedings were criminal only, and clearly within the jurisdiction of our ordinary Courts, and the vessel was owned by people of this Colony, and came to this port spontaneously with the persons on board, whose crime formed the subject of prosecution,—whereas the "Daphne" did not belong to owners here resident, and was brought up to Sydney by officers of Her Majesty's Navy. And in the case of the man brought up by the "Blanche," the offence would not have come under the cognizance of our Courts but for the direction of a Consul beyond our jurisdiction, and the compulsory removal of the prisoner to Sydney by another officer in Her Majesty's Navy. In such cases it may be very convenient that the jurisdiction possessed by our Courts should be taken advantage of from all parts of the Pacific, but the Government of the Colony can hardly be expected to be at the expense of prosecution, nor can it be reasonably expected that the Law Officers should perform the extra duties occasioned by such cases without special retainers and remuneration. It may be doubted whether the Parliament of this Colony would sanction such an expenditure if made by the Government, and it may be regarded as certain that its votes hitherto have not had such outlays in view.

I have, &c.,
W. M. MANNING, A.G.

By sect. 44 of 5 Geo. IV, cap. 113, it is provided that the proceeds of all ships and goods seized, prosecuted, and condemned for any offence against this Act, except in such seizures as shall be made at sea by the commanders or officers of His Majesty's ships or vessels of war shall be divided and paid as follows:—

* * * * *

And in cases of seizures made at sea by the commanders or officers of His Majesty's ships or vessels of war one moiety of the said nett proceeds, after deducting the charges of prosecution as aforesaid (*i.e.*, "from the gross amount thereof,") shall be paid into the hands of such persons as His Majesty, his heirs, and successors may please to appoint for the use of His Majesty, his heirs, and successors, and the other moiety to the commanders or officers of His Majesty's ships or vessels of war who shall have made the seizure and prosecuted the same to condemnation, subject nevertheless to such distribution in the seizures made by the commanders or officers, whether at sea or otherwise, as His Majesty, his heirs, and successors may think fit to order and direct by Order in Council or by Proclamation to be made for that purpose.

By sect. 51 all seizures of ships, vessels, or boats, slaves, or persons treated as slaves, &c., shall and may be sued for, prosecuted and recovered in any Court of Record in Great Britain, or in any Court of Record or Vice-Admiralty in any part of His Majesty's dominions in or nearest to which such seizures may be made, or to which such ships, vessels, or boats, slaves, &c. (if seized at sea or without the limits of any British jurisdiction), may most conveniently be carried for trial.

The same clause it is provided amongst other things that all such penalties, forfeitures, and seizures may be sued for, prosecuted, tried, recovered, &c., in like manner and by the same ways and means and subject to the same rules and directions as provided by a certain Act of 4 Geo. III, c. 15, by which Act it is provided in sect. 46, that where a verdict or sentence shall go for the claimer of the goods or chattels (*i.e.*, as contrasted with the seizer), and it shall appear to the Court or Judge before whom the cause shall be tried that there was a probable cause of seizure, the Judge or Court shall certify on the record or other

other proceedings that there was a probable cause for the prosecutors seizing the said ship or goods, and in such case the defendant shall not be entitled to any costs of suit whatsoever, nor shall the persons who seized the said ship or goods be liable to any action, or other suit or prosecution on account of such seizure, &c.

(15.)

REPLY to a note from His Excellency the Earl of Belmore to Sir William Manning, A.G., dated 27th August, 1869, with reference to the case of the "Daphne" and future prize cases and prosecutions instituted in this Colony, and the costs which they might entail on the Colony.

Sydney, 28 August, 1869.

DEAR LORD BELMORE,

The captain of a ship of war who may arrive in this port with a vessel which he has seized would of course report to his superior officer, if in port, and if not I presume he would as matter of information report to the Governor. But for the purpose of proceeding against his prize he would have to employ a Proctor (*i.e.*, a Solicitor in Vice-Admiralty), and I think he would do well to place himself in the hands of the gentleman acting as Crown Solicitor. That officer would be able to conduct his case with more authority or weight, and would, I have no doubt, in fitting cases, be indisposed to put the captor to expenses which would be expected by an ordinary solicitor. I may venture to say that in all probability an officer of the navy, who was felt to have done no more than his duty, would, although he should prove unsuccessful in Court, not be himself personally expected to pay for the services of the Crown Solicitor or of the Attorney or Solicitor General, whom he might consult.

As regards the "Daphne," I have already stated that I can accept no remuneration for my services, and I am glad to be able to say that Mr. Williams is equally indisposed to accept any. He says that he took the case in hand, believing it to be a part of his official duty, and he is prepared to carry it on to the end as if it were such. The only expenses to be provided for will be costs and expenses out of pocket, such as Court fees, expenses of witnesses (including their detention and maintenance in the Sailors' Home), and fees to the junior counsel who has been employed and paid.

As to criminal proceedings, your Lordship is right in one sense in supposing that the Crown is always prosecutor in this Colony; but in the true sense it is not more so than in England. Here the Attorney General appears more prominently, because he is the Grand Juror of the Colony, and prosecutions are in his name in the Superior Courts.

But the true prosecutor is the person who gives information of the crime, whilst the duties of the Attorney General, as public prosecutor, commence on the committal of the accused by the Justices of the Peace. That is to say, it ordinarily does so; for I do not mean to say that he cannot exercise the extraordinary power of indictment or information *ex officio*.

By reason of the Attorney General's character of Grand Juror, I cannot think that he ought in general to have anything to do with the initiation of proceedings. I would therefore suggest that in the event of criminal charges from places out of the jurisdiction of the police of this Colony being brought under your Lordship's attention, the informants should be at once referred to the Crown Solicitor, by whom the police may be set in motion or the prosecutor be advised.

With reference to the expenses attendant upon such cases as that of the prisoner brought up in the "Blanche," I wish to modify what my former words seemed to convey. So far as I am myself concerned I should not think of taking special remuneration for my services as Attorney General, and I wish to decline advising for my successors. And in the case of Mr. Williams I am able now to say that he also would decline such remuneration unless cases of the sort should become numerous and burthensome, in which case the matter may come under re-consideration. But the expenses of witnesses are apt to be serious in these cases, and cannot very reasonably be expected to fall upon the Colony. For example, in the case of the man last mentioned, the witnesses whom the "Blanche" also brought up have to be maintained for full two months before the trial can come on, and the prisoner also will be a burthen on the Colony until trial, and may become chargeable on it as a convict for many years to come.

As regards your Lordship's right to "command" the services of the Law Officers, I think you will find that what I have said as to this had reference only to cases in the Admiralty Court for condemnation and penalties at the suit of captors. All criminal matters devolving upon the jurisdictions of the Colony under the New South Wales Act will of course be attended to by the Law Officers according to their several duties, and will not, I may be permitted to say, come within the category of commands by the Governor of the Colony. Your Lordship need not, I am sure, be under any apprehension that such matters will not be duly attended to, nor need there be any doubt as to the readiness of the Law Officers to give their best advice to the Governor in matters of this kind, or I may perhaps add of any kind, which he may be called upon to consider in the widest view of his official position. I may speak at least for myself for such brief time as the office of Attorney General may remain in my charge.

In the possible contingency of some difficulty in this respect hereafter arising, means will no doubt be found for overcoming it. At present I venture to say that there is no occasion for anticipating and providing for such a contingency.

I have, &c.,
W. M. MANNING.

P.S.—In cases brought for trial from remote places it may not unfrequently become necessary to send for witnesses from the place at which the crimes were committed; and even on the side of the accused such witnesses as justice may appear to require should equally with Crown witnesses be sent for. It would be highly unjust that the accused should be taken by force to a remote place, and be left without the means of proving his innocence by evidence which would have been available on the spot.—W.M.M.

1871-2.

NEW SOUTH WALES.

SERVICES OF CROWN LAW OFFICERS *in re* "DAPHNE."
(DESPATCH CONVEYING THANKS FOR.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 82.)

Downing-street,
25 October, 1871.

MY LORD,

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 129, of the 9th of August, forwarding copies of a correspondence which took place in 1869 respecting the "Daphne" case and suit in the Vice-Admiralty Court.

I am glad to have this opportunity of expressing my sense of the valuable services rendered in connection with this case by Sir W. Manning and Mr. John Williams.

I have, &c.,
KIMBERLEY.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE CHIEF JUSTICE.

(PROPOSED RETIREMENT OF.)

Ordered by the Legislative Assembly to be printed, 22 December, 1871.

RETURN to an Address of the Honorable the Legislative Assembly of New South Wales, dated 15 December, 1871, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ Copies of Correspondence relating to the retirement of His Honor the Chief Justice.”

(Mr. Stewart.)

SCHEDULE.

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THE CHIEF JUSTICE.

No. 1.

THE CHIEF JUSTICE TO THE GOVERNOR.

Orierton, 14 November, 1871.

MY LORD,

It will not, I trust, be thought unreasonable that, after above thirty-two years' service as a Judge, and in the seventieth year of my age, I should wish to retire from the fatigues and anxieties of that office, or that I should entertain the hope that I may—the circumstances of the case being considered—be permitted to do so on full salary.

I came to New South Wales from Tasmania, at the request of His Excellency Sir George Gipps, acting on the recommendation of Chief Justice Sir James Dowling, in May, 1839, and took my seat on the Bench here, as Junior Puisne Judge, on the 7th of that month. At the time of my acceptance of that honor I was in full practice, in the palmy days of the sister Colony, and in the receipt of a larger income than any ever enjoyed by me subsequently. For the sake of that practice, indeed, I had recently resigned my office of Attorney General, and that of a Judge was scarcely more agreeable to me; but I conceived that, for certain reasons, I was bound to accept Sir George Gipps's offer, and I doubted not that, so doing, I should at least acquire all the existing and prospective advantages attached to my position.

Now, among these there were two to which I must be pardoned for adverting. The one was, the right (universally so considered at the time) of leave of absence after a certain period, for purposes of health, if not of necessary relaxation; the other was, the right vested by charter in the Chief Justice—to which office I not unreasonably hoped to succeed—of appointing persons to all subordinate offices in his Court. As to the first of these privileges and its application to my case, I have made some observations in a separate paper; as to the second, I have merely to note the fact that, having become Chief Justice, in October, 1844, I was, by the Constitution Act of 1853, deprived of that advantage; all appointments being thereby vested, practically, in the Government of the day. I make no complaint on either subject: as to the first, far otherwise. They are introduced as, in my judgment, supplying additional grounds for a favourable consideration of my claim.

I became entitled to the retirement pension of my rank (£1,400 a year) in May 1854; and, in 1858 and 1859 respectively, two of my brother Judges became similarly entitled, and obtained grants of their pensions, under which (Sir John Dickinson not entering on the receipt of his until February 1861) there have already been paid upwards of £24,000. But, by my own abstinence from obtaining hitherto the grant of mine, the Colony has been saved a larger sum; or, reckoning only from February 1861, when I returned from England, the sum of £14,000 and upwards. I have also saved the Treasury something, although to no great extent, by holding the office of President of the Council at its formation; and fulfilling the duties, until I found that they were, in conjunction with those of a Judge, too much for me.

The question, then, to be submitted to the Legislative Assembly, if your Excellency and your Advisers are pleased to sanction the proposition, is,—whether my length of service, with the other considerations suggested in this letter, will or not justify, and do or not commend to adoption by Parliament, the grant of a yearly addition of £1,200 to my present secured amount of pension. I offer no other arguments or matter in favour of such a grant; unless indeed this fact, that, after thirty years' service, and the attainment of advanced age, concessions of the kind are common. It would not become me to characterize in any way my judicial career—I am sufficiently conscious of my deficiencies—but on one point, although the topic is a delicate one, I ought not perhaps to be silent. It may be supposed that in the course of so many years I must have amassed a fortune—if a small one. So far from it, I have never been able to confine my expenditure, by some hundreds of pounds annually, within the allotted salary. I have spent in the Colony, since my arrival in it, several thousands over and above that source of income, to the serious disparagement, I lament to say, of my private means. This statement is not made as an excuse for my application, much less as a ground on which I could consent to have it urged; but, if there are gentlemen who may think the services of which I have spoken, sufficiently well paid already, I have here supplied the answer; and, for the reasons given, I should not be able to retire upon a pension less than that here suggested.

I am, &c.

ALFRED STEPHEN.

Memorandum as to Chief Justice Sir Alfred Stephen's leave of absence, in February, 1860.

1. In August 1856, in consequence of excessive overwork, and having had during seventeen years only a week or two of continuous relaxation, my health nearly gave way, and I had symptoms of a very alarming character, which induced me to ask for fifteen months' leave of absence. This was, in September, granted by the then Cowper Ministry, with the proffer of a recommendation to Parliament that full salary should be allowed me during that period. Recovering from that illness, however, and recruiting my strength by a trip to Tasmania, early in 1857, I did not avail myself of the concession nor renew my request, until August 1859, when I was again threatened with dangerous illness, and compelled, under medical advice, to ask for relief from judicial duties, and consequent leave of absence, for the term of twelve months. This application, however, under the advice of the then Attorney and Solicitor Generals (Messrs. Bayley and Hargrave) was refused by the Cowper-Robertson Ministry, in the same month.

2.

2. I had thought myself entitled to this indulgence, on the ground of the numerous precedents existing at the time of my original acceptance of office and since my appointment as Chief Justice; most of these having been sanctioned by the published Government Regulations, but some having (as in the case, I believe, of Sir Francis Forbes and Sir William Burton, and certainly in that of Sir James Dowling) been the subject of special arrangement. I relied also on my long uninterrupted service (being in 1859 above twenty years),—on the numerous instances of my having, as enumerated in my application of August 1856, rendered assistance in work not strictly judicial,—and lastly, on the fact that my health had finally broken down, although temporarily only, from the resulting mental pressure.

3. In January 1860, however, a new state of things had arisen; Mr. Justice (afterward Sir John) Dickinson had applied for and obtained the grant of his pension, but he had expressed his consent to remain if I got the necessary leave of absence, on the understanding that he should be my *locum tenens*. The Forster Ministry were now in power, with Mr. Wise (afterwards Mr. Justice Wise) as Attorney General. It was well understood that my temporary successor would receive the full salary proper to the office; nor do I believe that Mr. Justice Dickinson would have thought it becoming to take the appointment on any other terms. On the other hand, if I remained the legal holder of the office, I should clearly be entitled in point of law to the legal salary. It became necessary to provide, therefore, for the *ad interim* salary of my friend; a resolution was moved in the Legislative Assembly, therefore, and carried by 21 votes to 12, that a sum “equal to one year’s salary of the Chief Justice” should be placed on the Estimates,—or, in strictness, that the Governor should be asked to place it there,—to “make provision for the performance of the duties of the office” during my absence; a clause being added that the application made by me was just and reasonable.

4. On the 7th February, the then Government apprised me that the said resolution would be acted on. I accordingly, relying on the justice of the Assembly, and absolute exemption from judicial labour being a matter of life or death to me, I on the 14th sailed for England. Mr. Justice Dickinson was appointed my successor, under the title of “Acting Chief Justice,” and Mr. Wise became the Junior Puisne Judge. But, within a few weeks following, the Cowper-Robertson (or Robertson-Cowper) Ministry came again into office, and, in April, after sundry divisions, a resolution was carried in Committee, and afterwards adopted by the House, by 30 votes to 11, reducing the sum practically (the Chief Justice’s salary being £2,600) to £2,000, and utterly altering the terms of the original vote; for whereas the amount was intended to have been “for the performance of the duties of the office” in my absence, leaving my clear legal right untouched, the vote now passed was not merely of a less sum, but was directed to be a payment “to the Chief Justice, during his leave of absence.”

5. I of course submitted to the change; I had indeed no remedy. I do not complain now—I make no claim. Of the inconvenience which it occasioned, I say nothing. Mr. Justice Dickinson, justifiably, and very properly, received the full salary of my office to the day of my return. But I desire the fact to be remembered that, in thus voting to me £2,000—which I gratefully acknowledge, as an act of grace on the part of the Assembly,—the House saved Sir John Dickinson’s pension for that year; and so that my absence actually cost the Country (£2,000 less £1,050) the sum of £950 only.

Sydney, 14 November, 1871.

ALFRED STEPHEN.

No. 2.

THE ATTORNEY GENERAL TO THE GOVERNOR.

Attorney General’s Office,
1 December, 1871.

MY LORD,

My colleagues and I have given our most careful consideration to the letter of His Honor the Chief Justice, dated the 14th ultimo, in which he expresses a wish to be permitted to retire on full salary, and requests your Excellency and your Responsible Advisers to commend to adoption by Parliament the grant of a yearly addition of £1,200 to his present secured amount of pension.

We are all of us deeply sensible of the great services which Sir Alfred Stephen has rendered to this Colony during the thirty-two years over which his career as a Judge has extended. The distinguished ability displayed by him at all times has placed his fellow-colonists under very great obligations to him; and if long, efficient, and honorable service could entitle him to what he asks for, we should have no option but to comply with his request.

We regret, however, that we are unable to view his Honor’s application in the light in which he presents it. We are, we think, bound to consider that, when Parliament fixed the pension to which the Judges of the Supreme Court on retirement are entitled, it was not contemplated that any Judge should, by remaining on the Bench beyond fifteen years, establish a claim to a higher pension than the law provides. The comparatively early period at which a pension may be obtained by our Judges has been fixed, we may assume, with reference to the desirability of enabling those high functionaries to retire before their faculties are in any way impaired by the discharge of duties which are often felt to be a severe strain upon the strongest intellect. The law does not compel any Judge to leave the Bench at any stated period; it requires of him a moderately long service, if his health permits him to remain, but gives him the option of continuing on the Bench as long afterwards as his desire for the full salary, and his sense of his ability to undergo the mental and physical fatigue inseparable from such a position, may lead him to think proper. A Judge who, in the full vigour of his intellect, determines to remain in office after he has the power of retiring, takes a course which merits every commendation that can be bestowed upon it; but he cannot be regarded as thereby placing himself in a position to ask for an enlarged pension calculated on the estimate of his personal claims to consideration. There is, we think, great wisdom in fixing rigidly beforehand what Judges are entitled to, in the way of salaries and pensions, and so providing that they can have nothing to hope or to fear from any Parliament or any Administration.

If

If Sir Alfred Stephen thinks that the labours of his office are too much for him at his advanced period of life, and after having been so many years upon the Bench, he must decide for himself whether he ought or not to accept the pension which he might long ago have claimed; but we have no hesitation in saying that, in our opinion, it would be improper for us to recommend to Parliament an interference with the pension which was advisedly and deliberately fixed by the Constitution Act.

I have, &c.,
JAMES MARTIN.

No. 3.

THE GOVERNOR TO THE CHIEF JUSTICE.

Government House,
7 December, 1871.

SIR,

I have the honor to acknowledge your Honor's letter of the 14th November, expressing a hope that you might be permitted to retire from the office which you at present hold—that of Chief Justice of New South Wales—on full salary.

I have submitted your letter and its enclosed memorandum, respecting your leave of absence in 1860, to my Responsible Advisers, and have received in reply a letter, dated 1st instant (which I enclose), from the Hon. the Attorney General.

From this you will learn that, for the reasons therein stated, Sir James Martin and his colleagues feel unable to recommend to Parliament "an interference with the pension which was advisedly and deliberately fixed by the Constitution Act."

I have, &c.,
BELMORE.

No. 4.

THE CHIEF JUSTICE TO THE GOVERNOR.

Supreme Court,
11 December, 1871.

MY LORD,

I have the honor to acknowledge the receipt of your Lordship's letter of the 7th instant, enclosing one from Sir James Martin, dated the 1st of the same month, announcing the decision of your Excellency's Ministers on the subject of my proposed retirement. The question is now of course at an end, and it will never be renewed by me. I have no doubt that the refusal was thought to be unavoidable, and it certainly is couched in terms for which I return my cordial acknowledgments.

I am, &c.,
ALFRED STEPHEN.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ADMINISTRATION OF JUSTICE.

BUSINESS OF SUPREME AND DISTRICT COURTS—TRAVELLING EXPENSES OF JUDGES AND CROWN PROSECUTORS.

Ordered by the Legislative Assembly to be printed, 22 November, 1871.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 18 November, 1870, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“(1.) A Return of the Days of Sitting, and of all Cases tried or disposed of in the Supreme Court, or in any District Court, during the past and present year,—specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge in each Case.

“(2.) A Return of the Travelling Expenses of every such Judge,—specifying, in each case, the name of the Judge, the amount paid to each, the rate per day and per mile, the number of days and miles for which such expenses were incurred or paid; and, in regard to District Court Judges, distinguishing the days and miles travelled within from those without their Districts, and specifying the number of days during which such Judges resided or were present in their Districts.

“(3.) A similar Return of the Travelling Expenses of Crown Prosecutors, so far as applicable.”

(Mr. W. Forster.)

SCHEDULE.

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1. Return showing Days of Sitting and number of Civil Cases tried each day in the Supreme Court, Sydney, during 1869 and 1870, with names of Judges	2
2. Chief Justice.—Return of Days of Sitting, and all Cases tried or disposed of each day in the Circuit Courts, 1869 and 1870; number of Days of Sitting of each Court, and number of Cases tried or disposed of each day, with allowance for Travelling Expenses of each Circuit, and number of days	4
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8. Do. do. Crown Prosecutors. do.	26

ADMINISTRATION OF JUSTICE.

No. 1.

BANCO COURT.

Plaintiff.	Defendant.	Date of Trial.	Judge.		
1869.					
Deer and another	De Gyulay	15 February	Checke	} 15 days.	
Deer and others	De Gyulay	15 "	"		
Broughton	Crain	22 "	Faucett		
Broughton	Kilpatrick	22 "	"		
Chisholm	Phillips	25 "	Stephen		
Morse and another	Australian Steam Navigation Company.	2 & 3 March	"	} 24 days.	
Sinclair	Dickson	4 & 5 "	Checke		
Grey and another	Linsley	10 May	"		
Goodman	Goulston	13 "	Faucett		
Attorney General	Lenchan	17 "	Stephen		
Purchase	Richardson	19 "	"		
Evans	Commissioner for Railways	20 "	"		
Shepherd	Milson and others	21 to 25 May	"		
Millar	Roddan	25 May	"		
Cain	De Philipsthal	26 "	"		
Hassall	Rodd	28 May to 17 June	"	} 18 days.	
Cavanaugh	Buckridge	10 August	Checke		
Lahif	The Queen	9 "	"		
Guy	Burns	"	Hargrave		
Emery	Barclay	11 "	Stephen		
Bulman	Malcolm	16 "	Hargrave		
Johnson	Sparkes	24 "	Checke		
Smith	Finch	17 "	"		
Harris	Smart	17 "	"		
Mackenzie	Egan	20 "	"		
Choppin	Wright	23 "	"	} 16 days.	
Cooper and another	The Mayor and another	23 "	"		
Railton	Mitchell and another	24 "	"		
Lloyd	Gordon	24 "	"		
Holmes	Bunnan	19 "	"		
Dalgety and others	M'Culloch	26 "	"		
Black	Bayley and others	8 November	Stephen		
Mitchell	Murphy	12 "	Checke		
Marsden	Mayor and others	16 "	Stephen		
Parker	M'Mahon	16 "	"		
Westley	Hillas	17 "	"	} 28 days.	
Australian Joint Stock Bank	Boor and another	17 "	"		
Chadwick	Smith and others	17 "	"		
Hamilton	Ridley	23 "	"		
Harber	Municipality of Murrickville	24 "	"		
Burt	Hughes	26 "	"		
Wright	Beckingham	29 "	"		
Kavenagh	M'Nab	19 "	"		
1870.					
Humphrey	Ramsay	14 February	Checke		} 15 days.
Kavenagh	M'Curstayne	15 "	"		
Kavenagh	Law	16 "	"		
Lamb	Single	16 "	"		
Morehead and another	Manning	14 "	"		
Meort	Cullen and another	16 "	"		
Linden	Baldwin	14 "	"		
Murray	Parkes	17 "	"		
Ritchie	Canty	21, 22, & 23 Feb.	"		
Bank of New South Wales	Fitz Roy Iron Works Company	4 March	"		
Inincy	Wagstaff	"	"	} 28 days.	
Humphrey	Selby	"	"		
Whiteland and another	Sharpe and another	10 May	"		
Scott	King	6 "	"		
Hanson	Garvey	11 "	"		
Railton	Mitchell and another	11 "	"		
Bennett	Farnell	11 "	"		
Cooper and another	Downward	"	"		
O'Hara	Blake	17 May	"		
Cowlishaw	National Marine Insurance Company.	30 "	"		
Baddely	Bennett	31 "	"	} 28 days.	
Emory	Barclay	1 June	"		
Walsh	Kerrison	6 "	Stephen		
Delves	Montagu	7 "	"		
London Chartered Bank	Blackwood and another	6 "	"		
Ah Ling	Yep Soon	7 "	"		
Tassell and another	Weaver	8 "	"		
M'Carroll	M'Culloch	"	Checke		

BANCO COURT—continued.

Plaintiff.	Defendant.	Date of Trial.	Judge.	
1870—continued.				
M'Pherson	Somerville	1 August	Stephen	} 20 days.
Drake	Dalghiesh	2 "	"	
Smith	Ireland	15 "	Cheeke	
Smith and others	Ford	11 "	Faucett	
Cox	Hannell	17 "	Cheeke	
Cox	Ingall	18 to (continued on the) 19 & 20	Stephen	
Ives	Cahill	2 November	"	
M'Culloch	Eekford	4 "	"	
M'Carroll	M'Culloch	10 "	"	
Fuller	Weston	2 "	"	
Bayley	Burt	16 "	"	} 18 days.
Young	Parkes	17 "	Cheeke	
M'Guiggin	Gore	18 "	"	
Taylor	Wilkie	"	"	
Bank of New South Wales	Lowe	21 "	Stephen	
Allt	Segar	21 "	"	
Dalton and another	Harriett	21 "	"	
Kearney	Morrison	23 "	Cheeke	
Joseph	Bail	24 "	"	
Dintry	Alford	24 "	"	
Ellis	Sibbey	25 "	"	
Davis	Campbell	25 "	"	
Powell	Smith	25 "	"	

JURY COURT.

Plaintiff.	Defendant.	Date of Trial.	Judge.	
1869.				
Graham	Raine	15 February	Faucett	} 15 days.
Summons	Starkey	16 "	"	
Morton	M'Connell and others	17 "	Stephen	
Everett	Commercial Bank	18 "	"	
Wright and another	Daniel and others	18 "	"	
Haddon	Aitken	22 "	"	
Maddox	Honeysett	23 "	Faucett	
Hoffman	Wolfskehl	1 March	"	
M'Culloch	Cunningham and another	5 "	Cheeke	
Bell and another	Foy	26 May	Faucett	
Thomson	Cameron	11 "	Stephen	} 24 days.
Cheeke	Commissioner for Railways	11 & 12 May	"	
Salter	Dransfield	11 May	"	
Vickery	Wolfskehl	11 "	"	
Johnson	Pockley	12 "	"	
Cooper	Sole	12 "	"	
Briscoe	Gowlland	14 "	"	
Stratford	Watkin	19 "	Faucett	
Howell	Prince	21 "	"	
Fawle	Read	26, 27, & 28 May	"	
Cooper and another	Maya and another	18 May	"	} 18 days.
Thomson	Booth	31 "	"	
Drew	Gaden	1 June	Cheeke	
Humphry	Barry	2 "	"	
Harber	Bloomfield	3 "	"	
Davey	Lennon	9 "	"	
Baird	Mayor and another	4 "	Faucett	
Martindale	Fox	10 "	Cheeke	
Amor	Smith	10 "	"	
Moses	Carter	2 August	Faucett	
Tucker	Miller	3 "	"	} 16 days.
Lawrence	Dickson	20 "	"	
Brown and another	Clark	25 "	"	
Charlton	Borough of St. Leonards	23 "	"	
Nelson	Campbell	25 "	"	
Lord	Mayor and another	25 "	"	
Hinton	Bell	8 November	"	
Kane	Hall	8 "	"	
Murray	Colc	11 "	"	
Nixon	Goodwin	11 "	"	
Forster	Fitzgerald	12 "	"	
Lester	Francis	12 "	"	
Lester	Francis	12 "	"	
Chamberlain	Paviell	15 "	"	
Davis	Nixon	15 "	"	
Russell and others	Australian Paper Company	15 "	"	
Smart	Lennon	18 "	"	
Davey	Lennon	18 "	"	
Levy	Farmer	30 "	"	

JURY COURT—continued.

Plaintiff.	Defendant.	Date of Trial.	Judge.	
1870.				
Levy	Sampson	14 February	Faucett	} 15 days.
Gurner and another	Dixon	14 "	"	
Cohen	Hill	14 "	"	
Faucett	Wingham	15 "	"	
Constable	Woods	24 "	"	
Sempill	Blau and another	1 March	"	
Pritchard	Yeend	9 May	"	
Robertson	Hyams	9 "	"	
Burrow	Clarence and New England S. N. Company.	13 "	"	
Mayor and another	Waldron	16 " .....	" .....		} 28 days.
Aitkin	Collins	26 "	"	
Lloyd	Q. S. N. Company	6 June	"	
Eckford	Scholey	8 to 23 June	"	
Scard	Twentyman	1 August	"	
Rudd and another	M'Shane	"	"	
Blow and another	M'Mahon	1 August	"	
Cork	Gutherie	4 "	"	
Mortimer	Hail	15 "	"	
Hart	Cummins	16 "	"	
Vickery	Walker	24 "	"	} 20 days.
Henderson	Speer and another	23 "	"	
Thorsby and another	Welch	2 November	Hargrave	
Bank of New South Wales	Uhr	2 "	"	
Pritchard	Dibbs	7 "	"	
Allt	Dangar and another	10 "	"	
Neich	Kearney	17 "	Faucett	
Green	Faviell	18 "	"	
Evans	Hadwick	18 "	"	
Douglass and another	Jeffs	21 "	Checke	
Walch	Mason and another	24 "	Faucett	} 18 days.
Robison	Vale and another	25 "	"	

No. 2.

CASES TRIED BEFORE THE CHIEF JUSTICE.

1869.

ARMIDALE CIRCUIT.		
<i>Criminal.</i>		
Name.		Date.
Regina v. Traverner		5 April.
" " (Second charge)		5 "
" Munckton		5 "
" Loder		5 "
" " (Second charge)		5 "
" " (Third charge)		5 "
" " (Fourth charge)		5 "
" Thos. Vivers and Wm. Vivers		6 "
" J. Meehan		7 "
" White		8 "
" Marsh		8 "
" Milred Billy		8 "
" Holt		8 "
" W. Meehan		8 "
" Blakc and Cahey		9 "
" Bellinger		9 "
<i>Civil.</i>		
Rooney v. Roberts		9 April.
Regan v. Firth		9 "

MAITLAND CIRCUIT.		
<i>Criminal.</i>		
Name.		Date.
Regina v. Herring		19 April.
" Mitchell		19 "
" Yarday		20 "
" M'Cosker		20 "
" Randall		21 and 22 April.
" Mitchell		23 April.
" Williams		23 "
" T. M'Cosker		23 "
" M'Dicken		24 "
" Mitchell		30 "

MAITLAND CIRCUIT—continued.		
<i>Civil.</i>		
Name.		Date.
Cobercroft v. Cobercroft		26 April.
Beer v. Dalton		26 "
Coucher v. Borough of Newcastle		26 and 27 April.
Close v. "		28 April.
Darlington v. Eales		29 "
Wink v. Clift		29 "
Sullivan v. Bowman		29 "

WAGGA WAGGA CIRCUIT.		
<i>Criminal.</i>		
Name.		Date.
Regina v. Shuttleworth		4 October.
" Bell and O'Brien		4 "
" Burke		4 "
" Cassidy		5 "
" Ah Wah		5 "
" Buffrey		5 "
" M'Namara		6 "
" Christian, Murphy, and Sullivan		6 "
" M'Lachlan and Flood		6 "
" Hamilton		6 "

<i>Civil.</i>		
Name.		Date.
Cox v. Burns		7 October.
Love v. Roberts		7 and 8 Oct.
Healley v. Jackson		8 and 9 Oct.
Bardwell v. Molloy		9 October.

GOULBURN CIRCUIT.		
<i>Criminal.</i>		
Name.		Date.
Regina v. Corbett		18 October.
" Clark		18 "
" Bales and Taylor		19 "
" Horne and Bollard		19 "
" Couper		20 "
" Considine		20 "
" T. Kelly, A. Kelly, and Burgess		21 "

1870.

1870.

WAGGA WAGGA CIRCUIT.

Criminal.		Name.	Date.
Regina v. Wilmott	4	April.	
" Burt	4	"	
" Burt (2)	4	"	
" Ferguson	5	"	
Civil.			
Gordon v. Ranken	7, 8, and 9	April.	
Power v. M'Donald	11	April.	
Forsyth v. Martin	11	"	

ALBURY CIRCUIT.

Criminal.			
Regina v. Grogson	14	April.	

DENILQUIN CIRCUIT.

Criminal.			
Regina v. Jones	25	April.	
" Miller	25	"	
" Gray	25	"	
" Hale	25	"	
" Miller	25	"	
" Dales	25	"	

DENILQUIN CIRCUIT—continued.

Criminal—continued.		Name.	Date.
Regina v. M'Caul and Simmons	25	April.	
" White and Garrett	26	"	
" Weller	26	"	
Civil.			
Carne v. Turner	28	April.	
Smith v. Burne	28	"	
Peltier v. Darwent	28	"	
Russell v. Mitchell	29	"	

BATHURST CIRCUIT.

Criminal.			
Regina v. Wilson	17	October.	
" Murray	17	"	
" Murray (2)	17	"	
" Firth	17	"	
" Graham	18	"	
" Miller	19	"	
Civil.			
Stewart v. Caples	21 and 22	Oct.	
Minchan v. Clark	22	October.	

NOTE.—It is understood that a return only of cases tried on Circuit is required; the above, therefore, does not include Criminal or Civil Cases tried in Sydney, nor cases heard in the Four Terms, or in the Equity, Ecclesiastical, Insolvency, Vice-Admiralty, or Chamber Jurisdictions.

CIRCUITS TRAVELLED BY THE CHIEF JUSTICE.

1869.

ARMIDALE AND MAITLAND CIRCUITS.

Left Sydney, 27th March; returned, 1st May.—Allowance for expenses, £180.

WAGGA WAGGA AND GOULBURN CIRCUITS.

Left Sydney, 25th September; returned, 23rd October.—Allowance for expenses, £180.

1870.

WAGGA WAGGA, ALBURY, AND DENILQUIN CIRCUITS.

Left Sydney, 29th March; returned, 11th May.—Allowance for expenses, £300.

BATHURST CIRCUIT.

Left Sydney, 14th October; returned, 24th October.—Allowance for expenses, £120.

NOTE.—The present annual vote for the Judges' travelling allowances, including the new Circuits, is £1,450, which is allotted to the Judges according to the Circuits, and not by mileage or daily rate. It includes the expenses of the Judges' Associates, acting as Clerks of Assize.

No. 3.

MR. JUSTICE HARGRAVE.

1869.

DENILQUIN.

Criminal cases.

5 April	...	Queen v. Thomas Kelly.
5 "	...	" James Logan and another.
6 "	...	" George Graham and another.
7 "	...	" Barney.
8 "	...	" George Marcus.

Civil cases.

8 April	...	Gilbert v. Clarke.
8 "	...	Clarke v. Harvey.
8 "	...	Twynam v. Sutherland.
8 "	...	Taylor v. Welch.

ALBURY.

Criminal cases.

16 April	...	Queen v. John Dexter and another.
16 "	...	" Christopher Duigan.
16 "	...	" Christopher Duigan.
16 "	...	" John Pitman.

Civil case.

20 April	...	Thomas and wife v. Jackson.
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BATHURST.

Criminal cases.

25 Oct.	...	Queen v. Patrick Gaffney.
25 "	...	" Patrick Gaffney, alias Kelly.
25 "	...	" William Burdett and another.
26 "	...	" Ah Sec.
26 "	...	" James Mara.
26 "	...	" Jane Lugar.
27 "	...	" Maurico Dalton.
27 "	...	" John Malony.
27 "	...	" John Malony.
27 "	...	" Mary Jane Footell.
27 "	...	" Mary Jane Footell.
27 "	...	" Hong Ah Tong.
28 "	...	" William Burdett and another.

Civil cases.

29 Oct.	...	Reed v. Williams and another.
29 "	...	" Ashworth v. Gaynor.
29 "	...	" Foran v. Cooper and another.

1869.—Denilquin and Albury Circuits. Received £225. Left Sydney on 31st March; returned to Sydney on 24th April—25 days.

1869.—Bathurst Circuit. Received £140. Left Sydney on 22nd October; returned to Sydney on 30th October—9 days.

MR.

MR. JUSTICE HARGRAVE—*continued.*

1870.

TAMWORTH.

Criminal cases.

4 April ...	Queen v. William George England.
4 " ...	" William Collins, <i>alias</i> Lec.
4 " ...	" Stephen M'Cluny.
4 " ...	" Stephen M'Cluny.
4 " ...	" John Burns, <i>alias</i> Johnson.
4 " ...	" John Burns, <i>alias</i> Johnson.
5 " ...	" William Lawler.
5 " ...	" James Betteridge.
5 " ...	" William Lawler and another.

Civil case.

6 April ... Fitzgerald v. Adams.

ARMIDALE.

Criminal cases.

11 April ...	Queen v. John Henry Jones.
11 " ...	" John Hawkey and another.

Civil case.

13 April ... Proctor v. Frazer and another.

1870.—Tamworth, Armidale, and Maitland Circuits. Received £225. Left Sydney on 29th March; returned to Sydney on 30th April—33 days.

1870.—Goulburn Circuit. Received £80. Left Sydney on 1st October; returned to Sydney on 8th October—8 days.

NOTE.—The above return does not include any of Mr. Justice Hargrave's sittings in Sydney as Primary Judge in Equity, as Chamber Judge, at *Nisi Prius*, or at Criminal Court, Darlinghurst.—RALPH HARGRAVE.

MAITLAND.

Criminal cases.

22 April ...	Queen v. William Allen.
22 " ...	" William Simpson.
22 " ...	" William Simpson.
22 " ...	" Edward Riley.
22 " ...	" Thomas M'Carthy.
23 " ...	" William Davis and others.
23 " ...	" William Collins.
27 " ...	" James Monaghan.
27 " ...	" William Willis.
27 " ...	" Richard Sale Brownrigg.
27 " ...	" Michael Callaghan.
27 " ...	" Michael Callaghan.
27 " ...	" William Collins.

Civil business lapsed—Jurors being detained by floods.

GOULBURN.

Criminal cases.

3 Oct. ...	Queen v. Thomas Rayner.
3 " ...	" Michael Seery.
4 " ...	" William Hennessy.
4 " ...	" William Welsh.
5 " ...	" Thomas Callaghan.

7 " ... No civil business.

No. 4.

MR. JUSTICE CHEEKE.

1869.

WAGGA WAGGA.

Criminal cases.

5 April ...	Queen v. William Stanley.
5 " ...	" William Phillips.
5 " ...	" John Morfey.
5 " ...	" Thomas Eggleston and William Eggleston.
6 " ...	" Thomas Lunt.
6 " ...	" Jane White and William Hill.

Civil cases.

8 April ... Mute v. Nugent.

GOULBURN.

Criminal cases.

19 April ...	Queen v. Frederick Myers.
19 " ...	" Catherine Cleary.
19 " ...	" James Whitton.
20 " ...	" William Mourne.
20 " ...	" Thomas Quigley.
20 " ...	" John Atkinson.
21 " ...	" Alfred Walker.

1869.—Wagga Wagga and Goulburn Circuits. Received £180. Left Sydney on 30th March; returned to Sydney on 24th April—26 days.

1869.—Armidale and Maitland Circuits. Received £180. Left Sydney on 28th September; returned to Sydney on 30th October—33 days.

GOULBURN—*continued.*

21 April ...	Queen v. William Gill.
21 " ...	" Frederick Phillips.
21 " ...	" Michael Davoren.

No Civil business.

ARMIDALE.

Criminal cases.

4 Oct. ...	Queen v. Thomas Vivers and William Vivers.
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No Civil business.

MAITLAND.

Criminal cases.

15 Oct. ...	Queen v. Thomas Martin and Francis Tindale.
16 " ...	" William Larkins.
19 " ...	" Henry Anderson.

Civil cases.

22 Oct. ...	Horne v. Gorrick.
23 " ...	Loder v. Lauchaume.
25 " ...	Lockhart v. Plunkett.
26 " ...	Scholey v. Eckford.

1870.

GOULBURN.

Criminal cases.

4 April ...	Queen v. Catherine Knox.
4 " ...	" John Dwyer.
5 " ...	" Michael Fitzpatrick.
5 " ...	" Thomas Ryan.
6 " ...	" John Wright.
7 " ...	" Michael Fitzpatrick.

No Civil business.

WAGGA WAGGA.

Criminal cases.

3 Oct. ...	Queen v. James Conn.
3 " ...	" Thomas Cummins and William Thompson.
3 " ...	" George Smith.
3 " ...	" Charles Bell.
4 " ...	" Robert Campbell.

Civil cases.

6 Oct. ... Treloar v. Norton.

1870.—Goulburn Circuit. Received £80. Left Sydney on 1st April; returned to Sydney on 9th April—9 days.

1870.—Wagga Wagga, Albury, and Deniliquin Circuits. Received £300. Left Sydney on 27th day of September; returned to Sydney on 14th November—49 days.

ALBURY.

Criminal cases.

12 Oct. ...	Queen v. Martin Breust.
12 " ...	" George Chambers.
13 " ...	" Joseph Warton, Thomas Warton, and Arthur Norris.

Civil cases.

14 Oct. ... Macdonald v. Crowe.

DENILIQUIN.

Criminal cases.

24 Oct. ...	Queen v. Thomas Brennan, Alexander Daniell, and Michael Dowling.
25 " ...	" John Taylor and James Iron.
27 " ...	" Michael Dowling.

Civil cases.

27 Oct. ...	Iron v. Humphrey.
31 " ...	Ricketson v. McKinnon.

1869.

BATHURST.

Criminal cases.

26 April ...	Queen v. Charles Foulger.
26 " ...	" John Kennedy, otherwise Cunningham.
26 " ...	" John Bell, otherwise Black Doctor.
26 " ...	" Michael Haunton.
26 " ...	" Daniel Keefe, Amos Cornwell, otherwise John Rutherford, otherwise Dunn.
27 " ...	" Francis Burns.
27 " ...	" John Beverley, otherwise John Jenkins.
27 " ...	" William Sutton.
27 " ...	" Henry Griffiths.
27 " ...	" Yep Zun, otherwise Ech June.
28 " ...	" John Donnelly.
28 " ...	" Thomas Williams.
29 " ...	" Tow Poy and Cheon Cow.
29 " ...	" William Slattery.
29 " ...	" Thomas Simpson.
29 " ...	" George Danvers & Thomas Simpson.
29 " ...	" Charles Smith.
30 " ...	" William Rivett.
30 " ...	" James Henry M'Mullen.
1 May ...	" James Mara.
1 " ...	" Charles Smith.
1 " ...	" Same—a second charge.
3 " ...	" Charles Williams.
4 " ...	" James Mara—put off to next Circuit Court.
4 " ...	" Albert Heywood.
4 " ...	" Patrick Neville.
4 " ...	" Thomas M'Donald.
4 " ...	" George Cohen.
4 " ...	" Margaret Lacy Tucker—put off to next Circuit Court.
5 " ...	" Tucker and Ryan—put off to next Circuit Court.
5 " ...	" James Donley.
5 " ...	" Edward Kerrigan, otherwise Callaghan—discharged, on his own recognizance.
5 " ...	" Frank, otherwise Pearson, otherwise Rutherford.

1869.—Left Sydney for the Bathurst Circuit on the 23rd April, and returned to Sydney on the 11th of May. Received £140.

Left Sydney for the Deniliquin and Albury Circuits on the 25th September, and returned to Sydney on the 29th of October. Received £225.

BATHURST—continued.

Civil cases.

6 May ...	O'Shea v. Frost.
6 " ...	Ross v. Pync.
7 " ...	Same—continued.
7 " ...	Smith v. Douglas.
7 " ...	Jones v. Ross.
8 " ...	Same—continued.
8 " ...	Murray v. Walsh and Wife.

DENILQUIN.

Criminal cases.

4 Oct. ...	Queen v. John Daley.
4 " ...	" Same—a second charge.
4 " ...	" Mark Joseph Blake.
4 " ...	" Same—a second charge.
4 " ...	" Hunter, otherwise Letts.
5 " ...	" Same—a second charge.
5 " ...	" George Harris.
5 " ...	" Charles Watson.
5 " ...	" Hunter and Grosvenor Flood.
6 " ...	" Julius Shanrank.
7 " ...	" John Taylor.
8 " ...	" Edward John Flood.

Civil cases.

8 Oct. ...	Godfrey v. Osborne.
9 " ...	Same—continued.
9 " ...	Jones v. Calvert.
9 " ...	Jones v. Corker.
11 " ...	Same—continued.

ALBURY.

Criminal cases.

15 Oct. ...	Queen v. John Wallace, otherwise Rufus.
15 " ...	" William Thomas Monahan.
16 " ...	" Same—continued.
16 " ...	" — Smith—discharged on bail.

Civil cases.

19 Oct. ...	Post v. Roach.
20 " ...	Bond v. Post.
21 " ...	Same—continued.
21 " ...	Frauenfelder v. Millson.
22 " ...	Same—continued.

1870.

BATHURST.

Criminal cases.

19 April ...	Queen v. Michael Lennon.
19 " ...	" Michael Lugar.
19 " ...	" Henry Donaldson.
20 " ...	" Martin Long.
21 " ...	" James Wakefield.
21 " ...	" Ah Sam.
21 " ...	" John M'Lennon and Hugh Paterson.
22 " ...	" John Moroney.
22 " ...	" Henry Weekes.
22 " ...	" Henry Defaur Clark.
22 " ...	" William Collins.

Civil case.

23 April ...	Dalton and another v. Fratscher.
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Criminal cases.

23 April ...	Queen v. Sandy Beard.
23 " ...	" Patrick Muldoon.
23 " ...	" Ah Quong.
23 " ...	" Bernard Connor.
25 " ...	" Sandy Beard.
25 " ...	" John Cunncen.
25 " ...	" Thomas Connors.

TAMWORTH.

Criminal cases.

3 Oct. ...	Queen v. Louis Hahl.
3 " ...	" William Kingsbury.
3 " ...	" Thomas Flynn and Duncan Campbell.
4 " ...	" John Freeman.
4 " ...	" Alfred Ireland and James Campbell.

ARMIDALE.

Criminal cases.

10 Oct. ...	Queen v. John Hawkey and Hugh M'Donald.
10 " ...	" Rosannah Hutton.
10 " ...	" Henry Hunt and Elizabeth Neen.
10 " ...	" Aaron Painter and Richard Clarkson.
11 " ...	" Thomas Cunningham.
11 " ...	" Conrad Dillon.
11 " ...	" Andrew Wright.
11 " ...	" Albert Kramer.
11 " ...	" Thomas Halcy.
11 " ...	" John Callagher.
12 " ...	" David Egan and Thomas Francis.
12 " ...	" George Faulkner and Richard Jones.

MR.

MR. JUSTICE FAUCETT—*continued.*

1870.

MAITLAND.

Criminal cases.

21 Oct.	...	Queen v. Thomas Lindsay.
21 "	...	" Joseph Connolly.
21 "	...	" Thomas Bilbey.
21 "	...	" William Caseltine.
22 "	...	" Robert Newson.
24 "	...	" Same—continued.
24 "	...	" James Mitchell and Patrick Griley.
25 "	...	" Robert Hughes.
26 "	...	" William Sneddon.

Civil cases.

27 Oct.	...	Foyle v. Farthing.
27 "	...	Blackiston v. Brown.
28 "	...	Same—continued.
28 "	...	Smith v. Buckman.
28 "	...	Abbott v. Hungerford.
29 "	...	Cobcroft v. The National Marine Insurance Company of South Australia.
31 "	...	Degnor v. Brookes.
31 "	...	Russell v. King and another.
1 Nov.	...	Same—continued.
2 "	...	Same—continued.

1870.—Left Sydney for the Bathurst Circuit on the 18th of April; returned to Sydney on the 28th of April. Received £120.

Left for the Tamworth, Armidale, and Maitland Circuits on the 27th September, and returned to Sydney on the 3rd of November. Received £225.

No. 6.

SYDNEY DISTRICT COURT.

RETURN of Days of Sitting, and of all Cases tried or disposed of in the Sydney District, from the 1st January, 1869, to 30th November, 1870.

1869.			1870.		
Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of the Judge in each Case.	Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of the Judge in each Case.
Feb. 1	249	G. B. Simpson, Esq.	15	2	G. B. Simpson, Esq.
2	246	"	16	16	"
3	26	"	17	15	"
4	25	"	18	5	"
8	1	"	21	7	"
9	10	"	22	8	"
10	14	"	23	6	"
11	9	"	24	3	"
12	6	"	25	3	"
15	6	"	28	7	"
16	5	"	Aug. 2	275	J. S. Dowling, Esq.
17	5	"	3	275	"
18	8	"	4	276	"
19	1	"	5	27	"
22	4	"	6	11	"
Mar. 11	357	J. S. Dowling, Esq.	9	29	"
12	357	"	10	29	"
15	26	"	11	12	"
16	31	"	12	2	"
17	19	"	13	4	"
18	14	"	16	5	"
19	4	"	17	6	"
22	1	"	18	6	"
23	1	"	19	2	"
24	1	"	20	2	"
25	6	"	23	5	"
30	7	"	24	5	"
31	6	"	25	3	"
April 1	3	"	26	5	"
2	8	"	27	3	"
12	297	G. B. Simpson, Esq.	30	4	"
13	297	"	Sept. 6	336	G. B. Simpson, Esq.
14	25	"	7	338	"
15	23	"	8	23	"
16	14	"	9	24	"
19	1	"	10	21	"
20	7	"	13	2	"
21	11	"	14	5	"
22	15	"	15	10	"
23	6	"	16	6	"
26	10	"	17	7	"
27	8	"	20	9	"
28	4	"	21	3	"
May 3	317	J. S. Dowling, Esq.	22	8	"
4	30	"	23	1	"
5	16	"	24	2	"
6	3	"	Oct. 4	274	Judge Simpson.
7	5	"	5	278	"
10	3	"	6	24	"
11	8	"	7	25	"
12	5	"	8	9	"
14	1	"	11	8	"
17	3	"	12	7	"
18	5	"	13	2	"
June 7	348	G. B. Simpson, Esq.	14	4	"
8	349	"	15	2	"
9	25	"	Nov. 1	312	J. S. Dowling, Esq.
10	31	"	2	318	"
11	18	"	3	27	"
14	1 part heard	"	4	29	"

1869.			1870.		
Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of the Judge in each Case.	Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of the Judge in each Case.
Nov. 5	14	J. S. Dowling, Esq.	June 15	24	J. S. Dowling, Esq.
8	2	"	16	3	"
10	10	"	17	6	"
11	5	"	20	5	"
12	8	"	21	5	"
15	5	"	22	5	"
16	5	"	23	1	"
17	2	"	24	4	"
18	4	"	27	5	"
19	1	"	28	3	"
22	2	"	29	2	"
24	1	"	30	1	"
Dec. 13	290	G. B. Simpson, Esq.	Aug. 1	260	G. B. Simpson, Esq.
14	292	"	2	303	"
15	292	"	3	302	"
16	27	"	4	11	"
17	14	"	5	23	"
20	24	"	8	1 part heard	"
21	15	"	9	2	"
22	24	"	10	1	"
23	13	"	11	2	"
24	5	"	12	19	"
28	4	"	15	21	"
29	10	"	16	23	"
30	4	"	17	13	"
31	4	"	18	10	"
			19	6	"
			22	4	Alfred M'Farland, Esq.
			23	6	"
1870.			24	7	"
Jan. 3	8	"	25	12	"
4	8	"	Sept. 1	267	J. S. Dowling, Esq.
Feb. 1	258	J. S. Dowling, Esq.	2	263	"
2	262	"	5	34	"
3	30	"	6	25	"
4	11	"	7	4	"
7	20	"	8	5	"
8	15	"	9	4	"
9	4	"	12	1 part heard	"
10	3	"	13	5	"
11	2	"	14	4	"
14	5	"	15	5	"
15	6	"	16	1	"
16	5	"	19	2	"
17	4	"	20	1	"
18	5	"	23	1	G. B. Simpson, Esq.
21	3	"	Oct. 3	238	"
22	6	"	4	237	"
Mar. 3	265	G. B. Simpson, Esq.	5	237	"
4	262	"	6	20	"
8	32	"	7	24	"
9	20	"	10	9	"
10	6	"	11	22	"
11	5	"	12	14	"
14	7	"	13	10	"
15	6	"	14	5	"
April 4	298	J. S. Dowling, Esq.	17	3	"
5	299	"	18	2	"
6	27	"	19	4	"
12	12	"	20	6	"
13	19	"	21	7	"
14	12	"	Nov. 7	350	J. S. Dowling, Esq.
19	5	"	8	349	"
20	5	"	10	33	"
21	2	"	11	26	"
22	2	"	14	30	"
25	4	"	15	5	"
26	4	"	16	5	"
27	1	Alfred M'Farland, Esq.	17	6	"
May 2	322	"	18	4	"
3	38	"	21	4	"
4	13	"	22	3	"
5	10	"	23	3	"
6	3	"	24	4	"
9	4	"	25	2	"
10	6	"			
11	1	"			
June 6	445	J. S. Dowling, Esq.	Recapitulation.		
7	445	"	140	5,722	James S. Dowling, Esq.
8	35	"	127	5,989	G. B. Simpson, Esq.
9	35	"	12	322	Alfred M'Farland, Esq.
10	11	"			
13	1	"	Total	279	12,033
14	11	"			

ALEX. C. MAXWELL,
Registrar.

N.B.—The above Return does not include a vast number of cases of an interlocutory nature—*Ca. Sa.*, New Trial Motions, and Interpleader Suits—which occupy the time of the Judges considerably.—A.C.M., R.

RETURN of Days of Sitting, and of all Cases tried or disposed of in the Newcastle District Court, from the 1st January, 1869, to 30th November, 1870.

Number of Days of Sitting.	Number of Cases tried each day.			Total.	Name of Judge in each case.
	First day.	Second day.	Third day.		
February Sittings, 1869. Three days	15	2	7	24	His Honor Judge Dowling.
June Sittings, 1869. One day and a half	29	half-day 5	.....	34	" "
September Sittings, 1869. Two days	32	16	.....	48	" "
November Sittings, 1869. Two days	32	21	.....	53	" "
February Sittings, 1870. Three days	29	17	10	56	His Honor Judge Simpson.
May Sittings, 1870. Two days and a half	24	3	half-day 4	31	His Honor Judge Dowling.
September Sittings, 1870. Three days	39	10	8	57	His Honor Judge Simpson.

AUG. CARTER,
Registrar.

RETURN of Days of Sitting, and of all Cases tried or disposed of in the Maitland District Court, from the 1st January, 1869, to 30th November, 1870.

Number of Days of Sitting.	Number of Cases tried each day.					Total.	Name of Judge in each case.
	First day.	Second day.	Third day.	Fourth day.	Fifth day.		
1869—February Sittings. One day and a half.	48	half-day 2	.....	.....	.....	50	His Honor Judge Dowling.
1869—June Sittings. Five days ...	31	4	4	2	6	47	" "
1869—Sept. Sittings. Five days ...	32	4	4	3	5	48	" "
1869—December Sittings. Two days and a half.	30	7	half-day 5	.....	.....	42	" "
1870—February Sittings. One day and a half.	17	half-day 3	.....	.....	.....	20	His Honor Judge Simpson.
1870—May Sittings. Two days and a half.	23	6	half-day 2	.....	.....	31	His Honor Judge Dowling.
1870—Sept. Sittings. Four days...	52	4	3	10	.....	69	His Honor Judge Simpson.

AUG. CARTER,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Singleton, from 1st January, 1869, to the 30th of November, 1870.

Date on which each Court was holden.	No. of Days of Sitting of each Court.	Number of Cases tried or disposed of each day.	Name of Judge in each case.
1869.			
February 23	One	Nine	His Honor Judge Dowling.
June 16	"	Twenty-nine	" "
September 21 and ... } September 22	Two	Thirty-six (1st day)	" "
		Four (2nd day)	" "
1870.			
February 23	One	Twenty	His Honor Judge Simpson.
May 25	"	Eleven	His Honor Judge Dowling.
September 21	"	Sixteen	His Honor Judge Simpson.

WM. DUDDING,
Registrar, District Court, Singleton.

The Under Secretary,
Crown Law Offices, Sydney.

District Court Muswellbrook,
7 December, 1870.

SIR,
In reply to your circular of the 1st instant, I have the honor to furnish the following Return of the Days of Sitting, and of all Cases tried or disposed of, &c., at Muswellbrook District Court, from the 1st January, 1869, to the 30th November, 1870.

Date of Sitting.	Time occupied.	No. of Cases.	Name of Judge.
1869.			
1 March	5 hours	17	F. W. Meymott.
21 June	1½ "	12	do.
13 October	6 "	25	do.
1870.			
28 February	5 "	18	J. S. Dowling.
30 May	2½ "	9	G. B. Simpson.
11 October	1 day	1	J. S. Dowling.
12 "	7 hours	11	do.

The Under Secretary,
Crown Law Offices, Sydney.

I have, &c.,
T. FOLEY,
Registrar.

RETURN of Days of Sitting, and of all Cases tried or disposed of in the District Court of Scone, from the 1st January, 1869, to 30th November, 1870.

Date of Sittings.	Duration of Sittings.	No. of Cases.	Names of Judges.
1869.			
6 March	5 hours	3 cases	Judge Meymott.
23 June	12 " (1½ day)	10 "	do.
16 October	7 "	7 "	do.
1870.			
3 March	4 "	10 "	Judge Dowling.
2 June	2 " 5 minutes	5 "	Judge Simpson.
14 October	8 "	9 "	Judge Dowling.
Totals—6 sittings	38 hours	44 cases	

Police Office, Scone,
8 December, 1870.

F. R., WILSHIRE,
Registrar, District Court, Scone.

RETURN of all Cases tried or disposed of in the District Court, Murrurundi, from 1st January, 1869, to 30th November, 1870.

Days of Sitting.	No. of Days of Sitting.	No. of Cases tried or disposed of.	Name of Judge.
1869.			
10 March	1 day	22	Judge Meymott.
26 June	1 "	20	do.
20 October	1 "	18	do.
1870.			
7 March	1 "	26	Judge Dowling.
8 "	1 "	5	do.
6 June	1 "	23	Judge Simpson.
18 October	1 "	7	Judge Dowling.
19 "	1 "	2	do.
20 "	1 "	1	do.
21 "	1 "	6	do.
22 "	1 "	1	do.
Total	11 days	131	

Court House, Murrurundi,
19 December, 1870.

G. G. BRODIE,
Registrar, District Court.

RETURN of Days of Sitting, and of all Cases tried and disposed of in the Paterson and Dungog District Courts respectively, from the 1st January, 1869, to 30th November, 1870.

	Number of Days of Sitting.	No. of Cases tried each day.	Total.	Name of Judge in each Case.
Paterson ...	1869. February Sitings—Four hours.....	11	11	His Honor Judge Dowling. do.
	September Sitings—One day	23	23	
March, 1870, Court lapsed.				
Dungog ...	March Sitings—Two hours	11	11	do.
	September Sitings—Three hours ...	9	9	do.
1870.				
	March Sitings—Three hours.....	8	8	do.

AUG. CARTER.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Wollombi, during the past and present year, *i.e.*,—from 1st January, 1869, to 30th November, 1870.

Year.	Number of Days Sitting each Court.	Number of Cases tried or disposed of.	Name of Judge.	Remarks.
1869 1870	} Two ... {	{ 11..... 7..... }	Judge Dowling ... {	The Sitting of Court for 1870 was adjourned by Registrar in consequence of floods, and cases afterwards removed to Singleton, when Court was discontinued.

J. N. BROOKS,
late Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Tumut, from 1st January, 1869, to 30th November, 1870.

Date.	Number of Cases.	Number of Days.	Name of Judge.
1869.			
27 February	15	1	Judge Francis.
9 July	11	1	do.
19 November	13	1	do.
1870.			
4 March	9	1	do.
8 July	9	1	do.

F. W. VYNER,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court of Deniliquin, from 1st January, 1869, to 30th November, 1870.

Number of Days of Sitting of each Court.	Number of Cases tried each day or disposed of.
1869.	
25 March	10
27 "	2
29 "	1
2 August	13
3 "	15
4 "	2
6 "	2
7 "	1
14 December	27
15 "	11
1870.	
29 March.....	15
30 "	1
2 August	11
3 "	9

J. A. BROUGHTON,
Registrar of District Court.
18/1/71.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Yass, from the 1st January, 1869, to the 30th November, 1870.

Number of Days of Sitting of each Court.		Number of Cases tried or disposed of each day.		Name of Judge in each case.
1869.	days.			
February Sittings.....	2	24 cases on 10th February		Henry Ralph Francis, Esquire, Judge.
June do.	4	6 "	11th "	do.
		26 "	23rd June	do.
		3 "	24th "	do.
		2 "	25th "	do.
		5 "	26th "	do.
November do.	4	11 "	5th November	do.
		2 "	6th "	do.
		5 "	8th "	do.
		9 "	9th "	do.
1870.				
February Sittings.....	2	4 "	16th February	do.
June do.	3	10 "	17th "	do.
		12 "	23rd June	do.
		6 "	24th "	do.
		9 "	25th "	do.
November do.	3	14 "	7th November	do.
		8 "	8th "	do.
		7 "	9th "	do.
	18	163		

District Court Office,
Yass, 9th December, 1870.

GEO. WHITAKER,
Registrar.

RETURN of the Days of Sitting, and of all Cases entered for trial in the District Court at Burrowa, from 1st January, 1869, to 30th November, 1870.

Date of Court.	Number of Days Sitting of each Court.	Cases tried or disposed of each day.	Name of Judge.
15 February, 1869	One	9 cases	His Honor Judge Francis.
28 June, "	One	51 "	do.
8 November, "	One	1 "	do.
21 February, 1870	One	10 "	do.
27 June, "	One	16 "	do.

WILLIAM J. E. WOTTON,
Reg., District Court.

MEMO.—No Court was held here in November 1870, its discontinuance being notified in Gazette.

RETURN showing the Business of the District Court at Young, from the 1st January, 1869, to the 30th November, 1870.

Date upon which the Court sat.	Number of Cases tried.
1869—February 18.....	9
" " 19.....	4
July 1	10
" 2	8
" 3	4
November 11.....	10
" 12.....	3
1870—February 24.....	6
June 30.....	20
November 12.....	15
	89

J. R. EDWARDS,
Reg., District Court.

Amended Return herewith.—J. R. EDWARDS, Reg. D. C.

RETURN

RETURN showing the Business of the District Court at Young, from the 1st January, 1869, to the 30th November, 1870.

Date.	Number of Cases tried.	Number of Days each Court sat.	Name of Presiding Judge.
1869.			
18 February	2	9	Henry Ralph Francis.
19 "		4	
1 July	3	10	do.
2 "		8	do.
3 "		4	do.
11 November	2	10	do.
12 "		3	do.
1870.			
24 February	1	6	do.
30 June	1	20	do.
12 November	1	15	do.

J. R. EDWARDS,
Registrar of the Court.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court holden at Gundagai, from the 1st of January, 1869, to the 30th of November, 1870.

Days of Sitting.	Number of Cases disposed of at each Court.	Number of Cases disposed of each day.	Name of Judge in each case.
1869.			
23 February	26	15	Henry Ralph Francis, Esq.
24 "		3	
25 "		4	
26 "		4	
6 July		12	
7 "	17	3	do.
9 "		1	do.
12 "		1	do.
16 November	11	11	do.
1870.			
1 March	17	17	do.
5 July	16	13	do.
7 "		3	do.
18 November		32	do.
19 "	37	5	do.

A. C. S. ROSE,
Registrar.

RETURN showing the Days of the Sittings of the District Court at Wagga Wagga, in the year 1869, and up to 30th November, 1870; the number of those Sittings, and the number of Cases tried or disposed of each day, with the name of the Judge.

Days on which Court sat.	Cases disposed of.	Totals.	Name of the Judge.
1869.			
4 March	33	40	Henry Ralph Francis.
5 "	4		
6 "	3		
15 July	20	25	do.
16 "	4		
17 "	1		
25 November	30	43	do.
26 "	13		
		108	
1870.			
11 March	24	28	Henry Ralph Francis.
12 "	4		
15 July	22	26	do.
16 "	4		
25 November	25	32	do.
26 "	3		
28 "	4		
		86	

District Court, Wagga Wagga,
December 10, 1870.

EDWIN H. TOMPSON,
Registrar of the Court.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Albury, from 1st January, 1869, to 30th November, 1870. (Required by circular from Crown Law Offices of 1st December, 1870.)

Days of Sitting.	The Number of Cases tried or disposed of each day.	Name of the Judge.
1869.		
15 March	30	Henry Ralph Francis.
16 "	3	do.
17 "	1	do.
26 July	Adjourned Criminal Court.	do.
27 "	18	do.
28 "	2	do.
29 "	1	do.
6 December	12	do.
7 "	5	do.
1870.		
21 March	30	do.
22 "	2	do.
25 July	11	do.
26 "	2	do.
27 "	1	do.
14 days.	118 cases.	

Albury, 10 Dec., 1870.

H. S. ELLIOTT,
Registrar.

MR. BLAKE TO THE UNDER SECRETARY TO THE LAW DEPARTMENT.

District Court Office,
Hay, 14 December, 1870.

SIR,

In reply to your circular of the 1st December, 1870, directing the return of all cases tried or disposed of in the District Court of Hay, during the past and present year respectively, (*i.e.*) from 1st January, 1869, to 30th November, 1870, specifying the number of days sitting of each Court, and the number of cases tried or disposed of each day, and the name of the Judge in each case,—I have the honor to state, that the sittings on the 29th of March, 1869, were adjourned until the 2nd of April, 1869, owing to the illness of Judge Francis. On the latter day eighteen cases were disposed of, the Court sitting six hours and forty minutes, Judge Francis presiding. On August 9, 1869, sixteen cases were disposed of; the Court sat three hours, Judge Francis presiding. 1869, 2nd April. 18 cases (1 day) 6 hours 40 mins. 1869, 9th August. 16 cases (1 day).

In 1870 the Court sat on the 4th of April, when eleven cases were disposed of, the Court sitting two hours and three-quarters, Judge Francis presiding. On the 8th of August, 1870, the Court sat and disposed of twenty cases, sitting six hours; and on the 9th August, 1870, two cases were disposed of, the Court sitting one hour and a half. Judge Francis presided on both these occasions. 1870, April. 11 cases, 1 day. August, 1870. 20 cases, 1 day.

I have, &c.,
JOHN F. BLAKE,
Registrar.

RETURN relating to District Courts, required by Mr. Plunkett's circular of 1st December, 1870. Period, from 1st January, 1869, to 30th November, 1870.

Day of Sitting.	Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of Judge in each case.	Day of Sitting.	Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of Judge in each case.
1869. CAMPBELLTOWN.				1869. * CAMDEN.			
5 Feb..	1	12	Alfred M'Farland.	8 Feb..	1	18	Alfred M'Farland.
3 June	1	17	do.	7 June	1	37	do.
9 Sept.	1	5	do.	13 Sept.	1	17	do.
1870.				1870.			
8 Jan..	1	21	do.	11 Jan..	1	19	do.
21 May..	1	11	G. B. Simpson.	26 May..	1	31	do.
24 Sept.	1	16	Alfred M'Farland.				
1869. * LIVERPOOL.				1869. * PICTON.			
3 Feb..	1	9	Unknown; believed to be Alfred M'Farland.	9 Feb..	1	13	Alfred M'Farland.
2 June.	1	24	Alfred M'Farland.	8 June.	1	15	do.
8 Sept.	1	19	do.	14 Sept.	1	13	do.
1870.				1870.			
6 Jan..	1	7	do.	12 Jan..	1	10	do.
19 May.	1	17	G. B. Simpson.	25 May.	1	19	do.

* The Liverpool, Camden, and Picton Courts were, from 14 July last, centralized in the one Court at Campbelltown.

W. J. WILSHIRE,
Registrar, Campbelltown.

LIST

LIST of Cases tried in the District Court at Bombala, during the years 1869 and 1870, before His Honor Judge M'Farland.

11 March, 1869—Cases disposed of	...	16	Business of Court occupied $\frac{1}{2}$ hour.
14 Oct., "	"	17	" " 2 days.
23 Feb., 1870	"	11	" " 5 hours.
25 Nov., "	"	9	No time specified by the late Registrar.
Total number of Cases disposed of...	...	53	

RETURN of Business transacted in Southern District Courts, held at Moruya, from 1st January, 1869, to 30th November, 1870.

Date on which Court held.	Number of Days of Sitting.	Number of Cases disposed of.	Judge by whom tried.
14 July, 1869	1 day	8 cases	Judge M'Farland.
8 July	1 "	11 "	do.

W. STEWART CASWELL,
Registrar.

RETURN of the Days of Sitting, Number of Days, and Number of Cases disposed of, in the District Court of Cooma, from 1st January, 1869, to 30th November, 1870.

Days of Sitting.	Number of Days.	Number of Cases.	Name of Judge.	Remarks.
6 March, 1869 ...	1	8	His Honor Judge M'Farland.	
26 June, " ...	2	33	do.	
28 " " ...	1	3	do.	Adjourned from the 9th Oct., in consequence of the absence of the Judge.
12 October, " ...	1	14	do.	
16 Feb., 1870 ...	1	7	do.	
20 June, " ...	2	12	do.	
21 Nov., " ...				
22 " " ...				
Total ...	8	77		

J. M. PEARS,
Deputy Registrar,
District Court, Cooma.

BERRIMA DISTRICT COURT.

RETURN of the Days of Sittings, and of all Cases disposed of, from 1st January, 1869, to 30th November, 1870.

Date.	No. of Cases disposed of.	Judge.	Number of Days of Sitting.
1869.			
12 February	17	Alfred M'Farland	1
11 June	11	do	1
17 September	11	do	1
1870.			
15 January	3	do	1
11 June	16	do	1
29 October	17	do	1
	75		6

District Court, Berrima,
10th December, 1870.

GEO. HY. ROWLEY,
Registrar.

DISTRICT COURT, GOULBURN.

1869.	17 February.	18 February.	16 June.	17 June.	18 June.	23 July.	24 July.	26 July.	27 July.	28 July.	Total No. of Cases.	Before whom tried.
1869	32	13	23	1	1	3	1	3	7	8	45	Judge M'Farland. do.
	..	..	..	..	..	..	..	..	..	..	49	
1870	24	37	3	4	..	..	..	..	..	..	24	do. do.
	..	..	..	..	..	..	..	..	..	..	44	
1870	27 January.	13 May.	19 July.	20 July.	21 July.	20 September.						do. Judge Simpson. Judge M'Farland. do.
	18	14	23	4	6	3	..	..	..	..	18	
	..	..	..	..	..	..	..	..	..	..	14	
	..	..	..	..	..	..	..	..	..	..	82	
	..	..	..	..	..	..	..	..	..	..	8	

F. R. L. ROSSI,
Registrar.

RETURN of the Days of Sittings, and of all Cases tried or disposed of in the District Court at Braidwood, for 1869.

Number of Cases.	Date of Sittings.	Name of Judge.
	1869.	
25	24 February	Judge M'Farland.
27	8 July	do.
14	30 September	do.
9	1 October	do.
Total for 1869.....	75 cases	
	1870.	
Nos. 17	5 February	Judge M'Farland.
37	5 July	do.
46	8 November	do.
Total for 1870.....	100 cases	

I certify the above as correct,—

District Court, Braidwood,
13th December, 1871.

RALPH CLEMENGER,
Registrar.

ABSTRACT,

ABSTRACT, being a Return of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Bega, in the Colony of New South Wales, during present Year (that is to say), from the 1st day of January to the 30th day of November, A.D. 1870.

Day of Sitting.	Nature of Causes.	No. of Cases tried or disposed of.	No. of Days Sitting.	Name of Judge.
1870.				
Tuesday, 8th March.....	Breach of Contract	1	} 1	His Honor Judge M'Farland.
"	On Pro. Note.....	1		
"	Breach of Agreement	1		
"	Action on Tort.....	1		
"	Slander	1		
Wednesday, 9th March	Claim for money due	1	} 1	do.
"	Claim for rent	1		
"	Breach of Agreement	1		
"	Goods sold	1		
"	Goods sold	1		
Tuesday, 18th October	Breach of Agreement	1	} 1	do.
"	Goods sold	1		
"	Money lent.....	1		
"	Trespass	1		
"	Trespass	1		
	Total	15	3	

No District Court was held at Bega prior to the current year.

Dated at Bega, this sixteenth day of December, A.D. 1870.

JOHN DAVIS,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Wollongong, from 1st January, 1869, to 30th November, 1870.

Date of Sittings.	Number of Days.	Number of Cases tried or disposed of.	Name of Judge.
1869.			
25 March	1	14	G. B. Simpson, Esq.
13 August.....	1	5	"
14 "	1	4	"
26 November	1	16	"
1870.			
18 March	1	5	Alfred M'Farland, Esq.
1 June.....	1	7	"
1 October	1	15	"
	7	66	

Cases settled before hearing, struck out, not served, or withdrawn, are not included in this Return.

Wollongong,
7 December, 1870.

ALFRED A. TURNER,
Registrar.

RETURN of all Cases tried or disposed of in the District Court, Kiama, during the years 1869 and 1870.

Day of Sitting.	The number of Days of Sitting of each Court.	The number of Cases tried or disposed of each day.	The name of the Judge in each case.
1869.			
30 March	1	15	Judge Simpson.
17 August.....	1	32	"
30 November	1	32	"
1870.			
4 April	1	29	Judge M'Farland.
3 June.....	1	18	"
5 October	1	17	"

HENRY CONNELL, JUNIOR,
Registrar.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Nowra, from the 1st January, 1869, to 30th November, 1870.

Date of Sitting.	Number of Days of Sitting.	Number of Cases disposed of.	Name of Judge.
1869.			
2 April	1	18	Simpson.
20 August	1	15	"
3 December	1	11	"
1870.			
24 March (adjourned to 7 April on account of floods).	1	13	M'Farland.
8 October	1	16	"

Court House, Nowra,
9 December, 1870.

W. LOVEGROVE,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried and disposed of in the District Court at Queanbeyan, from 1st January, 1869, to 30th November, 1870, specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge.

Days of Sitting.	Number of Cases each day tried and disposed of.	Name of Judge.
1869.		
1 March	16	Judge M'Farland.
21 June	6	"
22 "	3	"
6 October	16	"
1870.		
10 February	10	"
11 "	4	"
18 June	14	"
14 November	11	"

District Court Office, Queanbeyan,
9 December, 1870.

O. WILLANS,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Parramatta, from the 1st January, 1869, to 30th November, 1870.

Name of Court.	Date.	No. of Days of Sitting.	No. of Cases tried or disposed of each Day.	Name of Judge.
1869.				
Parramatta	10 March	1	75	Judge Simpson.
"	2 August	1	64	do.
"	15 November	1	105	do.
"	16 "	1	5	do.
1870.				
"	16 April	1	66	Judge Wilkinson.
"	19 "	1	3	do.
"	6 August	1	57	Judge Josephson.
"	10 "	1	2	do.
Total		8	377	

District Court Office, Parramatta,
18 January, 1871.

GEORGE LANGLEY,
Registrar.

RETURN, for the years 1869 and 1870, of Cases heard in the District Court at Carcoar, specifying the Days of Sitting of each Court, the Number of Cases tried or disposed of each day, and the name of the Judge.

Date of Court.	Number of Days of Sitting.	Number of Cases tried.	Name of Judge.
1869.			
7 June	1	19	W. H. Wilkinson.
11 October	1	8	J. F. Josephson.
1870.			
19 February	1	27	do.
11 June	1	12	do.
15 October	1	11	do.
Totals	5	77	

Carcoar, 21 December, 1870.

EDWD. J. NORTH,
Registrar, District Court, Carcoar.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Mudgee, during the past and present Year respectively (*i.e.*, from 1st January, 1869, to 30th November, 1870) specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge in each case.

Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of the Judge.
(3) Three	(35) Thirty-five	Judge Cary.
(1) One	(9) Nine	"
(2) Two	(47) Forty-seven	Judge Wilkinson.
(2) Two	(21) Twenty-one	"
(2) Two	(16) Sixteen	Judge Josephson.
(3) Three	(24) Twenty-four	"

Police Office, Mudgee,
16 January, 1871.

GEORGE LEARY,
Registrar, District Court, Mudgee.

RETURN of the Number of Days of Sitting, and of all Cases tried and disposed of each day, in the District Court at Hartley, from 1st January, 1869, to 30th November, 1870.

Date of Sittings.	Number of Days of Sitting of each Court.	Number of Cases tried and disposed of each Day.	Name of Judge trying each Case.
1869.			
4 February	One	Thirty-five	Judge Cary.
26 July	"	Eighteen	Judge Wilkinson.
23 September	"	Thirty-two	Judge Josephson.
1870.			
5 February	"	Fourteen	Judge Wilkinson.
27 May	"	Sixteen	Judge Josephson.
30 September	"	Eighteen	"

Court House, Hartley,
8 December, 1870.

THOMAS BROWN,
Registrar, District Court, Hartley.

RETURN of the Days of Sitting, and of all Cases disposed of in the District Court of Bathurst, from the 1st January, 1869, to 30th November, 1870.

Sittings.	Number of Days.	No. of Cases.	Name of Judge.
	1869.		
February	Monday, 8th	43	H. Carey, Esq.
	Tuesday, 9th	7	
April	Monday, 12th	37	do.
	Tuesday, 13th	2	
	Wednesday, 14th	4	
	Thursday, 15th	2	
May	Monday, 24th	2	W. H. Wilkinson, Esq.
	Tuesday, 25th	21	
	Wednesday, 26th	1	
July	Monday, 19th	29	do.
	Tuesday, 20th	8	
September	Monday, 27th	31	J. F. Josephson, Esq.
	Tuesday, 28th	5	
	Wednesday, 29th	2	
November	Monday, 22nd	21	do.
	Tuesday, 23rd	4	
		219	
	1870.		
February	Monday, 14th	39	W. H. Wilkinson, Esq.
	Tuesday, 15th	5	
April	Monday, 4th	35	do.
	Tuesday, 5th	3	
	Wednesday, 6th	8	
	Thursday, 7th	2	
June	Monday, 6th	51	J. F. Josephson, Esq.
	Tuesday, 7th	4	
	Wednesday, 8th	4	
July	Monday, 25th	33	do.
	Tuesday, 26th	7	
	Wednesday, 27th	4	
October	Monday, 10th	30	do.
	Tuesday, 11th	5	
	Wednesday, 12th	2	
November	Monday, 28th	24	do.
	Tuesday, 29th	5	
		261	

RETURN

RETURN of the Days of Sittings, and of all Cases tried or disposed of in the District Court, Forbes, from the 1st January, 1869, to 31st December, 1870.

Date and duration of the Sittings of each Court.			No. of Cases tried or disposed of.	Name of Judge.	Remarks.
1869.	days.	hours. a.m. p.m.			
27 February	}		Nil		{ Court adjourned awaiting arrival of Judge.
1 March					
2 "		1	10 to 4	40		Henry Carey.
3 "	1	10 " 1	7	do.	
12 June	1	10 " 8	27	William Hattam Wilkinson.	
14 "	1		4	do.	
16 October	1	10 to 7	26	Joshua Frey Josephson.	
1870.					
24 February	1	10 " 1:30	19	William Hattam Wilkinson.	Adjourned owing to floods.
16 June		10 " 7	Nil		
20 October	1	10 " 10	46	Joshua Frey Josephson.	
Total	7		169		

District Court, Forbes,
10th December, 1870.

J. T. WILSHIRE,
District Court Registrar.

RETURN of the Days of Sitting, and number of Cases tried and disposed of in the District Court at Molong, from the 1st of January, 1869, to the 30th November, 1870.

Days of Sitting.	Number of Cases tried and disposed of.	Name of the Judge.
1869.		
11 March	8	Henry Cary, Esq.
17 June	9	W. H. Wilkinson, Esq.
21 October	13	J. F. Josephson, Esq.
1870.		
1 March	3	W. H. Wilkinson, Esq.
21 June	4	J. F. Josephson, Esq.
25 October	6	Do.
Total—6 days	43	

WM. FINCH,
Registrar of the Court.

RETURN of the Days of Sitting, and number of Cases tried and disposed of in the District Court at Molong, from the 1st of January, 1869, to the 30th November, 1870.

Days of Sitting.	Number of Cases tried and disposed of.	Name of the Judge.
1869.		
11 March	8	Henry Cary, Esq.
17 June	9	W. H. Wilkinson, Esq.
21 October	13	J. F. Josephson, Esq.
1870.		
1 March	3	W. H. Wilkinson, Esq.
21 June	4	J. F. Josephson, Esq.
25 October	6	Do.
Total—6 days	43	

WM. FINCH,
Registrar of the Court.

RETURN

RETURN of the Days of Sitting, and all Cases tried or disposed of in the District Court at Orange, during 1869-70.

Date.	Number of Days of Sitting.	Number of Cases tried each day.	Name of Judge.
1869.			
6 March	1	9	Henry Cary.
19 June	1	9	William H. Wilkinson.
22 June	1	3	Do.
23 October	1	13	Joshua F. Josephson.
1870.			
7 March	1	15	William H. Wilkinson.
27 June	1	12	Joshua F. Josephson.
31 October	1	12	Do.

Court House, Orange,
8th December, 1870.

W. T. EVANS,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court of Wellington, from the 1st January, 1869, to the 30th November, 1870; specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge in each case.

Date of each Court.	Number of Days of Sitting of each Court.	Number of Cases tried or disposed of each Court.	Name of Judge.
1869.			
13 March	1	1	Henry Cary.
26 June	1	1	William Hattam Wilkinson.
30 October	1	4	Joshua Frey Josephson.
1870.			
11 March	1	5	William Hattam Wilkinson.
1 July	1	4	Joshua Frey Josephson.
4 November	1	2	Do.

Court House, Wellington,
12th December, 1870.

FRED. MARSH,
Registrar, District Court.

RETURN of the Days of the District Court Sittings at Dubbo, the number of Cases tried at each Court, from 1st January, 1869, to 30th November, 1870, and the name of the Judge in each case.

Number of Days of Sitting.	Number of Cases tried.	Name of Judge.
1869.		
15 March	13	Judge Carey.
28 June	4	Judge Wilkinson.
1 November	17	Judge Josephson.
1870.		
18 March	12	Judge Wilkinson.
8 July	9	Judge Josephson.
11 November	9	do.

District Court, Dubbo,
9th December, 1870.

LUKE M'GUINN,
Registrar.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Sofala, from the 1st of January, 1869, to the 30th November, 1870.

Date of each Court Day.	Number of Cases disposed of.	Number of Days of each Sitting.	The name of Judge.
1869.			
12 February	3	1	Henry Carey.
28 May	9	1	W. H. Wilkinson.
1 October	11	1	J. F. Josephson.
1870.			
1 April	10	1	W. H. Wilkinson.
22 July	6	1	J. F. Josephson.
25 November	19	1	do.
	58	6	

Police Office, Sofala,
9th December, 1870.

HUGH BRIDSON,
District Court Registrar,
Sofala.

RETURN, from 1st January, 1869, to 30th November, 1870, specifying—

Number of Days of Sitting of each Court.	Number of Cases tried or disposed of each day.	The name of the Judge in each case.
1869.		
19 March 1 day	46 cases	His Honor Judge Simpson.
6 August 1 "	59 "	do.
19 November 1 "	47 "	do.
1870.		
9 April 1 "	42 "	His Honor Judge Josephson.
29 July 1 "	38 "	do.

District Court, Penrith,
7th December, 1870.

J. K. CLEEVE, JUNR.,
Registrar.

RETURN showing the Days of Sittings, of all Cases tried or disposed of in the District Court at Windsor, during the period from 1st January, 1869, to 30th November, 1870, inclusive, specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge in each case. (Called for by circular, dated 1st December, 1870.)

Days of Sitting.	Number of Days of Sitting.	Number of Cases tried or disposed of each day.	Name of Judge in each case.	
1869.				
Saturday, 6 March	1 6 hours.	88 (eighty-eight) ...	His Honor Judge Simpson...	March Sittings, 1869.
Wednesday, 28 July	1 7 "	62 (sixty-two)	do	July Sittings, 1869.
Thursday, 29 July	1 2 "	6 (six)	do	do.
Wednesday, 10 November..	1 5 "	63 (sixty-three) ...	do	November Sittings, 1869.
1870.				
Thursday, 14 April	1 8 "	70 (seventy)	His Honor Judge Wilkinson	April Sittings, 1870.
Thursday, 4 August	1 7 "	60 (sixty)	His Honor Judge Josephson	August Sittings, 1870.
Friday, 5 August	1 2 "	10 (ten)	do	do.

District Court Office, Windsor,
12th December, 1870.

G. A. GORDON,
Registrar.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Wingham, from 1st January, 1869, to 30th November, 1870.

Name of Court.	Date.	Number of Days Sitting.	Number of Cases tried or disposed of.	Name of Judge.
1869.				
Wingham	29th January	1	15	F. W. Meymott.
Do.	2nd September	1	7	do.
1870.				
Do.	24th January	1	5	do.
Do.	8 June.....	.....	.....	No Court.
Total.....	.....	3	27	

District Court, Wingham,
15th December, 1870.

JASPER CREAGH,
Registrar.

RETURN

RETURN showing the Days of Sitting, and of all Cases tried or disposed of in the District Court at Port Macquarie, from the 1st of January, 1869, to the 30th November, 1870; specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the name of the Judge in each case.

Day of Sitting.	Cases disposed of.		Cause of Action.	Number of Days of Sitting of each Court.	Number of Cases tried or disposed of each day.	Name of Judge.
	Plaintiff.	Defendant.				
1869.						
Feb. 4	C. Hayward	R. Partridge	Money lent	1	2	F. W. Meymott, Esq.
" 4	J. Wallis	P. Johnston	Damage to crop, &c.			
Sept. 8	D. McLennan	D. McLennan	Goods sold	1	9	
" 8	J. Pountney	H. Young	do			
" 8	P. Johnston	Jas. Wallis	Illegal impounding			
" 8	do	do	Trespass			
" 8	do	Jno. Wallis, senior	do			
" 8	H. L. Wilson	G. Steel and Wife	Goods sold			
" 8	H. Young	A. Calvin	do			
" 8	P. A. Logan	W. Minard	Malicious prosecution			
" 8	O. A. de Gramont	F. A. Bell	Breach of agreement			
1870.						
Jan. 29	J. Pountney	N. Hollis	Rent	1	2	F. W. Meymott, Esq.
" 29	P. and E. Johnston	J. Wallis	Malicious prosecution			
June 13	W. Warwick	H. Young	Goods sold	2	3	
" 13	F. H. and C. Thompson	C. Farrell	Wrongful conversion of property			
" 13	H. Young	F. A. Bell	Goods sold			
" 14	T. Cunning	P. Kenny	Trespass			
" 14	P. Kenny	T. Cunning	do		2	

Court House, Port Macquarie,
22nd December, 1870.

J. P. ORMISTON,
Registrar.

RETURN showing the Days of Sitting, and of all Cases tried or disposed of in the District Court at West Kempsey, from the 1st day of January, 1869, to the 30th day of November, 1870. (Furnished in compliance with circular from Secretary, Law Department, dated 1st December, 1870.)

Days of Sitting.			Number tried or disposed of.	Name of Judge presiding.	Remarks.
Year.	Month.	Day.			
1869	February	6	24	Fred. W. Meymott, Esquire.	
"	September	13 and 14	29	do.	
1870	February	2	16	do.	
"	June	17	6	do.	
		Total	69		

District Court Office, West Kempsey,
21 December, 1870.

J. B. CASEY,
Registrar.

RETURN of the Days of Sitting, and all Cases tried or disposed of in the District Court at Tamworth, during the years 1869 and 1870 (i.e., from 1st January, 1869, to 30th November, 1870).

Days of Sitting of Court.	No. of Days of Sitting of each Court.	No. of Cases tried.	No. of Cases tried each day.	Name of Judge.
1869.				
March	2	86	18	Frederick William Meymott.
June	1	56	56	do.
October	2	28	14	do.
1870.				
March	2	22	11	do.
July	2	15	7½	do.

JNO. M'DONALD,
Registrar, Tamworth District Court.

RETURN

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Armidale, from 1st January, 1869, to 30th November, 1870.

1869.			
Tuesday, 23rd March	1 day	26 cases	Judge F. W. Meymott, Esq.
Wednesday, 7th July	1 day	16 cases	do.
Tuesday, 2nd November	1 day	18 cases	do.
1870.			
Tuesday, 22nd March	} 2 days	18 cases	do.
and Wednesday, 23rd March			
Thursday, 21st July	1 day	26 cases	do.
Total	6 days	104 cases	

Registrar's Office, Armidale,
9/12/70.

ROB. I. PERROTT,
Registrar.

RETURN of the Sittings of the District Court of the Northern District, holden at Glen Innes, in the Colony of New South Wales ; showing number of Cases, Days of Sitting, and Name of Judge in each case.

Date and Month.	Number of Cases.	Duration of each Sitting.	Name of Judge sitting.
1869.			
30th March	18	1 day	His Honor Judge F. W. Meymott.
14th July	5	1 day	do.
10th November	12	1 day	do.
1870.			
28th March	9	1 day	do.
27th July	11	1 day	do.

Glen Innes Court House,
22nd December, 1870.

ALICK OCTAVE WYATT,
Registrar, District Court, Glen Innes.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Tenterfield, during the past and present year respectively (*i.e.* from 1st January, 1869, to 30th of November, 1870); specifying the number of Days of Sitting of each Court, the number of Cases tried or disposed of each day, and the Name of the Judge in each case.

The Number of Days of Sitting of each Court.	The Number of Cases tried or disposed of.	The Name of the Judge.
1869.		
April 6th, 1 day	3 cases	His Honor Judge Meymott.
July 20th, 1 day	10 cases	do.
November 16th, 1 day	7 cases	do.
1870.		
April 5th, 1 day	11 cases	do.
August 2nd, 1 day	6 cases	do.

The District Court Office,
Tenterfield, 13th December, 1870.

GEORGE LEARY,
Registrar of the District Court.

RETURN of the Days of Sitting, and of all Cases tried or disposed of in the District Court at Grafton, during the past and present years respectively, from 1st January, 1869, to 30th of November, 1870.

Date of Sitting.	Number of Days.	Number of Cases tried or disposed of.	Name of Judge.
1869.			
3 May	1	34	F. W. Meymott, Esq.
16 August	1	26	"
13 December	1	10	"
1870.			
2 May	1	9	"
8 September	1	13	"
	5	92	

12 December, 1870.

JAMES PAGE,
Registrar of the District Court, Grafton.

SCHEDULE.

Years.	Days of Sitting.	Cases disposed of.	Name of Judge.
1869.....	None	None	None.
1870. To 30 November	{ 6 May ¹	} 5	F. W. Meymott.

Casino, 20 December, 1870.

H. E. STRATFORD,
Registrar.

No. 7.

RETURN of the Travelling Expenses of the Judges of the District Courts, during the years 1869 and 1870, so far as can be ascertained from the accounts furnished to this Office.

Name.	Amount paid during—					
	1869.			1870.		
	£	s.	d.	£	s.	d.
J. S. Dowling	142	10	0	121	10	0
A. M'Farland	278	2	9	336	0	0
H. Cary	109	10	0	.....	.....	.....
H. R. Francis	273	0	0	282	10	0
F. W. Meymott	313	10	0	272	10	0
G. B. Simpson	112	10	0	99	0	0
J. F. Josephson	96	0	0	263	0	0
W. H. Wilkinson	100	10	0	111	0	0
Total.....	£ 1,425	12	9	1,485	10	0

Audit Office, Sydney,
25 January, 1871.C.R.,
A.G.

District Court Judges and Crown Prosecutors are required to sign certificate upon each voucher, in respect of their travelling expenses, to the following effect:—

"I certify that the time above specified was spent in travelling within the limits of my District."

W.E.P.

No. 8.

RETURN of the Travelling Expenses of Crown Prosecutors, during the years 1869 and 1870, so far as can be ascertained from the accounts furnished to this Office.

Name.	Amount paid during—					
	1869.			1870.		
	£	s.	d.	£	s.	d.
D. Forbes	261	0	0	265	10	0
W. J. Foster	112	10	0	42	0	0
F. E. Rogers	186	0	0	190	10	0
J. O'Neil Brennan	123	0	0	.....	.....	.....
J. Chambers	192	0	0	139	10	0
E. Lee	25	10	0	153	0	0
C. S. Cansdell	60	0	0	13	10	0
C. E. R. Murray	10	10	0	97	10	0
C. E. Pilcher	60	0	0	.....	.....	.....
Sir W. M. Manning.....	24	0	0	108	0	0
C. J. Manning	54	0	0	53	10	0
J. F. Josephson	12	0	0	.....	.....	.....
E. Butler	24	0	0	.....	.....	.....
J. G. L. Innes	18	0	0	7	10	0
G. C. Davis	24	0	0	.....	.....	.....
G. Fullerton .....	.....	.....	.....	7	10	0
W. H. Wilkinson .....	.....	.....	.....	91	10	0
F. M. Darley .....	.....	.....	.....	13	10	0
J. E. Salomons .....	.....	.....	.....	66	10	0
Totals.....	£ 1,186	10	0	1,254	10	0

Audit Office, Sydney,
25 January, 1871.C.R.,
A.G.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WILLIAM HENRY BEDELL.
(PETITION.)

Ordered by the Legislative Assembly to be printed, 22 November, 1871.

To the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of Wm. Hy. Bedell, of Grenfell,—

HUMBLY SHOWETH:—

That under the existing law regulating the admission of evidence in civil or criminal proceedings in Courts of Justice, disbelievers in a future state of rewards and punishments beyond the grave are held to be incompetent witnesses.

That in consequence of your Petitioner's inability to profess such belief, your Petitioner has at various times since the year 1862 been subjected to great losses as well as indignities; the ends of justice have been defeated in several cases of assault, robbery, and slander, where the testimony of your Petitioner would have secured the punishment of offenders.

That your Petitioner is virtually an outlaw, owing to exercising the freedom of conscience guaranteed to all whose belief exceeds that of your Petitioner. And your Petitioner humbly prays for such relief in the premises as your Honorable House in its wisdom may deem fitting.

And your Petitioner will ever pray.

Grenfell, 16 November, 1871.

W. H. BEDELL.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

JOHN PAUL.

(PETITION.)

Ordered by the Legislative Assembly to be printed, 22 December, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of John Paul, of Camperdown, in the Colony of New South Wales, dealer,—

RESPECTFULLY SHOWETH :—

That your Petitioner was, on the twentieth day of November, in the year one thousand eight hundred and seventy-one, at the Water Police Office, Sydney, sentenced by Charles Cowper, Esquire, Water Police Magistrate, to two months imprisonment in Darlinghurst Gaol, upon a charge of having in his possession three ingots of copper, supposed to have been stolen.

That the said charge was adjourned for one week prior to date of said sentence to allow your Petitioner to procure the evidence of the person from whom he purchased the said copper, and to enable the Police to find an owner for the same.

That on the day of the said sentence being pronounced your Petitioner, through his attorney, prayed for a further adjournment of the said charge for the space of a fortnight, as the person from whom he purchased the said copper was then travelling somewhere in the District of Bathurst, in the said Colony, which prayer was refused by the said Water Police Magistrate, notwithstanding the facts that your Petitioner was unknown to the Police—no owner appeared to claim the said copper—your Petitioner received an excellent character—and evidence was tendered showing no attempt was made by your Petitioner to conceal the said copper. In confirmation of nearly all these facts your Petitioner humbly begs to refer you to the depositions taken upon the hearing of the said charge.

That your Petitioner was under the said sentence incarcerated in the said Gaol from the date of the said sentence till the eighth day of December following, on which day he was released by order of His Excellency the Governor of this Colony through the exertions of his wife, who, at a great expense, had travelled over four hundred miles, and had found the party from whom the said copper was purchased by your Petitioner, and who made a declaration of the fact, which said declaration was forwarded to His Excellency, with a Petition from your Petitioner's wife, to which your Petitioner humbly begs to refer you.

That your Petitioner was never, prior to the said conviction, in his life charged with an offence in a Court of Justice.

That Petitioner has by the said premises been put to great expense in defending himself from the said charge, and also in obtaining his release from the said imprisonment.

Your Petitioner therefore humbly prays that your Honorable House will cause an enquiry to be made into the truth of the statements herein contained, and afford your Petitioner such relief as to your Honorable House shall under the circumstances of his case seem meet and proper.

his
JOHN × PAUL.
mark.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ELECTORAL ROLLS.

(NUMBER OF ELECTORS IN EACH DISTRICT, FOR 1871-2.)

Ordered by the Legislative Assembly to be Printed, 14 November, 1871.

RETURN showing the Number of Electors on the Roll of each Electoral District of New South Wales,
for 1871-2.

Electoral District.	Number of Electors.	Electoral District.	Number of Electors.
1. Argyle	2,275	30. Manero	1,890
2. Balranald	1,789	31. Morpeth	793
3. Bathurst	1,151	32. Mudgee	2,734
4. The Bogan	3,400	33. The Murray	1,123
5. Braidwood	2,895	34. The Murrumbidgee	1,789
6. Camden	2,557	35. Narellan	674
7. Canterbury	5,131	36. The Nepean	1,341
8. The Clarence	3,886	37. Newcastle	1,604
9. Carcoar	1,817	38. New England	2,650
10. Central Cumberland	2,294	39. Newtown	2,606
11. Eden	1,885	40. Northumberland	2,692
12. The Glebe	2,870	41. Orange	1,611
13. Goulburn	874	42. Paddington	3,682
14. The Gwydir	1,904	43. Parramatta	1,426
15. Hartley	2,072	44. The Paterson	600
16. The Hastings	3,218	45. Patrick's Plains	1,640
17. The Hawkesbury	1,483	46. Queanbeyan	1,140
18. The Hume	2,263	47. Shoalhaven	1,528
19. The Hunter	1,284	48. St. Leonards	2,098
20. The Lower Hunter	670	49. East Sydney	11,237
21. The Upper Hunter	2,730	50. West Sydney	9,145
22. Illawarra	1,366	51. Tenterfield	1,738
23. Kiama	1,277	52. The Tumut	1,619
24. The Lachlan	4,355	53. Wellington	1,564
25. Liverpool Plains	2,855	54. The Williams	1,310
26. East Macquarie	2,768	55. Windsor	616
27. West Macquarie	1,031	56. Wollombi	1,173
28. East Maitland	900	57. Yass Plains	1,768
29. West Maitland	1,143		

Colonial Secretary's Office,
Sydney, 14 November, 1871.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ELECTORAL ROLLS.

(NUMBER OF ELECTORS IN GOLD FIELDS DISTRICTS, FOR 1871-2.)

Ordered by the Legislative Assembly to be Printed, 14 November, 1871.

RETURN showing the estimated Number of Electors entitled to vote in the several Gold Fields Electoral Districts, for 1871-2.

Electoral District.	Estimated Number of Electors.
1. Gold Fields South	2,500
2. Gold Fields West	16,000
3. Gold Fields North	1,500

Colonial Secretary's Office,
Sydney, 14 November, 1871.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CLERK OF STORES.

(DUTIES APPERTAINING TO OFFICE OF.)

Ordered by the Legislative Assembly to be Printed, 16 November, 1871.

[Laid upon Table in answer to Question No. 4, on Votes and Proceedings No. 3, Thursday, 16 November, 1871.]

THE proper title of the officer in charge of the Stores Department is that of "Clerk of Stores."

His duties are as follows:—

1. The examination of all requisitions for stationery, clothing, blankets, and general stores,* throughout the whole Colony, with the view to prevent excessive or extravagant supplies.
2. Preparation of all orders upon the several contractors for such supplies, after the Treasurer's approval has been obtained.
3. The receipt into Stores, and inspection of all stores, clothing, stationery, &c., for service in the country.
4. Providing for carriage by land, and conveyance by water, for such stores, ammunition, &c., to their respective destinations, inclusive of the blankets for the aborigines.
5. The supervision of branding, baling, &c., of all blankets for the aborigines, and for general service.
6. The examination, passing, and certifying to all Stores' accounts,—involving an expenditure of upwards of £50,000.
7. Up-town duties, such as purchasing, at the most advantageous terms to the Government, stores, &c., not under contract; attendance at Government Offices where reference has been made regarding supplies of alleged inferior quality; and attention to many other contingent duties which need hardly be enumerated.
8. The preparation and supervision of all tenders for stores, clothing, stationery, ship chandlery, blankets, &c., called for by the Treasurer.
9. The opening (as a Member of the Tenders' Board) of all tenders opened at the Treasury,—the examination and checking of computations of the same, prior to the recommendation of the Board being obtained.
10. The periodical inspection of stores remaining on hand at the principal Departments and Institutions.
11. The receipt of, and making all arrangements for the disposal by public auction of unserviceable stores, &c.
12. The general superintendence of the clerical work of the Department, involving a very considerable amount of labour. The number of letters, &c., inwards is, to the present time, 2,000; letters outwards number 1,098; receipts, copies of requisitions (many of them very lengthy), 619; way-bills, bills of lading, indents on England, daily interviews with contractors, public officers, and others, on official business; besides much correspondence of a minor character.
13. Personally checking (by counting leaf after leaf) the Foreman's count of all papers used by the Government Printer for printing newspaper wrappers, postage and duty stamps papers. In the case of the wrappers alone, the year's issue is upwards of 180,000 sheets.
14. Personally checking the issue of miners' rights (both British and Alien) and business licenses. I have just finished counting an issue of the former to the Gold Commissioner, Bathurst, of 5,000. I have to certify to the contents of each book of wrappers, postage papers, miners' rights, and business licenses.
15. Annual stock-taking.

L. I. BRENNAND,
Clerk of Stores.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUPERANNUATION ACT OF 1864.

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1870.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
14 *November*, 1871.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

SUPERANNU-
(27 VICTORIA,
STATEMENT of RECEIPTS and

PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL
To BALANCE, 31st DECEMBER, 1869 :—	£ s. d.	£ s. d.
Debentures in the Treasury	1,800 0 0	
Less Cash Overdraft	77 10 1	
		1,722 9 11
„ GRANT from the CONSOLIDATED REVENUE FUND	10,000 0 0	
„ REFUND of AMOUNT overpaid to J. Kingsmill, late Sheriff's Bailiff, Maitland	4 0 0	
„ DEDUCTIONS from the SALARIES of PUBLIC OFFICERS, at the rate of 4 per cent. per annum, from 1st January to 31st December, 1870... ..	9,729 10 7	
„ INTEREST on INVESTMENTS IN DEBENTURES	51 0 10	
		19,784 11 5
„ PROCEEDS of DEBENTURES, to the amount of £1,800, sold for the purpose of meeting claims on this Fund		1,800 0 0
Carried forward		£ 23,307 1 4

ATION FUND.

No. 11.)

DISBURSEMENTS in the Year 1870.

PARTICULARS OF DISBURSEMENTS.	ANNUAL RATE OF PENSION.	PERIOD FOR WHICH DRAWN.		AMOUNT DRAWN.	TOTAL.
		From	To		
BY PENSIONS PAID:—	£ s. d.			£ s. d.	£ s. d.
Stephen Greenhill, late Chief Clerk in the Pay Branch of the Treasury	600 0 0	1 Nov., 1869		513 5 9	
John Crook, late Harbour Master, Sydney	433 6 8	1 Nov., 1869		387 2 8	
M. D. Ferguson, late Accountant in the Government Printing Office	266 0 0	1 Nov., 1869		237 13 0	
R. A. Hunt, late Superintendent of the Money Order Office	576 0 0	1 Nov., 1869		465 0 0	
J. G. Lennon, late Chief Clerk in the Revenue Branch of the Treasury	344 0 0	1 Oct., 1869		258 0 0	
Nicholas Nelson, late Clerk in the General Post Office	297 10 0	1 Oct., 1869		247 18 4	
E. C. Brewer, late Sheriff's Bailiff, Sydney	121 6 8	1 Nov., 1869.		108 7 6	
Robert Brindley, late Draftsman in the Survey Department	310 0 0	1 Nov., 1869		276 19 5	
J. R. Humbley, late Clerk in the Audit Office	236 10 0	1 Nov., 1869		211 6 0	
Samuel Morgan, late Clerk in the Survey Department	138 13 4	1 Nov., 1869		123 17 6	
W. H. Christie, late Postmaster General	785 6 8	1 Nov., 1869		701 12 6	
George Brett, late Tide-waiter, Customs	103 16 8	1 Oct., 1869		97 8 11	
W. C. Still, late Landing Surveyor, Customs	536 0 0	— Oct., 1869*		480 17 3	
John Wells, late Under Secretary for Finance and Trade	714 13 4	1 Nov., 1869		638 10 0	
William Vallack, late Chief Clerk, Colonial Secretary's Department	624 0 0	1 Nov., 1869		557 10 2	
Thomas Jones, late Sheriff's Bailiff, Bathurst	144 0 0	— Oct., 1869*		134 13 1	
William Thompson, late Official Postmaster, Bathurst	138 0 0	1 Nov., 1868		123 5 10	
T. K. Abbott, late Secretary, General Post Office	420 9 4	1 Nov., 1869		359 13 7	
E. H. Statham, late Storckeeper, Lunatic Asylum, Parramatta	115 17 4	1 Nov., 1869		103 10 2	
John Brown, late Sheriff's Bailiff, Parramatta	178 13 4	1 Nov., 1869		152 16 5	
Lewis Gordon, late District Surveyor, Bega	313 6 8	1 Aug., 1869		358 4 10	
John Chippindall, late Gaoler, Bathurst	168 0 0	1 Nov., 1869		150 1 11	
John Wallace, late Gaoler, Maitland Gaol	133 0 0	1 Nov., 1869		112 8 4	
E. Rogers, late Clerk of the Peace, Cumberland	576 0 0	1 Oct., 1869		562 12 6	
F. Campbell, late Superintendent, Lunatic Asylum, Tarban Creek	407 6 8	1 Nov., 1869		363 17 11	
W. R. Davidson, late Surveyor General	960 0 0	1 Nov., 1869		857 14 2	
J. E. Turner, late Landing-waiter, Customs	126 10 0	1 Oct., 1869		112 13 3	
S. Cole, late Commissioner of Crown Lands, Darling District	417 0 0	1 Nov., 1869		372 11 5	
S. Elyard, late Clerk, Colonial Secretary's Office	384 0 0	1 Nov., 1869		343 1 8	
T. McMahon, late Shipping Officer, General Post Office	127 3 4	1 Oct., 1869		105 19 2	
J. Prout, late Sheriff's Bailiff, Sydney	55 4 0	1 Nov., 1869		44 11 3	
A. T. Ross, late Const-waiter, Customs, Broken Bay	123 6 8	1 Oct., 1869		115 15 0	
C. Tompson, late Clerk of the Legislative Assembly	688 0 0	1 Nov., 1869		614 13 10	
W. H. Palmer, late Police Magistrate, Bathurst	300 0 0	1 Nov., 1869		268 0 7	
C. E. Newcombe, late Police Magistrate, Queanbeyan	432 0 0	1 Nov., 1869		385 19 4	
E. D. Day, late Police Magistrate, Maitland	480 0 0	1 Nov., 1869		428 17 1	
W. Warburton, late Tide-waiter, Customs	80 10 0	1 Oct., 1869		75 11 5	
W. King, late Landing-waiter, Customs	149 10 0	— Sept., 1869*		152 5 1	
C. T. Weaver, late Police Magistrate, Armidale	333 6 8	19 Oct., 1869		290 17 1	
M. Fitzpatrick, late Under Secretary for Lands	533 6 8	19 Dec., 1869		381 16 11	
J. Wickham, late Postmistress, Parramatta	168 0 0	1 Jan., 1870		113 19 2	
G. Denshire, late Postmaster, Tamworth	120 0 0	1 Jan., 1870		67 13 4	
D. A. Cahill, late Foreman of Works, Fitz Roy Dock	120 0 0	1 Jan., 1870		81 8 0	
J. Kelleher, late Foreman of Works, Fitz Roy Dock	82 0 0	1 Jan., 1870		51 18 8	
E. Beckham, late Commissioner of Crown Lands	466 13 4	1 Jan., 1870		324 12 4	
C. T. Williams, late Locker, Customs, Sydney	120 0 0	1 Jan., 1870		76 9 1	
G. K. Mann, late Engineer-in-Chief, Fitz Roy Dock	536 13 4	1 May, 1870		200 2 5	
T. Cronin, late Master, Steam Dredge, "Hercules"	250 0 0	1 May, 1870		85 6 3	
C. H. Horsley, late Locker, Customs, Sydney	112 10 0	1 June, 1870		75 4 3	
F. Underwood, late Clerk, Lands Department	373 6 8	16 June, 1870		95 18 3	
A. Williams, late Accountant, Survey Department	226 13 4	1 June, 1870		49 12 10	
H. Fitzgerald, late Foreman of Works, Fitz Roy Dock	82 0 0	1 Jan., 1870		12 5 1	
S. B. Warburton, late Chief Clerk, Lands Department	483 6 8	1 April, 1870		51 9 7	
J. Taylor, late Clerk of Petty Sessions, Cockatoo Island	134 8 0	1 Jan., 1870	23 April, 1870	41 8 8	13,604 8 9
Carried forward				£	13,604 8 9

The exact date to which the Pensions were paid cannot be given, as the payments were made in accordance with a *pro rata* distribution of the funds in hand.
*The date from which these Pensions were paid cannot be stated, as the payments in 1869 were made in accordance with a *pro rata* distribution of the funds in hand.

STATEMENT of RECEIPTS and

PARTICULARS OF RECEIPTS.	Total.
<p>Brought forward £</p>	<p>£ s. d. 23,307 1 4</p>
<p>TOTAL £</p>	<p>23,307 1 4</p>

The Treasury, New South Wales,
11th August, 1871.

GEORGE LAYTON,
Accountant.

DISBURSEMENTS in the Year 1870.

PARTICULARS OF DISBURSEMENTS.	AMOUNT DRAWN.	TOTAL.
	£ s. d.	£ s. d.
Brought forward	£	13,604 8 9
By GRATUITIES, GRANTED UNDER CLAUSE 7, TO THE FOLLOWING OFFICERS, WHO HAVE RETIRED, FROM BODILY OR MENTAL INCAPACITY:—		
J. Anderson, late 1st Clerk in the Equity Department	750 0 0	
H. C. Master, late Police Magistrate, Wollombi	262 10 0	
J. Hatton, late Schoolmaster, Penal Establishment, Cockatoo (balance of amount authorized)	87 10 0	
F. L. Oliver, late Clerk, Lands Department (balance of amount authorized)	50 0 0	
H. Cary, late Judge, Western District Court (balance of amount authorized)	587 10 0	
C. A. Sinclair, late Police Magistrate, Port Macquarie	481 5 0	
J. H. L. Scott, late Police Magistrate, Tambaroora	550 0 0	
L. V. Dulhunty, late Police Magistrate, Carcoar (in part payment of amount authorized)	159 7 11	
		2,928 2 11
By GRATUITIES GRANTED UNDER CLAUSE 10, TO THE RELATIVES OF THE UNDERMENTIONED DECEASED OFFICERS, VIZ.:—		
J. Kingsmill, late Sheriff's Bailiff, East Maitland	533 6 8	
J. Styles, late Clerk of Petty Sessions, Yass	189 11 8	
O. F. Kelly, late Clerk of the Legislative Assembly	1,000 0 0	
J. Crook, late Clerk in the Sheriff's Office	29 3 4	
A. Field, late Clerk in the Telegraph Department	75 0 0	
J. Taylor, late Clerk of Petty Sessions, Cockatoo Island	350 0 0	
L. Dickinson, late Tide-waiter, Customs, Sydney	320 16 8	
T. B. Corbett, late Sub-Collector of Customs, Newcastle	500 0 0	
C. Baly, late Draughtsman, Survey Department (in part payment of amount authorized)	145 17 11	
G. R. Smalley, late Government Astronomer (in part payment of amount authorized) ...	173 8 9	
T. M'Mahon, late Shipping Officer, General Post Office (in part payment of amount authorized)	55 18 0	
		3,373 3 0
By MISCELLANEOUS:—		
Brokerage on the Sale of Debentures	10 15 0	
Refund of improper deduction	1 12 0	
		12 7 0
		£ 19,918 1 8
„ DEBENTURES issued for realization		1,800 0 0
		£ 21,718 1 8
„ BALANCE ON 31ST DECEMBER, 1870		£ 1,588 19 8
TOTAL	£	23,307 1 4

With the exception of the first two, the whole of the Pensions granted under this Act, as above shown, have been reduced by 4 per cent., in accordance with the sixth clause thereof.

GEO. W. LORD,
Treasurer.

1871-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUPERANNUATION ACT OF 1864.

(STATEMENT SHOWING ARREARS OF PENSIONS TO 31 DECEMBER, 1871.)

Ordered by the Legislative Assembly to be printed, 30 January, 1872.

STATEMENT showing the total amount of arrears of Pensions due, up to the 31st December inclusively, to each of the Pensioners under the Civil Service Superannuation Act of 1864.

Name.	Late Office.	Amount.		
		£	s.	d.
Stephen Greenhill	Chief Clerk, Pay Branch, Treasury	526	12	8
John Crook	Harbour Master, Sydney	380	6	3
M. D. Ferguson	Accountant, Government Printing Office	233	9	7
R. A. Hunt	Superintendent, Money Order Office	505	11	2
J. G. Lennon	Chief Clerk, Revenue Branch, Treasury	298	9	10
Nichs. Nelson	Clerk, General Post Office	258	4	5
E. C. Brewer	Sheriff's Bailiff, Sydney	106	9	5
Robt. Brindley	Draftsman, Survey Department	272	1	11
J. R. Humbley	Clerk, Audit Office	207	11	9
Samuel Morgan	Clerk, Survey Department	119	13	11
W. H. Christie	Postmaster General	689	5	5
George Brett	Tide-waiter, Customs	91	2	3
W. C. Still	Landing-waiter, Customs	470	6	0
John Wells	Under Secretary, Treasury	627	3	3
Wm. Vallack	Chief Clerk, Colonial Secretary's Department	547	13	11
T. K. Abbott	Secretary, General Post Office	369	0	8
E. H. Statham	Storekeeper, Lunatic Asylum, Parramatta	101	13	10
John Brown	Sheriff's Bailiff, Parramatta	156	16	2
Lewis Gordon	District Surveyor, Bega	274	19	11
John Chippendale	Gaoler, Bathurst	147	8	8
John Wallace	Gaoler, Maitland	116	15	5
E. Rogers	Clerk of the Peace, Cumberland	505	11	3
F. Campbell	Superintendent, Lunatic Asylum, Tarbau	357	10	0
W. B. Davidson	Surveyor General	842	12	0
J. E. Turner	Landing-waiter, Customs	111	0	9
S. Cole	Commissioner of Crown Lands, Darling District	366	0	4
S. Elyard	Clerk, Colonial Secretary's Office	337	0	11
T. M'Mahon	Shipping Officer, General Post Office	2	19	0
J. Prout	Sheriff's Bailiff, Sydney	48	9	11
A. T. Ross	Coast-waiter, Broken Bay	108	4	9
C. Thomson	Clerk, Legislative Assembly	603	17	4
W. H. Palmer	Police Magistrate, Bathurst	263	6	5
C. E. Newcombe	Police Magistrate, Queanbeyan	379	3	6
E. D. Day	Police Magistrate, Maitland	352	0	6
Wm. Warburton	Tide-waiter, Customs	70	13	2
Wm. King	Landing-waiter, Customs	131	4	5
C. T. Weaver	Police Magistrate, Armidale	159	14	6
M. Fitzpatrick	Under Secretary for Lands	440	0	0
J. Wickham	Postmistress, Parramatta	137	12	9
G. Denshire	Postmaster, Tamworth	67	5	7
D. A. Cahill	Foreman of Works, Fitz Roy Dock	71	11	7
J. Kelleher	Do., do.	66	3	9

Name.	Late Office.	Amount.
		£ s. d.
E. Beckham	Commissioner for Crown Lands	392 0 7
C. T. Williams	Locker, Customs	97 8 6
G. K. Mann	Engineer-in-Chief, Fitz Roy Dock	455 5 11
T. Cronin	Master, Steam Dredge "Hercules"	209 2 1
C. H. Horsley	Locker, Customs	90 17 1
E. Underwood	Clerk, Lands Department	313 12 2
A. Williams	Accountant, Survey Department	184 17 11
H. Fitzgerald	Foreman of Works, Fitz Roy Dock	66 1 11
S. B. Warburton	Chief Clerk, Lands Department	479 14 1
Charles Moore	Clerk of Petty Sessions, Pabulam	75 2 8
David Smith	Do., Gundagai	124 17 3
T. J. Jaques	Registrar General	487 9 8
W. Thomas	Clerk, Lands Department	141 16 3
R. O'Connor	Clerk of the Council	418 18 9
J. R. Chambers	Clerk, Lands Department	84 14 11
J. L. R. Pearce	Clerk, General Post Office	63 19 4
Thos. Jones	Sheriff's Bailiff, Bathurst	126 8 0
Wm. Thompson	Postmaster, Bathurst	121 2 8
	TOTAL	£ 15,856 8 7

The Treasury, New South Wales,
29th January, 1872.

FRANCIS KIRKPATRICK,
For Accountant.

1871-2.

NEW SOUTH WALES.

GARRISON LIBRARY, SYDNEY.

(DESPATCH, PRESENTING TO DEFENCE FORCE.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(No. 79.)

Downing-street,

9 October, 1871.

MY LORD,

I referred, for the consideration of the Secretary of State for War, a copy of your Despatch, No. 103, of the 21st of June, requesting permission to retain the books belonging to the late Garrison Library, at Sydney.

Mr. Cardwell has acceded to your application, and I am informed that instructions will be given to have the books handed over, free of cost, to the Colonial authorities, for the use of the new Defence Force, about to be raised in New South Wales.

I have, &c.,

KIMBERLEY.

1871.

NEW SOUTH WALES.

NEW SOUTH WALES ARTILLERY AND INFANTRY.

(REGULATION RESPECTING FINES INFLICTED FOR DRUNKENNESS.)

Presented to Parliament, pursuant to Act 34 Vict. No. 19, sec. 7.

Colonial Secretary's Office,

Sydney, 3 November, 1871.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, under the 7th clause of the Military and Naval Forces Regulation Act (34 Victoria No. 19), to direct that the fines to be inflicted for drunkenness in the New South Wales Artillery and Infantry shall be double the rates imposed in the Army by General Order No. 46, of 1st May, 1869.

JAMES MARTIN.

1871-2.

NEW SOUTH WALES.

NEW SOUTH WALES ARTILLERY AND INFANTRY.
(REGULATION RESPECTING STOPPAGES ON ACCOUNT OF FINES FOR DRUNKENNESS.)

Presented to Parliament, pursuant to Act 34 Vict. No. 19, sec. 7.

Colonial Secretary's Office,
Sydney, 29 January, 1872.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, under the 7th clause of the Military and Naval Forces Regulation Act (34 Victoria No. 19), to direct that the stoppages on account of fines for drunkenness in the New South Wales Artillery and Infantry shall be double the rates fixed for the Army by General Order No. 46 of the 1st May, 1869, so as to amount to not more than eightpence nor less than sixpence per diem.

JOHN ROBERTSON.

1871-2.

NEW SOUTH WALES.

SMOOTH-BORE ORDNANCE.

(CORRESPONDENCE RELATIVE TO PRESENTATION OF, BY THE IMPERIAL GOVERNMENT.)

Presented to both Houses of Parliament, by Command.

SCHEDULE.

NO.		PAGE.
1.	The Colonial Secretary to the Agent General. 24 March, 1871.....	1
2.	The Agent General to the Colonial Secretary. 4 August, 1871	1
3.	Ditto to ditto. 3 November, 1871	2
4.	The Colonial Secretary to the Agent General. 28 December, 1871	2

No. 1.

THE COLONIAL SECRETARY TO THE AGENT GENERAL.

[Extract.]

Colonial Secretary's Office,
Sydney, 24 March, 1871.

SIR,

I have the honor to request that you will have the goodness to apply to the Imperial Government to present this Government with twenty-five 68-pounders, with carriages, platforms, and other appliances complete, for the purpose of being used in the defence of this Colony.

I have, &c.,
JOHN ROBERTSON.

No. 2.

THE AGENT GENERAL TO THE COLONIAL SECRETARY.

(No. 27.)

Agency of the Government of N.S. Wales,
8, Adam-street, Adelphi,
London, W.C., 4 August, 1871.

SIR,

I have the honor to subjoin a copy of a letter which I have received from the Colonial Office, in reply to my application for twenty-five 68-pounder guns, from which it appears that no decision has yet been arrived at by the Chancellor of Exchequer upon that point; but the other part of my request has been complied with. I will on an early day press the Treasury for a reply, which I hope will be favourable.

I have, &c.,
CHARLES COWPER,
Agent General for New South Wales.

[Enclosure.]

Mr. Holland to The Agent General.

Downing-street,
29 July, 1871.

Sir,

With reference to the letter from this office of 27th ultimo, respecting your application for Ordnance Stores for the Government of New South Wales, I am directed by the Earl of Kimberley to inform you that a letter has been received from the War Office, stating that on the 7th instant a further communication was made to the Treasury with regard to the supply of the Smooth-bore Ordnance, and that the necessary instructions have been given to the Departmental Officers at Woolwich relative to the other stores required by the Colonial Government.

I am, &c.,
H. T. HOLLAND.

No. 3.

THE AGENT GENERAL TO THE COLONIAL SECRETARY.

(No. 43.)

London, 3 Westminster Chambers, S. W.
3 November, 1871.

SIR,

15 August, 1871.
31 August, 1871.

Referring to my letter of the 4th August last, I have now the honor to transmit further correspondence with the Colonial Office upon the subject of the twenty-five 68-pounder guns; and I beg to invite your attention to the letter of the Under Secretary, dated the 28th ultimo, from which you will perceive that I have at length succeeded in obtaining their presentation to the Colony, as a gift from the Imperial Government.

I have, &c.,
CHARLES COWPER.

[Enclosures.]

Mr. Herbert to The Agent General.

Downing-street,
15 August, 1871.

Sir,

With reference to Mr. Holland's letter of the 29th ultimo, respecting your application for a supply of Ordnance Stores for the Government of New South Wales,—I am directed by the Earl of Kimberley to acquaint you that a letter has been received from the War Office, stating that the Treasury had given authority for the sale of the twenty-five 68-pounder guns, required to be converted into M. L. R. Ordnance, at a charge of £5 per ton, being their value as old iron; and that should you agree to these terms, the necessary instructions will at once be given for carrying out the conversion.

I am to request that you will state whether you agree to the terms proposed.

I am, &c.,
ROBERT G. W. HERBERT.

The Agent General to Mr. Herbert.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi, W.C.,
31 August, 1871.

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th instant, informing me, by direction of Lord Kimberley, that the Treasury had authorized the sale of twenty-five 68-pounder guns to the Government of New South Wales, to be paid for at the price for old iron, and requesting me to state whether I agree to those terms.

I hope I may be permitted to say, without offence, that this information has caused me surprise and disappointment; for, after the intimation conveyed to me in your letter of 27th June last, that Lord Kimberley had expressed to the War Office a wish that the request of the New South Wales Government should be complied with, I was not prepared to learn that so small a matter was refused by the Government, especially when the large expenditure which has been and is now being incurred by the local Government in fortifications is considered.

I now propose that, as we have fifteen unconverted guns in Sydney of the same description, that the Royal Arsenal should as speedily as possible convert that number, at the cost of New South Wales; that when ready they should be sent out complete; and that immediately on their reaching Sydney, an equal number of unconverted guns should be sent to England, at the expense of the Colony, to replace them.

It is to be clearly understood that all expenses of every kind shall be paid by New South Wales.

I have, &c.,
CHARLES COWPER,
Agent General for New South Wales.

Mr. Holland to The Agent General.

Downing-street, 23 October, 1871.

Sir,

With reference to previous correspondence respecting the supply of twenty-five 68-pounder guns for the Government of New South Wales, I am directed by the Earl of Kimberley to acquaint you that the approval of the Treasury has been obtained to the issue, as a gift, of these Smooth-bore Ordnance, and that such instructions have been given for their conversion into rifled guns, and their supply, with the necessary carriages, &c., to the Colonial authorities.

I have, &c.,
H. T. HOLLAND.

No. 4.

THE COLONIAL SECRETARY TO THE AGENT GENERAL.

Colonial Secretary's Office,
Sydney, 28 December, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 3rd ultimo, transmitting copies of your further correspondence with the Colonial Office respecting the twenty-five 68-pounder guns applied for on behalf of this Government; from which correspondence it is perceived that you have succeeded in obtaining the presentation of the guns as a gift to the Colony from the Imperial Government.

2. In reply, I have the honor to request that you will convey to Her Majesty's Government the thanks of this Government for the gifts in question.

I have, &c.,
JOHN ROBERTSON.

1871.

NEW SOUTH WALES.

COLONIAL MILITIA AND VOLUNTEERS.

(DESPATCH RESPECTING INSERTION IN ARMY LIST OF NAMES OF OFFICERS OF.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF
NEW SOUTH WALES.

(Circular.)

Downing-street,

8 August, 1871.

MY LORD,

I have the honor to inform you that, with a view to give a distinct recognition of the position of the Colonial Forces as a portion of the Military Forces of the Empire, it is proposed in future to insert in the Army List the names of all Officers of Colonial Militia and Volunteers.

The Governors of the respective Colonies will be held responsible for the correctness of the Lists containing the names of the officers in question.

I have to request you to issue such instructions as will secure that these Lists are written on one side only of the paper, for printing, and that they are addressed to the Under Secretary of State for War, War Office, with the words "Army List" on the corner of the cover.

After they have been printed, they will be mounted, and forwarded by the Editor, to the Governors of the Colonies, twice a year, for any alterations which may be necessary.

As an index is published in January, April, July, and October in each year, it will not be possible to publish their names in the Lists issued for those months.

I have, &c.,

KIMBERLEY.

1871.

NEW SOUTH WALES.

VOLUNTEER BRIGADE BAND.

(RULES AND REGULATIONS.)

Presented to Parliament, pursuant to Act 23 Vict. No. 5, sec. 50.

Colonial Secretary's Office,
Sydney, 9th October, 1871.

His Excellency the Governor having been pleased, with the advice of the Executive Council, to make the following Rules and Regulations for the guidance of the members of the Volunteer Brigade Band, directs their publication, in accordance with the 60th section of the Volunteer Force Regulation Act of 1867.

JOHN ROBERTSON.

RULES AND REGULATIONS FOR THE GUIDANCE OF MEMBERS OF THE VOLUNTEER BRIGADE BAND.

1. Any person desirous of admission to the Band shall make personal or written application to the Musical Director, stating name, place of abode, and occupation; and shall attend at such time and place as shall be appointed by the Director, to be examined by him as to his qualification.
2. No person shall be considered a member of the Band until he shall have taken the Oath of Allegiance as prescribed by the Act 33 Victoria No. 14, and has signed the Registry Roll.
3. One Sergeant and two Corporals may be elected by the members, and the names forwarded to the Director, who shall submit the same to the Commandant for his approval.
4. Any portion of the Band receiving gratuities shall attend on all occasions when their services may be required, and if any are absent at such times the following fines shall be imposed, viz.:—Sergeant, 5s.; Corporal, 3s.; Private, 1s. Unpaid members if absent will be fined,—Sergeant, 3s.; Corporal, 1s.; Private, 6d.
5. The undermentioned fines shall be imposed upon any member absenting himself from the Commandant's Parade:—Director, 10s.; Sergeant, 7s. 6d.; Corporal, 5s.; Private, 2s. 6d.
6. At every parade, on the roll being called, any member not answering to his name shall be deemed absent. Any member coming late, and assigning a reason for so doing which is considered sufficient by the Director, shall not be liable to be fined.
7. No member shall be supplied with uniform until the Director pronounces him competent to perform on parade.
8. Any member who, after having been supplied with uniform, shall attend parade not dressed according to established regulation or order, or whose instrument, accoutrements, or clothing shall be dirty or in any way unserviceable from neglect, will be liable to a fine of 2s. 6d.
9. The Director has the general responsibility of the instruments, &c., which shall be deposited in such place for safety as may be directed; and every member will be held responsible to him for the good and serviceable condition of his instrument, accoutrements, and clothing, and shall make good any damage thereto through neglect whilst under his charge.
10. Any member changing his permanent address, must within fifteen days give notice of the same in writing to the Director, under a penalty of 5s.
11. Any member intending to be absent from his permanent address for a period of more than thirty days, must give notice of such intention to the Director, and deposit his instrument (if the property of the Corps), accoutrements, and uniform in the place appointed, under a penalty of 10s.
12. Any member desiring to retire from the Band, shall give fourteen days notice in writing to the Director; and at the same time return his instrument, accoutrements, and uniform in good order, fair wear and tear excepted, but shall pay any damage chargeable through neglect.

13. All moneys arising from fines or other sources shall be collected by the Band-sergeant or other person duly appointed, and be given to the Director, who will pay over the same to the Treasurer of the Band Fund.

14. A book called a "Fine Book" shall be kept, in which all fines shall be entered and signed by the Band-sergeant, who must produce the same for inspection when required to do so by the Director.

15. Any member who may be fined must pay the amount to the Band-sergeant within fourteen days of notification to him; and in default of such payment shall be proceeded against according to law.

16. Any member guilty of talking or any irregularity on parade, shall be liable to a fine not exceeding 2s. 6d.; and if desired by the Director to leave the parade ground must do so without remark or altercation, and not appear in uniform until his conduct has been inquired into. Non-compliance with this rule will entail a fine of not exceeding £5.

17. Any member of the Band who shall commit any act or offence which may injuriously affect the peace, honour, or prosperity of the Corps, shall, on proof thereof, be liable to be censured, fined in any sum not exceeding £5, or expelled by the Commandant.

18. Any member feeling himself aggrieved may demand a Court of Inquiry.

19. Every Court of Inquiry shall be convened by order of the Commandant, and shall consist, in the case of the Director, of a President and four Officers; and in the case of a Non-commissioned Officer or Private, as may be appointed by the Commandant.

20. A list of the Members of the Court shall be given to the accused, who may object to any of the Members, such objections to be limited to seven in number.

21. It shall be competent for the President of any such Court of Inquiry to summon any witness to give evidence touching any such inquiry; and any witness, *being a Volunteer*, refusing to attend after being duly summoned, or refusing to give evidence, shall be guilty of disobedience of orders.

22. Non-commissioned Officers and Privates of the Band shall give the military salute to all Commissioned Officers of Volunteer Corps in this Colony, and Officers of the Permanent Military Forces, when both are in uniform.

23. That no member of the Band shall under any circumstances wear the uniform or use instruments the property of the Corps on any private engagement or occasion, without having first obtained the written permission of the Director, under a penalty of 10s.

24. Any member of the Band losing or damaging music the property of the Corps, whilst in his possession, shall make good the same, or failing to do so shall pay as a fine the full value of that lost or damaged, the amount to be decided by the Director.

25. Every member joining shall be supplied with a copy of these Rules and Regulations.



1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VOLUNTEER ARTILLERY.

(COMPLAINT BY LIEUT. TALBOT, No. 2 BATTERY, AND CORRESPONDENCE RELATIVE THERETO.)

Ordered by the Legislative Assembly to be Printed, 15 November, 1871.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 14 June, 1871, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ A copy of a letter or complaint, written on or about the 10th of May last,
“ by Lieutenant Talbot, No. 2 Battery Volunteer Artillery, to the Captain
“ of No. 2 Battery V.A.; and also all letters of Lieutenant-Colonel
“ Richardson in reference thereto, and all other letters, minutes, memo-
“ randa, and orders in relation to the said complaint, written or made,
“ either by the said Captain, No. 2 Battery, or Lieutenant-Colonel Rich-
“ ardson, or by Major Shepherd.”

(*Mr. S. Brown.*)

VOLUNTEER ARTILLERY.

LIEUT.-COL. RICHARDSON TO THE COLONIAL SECRETARY.

Brigade Office,
Sydney, 19 June, 1871.

SIR,
I have the honor to forward copy of the complaint made by Lieutenant Talbot, of the Volunteer Artillery, dated 10th ultimo, together with copies of all correspondence having reference thereto, in obedience to the request contained in your letter of the 15th instant.

I have, &c.,
JOHN S. RICHARDSON,
Lieut.-Col., Commanding Volunteer Force.

Letter to Governor (29/9/70), recommending Lt. Wells and Mr. M'Donald as Captains. Letter
from Lieut. Talbot—10/5/71. Reply—17/5/71.

LIEUT.-COL. RICHARDSON TO GOVERNOR THE EARL OF BELMORE.

Brigade Office,
Sydney, 29 September, 1870.

MY LORD,

I have the honor to recommend the immediate formation of two (2) additional Batteries of Volunteer Artillery, to be numbered 8 and 9 respectively; the establishment of the same to be in accordance with that laid down in the Volunteer Regulations.

I beg to point out that this addition is absolutely necessary to man the proposed increased number of fixed Batteries, as also the Batteries of position; and in order to assure, as far as possible, the efficiency of the new Corps, I would respectfully recommend to your Lordship's favourable consideration the appointment of 2nd Lieutenant Frederick Wells, No. 4 Battery Volunteer Artillery, and Mr. John M'Donald (late of the New South Wales and Queensland Volunteer Artillery), to the command of the same.

I have also to state that the above-named gentlemen are recommended by the Major Commanding Volunteer Artillery, and their appointment will not be inconsistent with clause 9 of the Volunteer Act of 1867.

I have, &c.,
J. S. RICHARDSON,
Lieut.-Col., Commanding Volunteer Force.

True copy. S. HOPKINS, Lieut. R.A., Capt. and Brigade-Adjutant, V.A.

LIEUTENANT TALBOT TO CAPTAIN DEANE.

Sydney, 10 May, 1871.

SIR,

I have the honor to request that you will forward to the Officer Commanding Volunteer Artillery, this my application to be informed on what grounds I was passed over when the two new Batteries V.A. were formed; a promotion, and appointment, made contrary to the provision of the Volunteer Force Regulation Act of 1867.

I have, &c.,
PAUL TALBOT,
Lieut. No. 2 Battery, V.A.

Forwarded for information of Major Shepherd.—WILLIAM DEANE, Capt. No. 2 Bat., 11/5/71.
For information of Officer Commanding Volunteer Force.—P. L. C. S., Major Com. V.A., 16/5/71. True
copy.—S. HOPKINS, Lt. R.A., Capt. and Brigade Adjutant, V.A.

LIEUT.-COLONEL

LIEUT.-COLONEL RICHARDSON to MAJOR SHEPHERD.

Brigade Office,
Sydney, 17 May, 1871.

SIR,

With reference to Lieutenant Talbot's letter of the 10th, forwarded by your minute of the 16th instant, inquiring on what grounds that Officer was passed over on the formation of the two new Batteries,—I have the honor to state that the appointment of Captains Wells and M'Donald to the command of the Batteries in question were on your recommendation, and my approval, it being considered those gentlemen most suitable; and, with regard to the concluding portion of the same letter, that I am unaware the appointments alluded to were contrary to the provisions of the Volunteer Act.

I have, &c.,

JOHN S. RICHARDSON,
Lieut.-Col. Com. Vol. Force.

True copy.—S. HOPKINS, Lt. R.A., Capt. and Brigade Adjutant, V.A.

[3d.]

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOLUNTEER ARTILLERY.

(CORRESPONDENCE RESPECTING COMPLAINTS PREFERRED BY CAPTAIN W. DRANE, LATE OF NO. 2 BATTERY, AGAINST
LIEUT.-COLONEL RICHARDSON.)

Ordered by the Legislative Assembly to be printed, 1 December, 1871.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 21st November, 1871, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ A copy of a certain letter written by Mr. William Deane, late Captain
“ No. 2 Battery, Volunteer Artillery, to His Excellency, making certain
“ charges against Lieutenant-Colonel Richardson, Commandant of Volun-
“ teers; and also, copies of all letters and minutes of His Excellency,
“ Lieutenant-Colonel Richardson, and Major Shepherd, thereon or relating
“ thereto,—and of all minutes of the Executive Council thereon or relating
“ thereto, or relating to the dispensing with the services of Mr. Deane as
“ such Captain,—and of all orders made by His Excellency or the Executive
“ Council in reference thereto.”

(*Mr. S. Brown.*)

SCHEDULE.

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VOLUNTEER ARTILLERY.

No. 1.

LIEUTENANT-COLONEL RICHARDSON TO GOVERNOR THE EARL OF BELMORE.

Brigade Office,
Sydney, 24 July, 1871.

MY LORD,

I have the honor to forward herewith a list of charges preferred against me by Captain William Deane, commanding No. 2 Battery Volunteer Artillery; and with reference to the same, to state that I am prepared to answer the whole or any portion thereof your Lordship may deem to require explanation.

I have, &c.,

JOHN S. RICHARDSON, Lt.-Col.,
Comg. Vol. Force.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A. V.A.

Enclosures.
Letter from Capt. Deane to Major Shepherd, 18-7-71.
Letter from Capt. Deane to Governor, 18-7-71, with copies of the whole of the correspondence respecting complaint made by Captain Deane to Captain Hopkins.

[Enclosure.]

Captain Deane to Major Shepherd.

75, Elizabeth-street,
Sydney, 18 July, 1871.

Sir,

I have the honor to send enclosed a charge against Lieutenant-Colonel Richardson, the Officer commanding Volunteer Force, which I shall feel obliged if you will forward to His Excellency the Earl of Belmore, through the proper channel, at your earliest convenience.

I have, &c.,

WILLIAM DRANE,
Captain No. 2 Battery, V.A.

Forwarded for information of Officer commanding Volunteer Force.—P.L.C.S., Major Com. V.A.

[Sub-enclosure.]

Captain Deane to Governor the Earl of Belmore.

75, Elizabeth-street,
Sydney, 18 July, 1871.

My Lord,

I have the honor to forward herewith printed copy correspondence, lately published by authority of Parliament, respecting my complaint to Captain Hopkins, for the purpose of calling your attention to the unfair manner Lieutenant-Colonel Richardson, the Officer commanding Volunteer Force, has dealt with the case throughout, more particularly in submitting it to your Excellency, and with the view of making the following charges against him:—

- 1st. I claim the right to have been present at any investigation of the truth of my complaint, and charge Lieutenant-Colonel Richardson with acting in an arbitrary and improper manner, in not granting me such right, for the purpose of proving such complaint.
- 2nd.—I charge Lieutenant-Colonel Richardson with acting unfairly in countenancing an irregular inquiry, which has resulted in a reprimand affecting my character as a gentleman and a Volunteer Officer, and with neglecting and refusing to order such reprimand to be withdrawn, when such reprimand, if just, should have disintituled me to hold my commission.
- 3rd.—I charge Lieutenant-Colonel Richardson with having stated that evidence had been taken in reference to my complaint, when either no such evidence has been taken or it has been suppressed.
- 4th.—I claim the right, for the sake of proper discipline, that Captain Hopkins, as my subordinate, should be held responsible for his unwarrantable conduct in assuming the functions of my superior, by presuming to reprimand me without the authority of the Officer commanding Volunteer Force, and charge that officer with neglect of duty in having refused to have the conduct of Captain Hopkins investigated by Court of Inquiry for so acting.
- 5th.—I charge Lieutenant-Colonel Richardson with endeavouring to influence your Excellency's opinion on the case, by forwarding a letter from himself, commenting upon the correspondence, and to divert your Excellency's attention from the real issue, which I submit was—had Captain Hopkins a right to reprimand me, his senior officer, without authority; upon which your Excellency has not expressed an opinion, but upon an immaterial issue of mere official routine, as to whether my complaint should have been addressed to Major Shepherd or Captain Hopkins,—a question improperly raised by such letter.
- 6th.—That Lieutenant-Colonel Richardson has in his letter unfairly expressed his opinion on the case, and directed particular attention to a *portion* of the correspondence favouring his view, without allowing me a like privilege, and has also improperly referred to rebutting evidence, instead of laying before your Excellency such rebutting evidence, together with the evidence if rebutted.
- 7th.—I charge Lieutenant-Colonel Richardson with not allowing me to produce evidence, and with then stating to your Excellency that my charge was unsupported by evidence; and in stating to your Excellency that Captain Hopkins had given rebutting evidence when he was not in a position to do so, by reason of his being away at another place with another squad at the time complained of.
- 8th.—That Lieutenant-Colonel Richardson should have pointed out to Captain Hopkins that it was his duty to have returned my letter as not written to the proper person, instead of accepting it by acting upon it, and afterwards only complaining of its being wrongly addressed, as an excuse, I submit, to cover a serious breach of discipline on his own part.
- 9th.—That Lieutenant-Colonel Richardson has not acted with equal justice, in allowing Captain Hopkins to send to your Excellency with the correspondence a statement, without allowing me the opportunity of sending a counter statement.
- 10th.—That Lieutenant-Colonel Richardson, greatly to my prejudice, permitted Captain Hopkins to state to your Excellency a matter of mere heresy, that is, that *he had heard* I had discussed this matter with the non-commissioned officers and men of my Battery, &c.; a statement I deny, but it could in no way have excused his prior breach of discipline, and was only intended to prejudice your Excellency's mind.

In

In conclusion, I beg to state I am prepared, and always have been, to prove the truth of my charge, and also that Captain Hopkins was not with one instructor present on the night complained of, between 7:30 and 8:30 p.m., as he was at this time with a squad at another place; but, I submit, the truth or otherwise of my complaint is not the question raised by the correspondence, but whether or not *a subordinate officer has a right without authority to reprimand a senior*,—a question of discipline of vital consequence, and which it was Lieutenant-Colonel Richardson's duty to have decided upon principles of military discipline in the first instance, and afterwards to have allowed me to prove my charge; and I assert he has not only thus neglected his duty, but has allowed a punishment to be inflicted, and a stigma to be cast upon me without evidence, by a subordinate officer, without my being heard in my defence, and without being charged with any offence. If I have committed any offence, let me be charged with it, but I must deny the right of my subordinate officer or any other person to punish me first and find me guilty afterwards, without even a mere show of charge or trial. And I charge Lieutenant-Colonel Richardson, the Officer Commanding the Volunteer Force, with neglect of duty in endeavouring to give effect to such a serious breach of military discipline, and charge that the act of that officer, in endeavouring to mislead your Excellency in this matter, and pass over this breach of discipline on the part of Captain Hopkins, by sending his own and Captain Hopkins's letter without giving me an opportunity of answering them, as unfair and subversive of all military discipline, and as conduct against which I am entitled to appeal for justice.

I now therefore claim your Excellency's attention to the real point at issue, that is: *whether Captain Hopkins, my subordinate officer, had a right to reprimand me without authority*, and to pray that your Excellency will cause the improper manner of dealing with this case by Lieutenant-Colonel Richardson to be inquired into, and that I have the opportunity granted me of being present at such inquiry, to substantiate my various charges.

I have, &c.,
WILLIAM DEANE,
Capt., No. 2 or New South Wales Battery.

No. 2.

MEMORANDUM OF THE ATTORNEY GENERAL.

His Excellency having requested my opinion as to the answer which he ought to give to the charges made by Captain Deane against Lieutenant-Colonel Richardson, I have looked into and considered those charges and the previous correspondence, and the following is the conclusion at which I have arrived:—It seems to me that Captain Deane and Captain Hopkins, at the very outset of the misunderstanding, shared a culpable forgetfulness of the rules by which military men should be guided. Captain Deane ought not to have made a complaint of Captain Hopkins's supposed neglect of duty to Captain Hopkins himself, and Captain Hopkins ought not to have communicated in reference to such complaint directly with Captain Deane. These irregularities led to others, and the communications between these two gentlemen were made in terms and in a manner very much to be regretted. What Captain Deane considers as a reprimand was an answer made by Captain Hopkins to an accusation which he felt himself called upon to rebut. If Captain Hopkins had acted correctly, he would not have followed the example of Captain Deane by making that gentleman a direct communication, but should have made his report to Lieutenant-Colonel Richardson. In not taking that course he was wrong, and so far Captain Deane is entitled to complain, as he has done, that Captain Hopkins should have sent him the minute, which he calls (as I think, erroneously) a reprimand. Captain Deane is mistaken in supposing Captain Hopkins to be his subordinate officer, that gentleman being on the Staff of the Volunteer Force. Under all the circumstances, I see no utility in carrying this investigation any further, and I would advise His Excellency to refuse his sanction to any investigation of the numerous charges now made.

J.M., A.G.—25 July, 1871.

No. 3.

GOVERNOR THE EARL OF BELMORE TO LIEUTENANT-COLONEL RICHARDSON.

Government House,
Sydney, 26 July, 1871.

SIR,

I have the honor to acknowledge your letter of the 24th July, forwarding a list of charges preferred against you by Captain William Deane, commanding No. 2 Battery, Volunteer Artillery.

With regard to the charges, I have to observe that both Captain Deane and Captain Hopkins, at the outset of the misunderstanding which was under my notice in April last, showed a culpable forgetfulness of the rules by which officers in their position should have been governed.

Captain Deane ought not to have made an official complaint of Captain Hopkins's supposed neglect of duty to Captain Hopkins himself, and Captain Hopkins ought not to have communicated in reference to such complaint directly with Captain Deane. I am further of opinion that the communications between these two officers, irregular in themselves, were carried on in a tone very much to be regretted. What Captain Deane considers as a reprimand was an answer made by Captain Hopkins to an accusation which he felt himself called upon to rebut. If Captain Hopkins had acted correctly, he would not have followed the example of Captain Deane, by making that officer a direct communication, but would have reported the matter to yourself. In not taking that course he was wrong, and so far Captain Deane is entitled to complain, as he has done, that Captain Hopkins should have sent him the minute which he calls a reprimand.

Captain Deane is mistaken in supposing Captain Hopkins to be his subordinate officer. The latter, in his position as an officer on the Staff of the Volunteer Force, is subordinate only to you, and myself as Commander-in-Chief.

Under all the circumstances, I see no necessity for carrying this investigation further, and you will accordingly inform Captain Deane, to whom you will communicate a copy of this letter, that I decline to sanction an inquiry into the several charges which he has brought against you.

I have, &c.,
BELMORE.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

No. 4.

LIEUTENANT-COLONEL RICHARDSON to MAJOR SHEPHERD.

Brigade Office,
Sydney, 27 July, 1871.

SIR,

26 July, 1871.

In accordance with instructions, I have the honor to enclose copy of a letter from His Excellency the Governor, having reference to the charges preferred by Captain W. Deane, No. 2 Battery, Volunteer Artillery Brigade, against myself, and to request you will forward the same for that officer's information.

I have, &c.,
JOHN S. RICHARDSON,
Lieut.-Col. commanding Volunteer Force.

True copy.—S. HOPKINS, Lt. R.A., Capt. & Bgde.-Adj., V.A.

No. 5.

CAPTAIN DEANE to MAJOR SHEPHERD.

75, Elizabeth-street,
29 July, 1871.

SIR,

I have the honor to acknowledge receipt of Lieut.-Col. Richardson's letter to you, 71/614, dated 27th instant, enclosing copy of a letter from His Excellency Governor Belmore, of date the 26th instant, referring to a letter of 24th instant, from Lieut.-Col. Richardson to His Excellency, forwarding my charges against him, and to request a copy of such letter of 24th instant.

I have, &c.,
WILLIAM DEANE.

As a matter of courtesy this request may be complied with.—2/8/71. J.S.R., Lt.-Col.

Copy of the letter referred to herewith, in accordance with the Commandant's minute.—2/8/71, B.C.
S. HOPKINS, Lt. R.A., Capt. & Bgde.-Adj., V.A.

No. 6.

LIEUTENANT-COLONEL RICHARDSON to GOVERNOR THE EARL OF BELMORE.

Brigade Office,
Sydney, 18 August, 1871.

MY LORD,

I have the honor to forward a letter from Captain William Deane, No. 2 Battery, Volunteer Artillery Brigade, requesting to be favoured with the reasons which induced your Lordship to decline to sanction an inquiry with reference to the charges preferred by that officer against myself, and secondly, commenting upon your Excellency's action in the matter.

I abstain from further remark beyond an expression of deep regret that an officer of the Force under my command should have so far forgotten the respect and subordination due to your Lordship, as to have permitted himself to indulge in any criticism whatever on the course you have thought proper to adopt.

I have, &c.,
JOHN S. RICHARDSON,
Lt.-Col., Commandant.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

[Enclosures.]

Captain Deane to Major Shepherd.

75, Elizabeth-street,
14 August, 1871.

Sir,

I have the honor, with reference to the Governor's letter to Lieutenant-Colonel Richardson of 26th ultimo, to make the following observations:—

1st. I regret His Excellency has not seen fit to inform me of the reasons which have led him to decline to sanction an inquiry into the several very serious charges I have made, instead of merely repeating and enlarging upon his decision in another case, and only referring to my charges by declining to sanction the inquiry; but as it is my intention to carry this matter further, I would most respectfully ask to be made acquainted with these reasons, so that the whole matter may appear upon the correspondence without requiring any explanatory observations after it is closed.

2nd. And with reference to His Excellency's observations, he seems to be labouring under some misapprehension as to the facts. I did not make or intend to make any charge of neglect of duty against Captain Hopkins, in my letter of 16th February last; and unless His Excellency has been misinformed as to Captain Hopkins's position, who was not a drill instructor, but the Brigade-Adjutant of the Volunteer Artillery, the statement that I made an official complaint of Captain Hopkins's supposed neglect of duty to Captain Hopkins himself, is scarcely appropriate, my letter clearly showing that my complaint to Captain Hopkins was of the neglect of a drill instructor in not being in attendance; and my addressing Captain Hopkins could scarcely merit the reprimand, when I find it laid down in all military authorities that the Adjutant is the channel through which all official documents and statements are made to Commanding Officers.

3rd. Even should it be otherwise, I am not prepared to believe His Excellency justifies the language indulged in by Captain Hopkins upon the occasion complained of.

4th.

4th. I fully admit a Staff Officer, although my junior in rank, is not my subordinate whilst acting as such, nor is he my superior; but in this matter Captain Hopkins was not so acting, and, being my junior in rank, I submit is my subordinate, and as such had no right to reprimand me, his senior officer, without authority.

5th. I deplore as much as any one the difficulty which has arisen from so small a cause; but a Volunteer officer when endeavouring to discharge his duty faithfully should be treated with some degree of respect even from military officers. I am, and always have been, ready and willing to accept an acknowledgment from Captain Hopkins of his error, on his withdrawing the reprimand; and my earliest letter (20th February last) in this correspondence asked for this; and, when the insinuations which that reprimand contains are duly considered, I think I could scarcely be expected to rest satisfied with loss.

I have, &c.,

WILLIAM DEANE,
Captain No. 2 Battery of
N. S. Wales V.A.

Forwarded for information of Commandant.

I have hitherto abstained, from motives of delicacy, offering any opinion upon this correspondence, in the hope however of preventing its going any further. I now beg most respectfully to offer some remarks for the consideration of the Commandant. Captain Deane's first letter to Captain Hopkins was simply a complaint (*against the instructor detailed for duty on the evening in question, and inquiring the cause of his neglect in not being present at drill*) arising out of a report made to him (Captain Deane) by certain members of his Battery, which, had he disregarded, would have constituted a dereliction of duty on his part. It thus appears the only fault or error committed by Captain Deane was in his having addressed Captain Hopkins instead of myself, which could at once have been set right by Captain Hopkins returning the letter through me, at the same time pointing out the irregularity. Under these circumstances, therefore, I submit Captain Hopkins's censure was not only improperly applied but entirely unmerited, and should be withdrawn.

P. L. C. S., Major,
Com. V. A.

16/8/71.

No. 7.

MINUTE OF HIS EXCELLENCY.

To the Col. Sec.

I have had an interview with the Honorable Solicitor General to day upon the subject of Captain Deane's letters, both of which have been before the Attorney General also.

The last letter is clearly of an insubordinate character, and the Law Officers are both of opinion that Captain Deane should no longer be permitted to retain a commission in the Volunteer Force.

Had Captain Deane been an officer in the Army, he would have been of course tried by Court Martial; but there is no analogous Court before which he could be tried, and it is considered that the case is not one within the province of a Court of Inquiry under the Volunteer Act, which it was at first contemplated to order. I agree with the Law Officers in the view they take of this case, and therefore forward the papers to the Honorable Colonial Secretary, for the necessary minute to be prepared for the Executive Council, removing Captain Deane from the command of No. Battery, Volunteer Artillery.

B.
23/8/71.

No. 8.

GOVERNOR THE EARL OF BELMORE to LIEUTENANT-COLONEL RICHARDSON.

Government House,
Sydney, 9 September, 1871.

SIR,

Referring to your letter of the 18th August, forwarding one dated 14th, from Mr. William Deane, Captain of No. 2 Battery Volunteer Artillery, I have now the honor to transmit to you the copy of an approved Minute of the Executive Council, dispensing, on behalf of Her Majesty, for the reason therein set forth, with the further services of Mr. William Deane in the Volunteer Force.

I have, &c.,
BELMORE.

[Enclosure.]

MINUTE-PAPER FOR THE EXECUTIVE COUNCIL.

20/8/71—B.
(Marginal Number.)
71-6,180.

The Executive Council entirely concur in the opinion herein expressed, of insubordination on the part of Mr. William Deane, Captain of No. 2 Battery Volunteer Artillery, as set forth in the accompanying papers, and accordingly advise that His Excellency the Governor should, on behalf of Her Majesty, dispense with the further services of Mr. Deane in the Volunteer Force.

ALEX. C. BUDGE,
Clerk of the Council.

Min. 71-41.—20/8/71.
Confirmed, 2/9/71.

Appd.—B.
5/9/71.

Colonial Secretary's Office,
Sydney, 28 August, 1871.

Under the circumstances shown in the accompanying papers, disclosing an act of insubordination on the part of Mr. William Deane, Captain of No. 2 Battery Volunteer Artillery, I recommend that His Excellency be advised to dispense, on the behalf of Her Majesty, with the further services of this officer in the Volunteer Force.

JOHN ROBERTSON.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

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No. 9.

LIEUTENANT-COLONEL RICHARDSON to MAJOR SHEPHERD.

Brigade Office,
Sydney, 11 September, 1871.

SIR,

I have the honor to request that you will inform Captain William Deane, No. 2 Battery Volunteer Artillery Brigade, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to dispense with his further services in the Volunteer Force, by reason of insubordinate conduct.

Enclosed is a copy of the Brigade Order on the subject.

With reference to the above, you will also be pleased to instruct Mr. Deane to hand over the command and charge of No. 2 Battery to Lieut. Talbot.

I have, &c.,

JOHN S. RICHARDSON,
Lt.-Col., Commandant.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

[Enclosure.]

Brigade Office,
Sydney, 11 September, 1871.

Brigade Order.

1.—His Excellency the Governor, with the advice of the Executive Council, is pleased, on behalf of Her Majesty, to dispense with the further services in the Volunteer Force, of Mr. William Deane, Captain No. 2 Battery, Volunteer Artillery.

JOHN S. RICHARDSON,
Lt.-Col., Commandant.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

No. 10.

Brigade Office,
Sydney, 11 September, 1871.

Brigade Order.

1. His Excellency the Governor, with the advice of the Executive Council, is pleased, on behalf of Her Majesty, to dispense with the further services in the Volunteer Force of Mr. William Deane, Captain No. 2 Battery Volunteer Artillery.

2. Lieutenant Talbot will assume command of No. 2 Battery Volunteer Artillery Brigade, and will take over the arms, accoutrements, &c., from this date. The usual certificates of transfer will be forwarded to this Office without delay.

JOHN S. RICHARDSON,
Lt.-Col., Commandant.

True copy.—S. HOPKINS, Lt. R.A., Capt. & B.A., V.A.

Forwarded for Mr. Deane's information.—P.L.C.S., Major, Com. V.A. 11/9/71.

Read and returned.—W.D.

Returned for information of Commandant.—P.L.C.S., Major, Com. V.A. 13/11/71.

I presume that Mr. Deane does not intend to comply with the usual custom of handing over a Corps. Is this so? Major Shepherd will however cause Lieutenant Talbot to forward a certificate of the various articles the property of the Government, and the Battery taken over by him, and for which he considers himself responsible.—J.S.R., Lt.-Col. Comdt., B.C., 15/11/71.

I am not aware of Mr. Deane's intentions in reference to this matter. I have requested Lieutenant Talbot to forward the required certificate. P.L.C.S., Major, com. V.A.—16/11/71.

I shall be obliged if Major Shepherd would invite Mr. Deane to fill in the usual certificate. J.S.R., Lt.-Col., Comdt.—B.C.; 18/11/71.

True copy.—S. HOPKINS, Lieut. R.A., Capt. & B.A., V.A.

Mr. W. Deane is respectfully invited to fill in the usual certificate hereto attached. P.L.C.S., Major, comg. V.A.—21/11/71.

I deeply regret I cannot comply with Lt.-Col. Richardson's invitation, as, under present circumstances, I cannot do anything which may be construed into an admission of the correctness of my dismissal. WILLIAM DEANE.—22/11/71.

Returned for information of Commandant. P.L.C.S., Major, comg. V.A.—22/11/71.

1871.

NEW SOUTH WALES.

SYDNEY BRANCH ROYAL MINT.
(DESPATCH RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO LORD BELMORE.

(No. 38.)

Downing-street,
19 May, 1871.

MY LORD,

I transmit to your Lordship a copy of a report received through the Lords Commissioners of 11 May, 1871, the Treasury, from the Deputy Master of the Mint, with its enclosure, relative to the weight and fineness of gold coins of the Sydney Mint sent to this Country for assay, during the year 1870.

I have, &c.,
KIMBERLEY.

[Enclosure.]

Mr. Fremantle to The Secretary to the Treasury.

Royal Mint,
11 May, 1871.

Sir,

In conformity with the instructions from the Lords Commissioners of Her Majesty's Treasury, conveyed to the Master of the Mint, in Sir Charles Trevelyan's letter of the 9th November, 1855, I have now to submit an account of the weight and fineness, as ascertained here, of gold coins struck at the Sydney Branch of the Royal Mint, and sent home by the Governor of New South Wales, during the year 1870.

These coins were conveyed from Australia in closed packets, bearing the seal of the Colonial Treasurer, and were received by me under cover of letters from the Treasury, of the 4th of March, 1870, and later dates.

I am, &c.,
C. W. FREMANTLE.

[Sub-enclosure.]

[Sub-enclosure.]

REPORT of the Assay of Gold Coins of the Sydney Branch of the Royal Mint, taken from the Colonial Circulation, from December, 1869, to December, 1870, by order of the Governor of New South Wales.

Date on the packet in which the Coins were enclosed.	Number of Pieces.		Weight.		Proportion of Gold in 1,000 parts.		Date of Treasury Letter.
	Sovereigns.	Half-sovereigns.	Sovereigns.	Half-sovereigns.	Sovereigns.	Half-sovereigns.	
1869.			Grains.	Grains.			
December 28	2	2	123·060	61·700	916·70	916·80	1870.
			123·360	61·630	916·55	916·40	4 March.
1870.							
January 25	2	2	123·260	61·770	916·80	916·85	4 April.
			123·080	61·500	916·90	916·75	
February 22	2	2	123·250	61·480	916·60	916·40	5 May.
			123·860	61·530	916·85	916·75	
March 21	2	2	123·350	61·220	916·55	916·40	1 June.
			123·460	61·530	916·85	916·70	
April 19	2	2	123·440	61·650	916·55	916·85	28 June.
			122·950	61·470	916·55	916·65	
May 14	2	2	123·220	61·700	916·80	916·80	25 July.
			123·190	61·500	916·75	916·80	
June 9	2	2	123·280	61·660	916·65	916·80	5 September.
			123·010	61·580	916·40	916·70	
July 11	2	2	123·400	61·530	916·95	916·70	15 September.
			123·230	61·650	916·85	916·60	
August 6	2	2	123·280	61·510	916·60	916·65	20 October.
			122·780	61·410	916·65	916·40	
August 29	2	2	123·110	60·830	916·75	916·60	18 November.
			123·290	61·140	916·55	916·45	
October 4	2	2	123·310	61·570	916·60	916·70	14 December.
			123·550	61·520	916·70	916·60	
October 28	2	2	123·140	61·220	916·85	916·55	1871.
			123·220	61·630	916·65	916·80	11 January.
November 25	2	2	123·220	61·700	916·70	916·80	7 February.
			123·280	61·110	916·90	916·70	

The average weight of the sovereign is 123·251 grains, and of the half-sovereign 61·490 grains; the standard weight of the sovereign being 123·274 grains.

The average fineness of all the coins is 916·682,—the standard fineness being 916·67.

Royal Mint, 11th May, 1871.

C. W. FREMANTLE,
Deputy Master and Comptroller.

1871.

NEW SOUTH WALES.

SYDNEY BRANCH ROYAL MINT.

(DESPATCH RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO LORD BELMORE.

(No. 39.)

Downing-street, 19 May, 1871.

MY LORD,

I transmit to your Lordship a copy of a report, with its enclosure, received through the Lords Commissioners of the Treasury, from the Deputy Master of the Mint,—being the thirty-sixth report on the weight and fineness of gold coins struck at the Sydney Mint.

I have, &c.,

KIMBERLEY.

[Enclosure.]

Captain Fremantle to The Secretary of the Treasury.

Royal Mint, 11 May, 1871.

Sir,

I have the honor to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the following returns have been duly transmitted to this department by the Deputy Master of the Sydney Branch of the Royal Mint, in conformity with the Order in Council of the 19th May, 1853.

Six monthly returns, showing (1) the amount of bullion received at the Sydney Branch of the Royal Mint, from July to December, 1870, both inclusive, and (2) the amount of coin issued to the public during the same period, namely:—

	Sovereigns. oz.	Half-sovereigns.
In July	18,491·47	Nil.
„ August	18,491·33	„
„ September	27,480·99	„
„ October	21,572·60	„
„ November	20,288·34	„
„ December	48,540·49	„

Amount charged for coining, 3d. per oz. standard.

Two returns of waste in coining gold, for the quarters ending 30th of September and 31st of December, 1870.

I have also to request you to submit to their Lordships the report enclosed—being the thirty-sixth—on the weight and fineness of the gold coins produced at the Sydney Branch of the Royal Mint, during the six months from July to December inclusive,—such report being based on the assay of pyx pieces transmitted by the Deputy Master for examination, in accordance with the provisions of Her Majesty's Order in Council before referred to.

A copy of the report has been forwarded, as usual, to the Deputy Master at Sydney.

I have, &c.,

C. W. FREMANTLE.

[Sub-enclosure.]

THIRTY-SIXTH Report addressed to the Lords Commissioners of Her Majesty's Treasury, on the weight and fineness of gold coins struck at the Sydney Branch of the Royal Mint, and transmitted by the Deputy Master for examination, in accordance with the provisions of Her Majesty's Order in Council of the 19th of August, 1853.

Pieces taken without preference, by the Colonial Secretary, at the deliveries of the Sydney Mint.

Quarter ending—	Denomination.	No. of pieces.	Total weight.	Average weight of a piece.	Average proportion of Gold in 1,000 parts.
30 September, 1870.....	Sovereigns	55	oz. 14.127	oz. .25685	916.722
31 December „	„	76	19.622	.25685	916.731

The standard weight of the sovereign being 0.25682 oz., and the standard fineness 916.67 in 1,000 parts.

Royal Mint, 11 May, 1871.

C. W. FREMANTLE,
Deputy Master and Comptroller.

1871.

NEW SOUTH WALES.

NEW SILVER COINAGE.

(DESPATCH RESPECTING SUPPLY OF.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF
NEW SOUTH WALES.

(Circular.)

Downing-street,
27 June, 1871.

SIR,

I transmit to you, for your information and guidance, a copy of a letter from the Lords Commissioners of the Treasury, with its enclosure, specifying the conditions upon which that Department will be prepared to supply Colonial Governments with new silver coin from the Royal Mint. 14 June, 1871.

I have to instruct you to communicate this information to the Legislature of the Colony under your government.

I have, &c.,
KIMBERLEY.

[Enclosure.]

Mr. Lingen to The Under Secretary of State for the Colonies.

Treasury Chambers,
14 June, 1871.

Sir,

I am desired by the Lords Commissioners of Her Majesty's Treasury to state to you, for the information of the Earl of Kimberley, that they have carefully considered the course to be pursued for remedying the inconvenience which is stated to be occasioned in several of the Colonies by the defective state of their silver coinage; and which has formed the subject of various communications from the Colonial Office to this Department, during the last two years.

As the result of that consideration, my Lords have caused the enclosed regulations to be framed, which embody the terms upon which they will be prepared to receive worn silver coin from the Colonial Governments, and to supply new silver coin to meet their requirements from time to time.

I am to request that these regulations, which will apply to all British Colonies where the Imperial silver coinage is current, may be communicated to the several Colonial Governments interested, and that the proper officer in each Colony may be instructed to place himself in communication with the Deputy-Master of the Royal Mint in this Country, in reference to the appointment of a shipping agent, to undertake the transmission of new coin to the Colony on behalf of the Colonial Government, and the arrangement of other necessary details.

The Secretary of State will observe that, under the regulations, it will be competent for the Australian Colonies and for New Zealand to employ the agency of the Branch Mints at Sydney and Melbourne, for effecting the withdrawal of their worn silver coinage.

My Lords have issued directions to the Deputy-Masters of those branches, to receive and pay at its nominal value such defective silver coin as may be brought in, upon condition, however, that the cost of carriage and all other incidental expenses are borne by the Colonial Governments. Those Colonies which may find it more for their convenience or advantage to forward the worn coin to the Royal Mint will in like manner be entitled to receive its full nominal value in return, and will be required to bear all expenses of freight, insurance, &c.

My Lords request that it may be pointed out to the Colonial Governments that, while they will be placed under no arbitrary restriction in regard to the amount of new silver which they may find it advisable to apply for, the new coin should, in the first instance, be used chiefly as a means of withdrawing the worn silver from circulation; and that bankers and the public generally should be encouraged to exchange old coin for new, rather than to apply directly for new coin, without reference to the amount or condition of the coinage already in circulation. Subject to this understanding, my Lords propose to leave the special arrangements for each Colony to be made by the respective Governments.

I am to add that, in applying for a supply of new coin, each Colony should state precisely what proportion of each denomination of coin it will require. My Lords are informed by the Deputy Master of the Mint, with reference to the concluding paragraph of the Memorandum of the Colonial Treasurer of New Zealand, forwarded in the Governor's despatch of 30th July, 1870, that there will be no difficulty in supplying boxes containing bags of each denomination of coin; but that bags are most conveniently packed in boxes containing £400, not £500, each.

I am, &c.,
R. R. W. LINGEN.

[*Sub-enclosure.*]

REGULATIONS for the supply of British Silver Coinage to the Colonies.

The Lords of the Treasury will be prepared to supply Colonial Governments with new silver coin (florins, shillings, sixpences, and threepences) from the Royal Mint, on the following conditions:—

1. On receiving an application, transmitted in the usual form through the Secretary of State for the Colonies, the Lords of the Treasury will direct the Deputy Master of the Mint to pack and hold to the order of the Agent duly appointed by the Colonial Government, such an amount of silver coin as may be required on behalf of the Colony.

2. The Colonial Government will be required to undertake all risks, and the payment of all expenses connected with the shipment of silver coin to the Colony, including packing, freight, insurance, and shipping charges.

3. The Colonial Government will be required to pay to the Master of the Mint's account at the Bank of England, on delivery to its Agents, the capital sum representing the nominal value of the new silver coin, together with the amount of such incidental expenses as may have been incurred by the Mint.

4. The Colonial Government will be required to make such arrangements as may be deemed necessary for the withdrawal of worn silver coin from circulation, and to forward it, at their own expense and risk, to the Royal Mint or one of its Branches (at Sydney or Melbourne).

5. The Imperial Government will pay to the Colonial Government or its Agents the nominal value of the worn coin so withdrawn from circulation, as soon as it is received at the Royal Mint or one of its Branches.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POLICE.

(DISTRIBUTION OF FORCE ON 1ST NOVEMBER, 1871.)

Ordered by the Legislative Assembly to be Printed, 19 December, 1871.

RETURN showing the Distribution of the Police Force on the 1st November, 1871.

DISTRICT.	STATION.	Estimated Population.	Area, Estimated Square Miles.	MOUNTED.							FOOT.						
				Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.			
Metropolitan	No. 1 Head Station	134,000	320	..	1	..	..	..	..	..	..	2	5	5	35		
	Female Watch-house			..	..	..	..	..	..	..	..	..	..	1	..	..
	Pymont			..	..	..	..	..	..	..	..	..	..	..	1	..	..
	Glebe Island			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Mint			..	..	..	..	..	..	..	..	..	..	1	..	..	5
	No. 2 Head Station			..	..	..	..	..	..	..	..	..	..	2	5	4	27
	Newtown			..	..	..	..	..	..	..	..	..	..	..	1	..	2
	Redfern			..	..	..	..	..	..	..	..	..	..	..	..	..	2
	Waterloo			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Cook's River			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Concord			..	..	..	..	..	..	..	..	..	..	..	..	1	..
	Petersham			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Camperdown			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Ashfield			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Bark Huts			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Glebe			..	..	..	..	..	..	..	..	..	..	..	..	1	3
	Canterbury			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	No. 3 Head Station			..	..	..	..	..	..	..	..	..	..	1	2	6	23
	Watson's Bay			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Waverley			..	..	..	..	..	..	..	..	..	..	..	1	..	1
	Paddington			..	..	..	..	..	..	..	..	..	..	..	..	..	2
	Botany Bay			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Coogee			..	..	..	..	..	..	..	..	..	..	..	..	..	1
	Rushcutter's Bay			..	..	..	..	..	..	..	..	..	..	..	..	..	2
	Woollahra			..	..	..	..	..	..	..	..	..	..	..	..	1	..
	No. 4 Head Station			..	..	..	..	..	..	..	..	..	..	1	2	6	17
	Balmam			..	..	..	..	..	..	..	..	..	..	..	..	1	2
	North Shore			..	..	..	..	..	..	..	..	..	..	..	..	1	1
Lane Cove	..	..	..	..	..	..	..	..	..	..	..	..	..	1			
Manly Beach	..	..	..	..	..	..	..	..	..	..	..	..	1	..			
Water Police	..	..	..	..	..	..	..	..	..	..	1	..	3	10			
Northern	Arncliffe	3,000	2,609	..	1	..	..	..	2	2	..	1	..	..	2		
	Ashford	800	848	..	..	..	..	..	1	..	..	..	..	..	..
	Bendemeer	600	512	..	..	..	..	..	1	1	..	..	..	..	..
	Bundarra	600	725	..	..	..	..	..	1	1	..	..	..	..	..
	Glcn Innes	1,000	604	..	..	..	..	1	..	1	..	..	..	..	1		
	Inverell	1,500	1,116	..	..	..	..	..	1	1	..	..	..	..	1		
	Rocky River	500	144	..	..	..	..	..	..	1	..	..	..	..	..
	Uralla	500	288	..	..	..	..	..	..	1	..	..	..	..	..
	Walcha	750	3,108	..	..	..	..	..	1	1	..	..	..	..	..
	Tenterfield	1,200	2,270	..	..	..	..	..	1	..	1	..	..	..	2		
	Timbarra	500	..	..	..	..	..	..	..	1	..	..	..	..	..
	Fairfield	350	1,344	..	..	..	..	..	..	1	..	..	..	..	..
	Grafton	3,000	3,160	..	..	1	..	..	..	2	..	..	1	..	3		
	Lawrence	500	430	..	..	..	..	..	1	..	..	..	..	..	..
	Casino	500	1,312	..	..	..	..	1	..	..	..	..	..	..	1		
	Lismore	300	700	..	..	..	..	..	..	..	..	..	..	..	1		
	Ballina	250	330	..	..	..	..	..	..	..	..	..	..	1	..		
	Tweed	300	704	..	..	..	..	..	..	1	..	..	..	..	..
	Port Macquarie	3,000	855	..	..	1	..	..	..	..	..	..	..	1	..		
	Taree	..	..	..	..	..	..	..	1	..	..	..	..	..	..
Wingham	4,000	1,339	..	..	..	..	..	..	..	..	..	..	..	1			
Cumtletown	..	..	..	..	..	..	..	..	..	..	..	..	..	1			
Kempsey	5,000	1,501	..	..	..	..	..	1	1	..	..	..	..	1			
Bellingen	300	1,320	..	..	..	..	..	..	1	..	..	..	..	..

District.	Station.	Estimated Population.	Area. Estimated Square Miles.	MOUNTED.							FOOT.			
				Super-intendents.	Inspectors.	Sub-inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.
Southern	Braidwood	3,410	105	1			1			3	1		1	1
	Bullalaba	474	70						1	1				
	Mongarlow	2,130	75						1	1				
	Major's Creek	2,260	15						1	1				
	Araluen	5,350	25					1		1				1
	Redbank													1	1
	Nelligen	513	60							1				
	Queanbeyan	2,313	195					1		1				2
	Bangendore	973	60							1	1			
	Gandaroo	899	37							1				
	Moruya	1,560	135						1	1				1
	Nerrigundah	1,242	137							1	1			
	Cooma	1,550	180		1					1	1			2
	Nimmityville	435	190							1	1			
	Seymour	600	165							1	1			
	Bombala	2,400	270					1			2			1
	Kiandra	300	145							1				1
	Michelago	523	210							1	1			1
	Eden	613	175							1				1
Panbula	544	60							1					1
Merimbula														1
Bega	2,482	135							1	1			1	
Eastern	Depôt					1					1			4
	Parramatta									1	1			1
	Baulkham Hills	14,100	366											1
	Ryde									1				1
	Windsor						1			1				1
	Richmond													1
	Pitt Town	9,500	815											1
	Rouse Hill													
	Wilberforce										1			1
	St. Albans										1			1
	Penrith							1			1			1
	St. Mary's	5,150	352											1
	Emu Plains													1
	Liverpool	3,488	230								1			1
	Campbelltown	1,862	216								1			1
	Appin													1
	Camden	6,300	640								1	1		1
	Pictou								1		1			1
	Berrima							1			1			2
	Sutton Forest	6,000	200											1
Mittagong													1	
Wollongong										1	1		2	
Dapto	5,862	384								1			1	
Woonona													1	
Kiama										1			1	
Shellharbour	5,936	360								1			1	
Jamberoo										1			1	
Nowra							1						1	
Terrara	5,535	800								1			1	
Broughton Creek										1			1	
Ulladulla	1,625	504											1	
Western	Bathurst			1			2		1	5	1			6
	Kelso	10,500	560							1				1
	O'Connell Plains									1				1
	Diamond Swamp	350	240						1					1
	Oberon	480	830							1	1			2
	Bowenfels	100	250							1	1			1
	Hartley	250								1	1			1
	Rockley	600	630							1	1			1
	Trunkay Creek	400								1	1			1
	Carcoar	2,000	760							1	1			1
	Blayney	400								1	1			1
	Orange	7,000	720						1		2			3
	Wyagden	250	400								1	1		1
	Sofala	1,500									1	1		1
	Bourke	1,500	15,000								2			1
	Gongoigan	300	4,000							1	1			1
	Brewarrina	400	7,000							1	1			1
	Rydal	800	300							1	1			1
	Mudgee	6,000	800				1		1	2	3			3
	Gulgong	15,000							1		3		1		9
	Keen's Swamp	200	300							1	2			1
	Rylstone	400	1,500							1	1			1
	Windeyer	350	250							1	1			1
	Tambaroora	2,500	280							1	1			1
	Hill End	4,500										1			1
	Hargraves	250	300								1			1
	Talbragar	250	1,000								2			1
	Mundooran	200	2,000							1	1			1
Coonabarabran	400	1,000							1	1			1	
Dubbo	3,000	1,600				1		1		1			3	
Wellington	1,000	840						1		1			1	
Stony Creek	500	850							1	1			1	
Obley	350	3,500							1	1			1	
Canonbar	500	5,000								1			1	

DISTRICT.	STATION.	Estimated Population.	Area. Estimated Square Miles.	MOUNTED.							FOOT.			
				Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.
Western—cont.	Coonamble	800	4,000	..	..	..	..	..	1	1	..	..	..	1
	Warren	450	800	..	..	..	..	..	1	1	..	..	..	..
	Forbes	2,000	1,500	..	..	1	..	..	..	2	..	1	..	3
	Eugowra	150	420	..	..	..	..	..	1	..	..	..	..	..
	Toogong	200	400	..	..	..	..	..	1	..	..	..	..	..
	Condobolin	800	7,040	..	..	..	..	..	1	1	..	..	..	1
	Grenfell	1,500	950	..	..	1	..	..	..	2	1	..	..	2
	Cowra	1,000	600	..	..	..	..	1	..	1	..	..	..	1
	Canowindra	600	460	..	..	..	..	..	1	..	..	..	..	..
	Danda'oo	200	4,000	..	..	..	..	..	..	2	..	..	..	..
Molong	500	540	..	..	..	..	..	..	2	..	..	..	..
North-eastern	East Maitland	4,368	72	1	..	..	..	..	1	1	1	..	..	3
	Mount Vincent	700	55	..	..	..	..	..	..	1	..	..	..	..
	Largs	2,303	15	..	..	..	..	..	..	..	..	..	..	1
	West Maitland	8,014	75	..	..	..	1	..	..	2	..	..	2	9
	Lochinvar	2,301	65	..	..	..	..	..	..	..	..	..	..	1
	Branxton	2,302	50	..	..	..	..	..	..	..	..	..	..	1
	Morpeth	3,009	18	..	..	..	..	..	..	1	..	1	..	1
	Hinton	600	10	..	..	..	..	..	..	..	..	..	..	1
	Paterson	3,433	375	..	..	..	..	..	1	..	..	..	..	1
	Raymond Terrace	3,549	275	..	..	..	..	..	1	..	..	..	..	1
	Dungog	2,370	275	..	..	..	..	..	1	..	..	..	..	1
	Clarence Town	699	50	..	..	..	..	..	..	..	..	..	..	1
	Stroud	1,292	1,250	..	..	..	..	..	..	..	..	..	1	..
	Bulah Delah	1,440	650	..	..	..	..	..	..	1	..	..	..	..
	Newcastle	8,907	..	..	..	1	..	..	..	..	1	1	..	15
	Pit Town	4,302	143	..	..	..	..	..	..	..	..	..	..	1
	Waratah .....	..	8	..	..	..	..	..	..	..	..	..	..	1
	Lambton	5,759	12	..	..	..	..	..	..	..	..	..	..	1
	Wallsend	3,654	62	..	..	..	..	..	..	..	..	..	..	1
	Gosford	3,012	675	..	..	..	..	..	..	..	..	..	1	1
	Wollombi	1,448	375	..	..	..	1	..	..	1	..	..	..	1
	Singleton	8,040	650	..	..	1	..	..	..	2	..	..	..	3
Jerry's Plains	324	325	..	..	..	..	..	..	..	..	..	..	1	
Muswellbrook	2,184	450	..	..	..	..	1	..	2	..	..	..	1	
Denman	928	550	..	..	..	..	..	..	..	..	..	..	1	
Merriwa	612	775	..	..	..	..	..	1	1	..	..	..	1	
Cassilis	1,955	1,105	..	..	..	..	..	1	1	..	..	..	1	
Aberdeen	200	350	..	..	..	..	..	..	..	..	..	..	1	
Scone	1,430	1,400	..	..	..	..	..	..	2	1	..	..	1	
Murrurundi	2,650	375	..	..	..	1	..	..	2	..	..	..	2	
North-western	Tamworth	4,800	1,600	1	..	..	..	..	1	3	1	..	1	2
	Gunnedah	1,200	2,750	..	..	..	..	..	1	1	..	..	..	1
	Narrabri	800	2,475	..	..	1	..	..	..	2	..	..	..	1
	Wee Waa	500	1,750	..	..	..	..	..	1	..	..	..	..	..
	Walgett	600	5,625	..	..	..	..	1	..	1	..	..	..	1
	Goodooga	400	3,200	..	..	..	..	..	1	1	..	..	..	..
	Moree	700	5,625	..	..	..	..	..	1	1	..	..	..	..
	Warialda	1,200	3,375	..	..	..	1	..	..	1	..	..	..	1
	Bingera	700	1,125	..	..	..	..	..	1	..	..	..	..	1
	Barraba	500	1,400	..	..	..	..	..	1	1	..	..	..	..
	Wallabadah	600	700	..	..	..	..	..	1	1	..	..	..	..
	Nundle	1,600	625	..	..	..	..	..	1	1	..	..	..	1
South-eastern	Goulburn	9,350	715	1	..	..	..	..	1	3	2	..	..	6
	Collector	600	240	..	..	..	..	..	1	1	..	..	..	..
	Tarago	600	260	..	..	..	..	..	1	..	..	..	..	..
	Wollagorang	1,000	215	..	..	..	..	..	1	..	..	..	..	..
	Marulan	400	165	..	..	..	..	..	..	1	..	..	..	..
	Bungonia	586	215	..	..	..	..	..	..	..	..	..	1	..
	Taraiga	1,330	390	..	..	..	..	..	1	1	..	..	..	..
	Binda	1,100	516	..	..	..	..	..	1	1	..	..	..	..
	Tuena	1,000	491	..	..	..	..	..	1	1	..	..	..	..
	Yass	5,623	616	..	..	1	..	..	..	2	..	..	1	2
	Gunning	1,031	216	..	..	..	..	..	1	1	..	..	..	..
	Binalong	1,056	391	..	..	..	..	..	..	2	..	..	..	..
	Burrowa	1,686	616	..	..	..	..	..	1	..	..	..	..	1
	Dryburgh	787	340	..	..	..	..	..	1	..	..	..	..	..
	Young	3,000	616	..	..	1	..	..	1	2	..	..	1	2
	Murrumburrah	1,000	391	..	..	..	..	..	..	2	..	..	..	..
Wombat	1,100	216	..	..	..	..	..	1	1	..	..	..	..
Cootamundry	612	816	..	..	..	..	..	1	1	..	..	..	..
Morangarell	1,300	1,216	..	..	..	..	..	1	1	..	..	..	..
Marcngo	800	391	..	..	..	..	..	..	2	..	..	..	..
South-western	Deniliquin	1,895	2,650	..	1	..	1	..	..	2	..	..	..	5
	Moama	816	900	..	..	..	..	1	..	1	..	..	..	..
	Tocumwal	360	1,050	..	..	..	..	..	..	1	..	..	..	..
	Jerilderie	460	3,000	..	..	..	..	..	1	1	..	..	..	..
	Hay	1,050	9,000	..	..	1	..	..	..	3	..	..	..	1
	Booligal	560	14,300	..	..	..	..	..	..	2	..	..	..	..
	Moulamein	150	1,970	..	..	..	..	1	..	1	..	..	..	..
	Balranald	230	4,560	..	..	..	..	..	1	1	..	..	..	..
	Enston	110	3,200	..	..	..	..	..	1	..	..	..	..	..
Wentworth	760	4,650	..	..	..	1	..	..	1	..	..	1	1	

DISTRICT.	STATION.	Estimated Population.	Area. Estimated Square Miles.	MOUNTED.							FOOT.			
				Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.
South-western <i>contd.</i>	Pooncarria	70	9,000	..	..	..	..	..	..	1	..	..	..	..
	Menindie	430	11,200	..	..	..	..	..	..	1	..	..	..	..
	Wilcannia	865	40,000	..	..	..	..	..	..	1	..	..	..	..
Murtagh	Albury	4,000	900	..	1	..	..	..	..	3	..	1	1	3
	Walbundrie	750	600	..	..	..	..	..	..	1	..	..	..	1
	Ten-mile Creek	2,500	500	..	..	..	..	..	..	1	..	..	..	..
	Kyamba	1,000	300	..	..	..	..	..	..	1	..	..	..	..
	Corowa	1,100	600	..	..	..	..	..	..	1	..	..	1	1
	Howlong	900	400	..	..	..	..	..	..	..	..	..	..	2
	Mulwala	900	400	..	..	..	..	..	..	1	..	..	..	..
	Tumberumba	1,000	1,000	..	..	..	..	..	..	1	..	..	..	..
	Gundagai	3,000	1,000	..	..	..	1	..	..	2	..	..	1	3
	Tumut	2,000	900	..	..	..	..	1	..	1	..	..	..	1
	Adelong	2,000	700	..	..	..	..	1	..	1	..	..	..	1
	Upper Adelong	800	400	..	..	..	..	..	..	1	..	..	..	..
	Wagga Wagga	4,000	1,500	..	..	1	..	1	..	2	..	..	..	3
	Jugiong	1,200	600	..	..	..	..	..	..	1	1	..	..	..
Urana	1,000	1,500	..	..	..	..	..	..	1	1	..	..	..
Narandera	1,200	1,900	..	..	..	..	..	..	1	1	..	..	1	
Tarcutta	400	500	..	..	..	..	..	..	..	1	..	..	..
DEPÔT, BELMORE BARRACKS.														
Constables in course of instruction, } under orders for transfer, &c. . . }		....	....	..	..	..	1	2	5	15	1	..	1	4
On sick leave .....		....	....	..	..	..	..	2	..	..	..	..	..	1
Gold Escort .....		....	....	..	..	..	1	..	..	..	..	..	..	..
Orderlies to His Excellency the } Governor..... }		....	....	..	..	..	..	1	..	3	..	..	..	..
TOTAL .....		....	....	5	5	14	19	30	97	205	22	23	51	341

Police Department,
Inspector General's Office,
Sydney, 14th December, 1871.

JNO. McLERIE,
Inspector General of Police.

1871.

NEW SOUTH WALES.

GOVERNMENT SAVINGS' BANK ACT OF 1870. (REGULATIONS UNDER.)

Presented to both Houses of Parliament pursuant to Act 34 Vic., No. 15, Sec. 12.

General Post Office, Sydney, 25 August, 1871.

GOVERNMENT SAVINGS' BANK.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Regulations for the conduct of the Government Savings' Banks which may be established under the provisions of the Act, 34 Victoria, No. 15.

JOSEPH DOCKER.

GENERAL REGULATIONS.

Hours of business.

1. The chief office, Sydney, and every post office, being a money order office, at which the Postmaster General shall permit deposits to be received for remittance to his principal office, will be open for that purpose, and for the repayment of moneys withdrawn, during the hours appointed for the transaction of money order business at the said offices, and for receipt of deposits on Saturdays, in addition, from 6 until 8 o'clock p.m., or earlier, or later, as the Postmaster General may from time to time direct.

Amount of deposits.

2. Deposits of 1s. or of any number of shillings or pounds and shillings will be received from any depositor at the Government Savings' Banks. Whenever from time to time the principal, or the principal and interest together, standing to the credit of any one depositor, amount to the sum of £200, all interest will cease.

All deposits must be made in cash or in notes issued by New South Wales Banks.

Name, address, and occupation of depositor to be furnished. Declaration to be made by depositors. Form of declaration.

3. Every depositor on making a first deposit shall be required to specify his christian name and surname, occupation and residence, to the officer of the Postmaster General appointed to receive the deposit, and make and sign the following declaration, to be witnessed by the officer of

the Postmaster General appointed to receive deposits, or by some person known to him, or by a Clergyman, or a Justice of the Peace; and if such declaration, or any part thereof, shall not be true, the depositor making the same shall forfeit and lose all right and title to his deposits:—

DEPOSITOR'S BOOK. COPY OF DECLARATION TO BE SIGNED BY DEPOSITOR ON MAKING FIRST DEPOSIT. Place No. In conformity with the regulations of the Governor in Council, made under the authority of the Government Savings' Bank Act of 1870, I, of do hereby declare that I am desirous, on my own behalf, to become a depositor in the Government Savings' Bank. I do further hereby declare that I am not directly or indirectly entitled to any deposit in or benefit from the funds of this or any other Government Savings' Bank in the Colony of New South Wales, nor to any sum or sums standing in the name or names of any other person or persons in the books of the said Government Savings' Bank; and I do hereby also testify my consent that my deposits in the said Government Savings' Bank shall be managed according to the regulations thereof. Witness my hand, this day of 187. Signed by the said depositor in the presence of me, Save and except such benefit as I may be entitled to from being a member of a Friendly Society legally established; or from such sum or sums as may be standing as trustee jointly with the name or names and on behalf of any other depositor or depositors.

A copy of the above declaration shall be printed within the cover of every depositor's book.

If depositor cannot write.

4. On making the declaration, and in all cases in which the signature of the depositor is required, if the depositor cannot write, his mark must be affixed in the presence of a witness, and attested by the signature of that witness.

Deposits how received, entered, reported to the Postmaster General, and acknowledged. Form of acknowledgment.*

5. Every deposit received by any officer of the Postmaster General appointed for that purpose, shall be entered by him at the time in a numbered book, and the entry shall be attested by him and by the dated stamp of his office, and the said book, with the entry so attested, shall be given to the depositor, and retained by him as a primary evidence of the receipt of the deposit. The depositor shall sign his name in a place to be provided for his signature in the depositor's book. The amount of each deposit, and the name, occupation, and residence of the depositor, shall, upon the day of the receipt thereof, be reported to the Postmaster General, and the acknowledgment of the Postmaster General for the said deposit, signified in the following form by the officer whom he shall appoint for the purpose, shall be forthwith transmitted by post to the depositor as the conclusive evidence of his claim to the repayment of the deposit with interest thereon:—

DEPOSITOR'S BOOK.	
Place	Savings' Bank Department,
No.	General Post Office, Sydney.
The Postmaster of having reported to the Postmaster General the receipt by him of your deposit of £..... that amount has been placed to the credit of your account in the books of this Department.	
Examined, .....	..... Controller.
To.....	
.....	
.....	

If the depositor does not receive the said acknowledgment within twenty days from the day on which he made the deposit, he must apply for the same to the Postmaster General by letter, and if necessary he must renew his application to the Postmaster General until he receives the said acknowledgment.

Interest.

6. Interest, calculated yearly at the rate of four pounds per cent. per annum, shall be allowed on every complete sum of one pound, or some multiple thereof, deposited, and shall be computed from the first day of the calendar month next following the day on which the sum of one pound shall have been deposited, or on which deposits of a less amount shall have made up the sum of one pound, up to the first day of the calendar month in which moneys are withdrawn.

The interest will be calculated to the 31st December in every year, and will then be added to and become part of the principal money.

Trust account.

7. Deposits may be made by a trustee on behalf of another person, in the joint names of such trustee and the person on whose account such money shall be so deposited; but repayment of the same, or any part thereof, shall not be made without the receipt and receipts of both the said parties, or the survivor, or survivors, or the executors or administrators of such survivor, whose receipt and receipts, either personally or by agent appointed by power of attorney, which power of attorney may be executed by an infant of or exceeding the age of 14 years, shall alone be a valid discharge, except in case of insanity or imbecility of the party on whose behalf the deposits were made, when the Postmaster General may, on proof of the fact to his satisfaction, allow repayment to be made to the trustee alone.

* The following notice is printed in red ink across the face of the above form of acknowledgment:—

"NOTICE.—This acknowledgment is of no value to any person but the depositor to whom it is addressed."

The following declaration must be made in such cases:—

DEPOSITOR'S BOOK.	FORM OF DECLARATION TO BE SIGNED BY THE TRUSTEE OF A DEPOSITOR.
Place	
No.	
In conformity with the regulations of the Governor in Council, made under the authority of the <i>Government Savings' Bank Act, 1870, I,</i> of, do hereby declare to the Postmaster General that I am desirous of becoming a depositor in the Government Savings' Bank, as the trustee of, of, and I do further declare, on behalf of myself, and also on behalf of the said, that we are not, either jointly or severally, directly or indirectly entitled to any deposit or benefit from the funds of this or any Government Savings' Bank in the Colony of New South Wales, nor to any sum or sums standing in the name or names of any person or persons in the books of the Savings' Banks abovementioned.	
Witness my hand, this day of, 18	
Signed by the trustee in the presence of me,—	
.....	}
.....	
Save and except such benefit as I or he may be entitled to from being a member of a Friendly Society legally established, or from such sum or sums as may be standing in my name as a depositor on my own account, or as trustee jointly with the name or names and on the behalf of any other depositor or depositors.	

And in case any such declaration shall not be true, or if any person shall at any time have or hold or be possessed of any deposit or funds in more than one Government Savings' Bank within the Colony of New South Wales, every such person shall forfeit and lose all right and title to any deposit in or to any funds of every such Savings' Bank.

Minors.

8. Deposits may be made by any person under twenty-one years of age, or by a parent or other relative of a person under twenty-one years of age, in the name and on behalf of such person; and repayment shall be made to such minor in the same manner as if he were of full age, in case he shall have made the deposit, or to the parent or other relative who shall have made the deposit, on the application in writing of such parent or relative.

Married women.

9. Deposits may be made by married women; and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman, unless the husband (in any case where no order has been made by a Court, Judge, Magistrate, or Justice, protecting the earnings and property of the wife) shall give notice in writing of such marriage to the Postmaster General, and shall require payment to be made to him; in which case the Postmaster General may, at his discretion, pay the same, or any portion thereof, together with any interest due in respect of the same, to such husband, or to such woman, as to him shall seem proper: Provided that in case of any order made as aforesaid, the woman making deposit shall give notice of such order for the protection of her property, and shall produce the original order or certified copy thereof.

Friendly and Charitable Societies and Penny Banks. Form of declaration.

10. The trustees of any Friendly Society, the rules of which have been certified by the Registrar of Friendly Societies in the Colony of New South Wales, or of any Charitable or Provident Society, may deposit their funds, without restriction as to amount, in the Government Savings' Bank: Provided always that such deposits shall not be of less amount than one shilling, nor of any sum not a multiple thereof, and that a copy of the rules be forwarded by post to the Postmaster General, with the names and addresses of the trustees, who will then be furnished with the necessary instructions.

The following declaration must be made in cases of Friendly Societies:—

DEPOSITOR'S BOOK.	DECLARATION.
Place	
No.	
<p>I, being the (trustee, treasurer, steward, or clerk) of the Friendly Society called the _____ held at _____ and duly (enrolled, registered, or certified, as the case may be), do hereby declare that I am desirous, on behalf of the trustees of the said Society, of depositing in the Government Savings' Bank the sum of £ _____; and I further declare that the sum above stated is the exclusive property of the said Society specified in this declaration, and arises from the contributions of the members of the said Society (and from donations, if donations have been received), and that the said Friendly Society has no fund deposited in any other Government Savings' Bank.</p> <p>Witness my hand, this _____ day of _____ 187 _____</p> <p>..... } Trustee } Treasurer } Steward or } Clerk } of the said Society.</p> <p>Signed in the presence of me,—</p> <p><small>NOTE.—In case of false declaration the sum paid on such declaration will be forfeited.</small></p>	

Declaration.

The following declaration must be made in cases of Charitable Institutions:—

DEPOSITOR'S BOOK.	DECLARATION.
Place	
No.	
<p>I, _____, being the (trustee or treasurer) of the Charitable Society, or Provident Institution or Society, or charitable donation or bequest for the maintenance, education, or benefit of the poor (as the case may be), held at _____ in the county of _____, do hereby declare that I am desirous of depositing the sum of £ _____ in the Government Savings' Bank, on behalf of the said Society; and that the Society has no fund deposited in any other Government Savings' Bank.</p> <p>Witness my hand, this _____ day of _____, 187 _____.</p> <p>..... } Treasurer or } Trustee } of the Society.</p> <p>Signed in the presence of me,—</p> <p><small>NOTE.—In case of false declaration the sum paid on such declaration will be forfeited.</small></p>	

Transfer of accounts of Penny Savings' Banks.

11. When the trustees of any Bank, commonly known as the Penny Savings' Bank, shall have determined to close such Bank for the receipt of deposits and shall have given public notice of such intention by advertisement in a newspaper circulating in the town or district in which such Bank is situate, such trustees may, if they think fit, transmit under the hands of a majority of their number to the Postmaster General a certified list of such depositors as shall not have applied to them to receive their deposits, and of the amounts due to them respectively, and the Postmaster General may thereupon receive as a deposit under this Act the moneys remaining in the hands of the trustees, if the sum shall be sufficient to discharge the whole of the liabilities of such trustees to the depositors set forth in the said list; and the certificate of the Postmaster General shall be a sufficient discharge to the said trustees in respect of all such moneys so paid over; and all such moneys shall be received and held, subject to the rights and claims of the depositors named in such list, who shall thenceforth be considered to be depositors under the provisions of this Act, and shall be entitled, subject to the requirements of this Act, on presenting their pass-books to any Postmaster or other officer authorized by this Act to receive deposits, to claim payment of the sums shown by the said list to be due to them respectively, together with the interest accrued thereon.

Form of Declaration to be made before a Justice of the Peace by a majority of Trustees of Penny Savings' Bank on transfer of Deposits to Government Savings' Bank.

<p>We, the undersigned, being the majority of the trustees of the Penny Savings' Bank at _____, do solemnly and sincerely declare that we have given the notice required by the regulations made under the authority of the Government Savings' Bank Act, 1870, of our intention to close the abovementioned Bank for the receipt of deposits; that thirty days have expired since the first publication of such notice; that the accompanying list, certified under our hands, contains a true account of such depositors as have not applied to us to receive their deposits, and of the amount due to them respectively: And we make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act of the Parliament of New South Wales rendering persons making a false declaration punishable for wilful and corrupt perjury.</p> <p>Taken and received, this _____ day of _____, A.D. 187 _____, before the undersigned, being a Justice of the Peace for _____</p>	
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12. Any person whose deposit may have been so transferred as above, shall, upon presenting his Penny Savings' Bank deposit book to any Postmaster or other officer authorized as aforesaid, and making application in the form following, be entitled to claim payment of the sums shown by the said list to be due to him, with the interest thereon. A deposit book, containing an entry of the amount transferred to his credit, will be issued to any depositor whose account has been transferred from Penny Savings' Banks within ten days after delivery of the Penny Savings' Bank books at any Government Savings' Bank.

Form of Notice of Withdrawal to be used by Depositors of Penny Savings' Banks when applied for, before they have been supplied with a Government Savings' Bank deposit book.

PENNY SAVINGS' BANK.	(Date) _____ day of _____
Place	
No.	
<p>To the Postmaster General, Sydney.</p> <p>I hereby give notice, that I wish to withdraw the sum of _____ from my deposit account, bearing the above number in the books of the _____ Penny Savings' Bank; and I request that a warrant may be issued for the abovenamed sum, and made payable to me at the _____ Post Office.</p> <p>..... Signature } Address } of Depositor.</p>	

Annual transmission of depositor's book to principal office of Postmaster General.

13. Every depositor shall, once in each year, on the anniversary of the day on which he made his first deposit, forward his book to the principal office of the Postmaster General, in a cover to be obtained at any Government Savings' Bank, in order that the entries in the said book may be compared with the entries in the books of the Postmaster General, and that the interest due to the depositor may be inserted in his book.

Depositors' books.

14. No charge shall be made upon depositors for the books at first supplied to them, or for books issued to them in continuation thereof; but if any depositor shall lose his book, and shall desire a new book, application must be made by him to the Postmaster General by letter, stating the circumstances, and enclosing postage stamps of the value of 1s., to pay for the new book, should the application be granted; and the Postmaster General shall, as he thinks fit, issue a new book, or return the stamps to the applicant.

Postage.

15. No charge for postage shall be made upon the depositors for the transmission of their books to the Postmaster General, or for the return thereof to them.

Withdrawals.

16. Any depositor wishing to withdraw the whole, or any part of the sum deposited by him, must make application for the same to the Postmaster General, in the following form, a printed copy of which may be obtained at any Government Savings' Bank :—

Form of notice of withdrawal.

DEPOSITOR'S BOOK.		(Date)	day of	187 .
Place				
No.				

To the Postmaster General, Sydney.

I hereby give notice that I wish to withdraw the sum of from my deposit account, bearing the above number in the books of the Government Savings' Bank; and I request that a warrant may be issued for the abovenamed sum, and made payable to me at the Post Office.

.....Signature } of Depositor.
Address }
Occupation }

In this form the depositor must specify the number of his book, and the name of the office at which his first deposit was made, the sum he wishes to withdraw, his occupation and residence, and the Post Office at which he wishes to receive his money. On receipt of this application, a warrant in the following form, for the amount required, payable at the office named, shall be sent to him by post :—

Form of warrant.

FORM OF WARRANT TO BE ISSUED TO ENABLE A DEPOSITOR TO RECEIVE PAYMENT OF A SUM WITHDRAWN.	
Warrant No.	
DEPOSITOR'S BOOK.	Savings' Bank Department,
Place	General Post Office, Sydney,
No.	187 .
	To the Postmaster of
Pay	of the sum of
	on production of his deposit book, and on his satisfying you that he is the person entitled to the same, and charge the amount to the Department.
£ " "	Entered..... Examined..... Controller.
DEPOSITOR'S RECEIPT.	
I hereby acknowledge the receipt of the abovenamed sum.	Stamp of Paying Post Office.
.....(Signature of Depositor)	

By the same post the Postmaster at whose office the warrant is made payable shall be advised of the issue of the warrant. This warrant must be presented by the depositor at the Post Office named thereon, together with the depositor's book, in which the Postmaster shall enter the amount repaid, and attest the entry with his signature and the dated stamp of his office. The Postmaster shall take a receipt from the depositor on the warrant for the amount repaid to him.

The Postmaster General will endeavour to prevent fraud, and to identify every depositor transacting business with the Government Savings' Bank. But if any person shall fraudulently represent himself to be a depositor, and by forwarding the proper notice of withdrawal, and by presentation of the depositor's book, and compliance with the rules of the department, shall obtain any sum of money belonging to that depositor, the Postmaster General will not be responsible for the loss thereof.

Repayment to a depositor unable to attend personally.

17. Except, as hereinbefore mentioned, repayments shall be made only to a depositor in person, or to the bearer of an order under his hand, signed in the presence of either a Clergyman, or a Justice of the Peace, or, in case of sickness, of the medical attendant. If the depositor resides out of New South Wales his signature must be verified by some constituted authority of the place in which he resides.

The following is the form of order to be signed by the depositor on such occasions, a copy of which may be obtained at the Post Office at which the warrant is made payable :—

Form of order.

FORM OF ORDER TO BE SIGNED BY A DEPOSITOR WHO CANNOT ATTEND PERSONALLY TO RECEIVE PAYMENT.	
DEPOSITOR'S BOOK.	.....No. of Warrant.
Place .....	.....Date of ditto.
No.	
To the Postmaster of	
I, the undersigned, do hereby authorize and direct the bearer of this order, to receive on my account the sum of due to me under the above-described warrant of the Government Savings' Bank, for which sum the receipt of the abovenamed person shall be a good and sufficient discharge.	
As witness my hand, this	day of 187 .
.....Signature } of	.....Signature } of
.....Address } Witness.	.....Address } Depositor.
.....Occupation }	.....Occupation }

Withdrawals by friendly or charitable societies, and receipts for the same.

18. Applications to withdraw money deposited by any Friendly, Charitable, or Provident Society, must be signed by two of the trustees of any such society, or, when there is no trustee, then by the treasurer; and the names of the trustee or treasurer, or other officer of the society, authorized to receive the amount to be withdrawn, shall be stated in the notice of withdrawal, and the warrant for payment of the amount shall be made out in the name of such trustee, treasurer, or officer, and the receipt of such person apparently authorized shall be a sufficient discharge for the same.

Funds of a deceased depositor not exceeding £50.

19. In case any depositor shall die, leaving any sum of money not exceeding £50, exclusive of interest, deposited in the Government Savings' Bank, and probate of his will or letters of administration be not produced to the Postmaster General, or if notice in writing of the existence of a will, and intention to prove the same or to take out letters of administration, be not given to the Postmaster General at his principal office within the period of one month from the death of the depositor, or if such notice be given, but such will be not proved or letters of administration be not taken out, and the probate or letters of administration (as the case may be) produced to the Postmaster General within the period of two months from the death of the depositor, it shall be lawful for the Postmaster General, after such period of one or two months, as the case may be, to pay and divide such funds, at his discretion, to or amongst the widow or relatives of the deceased depositor, or any one or more of them; or, if he shall think proper, according to the Statute of Distributions.

Funds of deceased depositor above £50.

20. In case any depositor shall die, leaving any sum of money in the Government Savings' Bank, which (exclusive of interest) shall exceed the sum of £50, the same shall only be paid to the executor or administrator on the production of the probate of will or letters of administration of the estate or effects of the deceased depositor to the Postmaster General.

Payment on death of a depositor being illegitimate and dying intestate.

21. If any depositor, being illegitimate, shall die intestate, leaving any person or persons who, but for the illegitimacy of such depositor, and of such person or persons, would be entitled to the money due to such deceased depositor, it shall be lawful for the Postmaster General, with the authority in writing of the Attorney General, to pay the money of such deceased depositor to any one or more of the persons who in his opinion would have been entitled to the same according to the Statute of Distributions, if the said depositor and such person or persons had been legitimate.

Incapacitated depositors.

22. If any depositor shall become insane, or otherwise incapacitated to act, and the same shall be proved to the satisfaction of the Postmaster General, and if the Postmaster General shall be satisfied of the urgency of the case, he may authorize payment, from time to time, out of the funds of such depositor, to any person whom he shall judge proper, and the receipt of such person shall be a good discharge for the same.

Settlement of disputes.

23. If any dispute shall arise between the Postmaster General and any individual depositor, or any executor, administrator, next of kin, or creditor or assignee of a depositor who may become bankrupt or insolvent, or any person claiming to be such executor, administrator, next of kin, creditor, or assignee, or to be entitled to any money deposited in the Government Savings' Bank, then and in every such case the matter in dispute shall be referred, in writing, to the Attorney General; and whatever award, order, or determination shall be made by the said Attorney General shall be final, to all intents and purposes, without any appeal.

Secrecy.

24. The officers of the Postmaster General engaged in the receipt or payment of deposits, shall not disclose the name of any depositor, or the amount deposited or withdrawn by him, except to the Postmaster General, or to such of his officers as may be appointed to assist in carrying out the provisions of the Government Savings' Bank Act, 1870.

Interpretation.

25. In the construction of these Regulations, unless there is something in the subject or context repugnant thereto, every word importing the singular number only shall mean and include several persons or things as well as one person or thing, and the converse; and every word importing the masculine gender only shall mean and include female as well as male; and the word month shall refer to a calendar and not a lunar month.

REGULATIONS FOR THE GUIDANCE OF POSTMASTERS AND OTHER OFFICERS AUTHORIZED TO TRANSACT GOVERNMENT SAVINGS' BANK BUSINESS.

To the Postmaster

of

Postmaster authorized to receive deposits. Hours of business.

1. The Postmaster General having selected your office to be, on and after _____, a place of receipt for deposits in the Government Savings' Bank, you are hereby instructed to keep it open for that purpose, and for the repayments to depositors, during the hours appointed for the transaction of money order business, and on Saturdays, in addition, from 6 until 8 o'clock p.m., for receipt of deposits only.

Forms and books supplied.

2. You are supplied herewith with the undermentioned forms and books, viz. :—

- A.—Copy of general regulations for your own use.
- B.—Copy of general regulations for exhibition to the public.
- C.—Declaration forms for ordinary depositors. (See clause 3 of Regulations.)
- D.—Declaration forms for deposits on trust. (See clause 7 of Regulations.)
- E.—Depositors' books, numbered. (See clause 5 of Regulations.)
- F.—Forms of daily account, for reporting deposits and repayments to the Postmaster General. (See clause 5 of Regulations.)
- G.—Forms of daily money order and Savings' Bank account.
- H.—Monthly statements of Money Order and Savings' Bank transactions.
- I.—Notices of withdrawals. (See clause 15 of Regulations.)
- K.—Orders to pay warrants when depositors cannot attend in person. (See clause 16 of Regulations.)

You must return to the Controller of the Money Order Office any old forms of money order daily account, or monthly statement, which may be in your possession on the day of commencing Savings' Bank business.

One copy regulations to be posted up for public information. One copy for Postmaster's use. If not understood apply to chief office.

3. You will place the large copy of the printed regulations in some conspicuous position in your office, where the public can read it conveniently. You will retain the small copy for your own guidance, and study it carefully; and if there be any part of the regulations, or of these instructions, which you do not understand, you will at once apply for further information to the Controller, Savings' Bank Department, General Post Office, Sydney.

A deposit of one shilling, or any number of shillings, or pounds and shillings, may be received. Copper coin need not be refused if of the value of one shilling.

4. You will learn from clause 2 of the regulations that you may receive deposits of one shilling, or of any number of shillings, or of pounds and shillings, from any depositor. You are not to understand from this clause that deposits of copper coin may not be made, but that every deposit must be of the value of one shilling, or of some number of shillings.

Deposits how to be received. Declaration to be made and witnessed. Money to be next taken. Entry in depositor's book. Entry in daily Savings' Bank account. No. of book and name of office to be entered on declaration. Depositor to be informed that he is to expect the Postmaster General's acknowledgment, and if necessary to report its non-receipt.

5. When a person applies to you to receive his first deposit for transmission to the Government Savings' Bank, furnish him with the form of declaration required by clause 3 of the Regulations (Form S.B., No. 8), and direct him to read it. If he cannot read you must read it to him. He must sign it, and his signature must be witnessed by yourself, or by some person known to you, or by a Clergyman, or by a Justice of the Peace. If he cannot write he must affix his mark, and his mark must be witnessed. Next obtain the money intended to be deposited. Next take one of the numbered depositors' books referred to in clause 5 of the regulations, and require the depositor to sign his name in the space allotted for that purpose within the cover of the book. If the depositor cannot write his mark is to be taken and witnessed by yourself. Next enter in the book the christian name, surname, address, and occupation of the depositor, the date of the receipt of the deposit, and its amount, sign your name against the entry, and affix an impression of your dated stamp in the place prepared for the same in the depositor's book. You will next enter the whole of the particulars of the deposit in the form of daily account supplied to you for that purpose (Form S.B., No. 2), and after satisfying yourself that you have made correct entries of every item, namely, the number of the depositor's book, the amount deposited, the christian name, surname, address, and occupation of the depositor. You will insert on the

form of declaration in the place indicated thereon the name of your office, and the number of the depositor's book, which you will copy from the book itself, and then deliver the book to the depositor, whom you must inform that in a few days he will receive an acknowledgment from the Postmaster General that the deposit has been entered in the books of the Government Savings' Bank, and that if he does not receive that acknowledgment within ten days he must write to the Postmaster General and state that he has not received it. This course is enjoined in clause 5 of the Regulations.

Second and subsequent deposits.

6. On making every deposit after the first the depositor must bring his book with him, and you must enter in that book the correct amount of such deposit, with the date on which it is made, affix your signature against the entry, and affix in the proper place an impression of your dated stamp.

Entry in daily Savings' Bank account.

7. You will enter the particulars of every deposit, as it is made, in your daily Savings' Bank account as before; and in any case in which the previous deposits entered in the depositor's book were made at another post office, you will be careful to enter the name of that office, as well as the number of the book, in the proper column of the account.

Deposits may be received from trustees on joint account.

8. You may receive deposits—

A.—From a trustee on behalf of another person, in the joint names of that person and the trustees. (See clause 7 of Regulations.) In such cases the declaration must be made by the trustee on the form specially provided; but the names of both parties must be entered in the depositor's book and in your daily Savings' Bank account.

From minors under twenty-one years of age.

B.—From persons under twenty-one years of age. (See clause 8 of Regulations.)

From women, whether married or single. Refer such depositors to clause 9 of Regulations.

C.—From women, whether married or single. (See clause 9 of Regulations), which clause you must recommend female depositors to read carefully.

From trustees of Friendly, Charitable, or Provident Societies legally established. After reference to the Postmaster General who will give you the necessary instructions.

D.—From the trustees of any Friendly, Charitable, or Provident Society, the rules of which have been duly certified. (See clause 10 of Regulations.) As it will not be in your power to ascertain whether the rules of any of these institutions have been duly certified, you must, upon a first application from the trustees of any one of them to be permitted to deposit, refer the applicants to the Postmaster General, from whom you will receive the necessary instruction and form of declaration.

Withdrawals. If depositor cannot write he is to be identified.

9. Any depositor wishing to withdraw the whole or any part of his deposits, and applying to you for information as to the proper mode of effecting his object, must be supplied with one of the forms of notice of withdrawal (Form S. B., No. 4; see clause 16 of Regulations); but before supplying the form you will of course satisfy yourself, by inspection of the depositor's book, or otherwise, that the party applying is a depositor. You will instruct the depositor how to fill up the form, and impress on him the necessity of stating accurately on the form the name of the place where the first deposit entered in his book was made, and the number of that book. A few days after the receipt of the notice in Sydney a warrant for the amount to be withdrawn will be issued, and sent by post to the address of the depositor, and an advice of the issue of this warrant will be sent to you. When the warrant is presented for payment at your

office by the depositor, you must compare it with the advice, and require the depositor to sign his name to the receipt at the foot of the warrant. You must then ask him for his depositor's book, and compare his signature to the warrant with his signature in the book when his first deposit was made, and if you are satisfied that he is the party entitled to receive the amount, and if the warrant corresponds with the advice, you must pay the amount accordingly. If the depositor cannot write this comparison cannot be made, and you must then require him to bring some person known to you who can identify him as the person named in the warrant. In such a case the depositor's mark must be affixed to the receipt at the foot of the warrant, and must be witnessed by the person identifying him. If the warrant does not correspond with the advice, or you have reason to think that the person presenting the warrant is not entitled to receive the amount, you must refuse payment, and report the same to the Savings' Bank Branch, General Post Office, Sydney.

Payment of warrants when depositors cannot attend in person.

10. Warrants can only be paid to the depositor in person, or to a person authorized by him in the form S. B., No. 7, a copy of which you must supply if applied for. The order must be signed in the manner prescribed in clause 17 of the regulations, and when the warrant has been duly paid you must attach the order to it.

Warrant to be stamped with the date of payment and entered in depositor's book. Entry of paid warrants in daily Savings' Bank account.

11. When you have paid the amount, stamp the warrant with your office stamp, enter the particulars in that portion of the depositor's book appropriated to withdrawals, giving the date of payment and the amount withdrawn; sign your name, and affix an impression of your dated office stamp in the proper place in the depositor's book. When this has been done, enter the warrant on the credit side of your daily Savings' Bank account, giving in each column of that account the information required by the respective headings of those columns.

Transfer of deposit from Penny Savings' Bank to the Post Office Savings' Bank.

12. If any depositor in any Penny Savings' Bank shall present to you his deposit book and claim repayment, you must supply him with a notice of withdrawal (Form S. B., No. 4a), and direct him to fill it up and forward it with his book (in a cover which will be supplied to you for the purpose) to the Postmaster General, Sydney, and inform him that he will obtain payment and a new Government Savings' Bank deposit book if required, within ten days. If any depositor of a Penny Savings' Bank wishes to make further deposits at your office, he must also be requested to forward his Penny Savings' Bank deposit book to the Postmaster General, Sydney, and a new Government Savings' Bank deposit book will be supplied to him within ten days. The necessary instructions will be forwarded to you, to enable you to enter the amount due to the above-described depositors in a Government Savings' Bank deposit book, to be issued from your office.

Savings' Bank account to be added up, and totals to be entered in daily money order account. Paid warrants and declarations to be enclosed in Savings' Bank account. All to be sent up with daily money order account.

13. At the close of business you must carefully add up both sides of your Savings' Bank account, and enter the respective totals in the places indicated on the account. You must then enter on your money order account, in the places marked for the purpose in the form of money order daily account, the total number and total amount of Savings' Bank deposits received by you during the day, and the total number and total amount of Savings' Banks payments made by you during the day. You must add the total amount of Savings' Bank deposits to the total amount of orders issued, and the total amount of Savings' Bank payments to the total amount of orders paid, and these totals must also be entered in your money order cash book. You must then tie up the paid warrants and the declarations made by new depositors, and enclose them in the Savings' Bank account, which must then be placed *inside* the daily money order account, and sent up with it in the ordinary envelope to the Money Order Office.

Surplus money to be remitted.

14. The balance of the moneys received and paid by you on Savings' Bank account will thus have become part of the balance due from you on the money order account, and you must remit, as at present, any sum which may be in your possession in excess of your money order reserve.

Notice of no Savings' Bank transactions.

15. Should no Savings' Bank transactions take place at your office on any day you will not be required to send up a form of account, but you will be required to enter in each of the places set apart for Savings' Bank totals in the daily money order account the word *nil*.

When Savings' Bank transactions occur, and no money order business.

16. Should any Savings' Bank transactions have taken place during the day on which no money order transactions have taken place, you will be required to send up a money

order account with the word *nil* written across that part of it which refers to money orders, and the totals of the Savings' Bank transactions inserted in the part which refers to them.

17. The daily totals of the Savings' Bank transactions are to be entered in places prepared in the new form of monthly account, and also in the copy of that account in the new money order cash-book now supplied to you.

Secrecy.

18. You are forbidden by the Government Savings' Bank Act to give any information, except to the Postmaster General and the proper officers of the Post Office, as to the name of any depositor, or the sum deposited or withdrawn by him, and disobedience to this rule will incur the severe displeasure of the Postmaster-General. You will also be liable to forfeit a penalty not exceeding £100 for an offence against, or a wilful neglect or omission to comply with, this or any other of the Regulations.

1871.
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

BANK LIABILITIES AND ASSETS.

Ordered by the Legislative Assembly to be printed, 14 November, 1871.

GENERAL ABSTRACT of the Sworn Returns, rendered pursuant to the Act of Council 4 Victoria No. 13, of the Average ASSETS and LIABILITIES, and of the CAPITAL and PROFITS, of the undermentioned BANKS of the Colony of New South Wales, for the Quarter ended 31st December, 1870.

BANKS.	LIABILITIES.					ASSETS.							CAPITAL AND PROFITS.			
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.	Coin.	Bullion.	Landed Property.	Notes & Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other Debts due to the Banks.	Total Assets.	Capital paid up.	Rate per Annum of Inst Dividend.	Amount of Dividend.	Amount of Reserved Profits at the time of declaring such Dividend.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
New South Wales	240,906 11 2	4,877 8 8	69,638 19 7	1,860,799 18 1	2,182,222 8 6	343,446 19 10	44,257 0 1	47,928 18 5	6,746 14 10	1,040,719 19 6	*2,055,291 12 2	3,528,592 4 10	1,000,000 0 0	10 3/4 cent.	50,000 0 0	300,000 0 0
Commercial	185,160 15 5	3,349 18 8	25,944 3 7	1,637,023 17 7	1,851,477 15 3	240,752 4 2	16,374 15 2	39,096 3 1	11,360 2 9	177,133 6 3	†1,920,536 7 6	2,405,252 18 11	400,000 0 0	17 3/4 cent.	34,000 0 0	125,523 9 8
Australasia.....	32,917 12 3	8,000 11 10	.....	376,942 11 9	417,860 16 10	90,156 19 5	.....	40,912 6 2	549 19 1	.....	440,428 3 8	572,047 8 4	1,200,000 0 0	110 3/4 cent.	60,000 0 0	331,128 6 1
Union of Australia	14,114 17 1	9,259 10 11	.....	265,826 3 1	289,210 11 1	171,117 19 11	1,802 8 10	16,000 0 0	1,003 0 11	.....	297,750 2 7	487,173 12 3	1,250,000 0 0	13 1/2 3/4 cent.	75,000 0 0	478,714 8 2
Australian Joint Stock.	121,232 19 4	15,803 16 11	7,337 0 1	707,505 18 8	851,879 15 0	147,153 7 0	9,410 0 10	58,561 3 8	9,597 7 2	161,382 6 10	967,744 17 8	1,353,569 2 4	484,656 0 0	8 3/4 cent.	19,386 4 10	9,206 1 5
London Chartered of Australia	5,742 4 7	1,010 14 4	63 8 9	157,958 9 4	164,772 17 0	35,179 2 9	.....	20,000 0 0	512 9 3	1,227 19 6	339,391 19 1	396,311 10 7	1,000,000 0 0	8 3/4 cent.	40,000 0 0	167,927 14 9
English, Scottish, and Australian Chartered	24,168 10 9	1,410 5 4	403 2 5	285,352 15 9	261,334 14 3	69,018 12 11	.....	24,134 14 5	237 4 7	359 16 7	402,634 2 7	496,379 11 1	600,000 0 0	7 3/4 cent.	21,000 0 0	40,000 0 0
Oriental Chartered.....	44,046 0 0	6,793 15 4	241,414 1 9	491,718 16 8	783,972 13 9	123,466 16 11	15,399 12 6	25,890 6 10	2,123 0 0	22,044 12 7	789,051 15 5	977,916 4 3	1,500,000 0 0	12 3/4 cent.	90,000 0 0	444,000 0 0
City	27,076 4 3	.....	.....	368,872 9 1	395,948 13 4	70,890 2 6	.....	21,556 10 8	65 4 3	24,776 4 11	601,284 9 6	718,572 11 10	234,124 10 0	8 1/2 cent.	5,853 2 5	25,757 6 0
TOTALS.....£	695,365 14 10	50,515 2 0	344,800 7 2	6,107,999 0 0	7,198,680 4 0	1,391,177 5 5	86,743 17 5	294,038 2 10	32,195 2 10	1,427,644 6 2	7,614,116 9 9	10,945,916 4 5	7,668,780 10 0	.....	398,239 7 3	1,923,257 6 1

* Including Government Securities, £309 18s. 2d.

† Including £92,762 13s. 1d., average amount of New South Wales Government Treasury Bills held.

‡ 6 per cent. per annum, and Bonus of 4 per cent. per annum.

The Treasury, New South Wales,
 Sydney, 28th February, 1871.

GEORGE LAYTON,
 Accountant.

GEO. W. LORD,
 Treasurer.

1871.
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BANK LIABILITIES AND ASSETS.

Ordered by the Legislative Assembly to be printed, 14 November, 1871.

GENERAL ABSTRACT of the Sworn Returns, rendered pursuant to the Act of Council 4 Victoria No. 13, of the Average ASSETS and LIABILITIES, and of the CAPITAL and PROFITS, of the undermentioned BANKS of the Colony of New South Wales, for the Quarter ended 31st March, 1871.

BANKS.	LIABILITIES.					ASSETS.							CAPITAL AND PROFITS.			
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.	Coin.	Bullion.	Landed Properly.	Notes & Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other Debts due to the Banks.	Total Assets.	Capital paid up.	Rate per Annum of Inst Dividend.	Amount of Dividend.	Amount of Reserved Profits at the time of declaring such Dividend.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	per cent.	£ s. d.	£ s. d.
New South Wales	243,126 13 1	4,101 6 0	69,556 6 10	2,137,398 14 2	2,454,183 0 1	486,477 9 8	31,308 15 6	48,611 10 0	7,442 11 1	1,138,078 5 4	2,016,589 13 6	3,779,108 5 10	1,000,000 0 0	10 3/4 cent.	50,000 0 0	300,000 0 0
Commercial	201,356 5 4	2,765 14 9	31,330 19 6	1,717,796 17 0	1,953,249 16 7	254,563 6 3	19,546 5 7	39,000 0 0	12,404 14 8	167,462 7 10	*2,035,670 17 5	2,528,747 11 9	400,000 0 0	17 3/4 cent.	34,000 0 0	134,633 12 0
Australasia.....	33,440 7 8	9,638 7 5	.....	402,932 15 8	446,011 10 9	88,969 15 0	.....	40,930 0 0	535 10 9	.....	417,314 2 5	578,249 8 2	1,200,000 0 0	110 3/4 cent.	60,000 0 0	331,128 6 1
Union of Australia.....	15,890 5 0	6,978 3 3	.....	242,314 10 11	265,191 10 2	130,875 15 1	6,696 6 7	16,000 0 0	1,180 19 6	.....	287,277 11 11	442,030 13 1	1,250,000 0 0	12 3/4 cent.	75,000 0 0	479,329 4 0
Australian Joint Stock..	123,177 7 6	18,019 4 11	3,865 0 5	723,651 14 8	865,743 7 6	175,835 6 6	11,078 14 11	58,706 8 3	9,756 0 0	175,553 2 3	945,020 16 6	1,375,960 5 5	484,656 0 0	8 3/4 cent.	19,386 4 10	10,504 14 5
London Chartered of Australia	5,981 18 6	545 11 1	12 17 1	124,166 0 8	130,728 7 4	40,082 7 2	.....	20,000 0 0	469 0 0	1,816 13 1	320,017 12 8	382,415 12 6	1,000,000 0 0	8 3/4 cent.	40,000 0 0	167,927 14 9
English, Scottish, and Australian Chartered	22,817 7 8	1,799 9 5	839 8 2	240,490 19 10	265,447 5 1	80,771 2 1	.....	24,069 5 2	203 18 5	369 16 7	592,328 3 0	497,731 5 3	600,000 0 0	7 3/4 cent.	21,000 0 0	40,000 0 0
Oriental Chartered.....	42,309 0 0	4,144 2 5	3,775 14 1	464,695 13 3	514,924 9 9	108,868 11 4	24,879 19 8	25,954 0 2	1,631 0 0	23,052 3 5	712,052 11 6	697,358 6 0	1,500,000 0 0	12 3/4 cent.	90,000 0 0	444,000 0 0
City	25,422 1 8	.....	.....	312,697 6 4	338,119 8 0	80,954 2 2	.....	23,523 7 3	94 18 4	24,118 13 0	404,535 17 0	623,226 13 3	234,779 0 0	5 1/2 cent.	8,863 2 6	25,757 6 0
TOTALS.....	£ 713,530 6 5	46,021 19 3	108,880 6 1	6,365,164 12 6	7,233,597 4 3	1,447,517 16 3	143,510 2 3	296,793 12 1	33,718 7 9	1,531,971 1 6	7,651,307 5 11	11,104,818 4 9	7,669,436 0 0	.....	399,239 7 3	1,933,280 17 3

* Including Government Securities of New South Wales, £99,169 0s. 9d.

10 per cent. per annum, and bonus of 4 per cent. per annum.

The Treasury, New South Wales,
Sydney, 2nd June, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

1871.
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BANK LIABILITIES AND ASSETS.

Ordered by the Legislative Assembly to be printed, 14 November, 1871.

GENERAL ABSTRACT of the Sworn Returns, rendered pursuant to the Act of Council 4 Victoria No. 13, of the Average ASSETS and LIABILITIES, and of the CAPITAL and PROFITS, of the undermentioned BANKS of the Colony of New South Wales, for the Quarter ended 30th June, 1871.

BANKS.	LIABILITIES.					ASSETS.							CAPITAL AND PROFITS.			
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.	Coin.	Bullion.	Landed Property.	Notes & Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other Debts due to the Banks.	Total Assets.	Capital paid up.	Rate per Annum of last Dividend.	Amount of Dividend.	Amount of Reserved Profits at the time of declaring such Dividend.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	per cent.	£ s. d.	£ s. d.
New South Wales	235,491 10 9	4,832 14 6	95,784 17 3	2,162,313 17 11	2,498,423 0 5	498,024 16 3	155,262 2 3	49,629 0 4	3,681 18 3	937,883 10 6	2,193,655 12 10	3,842,537 0 5	1,000,000 0 0	10 per cent.	50,000 0 0	300,000 0 0
Commercial	197,057 6 11	3,724 2 3	25,344 8 9	1,740,883 9 1	1,967,009 7 0	384,789 0 5	5,556 0 10	39,000 0 0	12,917 15 5	145,797 12 3	1,945,551 10 7	2,533,614 19 6	400,000 0 0	17 per cent.	34,000 0 0	134,633 12 0
Australasian	33,116 9 2	5,283 17 3	.....	418,460 10 3	456,867 16 8	112,767 16 8	.....	40,930 0 0	617 1 7	.....	445,049 6 5	599,354 4 8	1,200,000 0 0	10 per cent.	60,000 0 0	311,950 3 6
Union of Australia	15,283 11 5	4,091 11 7	.....	224,115 12 4	243,490 15 4	104,157 12 5	6,773 6 1	16,000 0 0	1,073 17 2	.....	272,923 5 10	400,923 1 6	1,250,000 0 0	12 per cent.	75,000 0 0	479,329 4 0
Australian Joint Stock	121,994 8 7	18,155 5 11	4,244 0 4	721,054 10 10	866,448 11 8	247,262 19 3	12,907 12 3	68,575 12 8	10,064 18 7	143,294 6 3	897,133 13 9	1,369,229 2 9	484,656 0 0	8 per cent.	19,386 4 10	10,504 14 5
London Chartered of Australia	6,091 15 5	1,318 0 5	683 4 3	181,980 9 7	190,073 9 8	89,445 14 7	.....	20,000 0 0	570 16 11	479 5 0	297,149 12 9	407,645 9 3	1,000,000 0 0	8 per cent.	40,000 0 0	168,376 2 10
English, Scottish, and Australian Chartered	21,474 11 6	1,064 16 8	361 9 6	272,172 11 7	295,963 9 3	97,038 16 4	.....	23,702 14 5	386 18 6	83 0 9	397,200 18 3	518,312 8 3	600,000 0 0	7 per cent.	21,000 0 0	40,000 0 0
Oriental Chartered	41,242 0 0	4,005 3 9	23,180 9 6	523,531 15 7	592,565 8 10	166,291 9 3	30,420 7 11	26,114 14 11	1,846 0 0	.....	660,722 1 7	884,394 13 8	1,500,000 0 0	12 per cent.	90,000 0 0	444,000 0 0
City	18,907 10 0	.....	.....	254,898 5 1	273,805 15 1	102,093 16 0	.....	25,380 6 10	488 18 10	9,995 16 11	405,684 3 2	643,643 1 9	235,937 10 0	5 per cent.	6,861 4 0	25,804 7 11
TOTALS	£ 690,658 8 9	143,974 12 4	149,594 9 7	6,499,420 8 3	7,383,647 13 11	1,800,852 1 2	210,919 9 4	299,332 9 2	36,548 5 3	1,237,533 11 8	7,514,473 5 2	11,099,669 1 9	7,670,593 10 0	.....	395,247 8 10	1,914,598 4 8

* Including Government Securities, £126,257 17s. 2d.

† Including £70,670 4s. 11d., average amount of Government Securities held.

‡ 6 per cent. per annum, and bonus of 4 per cent. per annum.

The Treasury, New South Wales,
Sydney, 15th September, 1871.

GEORGE LAYTON,
Accountant.

JAMES BYRNES.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BANK LIABILITIES AND ASSETS.

Ordered by the Legislative Assembly to be printed, 7 December, 1871.

GENERAL ABSTRACT of the Sworn Returns, rendered pursuant to the Act of Council 4 Victoria No. 13, of the Average ASSETS and LIABILITIES, and of the CAPITAL and PROFITS, of the undermentioned BANKS of the Colony of New South Wales, for the Quarter ended 30th September, 1871.

BANKS.	LIABILITIES.					ASSETS.							CAPITAL AND PROFITS.			
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.	Coin.	Bullion.	Landed Property.	Notes & Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other Debts due to the Banks.	Total Assets.	Capital paid up.	Rate per Annum of last Dividend.	Amount of Dividend.	Amount of Reserved Profits at the time of declaring such Dividend.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	per cent.	£ s. d.	£ s. d.
New South Wales	225,845 16 11	3,868 11 1	138,222 10 3	2,231,522 10 7	2,699,459 8 10	637,060 7 8	152,240 7 10	50,392 10 8	9,309 6 2	935,477 15 4	*2,154,230 8 3	3,922,710 15 11	1,000,000 0 0	10 per cent.	50,000 0 0	300,000 0 0
Commercial	186,036 3 10	2,645 15 1	37,097 8 10	1,326,522 10 10	2,052,302 7 7	413,332 3 1	6,608 3 8	39,000 0 0	11,870 3 6	156,445 8 7	†2,009,971 13 4	2,637,227 12 2	400,000 0 0	17 per cent.	34,000 0 0	144,583 2 6
Australasia.....	31,198 9 3	4,092 12 2	.....	429,550 15 8	464,841 17 1	199,642 4 8	.....	40,930 0 0	561 10 9	.....	399,858 14 9	640,992 10 2	1,200,000 0 0	10 per cent.	60,000 0 0	311,950 3 6
Union of Australia	14,435 18 4	5,319 11 2	.....	232,092 17 1	251,858 6 7	155,086 5 10	7,314 15 7	16,000 0 0	916 13 6	.....	295,489 8 8	474,807 3 7	1,250,000 0 0	13 per cent.	81,250 0 0	484,010 5 0
Australian Joint Stock..	124,051 2 6	17,503 17 3	5,351 3 6	705,166 16 9	852,073 0 0	204,009 2 8	12,952 16 6	58,562 12 3	8,446 16 8	139,794 7 8	938,105 9 4	1,361,961 5 1	484,056 0 0	8 per cent.	19,386 4 10	11,749 19 7
London Chartered of Australia	5,621 16 11	211 4 2	565 12 2	167,540 15 1	173,939 8 4	31,634 11 11	.....	20,000 0 0	729 1 7	100 18 3	292,017 3 8	344,481 15 5	1,000,000 0 0	8 per cent.	40,000 0 0	168,376 2 10
English, Scottish, and Australian Chartered	18,562 19 3	2,326 6 7	197 6 8	301,371 3 11	322,457 16 5	104,671 17 7	.....	23,702 14 5	168 15 4	68 16 0	383,213 13 5	516,815 16 9	600,000 0 0	7 per cent.	21,000 0 0	20,000 0 0
Oriental Chartered.....	42,635 0 0	5,354 1 8	22,152 15 6	570,561 1 4	640,702 18 6	117,329 5 5	36,375 19 5	26,135 10 6	1,925 0 0	54 14 3	673,744 18 7	855,765 8 2	1,500,000 0 0	12 per cent.	90,000 0 0	444,000 0 0
City	17,357 16 2	.....	.....	278,625 15 8	295,983 11 5	126,531 15 6	.....	28,461 14 7	9 18 6	20,152 15 0	388,635 4 3	563,791 7 10	236,063 10 0	6 per cent.	5,861 4 0	25,804 7 11
TOTALS.....	£ 665,745 3 2	41,331 19 2	203,586 16 11	6,742,934 15 6	7,653,618 14 9	1,989,497 14 4	215,492 3 0	303,185 2 5	33,927 6 0	1,243,094 15 1	7,540,366 14 8	11,325,653 16 1	7,670,719 10 0	.....	401,497 8 10	1,910,474 1 4

* Including Government Securities, £153,174 ls. 7d.

† Including £90,296 8s. 5d., average amount of Government Debentures held.

‡ 6 per cent. per annum, and Bonus of 4 per cent. per annum.

The Treasury, New South Wales,
Sydney, 1st December, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD.

NEW SOUTH WALES.

ABSTRACTS

OF THE

PUBLIC ACCOUNTS

OF THE

Colony of New South Wales,

FOR THE YEAR

1870.

PREPARED IN THE TREASURY.

Ordered by the Legislative Assembly to be Printed,
23 NOVEMBER, 1871.

SYDNEY:
THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.
1871.

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GENERAL ACCOUNT CURRENT
OF THE
REVENUE AND RECEIPTS
OF THE
COLONY OF NEW SOUTH WALES,
AND OF THEIR
EXPENDITURE,
IN THE YEAR
1870.

GENERAL ACCOUNT CURRENT OF THE REVENUE AND RECEIPTS OF THE COLONY

Dr.

PAGE.	RECEIPTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	To BALANCES AT THE CREDIT OF THE FOLLOWING ACCOUNTS, on the 31st December, 1869, viz. :—		
12	Consolidated Revenue Fund... ..	192,398 4 7	
46	Loans' Account	472,713 1 3	
50	Clergy and School Estates Revenue Fund	32,576 7 3	
54	Superannuation Fund, 27 Victoria, No. 11... ..	1,722 9 11	
60	Police Reward Fund	7,062 13 5	
64	Police Superannuation Fund... ..	18,496 19 3	
68	Special Receipts' Account	57,265 6 1	
69	Trust Moneys' Deposit Account	40,731 9 9	
			* 822,966 11 6
	To RECEIPTS IN 1870, as per the following Statements, viz. :—		
15	Consolidated Revenue Fund, Statement No. 1	2,442,640 6 2	
46	Loans' Account, Statement No. 3	85,105 14 8	
50	Clergy and School Estates Revenue Fund	18,988 1 0	
54	Superannuation Fund, 27 Victoria, No. 11... ..	21,584 11 5	
60	Police Reward Fund	2,787 11 5	
64	Police Superannuation Fund... ..	4,202 9 0	
68	Special Receipts' Account... ..	109,447 7 7	
69	Trust Moneys' Deposit Account	58,657 8 11	
			2,743,413 10 2
			3,566,380 1 8
46	To Balance at the debit of the Loans' Account, on 31st December, 1870		†102,270 14 5
	TOTAL	£	3,668,650 16 1

* Includes Government Debentures and other securities to the amount of £63,350, belonging to the following Funds, viz. :—

Clergy and School Estates Revenue Fund—Government Debentures	£16,800
Superannuation Fund, 27 Victoria, No. 11—	Do. ... 1,800
Police Reward Fund—	Do. ... 1,700
Police Superannuation Fund—	Do. ... 23,000
Assurance Fund, Real Property Act—	Do. ... 4,800
Sundry Deposits—	
Other Securities	16,250
	£63,350

† Debentures to the amount of £935,100 were in course of negotiation in England at the date of this overdraft.

OF NEW SOUTH WALES, AND OF THEIR EXPENDITURE, IN THE YEAR 1870.

Cr.

PAGE.	DISBURSEMENTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	By PAYMENTS IN THE YEAR 1870, UNDER THE FOLLOWING ACCOUNTS, VIZ. :—		
17	Consolidated Revenue Fund, Statement No. 2 ...	2,602,979 14 11	
47	Loans' Account, Statement No. 3 ...	660,089 10 4	
51	Clergy and School Estates Revenue Fund ...	6,366 2 11	
57	Superannuation Fund, 27 Victoria, No. 11...	21,718 1 8	
61	Police Reward Fund ...	736 5 5	
67	Police Superannuation Fund...	6,463 13 11	
68	Special Receipts' Account ...	112,075 19 4	
69	Trust Monneys' Deposit Account ...	62,413 7 5	
			3,472,842 15 11
	By BALANCES AT THE CREDIT OF THE FOLLOWING ACCOUNTS, on 31st December, 1870, viz. :—		
12	Consolidated Revenue Fund ...	32,058 15 10	
51	Clergy and School Estates Revenue Fund ...	45,198 5 4	
57	Superannuation Fund, 27 Victoria, No. 11...	1,588 19 8	
61	Police Reward Fund ...	9,113 19 5	
67	Police Superannuation Fund...	16,235 14 4	
68	Special Receipts' Account ...	54,636 14 4	
69	Trust Monneys' Deposit Account ...	36,975 11 3	
			195,808 0 2
	TOTAL ...	£	3,668,650 16 1

Balances at the credit of various Accounts, on 31st December, 1870, as above shown	£195,808 0 2
Less—Balances at the debit of the Loans' Account, as per other side...	102,270 14 5
Leaving an actual Credit Balance of	93,537 5 9
Which was distributed as follows :—	
Bank of New South Wales—	
General Account :—	
Sydney ...	190,042 11 7
Newcastle ...	11,130 12 8
Superannuation Fund Account...	201,173 4 3
Suspense Account ...	1,588 19 8
	10,961 9 5
	213,723 13 4
Treasury Chest—	
Police Reward and Superannuation Funds—Debentures	24,700 0 0
Clergy and School Estates Revenue Fund—Debentures...	15,800 0 0
Assurance Fund—Real Property Act—Debentures ...	6,300 0 0
Sundry Deposits—	
Other Securities ...	11,200 0 0
	53,000 0 0
	271,723 13 4
	178,186 7 7
Less—Cash Overdraft on the London Account ...	93,537 5 9

GEO. W. LORD,
Treasurer.

CONSOLIDATED REVENUE FUND ACCOUNT CURRENT, FOR THE YEAR 1870.

Dr.

Cr.

RECEIPTS.	AMOUNT.	DISBURSEMENTS.	AMOUNT.
REVENUE ACCOUNT.		REVENUE ACCOUNT.	
To Balance at the credit of the Consolidated Revenue Fund, 31st December, 1869	£ 192,398 4 7	By Payments in the Year 1870, as per Statement No. 2, viz. :—	
To Receipts in the Year 1870, as per Statement No. 1, viz. :—		For Services of the Year 1865	99 0 0
Revenue proper	2,102,697 6 2	For Services of the Year 1866	985 13 8
Proceeds of Treasury Bills	339,943 0 0	For Services of the Year 1867	3,373 7 8
	2,442,640 6 2	For Services of the Year 1868	17,531 5 6
		For Services of the Year 1869	190,796 17 2
		For Services of the Year 1870	1,941,424 8 3
			2,154,210 12 3
		Other Payments	448,769 2 8
			2,602,979 14 11
TOTAL, REVENUE ACCOUNT	£ 2,635,038 10 9	By Balance at the credit of the Consolidated Revenue Account, on 31st December, 1870	82,058 15 10
		TOTAL, REVENUE ACCOUNT	£ 2,635,038 10 9
LOANS' ACCOUNT.		LOANS' ACCOUNT.	
To Balance at the credit of the Loans' Account on 31st December, 1869	472,713 1 3	By Payments in the Year 1870, as per Statement No. 3	660,089 10 4
To Receipts in the Year 1870, as per Statement No. 3	85,105 14 8		
To Balance at the debit of the Loans' Account on 31st December, 1870	102,270 14 5		
	£ 660,089 10 4	TOTAL, LOANS' ACCOUNT	£ 660,089 10 4
TOTAL, LOANS' ACCOUNT	£ 660,089 10 4	TOTAL, CONSOLIDATED REVENUE FUND	£ 3,295,128 1 1
TOTAL, CONSOLIDATED REVENUE FUND	£ 3,295,128 1 1		

12

The Treasury, New South Wales,
12th September, 1871.

GEORGE LATTON,
Accountant.

GEO. W. LORD,
Treasurer.

No. 1.

STATEMENT OF REVENUE AND RECEIPTS IN THE YEAR 1870, ON
ACCOUNT OF THE CONSOLIDATED REVENUE FUND.

Ledger Folio.	HEAD OF REVENUE OR RECEIPT.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
	CUSTOMS:—						
12	Spirits	319,913	8	8			
	Wine	21,629	0	9			
	Ale and Beer	23,248	4	0			
	Tobacco and Cigars	69,963	1	6			
	Tea	61,002	15	11			
	Coffee and Chicory	6,105	11	0			
	Sugar and Molasses	69,247	15	3			
	Opium	2,546	6	5			
	Rice	4,608	7	4			
	Dried Fruits	11,611	15	0			
	Malt	1,309	3	2			
	Hops	1,421	19	0			
	Ad Valorem	147,893	19	1			
20	New and Measurement Duties	11,666	2	8			
	Murray River	101,648	0	3			
					853,815	10	0
23	DUTY ON REFINED SUGAR AND MOLASSES				17,816	13	4
25	DUTY ON SPIRITS DISTILLED IN THE COLONY				12,623	15	8
	GOLD:—						
27	Duty on Gold:—						
	Collected at the Custom House	7,286	3	0			
	Collected at the Mint	8,945	0	8			
		16,231	3	8			
29	Fees for Escort and Conveyance of Gold, &c... ..	5,548	10	1			
					21,779	13	9
31	MINT RECEIPTS				11,559	13	6
	LAND REVENUE:—						
	Land Sales:—						
	Auction Sales, &c.	82,329	11	4			
	Selections	26,357	7	11			
	Conditional Purchases	93,749	14	4			
		202,436	13	7			
	Balances of Conditional Purchases	18,348	3	2			
	Interest on Land Sales to Conditional Purchasers	30,057	19	7			
	Rent of Land, 1st Class Settled Districts	22,394	19	1			
93	Rent of Runs, 2nd Class Settled and Unsettled Dis- tricts	182,914	16	8			
	Assessment on Runs, 2nd Class Settled and Unsettled Districts	5,644	18	2			
	Fees on Transfer of Runs	1,074	0	0			
	Quit Rents	24	5	0			
	Licenses to cut Timber, &c., on Crown Lands	1,977	15	0			
	Mineral Leases	2,453	16	7			
	Leases of Auriferous Lands	2,501	1	0			
	Miners' Rights	6,619	15	0			
	Business Licenses	664	10	0			
	Miscellaneous	956	17	7			
					478,069	10	5
118	CONTRIBUTIONS UNDER DISEASES IN SHEEP ACT				9,348	18	5
120	CONTRIBUTIONS UNDER CATTLE DISEASES PREVENTION ACT				3	19	0
123	FEES UNDER REGISTRATION OF BRANDS ACT				674	2	3
137	POSTAGE				82,804	14	6
139	COMMISSION ON MONEY ORDERS				2,937	19	0
	Carried forward... ..				£ 1,491,434	9	10

STATEMENT OF REVENUE AND RECEIPTS—continued.

Ledger Folio.	HEAD OF REVENUE OR RECEIPT.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward...	.....	1,491,484 9 10
	LICENSES:—		
178	To Wholesale Spirit Dealers	4,570 0 0	
	To Auctioneers	1,752 12 4	
	To Bonded Storekeepers	3,885 14 0	
	To Retail Fermented and Spirituous Liquors	63,289 3 8	
	Billiard and Bagatelle Licenses to Publicans	2,806 13 4	
	To Distillers and Rectifiers	111 7 6	
	To Hawkers and Pedlers	885 18 2	
	To Pawnbrokers	441 17 6	
	Colonial Wine, Cider, and Perry	294 0 0	
	All other Licenses	231 14 4	
			78,269 0 10
	FEES OF OFFICE:—		
247	On Commission to Public Officers	1 11 6	
	On Certificates of Naturalization	227 15 6	
	On the Preparation and Enrolment of Title Deeds	3,482 0 0	
	Registrar General	4,873 9 2	
	Prothonotary of Supreme Court	1,938 0 9	
	Master in Equity	521 8 11	
	Curator of Intestate Estates	323 10 2	
	Insolvent Courts	1,812 7 5	
	Sheriff	594 19 6	
	District Courts	3,569 6 5	
	Courts of Petty Sessions	3,088 12 3	
	Water Police Court and Shipping Masters	2,571 7 6	
	Steam Navigation Board	358 0 0	
	Under Gold Fields Act (25 Vict., No. 4)	33 15 6	
	Slaughtering Fees, Glebe Island Abattoirs	1,134 6 6	
	Other Fees	1,076 5 11	
			25,606 17 0
	FINES AND FORFEITURES:—		
279	Sheriff	455 4 9	
	Courts of Petty Sessions	4,458 0 10	
	Water Police Court	756 16 6	
	For the Unauthorized Occupation of Crown Lands	440 9 2	
	Crown's share of Seizures by the Departments of Customs and Distilleries	240 17 6	
	Confiscated, Unclaimed, and Estreated Property	261 18 1	
	Other Fines	5 16 6	
			6,619 3 4
	RENTS—EXCLUSIVE OF LAND:—		
290	Tolls and Ferries	18,632 11 7	
	Wharfs	5,272 15 8	
	Government Buildings and Premises	423 16 8	
	Glebe Island Abattoirs	1,401 8 4	
	Glebe Island Bridge	701 0 0	
			26,431 12 3
298	STAMPS .....	.....	65,157 12 5
	RAILWAYS:—		
306	Railway Tolls	295,981 3 7	
	Miscellaneous Receipts:—		
	Sale of Property	6,570 3 4	
	Advertising in Carriages	120 0 0	
	Percentage on Stores Sold	32 1 0	
	Store Charges	355 14 1	
	Hire of Machinery	261 12 0	
	Unclaimed Wages, &c.	107 8 2	
	Hire of Engines	120 0 0	
	Water supplied to the Benevolent Asylum, Liverpool	90 16 0	
	Fines	75 17 5	
	Unclaimed Goods	113 12 9	
	Other Items	1 6 9	
		7,848 11 6	
			308,779 15 1
	Carried forward...	£	1,997,298 10 9

STATEMENT OF REVENUE AND RECEIPTS—continued.

Ledger Folio.	HEAD OF REVENUE OR RECEIPT.	AMOUNT.	TOTAL.
	Brought forward...	£ s. d.	£ s. d. 1,997,298 10 9
311	ELECTRIC TELEGRAPH RECEIPTS		30,133 11 5
314	PILOTAGE:— Port Jackson	6,940 15 8	14,277 7 2
	Out Ports	7,336 11 6	
332	HARBOUR DUES		1,461 17 4
335	FEES ON CERTIFICATES OF COMPETENCY TO MASTERS OF VESSELS		265 0 0
337	TONNAGE DUES:— Newcastle	6,457 4 6	6,721 17 0
	Kiama	68 11 0	
	Wollongong	196 1 6	
339	INTEREST ON CITY DEBENTURES		10,000 0 0
	MISCELLANEOUS RECEIPTS:—		
	Sale of Government Property	2,238 5 1	
	For the support of Patients in the Lunatic Asylums	859 15 11	
	Collections by the Government Printer	2,780 12 10	
	Store Rent of Gunpowder	1,787 13 6	
	For work performed by Prisoners in Gaol	1,784 8 1	
	Fees for docking Vessels, Fitz Roy Dock	1,112 16 5	
	Fees on presenting Private Bills to Parliament	125 0 0	
	Fees on Letters of Registration	640 0 0	
	Interest on Bank Deposits	5,979 11 9	
	Repayment of the Cost of Excise Supervision of the Brisbane Bonded Sugar Refinery	1,000 0 0	
	Unclaimed Balances of Intestate Estates	1,146 4 6	
	Unclaimed Balances of Insolvent Estates	651 9 3	
	Contributions towards the support of Children in the Industrial Schools of the Colony	96 0 8	
373	Rent of Goods in Queen's Warehouses	156 15 5	
	Amount received for Services of Tide-waiters employed in Vessels after the time allowed by Law	47 11 0	
	Unclaimed Costs, Moieties of Fines, &c.	323 13 3	
	Contribution by the Commissariat towards the repair of the Military Barracks	133 15 9	
	Unclaimed Proceeds of Gold, 1856 to 1863	197 7 8	
	For Advertising in the London Gazette	20 0 0	
	Hire of Steam-dredge "Samson"	460 0 0	
	Use of Government Punts	25 6 0	
	Damage done to Wall of Industrial School, Newcastle	91 10 0	
	For non-performance of Contracts	54 10 0	
	Unclaimed Moneys in hands of Postmaster General	30 3 2	
	Amount received on account of Illicit Distillation	100 0 0	
	Work performed by Boys on board the Nautical School Ship "Vernon"	30 15 3	
	Other Miscellaneous Receipts	81 18 0	
395	Accrued Interest on Treasury Bills	91 14 6	
397	Accrued Interest on Debentures	129 15 2	
375-388	Repayments to Credit of Votes	20,338 15 0	
402	Advances on account of other Governments repaid	23 14 4	42,539 2 6
	TOTAL REVENUE PROPER	£	2,102,697 6 2
400	RECEIPTS IN AID OF THE CONSOLIDATED REVENUE FUND:— Proceeds of Treasury Bills issued under 33 Vic., No. 8, to the amount of £343,200, to pay off a like amount of Treasury Bills issued under the authority of the Act 32 Vic., No. 14		339,943 0 0
	TOTAL	£	2,442,640 6 2

The Treasury, New South Wales,
12th September, 1871.GEORGE LAYTON,
Accountant.GEO. W. LORD,
Treasurer.

No. 2.

CONSOLIDATED REVENUE FUND.

ABSTRACT OF DISBURSEMENTS IN THE YEAR 1870 AS DETAILED IN THE ANNEXED STATEMENT.

GENERAL HEAD OF SERVICE.	SERVICES OF THE YEAR						TOTAL.
	1865.	1866.	1867.	1868.	1869.	1870.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
I.—SCHEDULES TO IMPERIAL ACT 18 & 19 VICTORIAE, CAP. 54					3,155 2 0	47,361 0 9	50,516 8 9
SUPPLEMENTS TO SCHEDULES A AND B					397 11 7	5,551 14 6	5,949 6 1
II.—EXECUTIVE AND LEGISLATIVE				224 14 9	157 14 8	16,690 2 6	17,072 11 11
III.—COLONIAL SECRETARY		42 0 0	257 12 0	1,707 17 10	45,517 0 0	459,107 12 2	506,632 2 0
IV.—ADMINISTRATION OF JUSTICE			28 9 4	38 4 7	2,380 9 0	56,519 8 4	58,966 11 3
V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE			0 19 4	289 8 3	27,113 10 5	171,253 0 0	198,656 18 0
VI.—SECRETARY FOR LANDS	99 0 0	938 6 5	149 15 1	3,036 13 3	16,036 3 9	150,313 7 0	170,573 5 6
VII.—SECRETARY FOR PUBLIC WORKS		5 7 3	2,936 11 11	11,988 9 5	70,134 15 8	345,102 17 6	430,168 1 9
VIII.—THE POSTMASTER GENERAL				53 7 5	22,545 6 9	101,402 16 0	124,001 10 2
IX.—UNCLASSIFIED EXPENDITURE				192 10 0	3,359 3 4	588,122 3 6	591,673 16 10
TOTAL, CHARGES AGAINST APPROPRIATIONS	99 0 0	985 13 8	3,373 7 8	17,531 5 6	190,796 17 2	1,941,424 8 3	2,154,210 12 3
X.—OTHER PAYMENTS OUT OF THE CONSOLIDATED REVENUE FUND							448,769 2 8
GRAND TOTAL							£2,602,979 14 11

The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

No. 2.

STATEMENT OF DISBURSEMENTS, IN THE YEAR 1870, OUT OF THE
CONSOLIDATED REVENUE FUND.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1865.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	No. DE.—Secretary for Lands.				
169	REFUND TO R. ANDREWS OF PRICE OF FLOODED ALLOTMENT, AT GUNDAGAI			99 0 0	99 0 0
	Total for the Year 1865.....£			99 0 0	99 0 0
	SERVICES OF THE YEAR 1866.				
	No. III.—Colonial Secretary.				
53	PREPARATION OF ELECTORAL LISTS			42 0 0	42 0 0
	No. VE.—Secretary for Lands.				
1234	SURVEY OF LANDS		23 17 2		} 938 6 5
1336	SINKING WELLS ON THE ROUTE FROM THE DARLING TO THE LACHLAN AND TO THE WARREGO			914 9 3	
	No. VII.—Secretary for Public Works.				
1395	RAILWAY WORKING EXPENSES.....			5 7 3	5 7 3
	Total for the Year 1866.....£		23 17 2	961 16 6	985 13 8
	SERVICES OF THE YEAR 1867.				
	No. III.—Colonial Secretary.				
58	GAOLS—CONVEYANCE OF PRISONERS			2 14 2	} 257 12 0
66	REFORMATORIES AND INDUSTRIAL SCHOOLS		55 15 0		
60	PREPARATION OF ELECTORAL LISTS			124 2 10	
64	COMPENSATION TO A. G. DE GYULAY, AS SECRETARY TO THE EXHIBITION HELD IN MELBOURNE IN 1866 AND 1867			75 0 0	
	No. IV.—Administration of Justice.				
70	PETTY SESSIONS		17 13 4		} 28 9 4
71	DISTRICT COURTS	2 10 0	8 6 0		
	No. V.—Treasurer and Secretary for Finance and Trade.				
1072	POSTAGE OF THE VARIOUS PUBLIC DEPARTMENTS.....			0 9 4	} 0 19 4
1155	ALLOWANCE FOR POSTAGE AND STATIONERY TO CLERKS OF PETTY SESSIONS, LAND AGENTS, AND REGISTRARS OF DISTRICT COURTS			0 10 0	
	No. VI.—Secretary for Lands.				
1337	SURVEY OF LANDS		81 7 7		} 149 15 1
1282	BOTANIC GARDENS		35 0 6		
1901	FENCING PUBLIC ROADS WHERE PROCLAIMED THROUGH ENCLOSED LANDS			38 7 0	
	Carried forward.....£	2 10 0	198 2 5	236 3 4	436 15 9

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1867—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	2 10 0	198 2 5	296 3 4	486 15 9
	No. VII.—Secretary for Public Works.				
1419	COLONIAL ARCHITECT		2 13 6		
1958	SEA-WALL, BOTANICAL GARDENS			192 9 3	
2011	SCREW-MOORINGS, NEWCASTLE			760 19 10	
2043	POLICE BUILDINGS			438 16 0	
2143	ALTERATIONS, ABATTOIR, GLEBE ISLAND.....			40 0 0	2,936 11 11
	MINOR ROADS—				
2263	Northern			348 2 2	
2278	Western			135 11 10	
2305	Southern			210 0 0	
2375	RYLSTONE BRIDGE			756 15 0	
2383	ROADS, MORUYA DISTRICT			51 4 4	
	Total for the Year 1867.....	£ 2 10 0	200 15 11	3,170 1 9	3,373 7 8
	SERVICES OF THE YEAR 1868.				
	No. II.—Executive and Legislative.				
87-94	PARLIAMENTARY LIBRARY		224 14 9		224 14 9
	TOTAL, EXECUTIVE AND LEGISLATIVE.....		224 14 9		224 14 9
	No. III.—Colonial Secretary.				
103	COLONIAL SECRETARY	50 0 0			50 0 0
114	VOLUNTEERS		94 1 6		94 1 6
122	NAVAL BRIGADE		230 3 0		230 3 0
165	POLICE		5 0 0		5 0 0
	GAOLS AND PENAL ESTABLISHMENT—				
232	Gaol, Berrima		19 14 7		
304	Port Macquarie		2 8 8		46 18 3
388	Penal Establishment, Cockatoo Island.....		24 15 0		
393	LUNATIC ASYLUM, TARBAN.....	31 17 2			31 17 2
430	REGISTRAR GENERAL		38 3 6		38 3 6
462	VACCINE INSTITUTION		293 16 6		293 16 6
527	INDUSTRIAL SCHOOL, NEWCASTLE.....		64 9 2		64 9 2
492	INVERELL SCHOOL OF ARTS			13 13 6	13 13 6
	CHARITABLE ALLOWANCES—				
562	Support of Paupers in Colonial Hospitals			8 4 3	
569	Support of Infants removed from Benevolent Asylum to Asylum for Destitute Children, Randwick			260 12 6	835 15 3
588	Hospital, Carcoar			200 0 0	
622	Hospital, Maitland—Repairs			300 0 0	
618	Hospital, Newcastle—Enclosing Land			66 18 6	
	MISCELLANEOUS—				
650	Burial of Destitute Persons			2 5 0	
654	Maintenance of Deserted Children, Paupers taken charge of for protection, expenses of transmission, &c.....			1 15 0	4 0 0
	TOTAL, COLONIAL SECRETARY	£ 81 17 2	772 11 11	853 8 9	1,707 17 10
	Carried forward	£ 81 17 2	997 6 8	853 8 9	1,932 12 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1868—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	81 17 2	997 6 8	853 8 9	1,932 12 7
	No. IV.—Administration of Justice.				
721	LAW OFFICERS OF THE CROWN	0 5 10	.....	.....	0 5 10
826	PETTY SESSIONS .....	.....	30 8 0	.....	30 8 0
811	QUARTER SESSIONS .....	.....	3 7 0	.....	3 7 0
867	CORONERS' INQUESTS .....	.....	4 3 9	.....	4 3 9
	TOTAL, ADMINISTRATION OF JUSTICE	0 5 10	37 18 9	.....	38 4 7
	No. V.—Treasurer and Secretary for Finance and Trade.				
	STORES AND STATIONERY—				
1172	Stores and Stationery for the Public Service generally .....	.....	.....	13 10 4	} 86 16 10
1167	Sneider Rifles and Ammunition .....	.....	.....	63 9 10	
1000	Fuel and Light for Departments within the District of Sydney .....	.....	.....	9 16 8	
1182	PRINTING, BOOKBINDING, AND POSTAGE STAMP DEPARTMENT .....	.....	168 0 1	.....	168 0 1
1027	ABATTOIR, GLEBE ISLAND .....	.....	11 6 6	.....	11 6 6
	MISCELLANEOUS—				
1066	Postage of the various Public Departments .....	.....	.....	9 8 1	} 23 4 10
1178	Advertising for the Public Service generally .....	.....	.....	4 17 0	
1134	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts .....	.....	.....	8 19 9	
	TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE .....	.....	179 6 7	110 1 8	289 8 3
	No. VI.—Secretary for Lands.				
1211-1220	SURVEY OF LANDS .....	.....	912 7 4	.....	912 7 4
1239	COMMISSION TO LAND AGENTS, APPRAISERS, AND OTHERS .....	.....	.....	21 3 0	21 3 0
1252	OCCUPATION OF LANDS .....	.....	411 18 10	.....	411 18 10
1307	BOTANIC GARDENS .....	.....	50 0 0	.....	50 0 0
1809	SUBORDINATE ROADS—NORTHERN.....	.....	.....	377 8 9	377 8 9
1849	MINOR BRIDGES, AND ROADS UNCLASSIFIED .....	.....	.....	0 8 8	0 8 8
1365	SINKING WELLS ON THE ROAD BETWEEN THE DARLING AND THE LACHLAN.....	.....	.....	1,263 6 8	1,263 6 8
	TOTAL, SECRETARY FOR LANDS.....	.....	1,374 6 2	1,662 7 1	3,036 13 3
	No. VII.—Secretary for Public Works.				
1437	RAILWAY WORKING EXPENSES.....	.....	.....	4,169 3 5	4,169 3 5
	HARBOURS AND RIVER NAVIGATION—				
1521	Steam Dredge "Vulcan" .....	.....	31 12 4	}	57 1 4
1516	Steam Dredge "Samson" .....	.....	25 9 0		
	PUBLIC WORKS—				
2019	Sea-wall, Botanical Gardens .....	.....	.....	1,034 1 2	} 3,733 11 9
2045	Incidental Expenses to Wharfs, Bridges, and other Public Works .....	.....	.....	59 4 2	
2021	Erection of a Wharf at Shoalhaven .....	.....	.....	4 4 0	
2023	Improving the Navigation of the Macleay River .....	.....	.....	1,290 3 0	
2032	Erection of a Wharf at Wagga Wagga .....	.....	.....	524 16 4	
2042	Wharf Accommodation, &c., Moruya River .....	.....	.....	14 5 11	
2459	Approaches to West Maitland Bridge .....	.....	.....	353 0 2	
1517	Refund of <i>Ad Valorem</i> duty paid on iron-work for West Maitland Bridge .....	.....	.....	503 17 0	
	Carried forward.....	57 1 4	7,952 15 2		8,009 16 6
	Carried forward.....	82 3 0	2,588 18 2	2,625 17 6	5,296 18 8

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1868—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	82 3 0	2,588 18 2	2,625 17 6	5,296 18 8
	No. VII.—Secretary for Public Works—continued.				
	Brought forward		57 1 4	7,952 15 2	8,009 16 6
1507	IMPROVING WATER RESERVE, COOTAMUNDY			150 0 0	150 0 0
	PUBLIC WORKS AND BUILDINGS—				
2115	Ordinary Repairs, Alterations, and Additions to Public Buildings generally			13 1 6	
2132	Furniture and Fittings for Public Offices generally			1 4 6	
2159	Building and other Materials, for completion or repair of Gaols and other Public Buildings, by the labour of prisoners in Gaol			0 12 0	2,311 4 4
2212	Gaols, Court Houses and Lock-ups			2,262 10 0	
2188	Furniture for, and Repair of, Telegraph Stations			0 9 6	
2189	Additions, &c., Protestant Orphan School, Parramatta			33 6 10	
2343	MAIN NORTHERN ROAD			30 9 5	30 9 5
	OTHER ROADS AND BRIDGES—				
	Minor Roads :—				
2391	Northern Districts			174 10 0	
2448	Southern Districts			177 10 7	
2465	Western Districts			1,053 8 11	1,486 19 2
2427	Bridge over Cedar-Party Creek, Manning River			67 4 8	
2430	Three Bridges between Molong and Wellington			14 5 0	
	TOTAL, SECRETARY FOR PUBLIC WORKS.....£		57 1 4	11,931 8 1	11,988 9 5
	No. VIII.—Postmaster General.				
1620	ELECTRIC TELEGRAPHS		53 7 5		53 7 5
	TOTAL, POSTMASTER GENERAL.....£		53 7 5		53 7 5
	No. IX.—Unclassified Expenditure.				
1617	INTEREST ON DEBENTURES.....£			192 10 0	192 10 0
	TOTAL, UNCLASSIFIED EXPENDITURE.....£			192 10 0	192 10 0
	Total for the Year 1868.....£	82 3 0	2,639 6 11	14,749 15 7	17,531 5 6
	SERVICES OF THE YEAR 1869.				
	No. I.—Schedules to Imperial Act 18 and 19 Victoria, cap. 54.				
5	SCHEDULE A.....£			50 8 6	50 8 6
	SCHEDULE B—				
12	Pensions to Judges.....£			625 0 0	
15	Pensions to retired Political Officers			391 13 4	1,523 2 1
26	Pensions to superannuated Officers and others			606 8 9	
	SCHEDULE C—				
	Church of England—	£ s. d.			
34	Diocese of Sydney	639 18 1			
38	Diocese of Goulburn	100 0 0			
40	Diocese of Newcastle.....£	287 10 0			
46	Roman Catholic Church			1,027 8 1	1,581 11 5
				554 3 4	
	SUPPLEMENT TO SCHEDULE B—				
31	Pensions to superannuated Officers and others			397 11 7	397 11 7
	TOTAL, SCHEDULES.....£			3,552 13 7	3,552 13 7
	Carried forward.....£			3,552 13 7	3,552 13 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1869—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....			3,552 13 7	3,552 13 7
	No. II.—Executive and Legislative.				
56	HIS EXCELLENCY THE GOVERNOR		7 8 10		7 8 10
66	LEGISLATIVE COUNCIL.....		2 4 3		2 4 3
73	LEGISLATIVE ASSEMBLY		52 14 9		52 14 9
76-78	LEGISLATIVE COUNCIL AND ASSEMBLY.....	1 9 6	3 17 6		5 7 0
85-93	PARLIAMENTARY LIBRARY		89 19 10		89 19 10
	TOTAL, EXECUTIVE AND LEGISLATIVE.....£	1 9 6	156 5 2		157 14 8
	No. III.—Colonial Secretary.				
101-103	COLONIAL SECRETARY	180 8 0	0 10 0		180 18 0
116	VOLUNTEERS		3,149 5 0		3,149 5 0
	POLICE—				
131	Constabulary	1 14 7			
136	Police Surgeon	16 13 4			
863	Contingencies		6,863 19 2		6,382 7 1
182-192	PETTY SESSIONS	370 4 5	799 18 3		1,170 2 8
170-171	GOLD AND ESCORT			1,377 1 2	1,377 1 2
175	GOLD RECEIVERS	140 0 0			140 0 0
	GAOLS AND PENAL ESTABLISHMENT—				
201	Gaol, Sydney		342 11 3		342 11 3
208	Parramatta		194 18 7		194 18 7
212-216	Bathurst	145 14 4	117 12 5		263 6 9
218-222	Maitland	221 2 9	248 17 9		470 0 6
230	Goulburn		79 2 1		79 2 1
232-236	Berrima	1 12 6	82 17 7		84 10 1
240-244	Albury	0 9 4	103 5 9		103 15 1
246-248	Braidwood.....	61 19 4	72 19 0		134 18 4
256	Mudgee		25 16 3		25 16 3
258-261	Grafton	31 8 4	33 1 5		64 9 9
268	Wollongong		26 16 6		26 16 6
270-2	Armidale	56 19 4	40 19 2		97 18 6
276-280	Wagga Wagga	56 10 0	25 11 9		82 1 9
282-286	Yass	61 19 4	31 19 8		93 19 0
288-291	Deniliquin.....	57 16 0	42 4 3		100 0 3
297	Port Macquarie		100 2 8		100 2 8
300	Windsor	1 13 4			1 13 4
302	Eden	15 1 6			15 1 6
304	Gundagai	10 1 6			10 1 6
316	Tamworth	22 13 0			22 13 0
308	Orange	12 11 6			12 11 6
310	Tenterfield	15 1 6			15 1 6
312	Wellington	10 1 6			10 1 6
314	Cooma	10 1 6			10 1 6
316	Queanbeyan	10 1 6			10 1 6
320-328	Gaols, Country Districts	85 0 0	365 10 1		450 10 1
	Gaols generally—				
331	Extra Warders.....			10 1 6	
351	Conveyance of Prisoners			99 19 5	
358	Materials, &c., for employment of Prisoners in Gaol			120 9 0	
362	Medicines and surgical instruments			260 18 11	507 4 10
345	Books for Prisoners.....			8 10 0	
368	Unforeseen expenses			7 6 0	
378	Penal Establishment, Cockatoo Island.....		45 4 5		45 4 5
380	Visiting Justice, Sydney Gaol and Penal Establishment	16 13 4			16 13 4
	LUNATIC ASYLUMS—				
383-387	Tarban Creek Asylum.....	544 8 4	2,000 14 7		
395	Parramatta Asylum		734 3 3		
403	Lunatic Receiving House, Darlinghurst		30 3 9		
405	Board of Visitors			87 10 0	3,434 9 11
408	Chaplains.....	37 10 0			
	Carried forward	2,195 10 1	15,058 4 7	1,971 16 0	19,225 10 8
	Carried forward	1 9 6	156 5 2	3,552 13 7	3,710 8 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1869—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....	1 9 6	156 5 2	3,552 13 7	3,710 8 3
	No. III.—Colonial Secretary—continued.				
	Brought forward.....	2,195 10 1	15,058 4 7	1,971 16 0	19,225 10 8
411	MEDICAL BOARD—CLERK	22 0 0	22 0 0
414-417	VACCINE INSTITUTION	25 0 0	20 0 0	45 0 0
425	AUDITOR GENERAL	127 14 4	127 14 4
434	REGISTRAR GENERAL	758 10 9	758 10 9
852	REGISTRATION OF BRANDS	159 19 5	159 19 5
438-440	COLONIAL AGENT	250 0 0	152 14 0	402 14 0
442-449	OBSERVATORY	8 6 8	96 16 7	105 3 3
451	MUSEUM—CURATOR	125 0 0	125 0 0
454	PUBLIC INSTRUCTION	5,000 0 0	5,000 0 0
	INDUSTRIAL SCHOOLS—				
511-516	Nautical School Ship "Vernon"	0 7 9	223 2 11	223 10 8
526	Industrial School for Girls at Newcastle.....	470 18 9	470 18 9
533	Reformatory for Girls at Newcastle.....	167 7 8	5 9 8	172 17 4
542-546	PROTESTANT ORPHAN SCHOOL	93 18 4	202 6 1	296 4 5
548-552	ROMAN CATHOLIC ORPHAN SCHOOL.....	95 9 6	347 13 5	443 2 11
536	CHARITABLE INSTITUTIONS—INSPECTOR OF	25 0 0	25 0 0
556-560	ASYLUMS FOR THE INFIRM AND DESTITUTE	15 0 0	1,452 3 9	1,467 3 9
455	FREE PUBLIC LIBRARY	297 0 9	131 1 11	428 2 8
	GRANTS IN AID OF PUBLIC INSTITUTIONS—				
	In aid of the following Institutions, in the proportion of £1 to every £2 raised by private contributions, viz. :—				
459	School of Arts, Albury	10 2 6	2,791 2 10
460	Armidale .....	.....	.....	42 7 6
461	Balmain .....	.....	.....	100 0 0
469	East Maitland .....	.....	.....	31 16 9
471	Grafton .....	.....	.....	37 2 0
474	Morpeth .....	.....	.....	71 3 7
477	Parramatta .....	.....	.....	37 9 3
481	Richmond .....	.....	.....	34 18 6
482	St. Leonards .....	.....	.....	39 15 9
490	Windsor .....	.....	.....	11 11 3
491	Wollongong.....	.....	.....	11 8 0
488	Waratah .....	.....	.....	3 15 9
492	Mechanics' Institute, Yass .....	.....	.....	70 17 3
	In aid of the erection of Buildings for the following Institutions, equal sums having been raised by private contributions, viz. :—				
497	School of Arts, Grafton .....	.....	.....	376 11 8
498	Hinton .....	.....	.....	350 0 0
504	Frederickton .....	.....	.....	100 0 0
505	Mechanics' and Miners' Institute, Lambton .....	.....	.....	120 0 0
507	Mechanics' Institute and School of Arts, Ulladulla .....	.....	.....	250 0 0
508	Mechanics' Institute, Yass.....	.....	.....	300 0 0
476	Mechanics' Institute, Orange .....	.....	.....	20 12 11
466	Literary Institute, Braidwood .....	.....	.....	300 0 0
463	Bathurst.....	.....	.....	46 1 6
480	Raymond Terrace .....	.....	.....	14 14 11
484	Stroud.....	.....	.....	3 0 0
486	Ulladulla .....	.....	.....	50 0 0
493	Inverell .....	.....	.....	19 8 9
494	Bega .....	.....	.....	51 0 0
495	Forbes .....	.....	.....	117 14 0
496	Grenfell .....	.....	.....	69 11 0
462	Working Men's Institute, Balmain .....	.....	.....	50 0 0
485	Tamworth .....	.....	.....	50 0 0
	Carried forward	£ 3,480 0 2	19,046 16 9	9,762 18 10	32,280 15 9
	Carried forward.....	£ 1 9 6	156 5 2	3,552 13 7	3,710 8 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1869—continued.				
	Brought forward.....	1 9 6	156 5 2	3,552 13 7	3,710 8 3
	Ac. III.—Colonial Secretary—continued.				
	Brought forward.....	3,480 0 2	19,046 16 9	9,762 18 10	32,289 15 9
	CHARITABLE ALLOWANCES—				
564	For the support of Paupers in Colonial Hospitals.....			1,169 16 9	
571	For the support of Women and Children in the Benevolent Asylum, Sydney.....			648 10 0	
574	In aid of the Asylum for Destitute Children at Randwick.....			333 6 8	
574	For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children, Randwick.....			1,262 19 9	
	In aid of the undermentioned Institutions, equal sums having been raised by private contributions, viz. :—				
582	Benevolent Society, Parramatta.....			54 3 8	
583	Singleton and Patrick's Plains.....			500 0 0	
584	Tamworth.....			149 14 9	
585	Hospital and Benevolent Society, Penrith.....			71 9 2	
580	Bega.....			29 19 0	
590	Hospital, Armidale and New England.....			148 14 9	
591	Bathurst.....			113 13 11	
595	Deniliquin.....			320 9 10	
597	Forbes.....			200 0 0	
598	Goulburn.....			126 8 8	
601	Gundagai.....			168 8 0	8,016 5 11
604	Maitland.....			310 4 3	
592	Braidwood.....			63 0 1	
595	Dubbo.....			250 0 0	
608	Muswellbrook.....			143 8 6	
609	Newcastle.....			200 0 0	
610	Orange.....			151 14 0	
611	Parramatta.....			48 6 5	
615	Sofala.....			66 8 3	
616	Tenterfield.....			73 6 5	
617	Wagga Wagga.....			300 0 0	
599	Grafton.....			200 0 0	
619	Windsor.....			100 0 0	
620	Wollongong.....			200 0 0	
621	Yass.....			148 14 7	
622	Young.....			107 11 6	
600	Grenfell.....			200 0 0	
614	Queanbeyan.....			44 13 6	
613	Port Stephens.....			20 6 0	
623	Araluen.....			90 17 6	
1265-8	IMMIGRATION	334 15 10	16 14 11		351 10 9
	MISCELLANEOUS—				
634	Expenses of the Commission appointed to inquire into the Water-supply for Sydney and Suburbs.....			96 2 3	
647	Expenses of the Returning Officers of the Electoral Districts.....			3,845 15 8	
652	Expenses attending the preparation of the Electoral Lists.....			1 0 8	
657	Newspapers and Almanacs.....			3 5 0	
662	Burial of destitute persons in cases where inquests have not been held.....			38 7 6	
664	Maintenance of deserted Children, Paupers taken charge of for protection, expenses of transmission, &c.....			22 9 9	
668	Fees for examining Lunatics.....			27 6 0	
670	Rewards for apprehension of Offenders.....			235 0 0	4,859 7 7
672	Rent of House for the Commodore commanding the Naval Squadron on this Station.....			77 5 8	
631	Boats for the Volunteer Water Brigade at Windsor.....			148 0 0	
676	Extra expenses incurred in the Astronomer's Department at the instance of the Agricultural Society.....			49 15 1	
678	Towards the erection of a Statue to Captain Cook.....			300 0 0	
656	Expenses incurred by Dr. Badham whilst travelling through the interior for the purpose of furthering his plan for promoting education.....			15 0 0	
	TOTAL, COLONIAL SECRETARY£	3,814 16 0	19,063 11 8	22,638 12 4	45,517 0 0
	Carried forward.....£	3,816 5 6	19,219 16 10	26,191 5 11	49,227 8 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1869—continued.				
	Brought forward	3,816 5 6	19,219 16 10	26,191 5 11	49,227 8 3
	No. XV.—Administration of Justice.				
717	LAW OFFICERS OF THE CROWN		362 18 0		362 18 0
724-727	SUPREME AND CIRCUIT COURTS.....		140 13 8		140 13 8
731-735	SHERIFF.....	50 0 0	65 17 6		115 17 6
	DISTRICT COURTS—				
755	Southern	394 6 8			964 10 8
763	South-western	164 3 4			
770	Western	165 16 8			
781	Northern	161 5 0			
792	Contingencies generally		78 19 0		
839	CORONERS' INQUESTS		445 7 0		445 7 0
	MISCELLANEOUS—				
867	Expenses of an action brought by Mr. Chippett against Mr. J. Thomson, Coroner, East Maitland			175 6 10	351 2 2
867	Connell's New South Wales Magisterial Digest.....			84 0 0	
867	Expenses in connection with the claim preferred against the Government by Mr. G. S. Yarnton, late Joint Registrar of the Sydney District Court			50 0 0	
	The Queen <i>vs.</i> Cummings—Costs of making submission a Rule of Court			41 15 4	
	TOTAL, ADMINISTRATION OF JUSTICE	£ 935 11 8	1,093 15 2	351 2 2	2,380 9 0
	No. VI.—Treasurer and Secretary for Finance and Trade.				
911-23	TREASURY		54 4 0		54 4 0
928	STAMP DUTIES		13 5 0		13 5 0
931-5	CUSTOMS.....	82 16 8	582 0 8		664 17 4
946	COLONIAL DISTILLERIES AND REFINERIES		0 18 0		0 18 0
943	PRINTING, BOOKBINDING, AND POSTAGE STAMP DEPARTMENT.....		816 14 2		816 14 2
	STORES AND STATIONERY—				
1200	Conveyance of Stores			204 5 3	3,112 4 8
970	Packing and other Expenses			30 4 5	
1194	Stores and Stationery for the Public Service generally.....			2,219 1 9	
1181	Fuel and Light for Departments within the District of Sydney.....			347 17 3	
1205	Ammunition for Enfield Rifles.....			310 16 0	
1019	GUNPOWDER MAGAZINE, SPECTACLE ISLAND		10 19 10		10 19 10
1022-24	HEALTH AND EMIGRATION OFFICERS	42 8 0	4 17 6		47 5 6
1029	QUARANTINE		2 4 3		2 4 3
1032-4	SHIPPING MASTERS	0 10 0	1 9 0		1 19 0
1196	GLEBE ISLAND ABATTOIR		31 17 6		31 17 6
	HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT—				
1043	Steam Navigation and Pilot Boards.....	41 2 8			2,111 0 7
1046	Harbour Masters	22 10 0			
1145	Colonial Light-houses	62 16 8			
1100	Sea and River Pilots	410 11 10			
1057	Boatmen	248 0 0			
1059	Telegraph Stations	14 10 9			
1198	Contingencies generally		47 15 9		
1060	Light-house, Gabo Island			750 0 0	
1061	" Wilson's Promontory			513 12 11	
1175	LIFE-BOATS			44 0 0	44 0 0
	Carried forward	£ 925 6 7	1,566 5 8	4,419 17 7	6,911 9 10
	Carried forward	£ 4,751 17 2	20,313 12 0	26,542 8 1	51,607 17 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1869—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....	4,751 17 2	20,313 12 0	26,542 8 1	51,607 17 3
	No. V.—Treasurer and Secretary for Finance and Trade—continued.				
	Brought forward.....	925 6 7	1,566 5 8	4,419 17 7	6,911 9 10
	MISCELLANEOUS—				
1269	Postage of the various Public Departments			1,700 12 0	
1208	Advertising for the Public Service generally			831 7 2	
1103	Transmission of Public Telegraphic Messages			653 9 3	
1186	Duty Stamps for the Public Service generally			16 4 0	
1108	Commission on Payments in England by the Government Financial Agents.....			1,439 11 9	
1111	Exchange on Remittances.....			54 15 4	
1162	Expense of carrying on the Coast Surveys			223 5 9	
1139	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts			435 8 5	
1160	Amount of Murray River Customs collections, paid to the Government of Victoria under the 5th, 6th, and 7th clauses of the Agreement of 12th January, 1867			14,120 19 9	20,202 0 7
1203	Additions to Boat-house at Norah			16 9 0	
1204	Winch, Rope, &c., for Boat and Boat-house at Norah			20 0 0	
1183	Moorings at Tathra			265 17 7	
1202	Gratuity to the Widow of Charles Bunstrom, Government Boatman, who lost his life by the upsetting of a boat during a heavy squall on 9th September.....			150 0 0	
	Payments out of the Vote for Unforeseen Expenses:—				
	Postage and other charges in England connected with the Government Agencies.....			37 8 3	
1157	Provisions supplied to the Flying Squadron			195 3 7	
	Miscellaneous Items			41 8 9	
	TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE £	925 6 7	1,566 5 8	24,621 18 2	27,113 10 5
	No. VI.—Secretary for Lands.				
1216	DEPARTMENT OF LANDS		2 14 6		2 14 6
1223-38	SURVEY OF LANDS	367 18 1	9,026 18 2		9,394 16 3
1370	COMMISSION TO LAND AGENTS, APPRAISERS, AND OTHERS			2,029 18 6	2,029 18 6
1258-63	OCCUPATION OF LANDS	15 5 0	135 14 7		150 19 7
1275-79	GOLD FIELDS	136 13 10	131 3 8		267 17 6
1292 } 1309 }	PREVENTION OF SCAB IN SHEEP	813 1 3	91 16 2		904 17 5
1314-16	INSPECTION OF CATTLE	37 10 0	0 16 8		38 6 8
1361-28	COAL FIELDS	75 0 0	134 15 7		209 15 7
1326-7	BOTANIC GARDENS		112 13 1		112 13 1
1335-63	GOVERNMENT DOMAINS AND HYDE PARK		602 10 3		602 10 3
	ROADS, STREETS, AND BRIDGES—				
	Subordinate Roads:—				
1814	Southern			64 19 4	
1810	Western			285 14 4	
1829	Minor Bridges and Roads not classified			392 5 7	
1843	Fencing Public Roads where proclaimed through enclosed lands.....			109 11 0	
1956	Rent of the Mudbank and Bunnerong Tolls, from 19th December, 1868, to 18th December, 1869, refunded to the Trustees.....			130 0 0	2,186 10 3
1951	Rent of the Windsor Ferry, 1869, refunded to the Trustees			283 0 0	
1846	Opening the Road from the Macleay River to the Bellinger River, and for construction of Punt, Boat, and Bridge in connection with that line.....			25 0 0	
1848	Formation of Streets and Lanes laid out in the sub-division of the land at the head of Woolloomooloo Bay			896 0 0	
	Carried forward	£ 1,445 8 2	10,239 2 8	4,216 8 9	15,900 19 7
	Carried forward	£ 5,677 3 9	21,879 17 8	51,164 6 3	78,721 7 8

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.	
		Salaries.	Contingencies.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	SERVICES OF THE YEAR 1869—continued.					
	Brought forward	5,677 3 9	21,879 17 8	51,164 6 3	78,721 7 8	
	No. VI.—Secretary for Lands—continued.					
	Brought forward	1,445 8 2	10,239 2 8	4,216 8 9	15,900 19 7	
1341-62	NECROPOLIS, HASLEM'S CREEK	17 6 8	26 0 0	43 6 8	
1344	ABORIGINES	54 17 6	54 17 6	
	MISCELLANEOUS—					
1345	Erection of Public Pounds	20 0 0	} 37 0 0	
1347	Preservation of Caves, Fish River .....	.....	.....	6 5 0
1348	Preservation of Wombeyan Caves .....	.....	.....	6 5 0
1366	Refund to the Trustees of the Grenfell School of Arts of the price of the land bought by them for the School of Arts, Grenfell .....	.....	.....	4 10 0
	TOTAL, SECRETARY FOR LANDS.....£	1,462 14 10	10,265 2 8	4,308 6 3	16,036 3 9	
	No. VII.—Secretary for Public Works.					
1419-21	DEPARTMENT OF PUBLIC WORKS	200 0 0	171 6 0	371 6 0	
	RAILWAYS—					
1456	General Establishment	15 18 2	} 19,736 2 5	
1436	Works in Progress .....	.....	80 1 4	.....	
1455	Existing Lines—Working Expenses .....	.....	.....	19,640 2 11
	HARBOURS AND RIVER NAVIGATION—					
1458-62	Engineer's Department	14 11 8	22 9 10	} 1,747 9 7	
1468	Steam Dredge "Hunter" .....	.....	183 18 9	.....	
1470-4	Steam Dredge "Hercules"	107 19 5	67 9 1	.....	
1479	Steam Dredge "Pluto" .....	.....	152 17 8	.....	
1530	Steam Dredge "Vulcan" .....	.....	267 1 7	.....	
1492	Steam Dredge "Samson" .....	.....	255 19 10	.....	
1493	Steam Cranes, Newcastle .....	.....	96 15 0	.....	
1524	Special services of Steamer "Thetis" in proceeding to Lord Howe's Island, and in other services in case of Shipwreck .....	.....	.....	578 12 2
	PUBLIC WORKS—					
1959	Preliminary Harbour Surveys	475 16 7	} 1,755 10 6	
1932	Landing Silt from Dredge, and forming Ground .....	.....	.....	45 2 6
1962	Repairs to Glebe Island Road .....	.....	.....	250 13 0
1942	Incidental Repairs to Wharfs, Bridges, and other Public Works .....	.....	.....	320 18 11
1949	Reconstructing Queen's Wharf, Morpeth .....	.....	.....	437 0 0
1945	Wharf at Hinton .....	.....	.....	225 19 6
1527	COLONIAL ARCHITECT	102 12 1	102 12 1	
	PUBLIC WORKS AND BUILDINGS—					
2064	Ordinary Repairs, Alterations, and Additions to Public Buildings generally	3,901 13 5	} 12,033 7 11	
2122	Furniture and Fittings for Public Offices generally .....	.....	.....	567 8 8
2011	Repairs to Military Barracks and Buildings .....	.....	.....	179 8 4
2014	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks .....	.....	.....	13 17 8
2015	Lighting Government Lamps in Streets of Sydney and Domain .....	.....	.....	170 0 0
2018	Furniture, and repair of same, Government House .....	.....	.....	6 10 0
2029	Building and other Materials for completion or repair of Gaols and other Public Buildings, by the labour of Prisoners in Gaol .....	.....	.....	684 17 6
2036	Additions, Sydney Gaol .....	.....	.....	697 2 5
2041	Police Buildings .....	.....	.....	498 10 9
2124	Gaols, Court Houses, and Lock-ups .....	.....	.....	4,787 19 4
2054	Coffins for Paupers .....	.....	.....	26 7 6
2060	Furniture for, and repair of, Telegraph Stations .....	.....	.....	499 12 4
	Carried forward	322 11 1	1,416 3 11	34,007 13 6		35,746 8 6
	Carried forward	7,139 18 7	32,145 0 4	55,472 12 6		94,757 11 5

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1869—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	7,139 18 7	32,145 0 4	55,472 12 6	94,757 11 5
	Ac. VII.—Secretary for Public Works—continued.				
	Brought forward	£ 322 11 1	1,416 3 11	34,007 13 6	35,746 8 6
	PUBLIC WORKS AND BUILDINGS—continued.				
2104	Repairs, Alterations, &c., Lunatic Asylum, Tarban			562 8 3	
2079	Additions and Improvements, Lunatic Asylum, Parramatta			1,154 13 4	
2070	Additions, Maitland Gaol			43 2 3	
2087	Pilots' Residence, Newcastle			264 0 0	
2083	Engine-driver, and Fuel for Engine, Lunatic Asylum, Tarban			21 3 0	
2062	Additions, &c., Protestant Orphan School			214 1 0	
2121	Iron Bedsteads for Hospital for the Insane, at Gladesville			131 0 0	
2096	Additions and Alterations to Parliamentary Buildings.....			257 8 0	
2073	Additions, &c., Benevolent Asylum, Liverpool			1,014 8 9	
2074	Repairs to Officers' Quarters and Workshops, Cockatoo Island			23 3 2	8,287 10 9
2084	Increased Accommodation, Government Printing Office			2,500 0 0	
2088	Residence for Telegraph Station-master, South Head			470 19 0	
2114	Repairs and Alterations, Sydney Mint			656 17 6	
2117	Alterations to the Closets, &c., in the back premises of the Treasury			225 0 0	
2108	Additions to Post and Telegraph Stations			500 0 0	
2112	Furniture for Lunatic Asylum, Parramatta			249 15 0	
1507	ROADS DEPARTMENT— General Establishment		38 0 6		38 0 6
2149	CONSTRUCTION AND MAINTENANCE OF MAIN ROADS— Northern Road			4,816 5 4	
2161	Southern Road			1,507 14 0	6,619 14 0
2172	Western Road.....			795 14 8	
2182	OTHER ROADS AND BRIDGES— Clyde Road			82 5 7	
2188	Road, Clarence River to Great Northern Road			743 16 0	
2210	Minor Roads:— Northern Districts			6,883 4 1	
2217	Western Districts			775 2 4	
2282	Southern Districts			2,779 18 11	
2230	Contingent Works on Minor Bridges, Roads, &c.			622 7 6	
2246	Repairs to Bridges.....			6 6 4	
2268	Bridge, Bredbo River.....			29 3 4	
2288	Bridge over the Ellenborough River			847 15 2	
2272	Bridge, Yanga Yanga Creek			135 17 0	
2273	Bridge, Menindee Creek, Darling.....			168 15 0	
2264	Bridge, Evans' Plains, Carcoar Road			460 1 7	
2258	Streets at Wentworth			490 17 6	
2256	Streets at Hay.....			233 19 0	
2290	Proportion of expense of widening the Railway Bridge over George-street South			1,505 0 0	18,962 14 8
2293	Bridge over Hunter River at Luskintyre			13 0 0	
2262	Bridge, Broughton's Creek, Kiama			3 15 0	
2263	Iron Foot Bridge, Fish River, O'Connell's Plains			500 0 0	
2270	Bridge over the Mulwarree Ponds, at Garoorigang			700 0 0	
2271	Two Bridges over Forest Creek, on Road from Wagga Wagga to Deniliquin			467 6 6	
2272	Bridge near Wentworth, Adelaide Road.....			250 0 0	
2295	Tolls, Grafton Punt			206 12 8	
2285	Tolls, Deniliquin Bridge.....			902 10 7	
2287	Repair of Main Road through the Municipality of Morpeth			125 0 0	
2285	Mr. Rodd's claim for money spent on the Parramatta Road whilst he was a Trustee.....			30 0 7	
1531	FITZ ROY DOCK		444 18 3		444 18 3
1520	MISCELLANEOUS— Attending to the lighting and extinguishing of the Gas in the Parliamentary Buildings.....			35 0 0	35 0 0
	TOTAL, SECRETARY FOR PUBLIC WORKS.....	£ 322 11 1	1,899 2 8	67,913 1 11	70,134 15 8
	Carried forward.....	£ 7,462 9 8	34,044 3 0	123,385 14 5	164,892 7 1

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1869—continued.				
	Brought forward	7,462 9 8	34,044 3 0	123,385 14 5	164,892 7 1
	No. VIII.—Postmaster General.				
1583 } 1632 }	POST OFFICE.....	2,592 10 5	410 14 4	.....	3,003 4 9
1629	CONVEYANCE OF MAILS .....	.....	.....	12,395 18 10	12,395 18 10
1606	STEAM POSTAL COMMUNICATION WITH GREAT BRITAIN, <i>via</i> SUEZ.....	.....	.....	4,418 17 1	4,418 17 1
1610	MONEY ORDER DEPARTMENT.....	.....	405 5 10	.....	405 5 10
1614-23	ELECTRIC TELEGRAPHS	93 0 9	2,228 19 6	.....	2,322 0 3
	TOTAL, POSTMASTER GENERAL	2,685 11 2	3,044 19 8	16,814 15 11	22,545 6 9
	No. IX.—Unclassified Expenditure.				
1651	INTEREST ON DEBENTURES.....	.....	.....	1,645 0 0	1,645 0 0
1655	INTEREST ON TREASURY BILLS .....	.....	.....	310 0 0	310 0 0
686	ENDOWMENT OF THE AFFILIATED COLLEGES .....	.....	.....	83 6 8	83 6 8
694	CONTRIBUTION TOWARDS THE SUPPORT OF THE IMPERIAL FORCES IN THE COLONY .....	.....	.....	1,320 16 8	1,320 16 8
	TOTAL, UNCLASSIFIED EXPENDITURE.....	.....	.....	3,359 3 4	3,359 3 4
	Total for the Year 1869.....	10,148 0 10	37,089 2 8	143,559 13 8	190,796 17 2
	SERVICES OF THE YEAR 1870.				
	No. I.—Schedules to Imperial Act 8 and 9 Victoria, cap. 54.				
5	SCHEDULE A.....	.....	.....	19,028 9 11	19,028 9 11
	SCHEDULE B.				
11	Pensions to retired Judges .....	.....	.....	2,100 0 0	} 7,392 3 5
14	Pensions to retired Political Officers .....	.....	.....	2,733 6 8	
23	Pensions to Superannuated Officers and others .....	.....	.....	2,558 16 9	
	SCHEDULE C.				
	Church of England—				
34	Diocese of Sydney	£6,913 4 9	.....	.....	}
40	Diocese of Newcastle	3,145 16 8	.....	.....
38	Diocese of Goulburn	1,100 0 0	.....	.....
42	Presbyterian Church .....	.....	.....	11,159 1 5	} 20,940 13 5
43	Wesleyan Methodist Church.....	.....	.....	2,179 13 4	
46	Roman Catholic Church .....	.....	.....	1,572 10 4	
	TOTAL, SCHEDULES A, B, AND C.....	.....	.....	47,361 6 9	47,361 6 9
	SUPPLEMENTS TO SCHEDULES A AND B.				
	SCHEDULE A.				
9 }	Chief Justice .....	.....	.....	600 0 0	} 3,850 0 0
	Puisne Judges.....	.....	.....	3,000 0 0	
	Colonial Treasurer .....	.....	.....	250 0 0	
30	SCHEDULE B. Pensions to Superannuated Officers and others .....	.....	.....	1,701 14 6	1,701 14 6
	TOTAL, SUPPLEMENTS TO SCHEDULES A AND B .....	.....	.....	5,551 14 6	5,551 14 6
	Carried forward .....	.....	.....	52,913 1 3	52,913 1 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1870—continued.				
	Brought forward.....			52,913 1 3	52,913 1 3
	Rs. II.—Executive and Legislative.				
50-53	HIS EXCELLENCY THE GOVERNOR.....	610 6 6	226 13 6		837 0 0
56-57	EXECUTIVE COUNCIL	718 0 0	9 10 0		727 10 0
60-61	LEGISLATIVE COUNCIL.....	5,635 0 0	31 16 9		5,666 16 9
64-66	LEGISLATIVE ASSEMBLY	6,362 19 4	1,233 17 8		7,596 17 0
68-69	LEGISLATIVE COUNCIL AND ASSEMBLY.....	1,187 0 0	30 3 9		1,217 3 9
72-73	PARLIAMENTARY LIBRARY	610 0 0	34 15 0		644 15 0
	TOTAL, EXECUTIVE AND LEGISLATIVE.....£	15,123 5 10	1,566 16 8		16,690 2 6
	Rs. III.—Colonial Secretary.				
88-91	COLONIAL SECRETARY	4,105 1 8	78 13 3		4,183 19 11
94-98	VOLUNTEERS	3,011 4 4	3,138 3 10		6,149 8 2
102-104	NAVAL BRIGADE	3,524 15 0	82 3 3		3,606 18 3
	POLICE.				
106	Inspector General	2,300 0 0			
109	Constabulary	100,075 3 6			
112	Detectives	2,250 18 0			
130	Contingencies generally.....		20,483 10 11		
					125,109 12 5
147	GOLD AND ESCORT			3,425 13 9	3,425 13 9
149	GOLD RECEIVERS	120 0 0			120 0 0
157-171	PETTY SESSIONS	31,928 17 2	2,310 14 7		34,739 11 9
	GAOLS.				
174	Gaol, Sydney	1,508 6 8			1,508 6 8
176	Parramatta	750 0 0			750 0 0
178	Bathurst.....	405 0 0			405 0 0
180	Maitland	382 14 2			382 14 2
182	Goulburn	405 0 0			405 0 0
184	Berrima	676 19 0			676 19 0
186	Albury	150 0 0			150 0 0
188	Braidwood.....	137 0 8			137 0 8
190	Mudgee	150 0 0			150 0 0
203	Grafton	6 4 8			6 4 8
192	Wollongong	150 0 0			150 0 0
194	Armidale	137 10 0			137 10 0
196	Wagga Wagga	137 0 8			137 0 8
206	Eden	7 10 0			7 10 0
198	Yass	137 10 0			137 10 0
205	Windsor.....	5 0 0			5 0 0
200	Deniliquin	137 0 8			137 0 8
202	Port Macquarie.....	400 19 5			400 19 5
207	Tamworth	7 10 0			7 10 0
203	Orange	7 10 0			7 10 0
209	Tenterfield.....	7 10 0			7 10 0
213	Acting Gaolers	228 13 3			228 13 3
	Gaols generally—				
220	Warders	24,967 16 8			
223	Books for the use of Prisoners			70 0 0	
228	Conveyance of Prisoners			590 11 4	
231	Gratuities to Prisoners on their discharge from Gaol.....			950 0 0	
235	Materials, &c., for employment of Prisoners in Gaol.....			2,917 4 11	
238	Unforeseen Expenses			66 13 4	
328	Provisions, Medical Comforts, Medicines and Surgical Instruments, Fuel, Light, and Water, Incidental Expenses, Removal of Night-soil, and allowance in lieu of Quarters for all Gaols, and Lock-ups proclaimed Gaols			13,606 15 4	
					43,169 1 7
	Carried forward.....£	178,218 15 6	26,593 10 10	21,626 18 8	226,439 5 0
	Carried forward.....£	15,123 5 10	1,566 16 8	52,913 1 3	69,603 3 9

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1870—continued.				
	Brought forward.....	15,123 5 10	1,566 16 8	52,913 1 3	69,603 3 9
	No. III.—Colonial Secretary—continued.				
	Brought forward.....	178,218 15 6	26,593 10 10	21,626 18 8	226,439 5 0
	LUNATIC ASYLUMS—				
268-71	Hospital for Insane, Gladsville	4,840 7 10	7,310 1 11	.....	} 26,977 0 2
274-76	Parramatta Asylum	5,019 17 7	7,232 10 5	.....
280-83	Lunatic Receiving House, Darlinghurst	356 0 0	236 10 4	.....
289	Board of Visitors .....	.....	.....	262 10 0	
292	Chaplains.....	194 6 3	.....	.....
286	Lunatic Patients.....	.....	.....	1,524 15 10	
293	MEDICAL BOARD—CLERK	32 16 4	.....	.....	32 16 4
314	MEDICAL ADVISER, VACCINATION, MEDICAL OFFICERS, &c. .....	.....	.....	4,431 4 2	4,431 4 2
338-340	AUDITOR GENERAL	4,258 11 8	153 8 2	.....	4,411 19 10
342-65	REGISTRAR GENERAL	8,552 9 10	2,829 5 1	.....	11,381 14 11
374-81	OBSERVATORY	1,177 3 8	368 6 8	.....	1,540 10 4
383	MUSEUM—CURATOR	375 0 0	.....	.....	375 0 0
369-71	COLONIAL AGENT	1,000 0 0	500 0 0	.....	1,500 0 0
386	PUBLIC INSTRUCTION .....	.....	.....	105,000 0 0	105,000 0 0
388-746	FREE PUBLIC LIBRARY	1,009 4 10	1,794 0 4	.....	2,803 5 2
	GRANTS IN AID OF PUBLIC INSTITUTIONS—				
391	Australian Museum Endowment .....	.....	.....	200 0 0	} 400 0 0
392	Sydney Mechanics' School of Arts .....	.....	.....	200 0 0	
	In aid of the following Institutions, in the proportion of £1 to every £2 raised by private contributions, viz. :—				
400	School of Arts, Berrima .....	.....	.....	46 15 9	} 999 3 2
408	Goulburn .....	.....	.....	70 19 6	
412	Inverell.....	.....	.....	13 18 6	
415	Mudgee.....	.....	.....	55 11 3	
416	Muswellbrook .....	.....	.....	72 12 1	
431	Windsor .....	.....	.....	10 10 8	
432	Wollongong .....	.....	.....	15 18 6	
424	Singleton Mechanics' Institute.....	.....	.....	105 5 7	
405	Dubbo Mechanics' Institute .....	.....	.....	39 7 9	
401	Braidwood Literary Institute .....	.....	.....	50 0 0	
426	Tamworth Mechanics' Institute .....	.....	.....	10 0 0	
439	Murrumbidgee Mechanics' Institute.....	.....	.....	108 4 0	
	INDUSTRIAL SCHOOLS—				
440-50	Nautical School Ship "Vernon"	1,910 18 7	1,715 4 2	.....	3,626 2 9
454-7	Industrial School for Girls at Newcastle.....	670 0 0	1,839 18 3	.....	2,509 18 3
460-1	Reformatory for Girls at Newcastle.....	185 0 0	75 15 1	.....	260 15 1
464-5	CHARITABLE INSTITUTIONS—INSPECTOR OF	500 0 0	19 11 11	.....	519 11 11
468-70	PROTESTANT ORPHAN SCHOOL	1,091 0 0	1,414 12 6	.....	2,505 12 6
474-6	ROMAN CATHOLIC ORPHAN SCHOOL	989 0 7	1,889 1 5	.....	2,878 2 0
480-3	ASYLUMS FOR THE INFIRM AND DESITUTE	1,691 13 4	8,667 0 8	.....	10,358 14 0
	Carried forward	£ 212,072 6 0	62,633 17 9	133,844 11 10	408,550 15 7
	Carried forward.....	£ 15,123 5 10	1,566 16 8	52,913 1 3	69,603 3 9

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.				
		Salaries.	Contingencies.						
	SERVICES OF THE YEAR 1870—continued.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	Brought forward.....	15,123	5 10	1,566	16 8	52,913	1 3	69,603	3 9
	Ac. III.—Colonial Secretary—continued.								
	Brought forward.....	212,072	6 0	62,633	17 9	133,844	11 10	408,550	15 7
	CHARITABLE ALLOWANCES.								
487	For the support of paupers in Colonial Hospitals.....					2,407	5 3		
493	For the support of women and children in the Benevolent Asylum, Sydney.....					2,061	10 0		
497	For the support of infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children, Randwick.....					3,350	19 6		
496	In aid of the Asylum for Destitute Children at Randwick, on condition of £2,000 being raised by private contributions.....					3,666	13 4		
	In aid of the undermentioned Institutions, equal sums having been raised by private contributions, viz. :—								
491	Sydney Infirmary and Dispensary.....					3,468	2 3		
499	The Deaf and Dumb Institution.....					450	0 0		
501	The Albury Hospital and Benevolent Society.....					400	0 0		
503	The Narrabri Benevolent Asylum and Hospital.....					200	0 0		
512	The Hospital, Araluen.....					99	9 0		
513	Armidale and New England.....					243	11 0	19,080	6 10
514	Bathurst.....					299	19 9		
515	Braidwood.....					200	0 0		
516	Bourke.....					275	0 0		
519	Deniliquin.....					64	12 0		
522	Goulburn.....					78	13 1		
524	Grenfell.....					123	10 3		
525	Gundagai.....					54	16 6		
528	Maitland.....					289	4 2		
530	Mudgee.....					227	18 11		
531	Murrurundi.....					96	13 9		
532	Muswellbrook.....					90	15 6		
534	Orange.....					231	12 7		
543	Windsor.....					100	0 0		
549	Completion of Grafton Hospital.....					100	0 0		
550	In aid of the erection of an Hospital and Benevolent Asylum at Scone.....					500	0 0		
	MISCELLANEOUS.								
555	Municipal Council, Sydney—in aid of the City Funds.....					10,000	0 0		
562	Expenses attending the preparation of the Electoral Lists.....					341	10 6		
559	Expenses of the Returning Officers of the Electoral Districts.....					1,220	5 9		
567	Newspapers and Almanacs.....					8	9 0		
571	Burial of destitute persons in cases where inquests have not been held.....					124	0 0		
574	Maintenance of deserted children, paupers taken charge of for protection, expenses of transmission, &c.....					47	18 6		
577	Fees for examining lunatics.....					92	8 0		
579	Rewards for apprehension of offenders.....					465	0 0		
749	Towards the relief of cases of actual destitution, and also for the repair of damages to Road and Bridges, caused by the recent Floods.....					3,473	2 3	31,476	9 9
581	Towards meeting the expense of the Intercolonial Exhibition, held in August, 1870.....					4,000	0 0		
606	Expenses in connection with a Census of the population of the Colony.....					549	14 10		
590	In aid of the Civil Service Superannuation Fund.....					10,000	0 0		
554	Rent of House for the Commodore commanding the Naval Squadron at this Station.....					422	14 3		
	Gratuity (in part) to Julia Spinks, Widow of the late Warder Spinks, who was murdered by a prisoner in Windsor Gaol.....					10	0 0		
	Expenses of the Commission appointed to inquire into the cause of the Floods in the Hunter River District.....					721	6 8		
	TOTAL, COLONIAL SECRETARY.....	£	212,072 6 0	£	62,633 17 9	184,401	8 5	459,107	12 2
	Carried forward.....	£	227,195 11 10	£	64,200 14 5	237,314	9 8	528,710	15 11

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1870—continued.				
	Brought forward.....	227,195 11 10	64,200 14 5	237,314 9 8	528,710 15 11
	No. IV.—Administration of Justice.				
611-17	LAW OFFICERS OF THE CROWN	4,383 12 5	1,563 0 7	.....	5,946 13 0
619-26	SUPREME AND CIRCUIT COURTS	5,605 10 10	5,829 14 7	.....	11,435 5 5
628-32	SHERIFF	4,940 14 7	2,797 1 2	.....	7,746 15 9
636	INSOLVENT COURT	2,299 2 3	.....	.....	2,299 2 3
	DISTRICT COURTS.				
638	Metropolitan and Coast	5,135 10 10	.....	.....	14,697 17 7
646	Southern	2,137 1 2	.....	.....
656	South-western	1,659 3 4	.....	.....
665	Western	2,008 0 6	.....	.....
673	Northern	1,658 17 11	.....	.....
686	Contingencies generally .....	.....	2,099 3 10	.....
691-4	QUARTER SESSIONS	3,894 15 4	8,054 6 4	.....	11,949 1 8
697-717	CORONERS' INQUESTS	600 0 0	1,509 16 2	.....	2,109 16 2
	MISCELLANEOUS.				
741	Towards defraying the expenses of a Law Reform Commission, with a view to amending and consolidating the Statute Law of New South Wales .....	.....	.....	334 16 6	334 16 6
	TOTAL ADMINISTRATION OF JUSTICE.....£	34,331 9 2	21,853 2 8	334 16 6	56,519 8 4
	No. V.—Treasurer and Secretary for Finance and Trade.				
903-12	TREASURY	8,465 19 11	480 13 5	.....	8,946 13 4
920-1	STAMP DUTIES	1,524 0 0	118 16 0	.....	1,642 16 0
923-1012	CUSTOMS	21,368 14 4	5,992 0 6	.....	27,360 14 10
929-31	COLONIAL DISTILLERIES AND REFINERIES	2,667 18 4	114 19 0	.....	2,782 17 4
934	PRINTING, BOOKBINDING, STAMPS, AND RAILWAY TICKETS.....	20,356 1 5	439 16 10	.....	20,795 18 3
	STORES AND STATIONERY.				
945	Departmental Expenses.....	910 0 0	.....	.....	43,450 8 0
958	Conveyance of Stores.....	.....	.....	598 11 1	
965	Packing and other Expenses.....	.....	.....	23 16 3	
994	Stores and Stationery for the Public Service generally .....	.....	.....	40,496 17 9	
1007	Fuel and Light for Departments within the District of Sydney .....	.....	.....	1,421 2 11	
	COLONIAL MILITARY STORE AND GUNPOWDER MAGAZINES.				
1014-16	Goat Island.....	350 6 0	221 19 11	.....	1,590 8 9
1018-20	Spectacle Island	325 5 8	692 17 2	.....
1023-25	HEALTH AND EMIGRATION OFFICERS	696 5 0	48 15 0	.....	745 0 0
1026-30	QUARANTINE	300 0 0	172 7 3	.....	472 7 3
1032-3	SHIPPING MASTERS	1,492 0 0	7 11 6	.....	1,499 11 6
1035-8	GLEBE ISLAND ABATTOIR	650 0 0	161 13 9	.....	811 13 9
	HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT.				
1039	Superintendent	650 0 0	.....	.....	20,689 8 3
1042	Steam Navigation and Pilot Boards.....	938 18 2	.....	.....
1046	Harbour Masters.....	1,753 13 4	.....	.....
1049	Colonial Light-houses.....	2,649 0 0	.....	.....
1053	Sea and River Pilots	6,681 8 11	.....	.....
1057	Boatmen	6,608 8 0	.....	.....
1060	Telegraph Stations	650 13 4	.....	.....
1065	Contingencies generally.....	.....	757 6 6	.....
1068	LIFE-BOATS .....	.....	.....	230 16 6	230 16 6
	Carried forward.....£	79,038 12 5	9,208 16 10	42,771 4 6	131,018 13 9
	Carried forward.....£	261,527 1 0	86,053 17 1	287,649 6 2	585,230 4 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1870—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....	261,527 1 0	86,053 17 1	237,649 6 2	585,230 4 3
	No. V.—Treasurer and Secretary for Finance and Trade—continued.				
	Brought forward.....	79,038 12 5	9,208 16 10	42,771 4 6	131,018 13 9
	MISCELLANEOUS.				
1074	Postage of the various Public Departments			5,269 0 8	
1099	Advertising for the Public Service generally			2,447 4 8	
1103	Transmission of Public Telegraphic Messages			5,638 14 7	
1107	Duty Stamps for the Public Service generally			445 10 7	
1110	Commission on Payments in England by the Government Financial Agents.....			1,958 0 11	
1114	Exchange on Remittances.....			2,269 2 4	
1116	Cost of the Queen's Plate which was run for at Randwick			200 0 0	
1141	Expense of carrying on the Coast Surveys.....			1,475 7 7	
1122	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts			777 15 1	
1142	Cost of Provisions left on Booby Island for the relief of shipwrecked persons			22 4 2	
1160	Amount of Murray River Customs Collections paid to the Government of Victoria, under the 5th, 6th, and 7th Clauses of the Agreement of 12th January, 1867.....			16,779 16 8	
1155	Storm Signals, Sydney and Newcastle			600 18 0	
1109	Interest on account overdrawn at the Bank of New South Wales, London			873 17 3	
1157	Gratuity of one month's pay for each year of service to J. Midgley, late Foreman of Gunpowder Magazine, Goat Island.....			170 0 0	
	Cost of Photographing Public Buildings.....			147 0 0	
	Payments out of the Vote for Unforeseen Expenses:—				
	Postage and other charges in England connected with the Government Agencies.....			90 12 1	40,234 6 3
	Travelling Expenses of the Honorable the Colonial Treasurer to Melbourne.....			116 18 6	
	Travelling Expenses of Treasury and Audit Office Clerks, to give evidence in the case of the late C.P.S. at Yass, charged with embezzlement			30 0 0	
	Expenses in connection with the case of Buckland and Northwood <i>versus</i> the Queen			171 7 0	
	Actuarial Report on the Superannuation Fund, 27 Victoria, No. 11			105 0 0	
	Compensation to W. Heard for loss of office as Overseer at the Necropolis, Haslem's Creek			36 16 8	
1160	Expenses in connection with the Pentel Island question			93 5 0	
	Travelling Expenses of J. S. Dowling, District Court Judge, to and from Casino, to inquire into certain charges against the Police Magistrate, Richmond River			35 0 0	
	Expense of conducting a course of Manipulation of Torpedoes.....			100 0 0	
	Allowance to a Short-hand Writer engaged taking notes during the Inquiry into the Collision between the Royal Mail Steamship "Avoca" and the Steamer "Waimea"			23 16 0	
	Cost of 72 copies of "Forster's District Court Practice" Counsel's Fees, &c., in the case of the "Daphne"			102 12 0	
	Miscellaneous items			79 5 5	
				175 1 1	
	TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE £	79,038 12 5	9,208 16 10	83,005 10 9	171,253 0 0
	Carried forward.....	£ 340,565 13 5	95,262 13 11	320,654 16 11	756,483 4 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1870—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....	340,565 13 5	95,262 13 11	320,654 16 11	756,483 4 3
	No. VI.—Secretary for Lands.				
1180-3	DEPARTMENT OF LANDS	10,230 18 1	294 10 1	.....	10,525 8 2
1167-93	SURVEY OF LANDS	33,077 18 6	27,656 17 7	.....	60,734 16 1
1204	RENT OF OFFICES FOR LAND DEPARTMENTS .....	.....	.....	300 0 0	300 0 0
1214	COMMISSION TO LAND AGENTS, APPRAISERS, AND OTHERS .....	.....	.....	3,095 0 9	3,095 0 9
1222-25	OCCUPATION OF LANDS	8,234 10 1	4,597 4 1	.....	12,831 14 2
1230-34	GOLD FIELDS	335 3 6	437 13 10	.....	772 17 4
1246-59	PREVENTION OF SCAB IN SHEEP	7,676 12 7	430 13 3	.....	8,107 5 10
1263-5	INSPECTION OF CATTLE	237 10 0	4 3 4	.....	241 13 4
1267-8	COAL FIELDS.....	825 0 0	207 6 6	.....	1,032 6 6
1271-4	BOTANIC GARDENS	808 0 0	2,028 2 5	.....	2,836 2 5
1281-4-7	GOVERNMENT DOMAINS AND HYDE PARK	250 0 0	2,535 4 6	.....	2,785 4 6
1307	NECROPOLIS, HASLEM'S CREEK	169 2 11	112 10 0	.....	281 12 11
	ROADS, STREETS, AND BRIDGES.				
	Subordinate Roads:—				
1801	Undistributed Balance of Vote .....	.....	.....	56 18 4	
1802	Sydney or Metropolitan.....	.....	.....	2,112 8 5	
1805	Northern .....	.....	.....	10,243 0 9	
1810	Southern .....	.....	.....	7,582 3 9	
1814	Western .....	.....	.....	8,416 13 9	
1824	Minor Bridges and Roads not classified .....	.....	.....	5,643 2 8	
1841	Fencing Public Roads where proclaimed through enclosed lands.....	.....	.....	1,285 7 9	
1852	Formation of the line of Road through Jones' Island, Manning River .....	.....	.....	700 0 0	
1853	Towards opening and forming the Road from Sutton Forest Railway Station, through Kangaroo Valley, <i>vid</i> Good Dog Mountain, to Shoalhaven River .....	.....	.....	80 15 10	
1860	Construction of a Punt for Middle Harbour Ferry, Sydney .....	.....	.....	203 19 8	37,380 8 3
1861	Construction of Punt and Approaches at Wingham, Manning River .....	.....	.....	21 0 0	
1863	Road from Wagga Wagga to Narrandera .....	.....	.....	133 11 8	
1864	Main Street in Town of Warialda .....	.....	.....	47 0 0	
1865	Punt at Darkwater Creek, Macleay River .....	.....	.....	280 3 4	
1866	Punt at Wiseman's Ferry .....	.....	.....	189 4 8	
1868	Towards opening up Road from George's River towards Wollongong.....	.....	.....	230 0 0	
1869	Road from Kempsey to Darkwater .....	.....	.....	60 11 0	
1874	Rent of the Windsor Ferry for Half-year ended 30th June, 1870, refunded to the Trustees, to enable them to keep in order the Approaches and Works connected therewith .....	.....	.....	94 6 8	
	Carried forward.....	£ 61,844 15 8	38,304 5 7	40,775 9 0	140,924 10 3
	Carried forward	£ 340,565 13 5	95,262 13 11	320,654 16 11	756,483 4 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1870—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward.....	340,565 13 5	95,262 13 11	320,654 16 11	756,483 4 3
	No. VI.—Secretary for Lands—continued.				
	Brought forward.....	61,844 15 8	38,304 5 7	40,775 9 0	140,924 10 3
	MISCELLANEOUS.				
1290	Erection of Public Pounds			42 0 0	} 9,388 16 9
1292	Preservation of Caves, Fish River			39 15 0	
1293	Preservation of Wombeian Caves.....			18 15 0	
1294	Fencing Public Cemeteries			457 15 6	
1296	Parramatta Park.....			100 0 0	
1297	Compensation to Plaintiff, <i>re</i> Queen <i>ats</i> . Broughton, Gadara Run			2,000 0 0	
1299	Compensation to Mrs. Singleton for land at Singleton, on which the old Court House, &c., was erected by her late husband, B. Singleton			2,412 0 0	
1303	Purchase of the Punt at Blackman's Point			150 0 0	
1304	Gratuity to the widow of the late G. H. Edwards, Messenger, Survey Department.....			117 0 0	
1305	Compensation for land promised the Jewish Church for Public Worship, and since granted to Roman Catholics			1,078 0 0	
1308	Cost of enclosing Reserve for Public Recreation adjoining the University, and planting a belt of trees along its northern and eastern boundaries			250 0 0	
1311	Fencing Paddocks in connection with Crown Lands Commissioner's Quarters at Armidale.....			61 15 6	
1312	Compensation awarded to W. Cummings, Esq., M.L.A., for damages sustained through a Gold Field being opened in his Run			500 0 0	
1313	Costs of Arbitration, other than those of the Government Arbitrator, in the above case.....			166 0 0	
1315	Towards defraying the expenses of a Commission to inquire into the working of the existing Gold Fields Act and Regulations, and also of examining and reporting upon the best means of procuring a permanent supply of Water upon the Gold Fields of the Colony			1,916 3 9	
	Court of Claims			79 12 0	
	TOTAL, SECRETARY FOR LANDS.....	£ 61,844 15 8	38,304 5 7	50,164 5 9	150,813 7 0
	No. VII.—Secretary for Public Works.				
1327-29	DEPARTMENT OF PUBLIC WORKS	3,420 0 0	523 18 6	3,943 18 6
	RAILWAYS.				
1330-33	General Establishment	2,036 3 9	90 7 0	} 190,104 9 3
1335-6	Valuation of Land.....	500 0 0	50 1 6	.....
1503- } 1341 } 1360 }	Works in Progress	5,459 6 8	1,810 1 10	.....
	Existing Lines—Working Expenses .....	.....	.....	180,158 8 6
	HARBOURS AND RIVER NAVIGATION.				
1363-6	Engineer's Department	2,596 16 10	149 15 9	} 21,746 10 2
1368- } 1445 }	Steam Dredge "Hunter"	1,819 13 3	3,146 9 3	.....
1175- } 1601 }	Steam Dredge "Hercules".....	1,111 15 5	893 12 2	.....
1135- } 1380 }	Steam Dredge "Pluto"	1,085 6 1	1,010 8 8	.....
1382- } 1508 }	Steam Dredge "Vulcan"	1,768 6 5	1,509 15 0	.....
1387- } 1392 }	Steam Dredge "Samson"	2,188 10 11	2,200 9 7	.....
1428-32	Steam Dredge "Fitz Roy"	779 15 11	1,485 14 11	.....
	Carried forward	£ 22,765 15 3	12,870 14 2	180,158 8 6	215,794 17 11
	Carried forward	£ 402,410 9 1	133,566 19 6	370,819 2 8	906,796 11 3

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingences.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1870—continued.				
	Brought forward	402,410 9 1	133,566 19 6	370,819 2 8	906,796 11 3
	Pa. DEE.—Secretary for Public Works—continued.				
	Brought forward.....	22,765 15 3	12,870 14 2	180,158 8 6	215,794 17 11
	HARBOURS AND RIVER NAVIGATION—continued.				
	PUBLIC WORKS.				
1909	Preliminary Harbour Surveys			749 11 0	} 3,569 11 5
1899	Landing Silt from Dredge, and forming Ground			982 18 4	
1905	Incidental Repairs to Wharfs, Bridges, and other Public Works			1,562 0 10	
1918	Repairs to High-street Embankment, West Maitland..			275 1 3	
1394-8	COLONIAL ARCHITECT	5,184 9 9	547 3 8		5,731 13 5
	PUBLIC WORKS AND BUILDINGS.				
1948	Ordinary Repairs, Alterations, and Additions to Public Buildings generally.....			7,980 10 7	} 28,182 10 6
1972	Furniture and Fittings for Public Offices generally			2,471 17 5	
1977	Repairs to Military Barracks and Buildings			1,040 15 1	
1986	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks			83 0 6	
1987	Lighting Government Lamps in Streets of Sydney and Domain			525 0 0	
1995	Building and other materials for completion or repair of Gaols and other Public Buildings, by the labour of Prisoners in Gaol			4,018 18 4	
2000	Additions, Sydney Gaol.....			351 9 7	
2005	Police Buildings.....			678 15 2	
2013	Gaols, Court Houses, and Lock-ups.....			3,374 7 2	
2022	Coffins for Paupers.....			60 10 6	
2024	Furniture for, and repair of, Telegraph Stations.....			251 13 6	
2036	Repairs, Alterations, &c., Lunatic Asylum, Tarban			1,693 5 5	
2058	Additions and Improvements, Lunatic Asylum, Parramatta			1,925 0 1	
2039	Additions, Maitland Gaol			80 0 0	
2028	Additions, &c., Protestant Orphan School			2,280 18 2	
2067	Additions to Post and Telegraph Stations			200 0 0	
2071	Repairs to Walls, Lunatic Asylum, Parramatta.....			170 0 0	
2043	Additions, &c., Benevolent Asylum, Liverpool			70 2 11	
2046	Repairs to Workshops and Officers' Quarters, Cockatoo Island			25 18 7	
2054	Drainage and Repairs, Roman Catholic Orphan School			881 7 6	
2064	Preparing ground and planting at Public Buildings			19 0 0	
	ROADS DEPARTMENT.				
1402-6	General Establishment	2,010 0 0	488 19 4		2,498 19 4
1408-11	Superintendence	3,800 0 0	1,800 15 6		5,600 15 6
	CONSTRUCTION AND MAINTENANCE OF MAIN ROADS.				
2098	Northern Road			13,379 18 0	} 42,780 2 6
2109	Southern Road			16,434 13 3	
2119	Western Road.....			12,965 11 3	
	OTHER ROADS AND BRIDGES.				
2126	Road, Clarence River to Great Northern Road			2,248 4 0	} 2,459 18 7
2132	Mudgee Road			2,459 18 7	
	Minor Roads:—				
2143	Northern Districts			5,519 10 3	} 39,167 19 7
2211	Western Districts			3,895 9 5	
2168	Southern Districts			13,083 10 3	
2177	Contingent Works on Minor Bridges, Roads, &c.			2,995 10 4	
2182	Repairs to Bridges			2,999 12 7	
2186	Constructing and Repairing Toll-bars			300 0 0	
2194	Completion of the Road to Gladsville, <i>via</i> Balmain and Five Dock			400 0 0	
2201	Bridge, Broughton Mill Creek			14 0 0	
2203	Bridge, Mullet Creek.....			0 17 6	
2190	Tolls, Grafton Punt			335 6 1	
2206	Tolls, Deniliquin Bridge			242 6 9	
2196	Bridge over Cudgegong Creek, and Repairs, Mudgee Road.....			4,673 13 10	
1413-10	FLETCHER ROY DOCK	1,263 8 0	477 19 4		1,741 7 4
	MISCELLANEOUS.				
1414	Attending to the lighting and extinguishing of the Gas in the Parliamentary Buildings			35 0 0	35 0 0
	TOTAL, SECRETARY FOR PUBLIC WORKS.....	35,023 13 0	16,185 12 0	293,893 12 6	345,102 17 6
	Carried forward	437,434 2 1	149,752 11 6	664,712 15 2	1,251,899 8 9

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.				
		Salaries.	Contingencies.						
	SERVICES OF THE YEAR 1870—continued.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	Brought forward.....	487,434	2 1	149,752	11 6	664,712	15 2	1,251,899	8 9
	No. VIII.—Postmaster General.								
1438	POST OFFICE.....	28,789	10 5	2,374	3 11			31,163	14 4
1495	CONVEYANCE OF MAILS					39,455	19 6	39,455	19 6
1469-71	MONEY ORDER DEPARTMENT.....	1,862	0 0	642	16 3			2,504	16 3
1474-83	ELECTRIC TELEGRAPHS	18,334	11 5	9,943	14 6			28,278	5 11
	TOTAL, POSTMASTER GENERAL	48,986	1 10	12,960	14 8	39,455	19 6	101,402	16 0
	No. IX.—Unclassified Expenditure.								
1506	INTEREST ON DEBENTURES.....					467,357	6 3	467,357	6 3
1597	INTEREST ON TREASURY BILLS					17,157	10 0	17,157	10 0
1520	DRAWBACKS AND REFUND OF DUTIES					28,006	3 11	28,006	3 11
1578	SYDNEY BRANCH OF THE ROYAL MINT					13,750	0 0	13,750	0 0
591	ENDOWMENT OF THE UNIVERSITY OF SYDNEY					5,000	0 0	5,000	0 0
592	ENDOWMENT OF THE AUSTRALIAN MUSEUM					1,000	0 0	1,000	0 0
593	ENDOWMENT OF THE SYDNEY GRAMMAR SCHOOL.....					1,500	0 0	1,500	0 0
596	ENDOWMENT OF THE AFFILIATED COLLEGES					916	13 4	916	13 4
599	ENDOWMENT OF MUNICIPAL INSTITUTIONS					15,104	12 7	15,104	12 7
602	PRELIMINARY EXPENSES OF MUNICIPAL INSTITUTIONS					80	5 6	80	5 6
603	CONTRIBUTION TOWARDS THE SUPPORT OF THE IMPERIAL FORCES IN THE COLONY					11,639	7 7	11,639	7 7
1581	PAYMENTS UNDER THE SCAB IN SHEEP ACT					1,007	8 7	1,007	8 7
1584	PAYMENTS UNDER THE CATTLE DISEASE PREVENTION ACT.....					1	6 0	1	6 0
1588	PAYMENTS UNDER THE REGISTRATION OF BRANDS ACT					630	3 0	630	3 0
	REVENUE AND RECEIPTS RETURNED.								
	Deposits on Conditional Land Purchases					8,117	3 5		
	Deposits on Tenders for Runs					215	0 0		
	Rent and Assessment of Runs					4,385	2 5		
	Amount paid in excess for the purchase of Land					1,365	3 4		
	Amounts improperly credited to the Consolidated Revenue repaid to other accounts					2,102	4 5		
	Amount of Postage and Duty Stamps received in payment of Revenue					1,852	7 7		
1555	Proceeds of Intestate Estates					70	16 7	20,064	15 1
	Fines and Forfeitures.....					747	9 3		
	Escheated Recognizances					50	0 0		
	Electric Telegraph Collections on behalf of other Governments					146	5 1		
	Amount overpaid for Stamp Duties.....					110	0 0		
	Proceeds of sale of Surveying Schooner, refunded to cover cost of Survey.....					600	0 0		
	Other Miscellaneous Receipts					303	3 0		
	Carried forward.....					583,215	11 10	583,215	11 10
	Carried forward	486,420	3 11	162,713	6 2	704,168	14 8	1,353,302	4 9

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1870—continued.				
	Brought forward	486,420 3 11	162,713 6 2	704,168 14 8	1,353,302 4 9
	No. II.—Unclassified Expenditure—continued.				
	Brought forward			583,215 11 10	583,215 11 10
	CHARGES ON COLLECTIONS.				
	Commission—				
	On the Sale of Government Property			9 4 9	
	On the Sale of Tolls			98 19 7	
	On the Collection of Intestate Estates			15 2 4	
	On the Collection of Murray River Customs by the Government of South Australia, including Exchange on Remittances			868 4 6	
	On Sale of Treasury Bills			2,120 0 0	
	Miscellaneous—				
	Value of Gold Coins taken from the general circulation of the Colony, for transmission to England... ..			313 0 0	
1572	Expenses of Letters of Registration applied for or granted under the Act of Council 16 Vic., No. 24			611 5 6	4,906 11 8
	Commission on Bank Drafts and Money Orders purchased for remittance to the Treasury			220 2 8	
	Fees to Sheriff's Bailiffs for serving the processes of the Court, in connection with prosecutions under the Stamp Duties Act.....			100 0 0	
	Amount paid to the Bank of New South Wales for Exchange on the transfer of £100,000 from the London to the Local Account			500 0 0	
	Advertising and other Miscellaneous Items			50 12 4	
	TOTAL, UNCLASSIFIED EXPENDITURE £			583,122 3 6	583,122 3 6
	TOTAL FOR THE YEAR 1870 £	486,420 3 11	162,713 6 2	1,292,290 18 2	1,941,424 8 3
	No. III.—Other Payments in 1870.				
1599	Treasury Bills paid off			343,200 0 0	
1600	Debentures due 31st December, 1869, paid off			103,300 0 0	
1594	Advance on account of the Government of New Zealand			19 18 4	448,769 2 8
1590	Advance on account of the Imperial Government			44 16 10	
1591	Advance on account of the Government of Victoria			8 15 0	
2208	Advance on account of the Main Western Road Vote of 1871			2,195 12 6	
	TOTAL, OTHER PAYMENTS IN 1870 £			448,769 2 8	448,769 2 8
	Grand Total £	496,652 17 9	202,726 8 10	1,903,600 8 4	2,602,979 14 11

The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

No. 3.

LOANS' ACCOUNT.

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR 1870,

ON ACCOUNT OF PUBLIC WORKS PROVIDED FOR BY LOANS SECURED
ON THE CONSOLIDATED REVENUE FUND.

LOANS'

Dr. STATEMENT of RECEIPTS and DISBURSEMENTS, in the year 1870, on account of PUBLIC

Ledger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
	LOANS NEGOTIATED THROUGH THE AGENCY OF THE BANK OF NEW SOUTH WALES, LONDON.	£ s. d.	£ s. d.
407	32 VICTORIA, No. 13, AND ISSUE OF £450,000 UNDER VARIOUS LOAN ACTS TO MEET THE AMOUNT SHORT-RAISED UNDER PREVIOUS ISSUES. Amount of Deposits received on Debentures sold under these to the amount of £578,000		50,225 6 6
	LOAN NEGOTIATED IN THE COLONY.		
	32 VICTORIA, No. 13. Proceeds of £9,300, Debentures issued under this Act		9,300 0 0
	MISCELLANEOUS RECEIPTS.		
419	Amount recovered for Railway Materials lost, damaged, &c., in transit from England, and carried to the credit of the Railway Store Advance Account. 1,764 13 1		
420	Proceeds of sale of Railway Stores, and other Receipts of a miscellaneous nature, carried to the credit of the same Account ... 299 18 2		
		2,064 11 3	
	Repayments to the credit of the following Accounts, viz. :—		
	Railways :—		
	Extension to Morpeth, 34 Vic., No. 2 £365 12 3		
	Extension to Goulburn, 31 Vic., No. 11 28 4 8		
	Extension to Bathurst, 31 Vic., No. 11 52 17 8		
	Relaying Parramatta Line, 29 Vic., No. 23 2,912 4 8		
418	Juvenile Reformatories, 25 Vic., No. 19... 213 12 8		
	Free Public Library, 25 Vic., No. 19 ... 812 5 5		
	New General Post Office, 34 Vic., No. 2... 0 7 10		
	Bridge over the Nimboi, 31 Vic., No. 27 4 16 0		
	Yass Bridge, 31 Vic., No. 27 14 0 1		
418	Harbours and River Navigation :—		
	Improving the Navigation of the Murray, Murrumbidgee, and Darling Rivers, 31 Vic., No. 27 1 13 0		
418	Wollongong Harbour Works, 34 Vic., No. 2 1 5 0		
	Coal Staiths, Newcastle, 31 Vic., No. 27 0 0 11		
	West Maitland Bridge, 25 Vic., No. 29 590 10 0		
	Assisted Immigration, 29 Vic., No. 9 ... 351 10 9		
	Charges on Sale of Debentures 251 5 0		
	P. N. Russell & Co.'s Advance Account... 5,857 18 11		
	Mort, Vale & Lacey's Advance Account 6,191 7 10		
		17,649 12 8	
	Advances to the Commissioner for Railways, repaid 5,866 4 3		
			25,580 8 2
	Carried forward	£	85,105 14 8

ACCOUNT.

WORKS provided for by LOAN secured on the CONSOLIDATED REVENUE FUND.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
644	18 VICTORIA, No. 35. Works of Defence at Middle Harbour and South Head				557	16	10
6	19 VICTORIA, No. 40. Improving the Navigation of the River Hunter, &c.... ..				211	13	9
20	22 VICTORIA, No. 22. Railway Trial Surveys				2,370	18	0
24	23 VICTORIA, No. 10. Railways:— Trial Surveys	197	10	11			
26	Relaying 9 miles, Parramatta Line	0	7	6			
38	Pier, Dowling-street	6	6	0			
					204	4	5
44	25 VICTORIA, No. 19. Railways:— Trial Surveys	36	15	0			
45	Northern Line to Terminus at Morpeth	23	0	0			
48	Extension to Armidale	9	10	0			
61	Juvenile Reformatories	707	5	0			
58	Gaols and Penal Establishment	2,312	0	0			
51	Free Public Library	4,015	3	3			
49	Bridge over the Hunter River at West Maitland	129	4	1			
					7,232	17	4
71	26 VICTORIA, No. 14. Wharf, Newcastle	234	5	6			
77	Northern Breakwater, Newcastle	2,533	4	8			
74	Additional Screw Moorings, Newcastle	268	0	3			
90	Public Works Offices	19	10	0			
					3,055	0	5
97	27 VICTORIA, No. 14. Railways—Land for Morpeth Extension	2	13	6			
651	Harbour Defences	1,947	3	2			
					1,949	16	8
144	29 VICTORIA, No. 9. Railways:— Extension of Great Northern Line to Morpeth... ..	361	3	5			
137	Railway Sheds	3,175	3	8			
140	Claims for Land on the Penrith, Picton, and Singleton Extensions	216	10	0			
149	Assisted Immigration	585	2	0			
					4,337	19	1
	Carried forward			£	19,920	6	6

Dr.

STATEMENT of RECEIPTS and DISBURSEMENTS

Ledger Folio.	PARTICULARS OF RECEIPTS.	TOTAL.
	Brought forward	£ s. d. 85,105 14 8
	Carried forward... ..	£ 85,105 14 8

on Account of PUBLIC WORKS provided for by LOANS—continued.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward		19,920 6 6
	29 VICTORIA, No. 23.		
	Railways:—		
164	Towards the extension of the Great Northern Line	143,272 1 1	
166	Towards relaying the Line from Sydney to Parramatta Junction	2,963 11 2	
184	Bridge over the Hunter at Singleton	632 6 10	
178	Bridge over the Lachlan at Cowra	1,323 17 4	148,191 16 5
	31 VICTORIA, No. 11.		
	Railways:—		
233	Towards the extension of the Great Southern Line	22,361 2 2	
199	Towards the extension of the Great Western Line	241,508 15 1	263,869 17 3
	31 VICTORIA, No. 27.		
	Railways:—		
	Telegraph Line—		
290	Picton to Goulburn	178 14 11	
293	Penrith to Bathurst	1,244 5 0	
	Harbours and River Navigation:—		
296	Southern Breakwater, Newcastle	894 4 4	
299	Coal Staiths, Newcastle	2,926 4 9	
	Roads and Bridges:—		
306	Iron Bridge over the Lower Murrumbidgee	2,645 10 2	
311	Iron Bridge at Yass	2,487 8 2	
315	Bridge over the Nimboi, between Grafton and New England	3,353 11 10	
303	Bridge over the Macquarie River at Wellington	3,028 11 0	
	Electric Telegraphs:—		
320	Tamworth to Fort Bourke	1,109 17 6	
406	Armidale to Port Macquarie	29 1 9	
334	Stations at Balranald, Moulamein, and Wellington	305 19 6	18,203 8 11
	32 VICTORIA, No. 13.		
	Railways:—		
342	Additional Rolling Stock	52,046 0 4	
	Harbours and River Navigation:—		
352	Improving the Navigation of the Rivers Murray, Murrumbidgee, and Darling	9 12 6	
350	Breakwater, Newcastle	4,867 13 10	
354	Dredge for the Manning, Macleay, and Clarence Rivers	9,959 17 0	
360	Steam Cranes, Wharf, &c., Darling Harbour	283 13 6	
366	Reclamation of Land at Blackwattle Bay	46 10 0	
373	Light-house Tower at Ulladulla	1,489 13 10	
375	Light-house Tower at Wollongong	2,355 16 1	
	Roads and Bridges:—		
378	Bridge over the Urara, on Road from Grafton to Glen Innes	293 7 4	
384	Iron Bridge over the Macquarie River at Bathurst	2,401 16 0	
	Electric Telegraphs:—		
395	Kiama to Jervis Bay	949 8 0	
398	Eden to Gabo Island Light-house	880 6 3	
412	Grafton to Clarence River Heads	586 14 9	
408	Port Stephens to Nelson's Bay	285 1 0	
417	Further Extensions under the Guarantee System	514 2 6	
404	Bathurst to Carcoar and Cowra	420 9 0	77,390 1 11
	Carried forward	£	527,575 11 0

on Account of PUBLIC WORKS provided for by LOANS—*continued.*

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
	Brought forward				527,575	11	0
	34 VICTORIA, No. 2.						
	Railways :—						
430	New Goods Shed, Sydney, and Roads and Sidings in connection with the same	9,282	4	7			
422	Relaying Line, Sydney to Parramatta	25,697	10	5			
621	Extension to Morpeth	4,607	10	2			
454	Additional Machinery	8	3	8			
462	Construction of Rolling Stock manufactured in the Colony	13,298	0	1			
	Harbours and River Navigation :—						
552	Improving the Navigation of the Murray, Murrumbidgee, and Darling Rivers	5,995	8	8			
570	Additional Screw Moorings and Buoys for Newcastle Harbour	512	12	2			
574	Kiama Harbour Works	591	4	7			
594	Coal Staiths, Newcastle	2,159	9	2			
	Roads and Bridges :—						
546	Approaches to Bridge over the Macquarie River, at Bathurst	1,656	0	0			
	Public Works and Buildings :—						
526	New General Post Office	16,295	10	9			
520	Land for New General Post Office	16,413	0	0			
	Electric Telegraphs :—						
600	To connect Barrenjuey with Broken Bay	405	18	4			
602	Iron Telegraph Posts	909	0	0			
					97,831	12	7
	In anticipation of Parliamentary Appropriation :—						
624	Restoring and raising Yass Bridge	710	10	6			
622	Rebuilding Jugiong Bridge	370	1	3			
					1,080	11	9
	Miscellaneous :—						
788	Charges on the Sale of Debentures	2,577	4	0			
691	Advances to the Commissioner for Railways, to be hereafter accounted for	6,283	19	10			
666	Advances to Messrs. Mort, Vale & Lacey, on account of their Contract for construction of Railway Rolling Stock	16,828	0	1			
671	Advances to Messrs. P. N. Russell, &c., on account of their Contracts for construction of Railway Rolling Stock, and Hay Bridge	5,111	16	10			
					30,801	0	9
					657,288	16	1
744	Add Railway Stores purchased in excess of Stores issued during the year, viz. :—						
	Stores purchased £155,667 16 6						
	Stores issued 152,867 2 3						
					2,800	14	3
	TOTAL	£			660,089	10	4

GEO. W. LORD,
Treasurer.

CLERGY AND SCHOOL ESTATES REVENUE FUND.

ACCOUNT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1870.

CLERGY AND SCHOOL

ACCOUNT OF RECEIPTS AND

Dr.

Leger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
431 to 433	Collections by the Agent for Clergy and School Lands, viz. :—		
	For Rents of Leases, &c.	4,537 19 5	
	For Sales of Land	14,150 1 7	18,688 1 0
	Amount received from the Bishopthorpe Estate, on account of payments made temporarily from the Church of England's proportion of the Clergy and School Lands' Revenue		300 0 0
			18,988 1 0
	BALANCE, 31ST DECEMBER, 1869		32,576 7 3
	TOTAL	£	51,564 8 3

ESTATES REVENUE FUND.

DISBURSEMENTS IN THE YEAR 1870.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	EXPENSE OF MANAGEMENT.		
555	Salary of Agent, from 1st January to 31st December, 1870		100 0 0
	ISSUES FOR CHURCH PURPOSES.		
	<i>Church of England.</i>		
574	Balance of Proportion of Surplus Revenue for 1869	1,226 13 3	
	On account of Surplus Revenue for 1870	350 0 0	
		1,576 13 3	
	<i>Presbyterian Church.</i>		
583	Towards the erection of a Church and Manse at Carcoar	326 15 8	
	<i>Wesleyan Methodist Church.</i>		
587	Proportion of Surplus Revenue for 1869	180 2 8	
	<i>Roman Catholic Church.</i>		
593	Proportion of Surplus Revenue for 1869	1,024 1 7	
			3,107 13 2
	ISSUES FOR SCHOOL PURPOSES.		
595	Public Instruction		1,282 18 9
	MISCELLANEOUS.		
553	Revenue Refunded	48 1 6	
602	Expenses in connection with the Survey of Church and School Lands	1,827 9 6	
			1,875 11 0
			6,366 2 11
	BALANCE, 31ST DECEMBER, 1870—		
	Cash in the Treasury	29,398 5 4	
	Debentures in do.	15,800 0 0	
			45,198 5 4
	TOTAL	£	51,564 8 3

The balance of Cash in the Treasury, above shown £29,398 5 4
 Was liable for outstanding Charges to the amount of 1,821 19 9
 Also, for proceeds of Land Sales to 31st December, 1870, reserved for investment in Government Securities 25,013 17 2
 26,835 16 11
 Leaving a net Balance of 2,562 8 5
 Applicable to Church purposes 1,830 6 0
 Applicable to School purposes 782 2 5
 2,562 8 5

GEO. W. LORD,
 Treasurer.

NEW SOUTH WALES.

SUPERANNUATION FUND.

(27 VICTORIA, No. 11.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1870.

SUPERANNU-
(27 VICTORIA,
STATEMENT of RECEIPTS and

PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
To BALANCE, 31st DECEMBER, 1869 :—	£ s. d.	£ s. d.
Debentures in the Treasury	1,800 0 0	
Less Cash Overdraft	77 10 1	1,722 9 11
„ REFUND of AMOUNT overpaid to J. Kingsmill, late Sheriff's Bailiff, Maitland	4 0 0	
„ DEDUCTIONS from the SALARIES of PUBLIC OFFICERS, at the rate of 4 per cent. per annum, paid into the Treasury in 1870	9,729 10 7	
„ INTEREST on INVESTMENTS IN DEBENTURES	51 0 10	
	9,784 11 5	
„ GRANT from the CONSOLIDATED REVENUE FUND	10,000 0 0	
„ PROCEEDS of DEBENTURES, to the amount of £1,800, sold for the purpose of meeting claims on this Fund	1,800 0 0	21,584 11 5
Carried forward	£	23,307 1 4

ATION FUND.

No. 11.)

DISBURSEMENTS in the Year 1870.

PARTICULARS OF DISBURSEMENTS.	ANNUAL RATE OF PENSION.			PERIOD FOR WHICH DRAWN.		AMOUNT DRAWN.	TOTAL.		
	£	s.	d.	From	To				
BY PENSIONS PAID:—	£	s.	d.			£	s.	d.	
Stephen Greenhill, late Chief Clerk in the Pay Branch of the Treasury	600	0	0	1 Nov., 1869		513	5	9	
John Crook, late Harbour Master, Sydney	433	6	8	1 Nov., 1869		387	2	8	
M. D. Ferguson, late Accountant in the Government Printing Office	266	0	0	1 Nov., 1869		237	13	0	
R. A. Hunt, late Superintendent of the Money Order Office	576	0	0	1 Nov., 1869		465	0	0	
J. G. Lennon, late Chief Clerk in the Revenue Branch of the Treasury	344	0	0	1 Oct., 1869		258	0	0	
Nicholas Nelson, late Clerk in the General Post Office	297	10	0	1 Oct., 1869		247	18	4	
E. C. Brewer, late Sheriff's Bailiff, Sydney	121	6	8	1 Nov., 1869		108	7	6	
Robert Brindley, late Draftsman in the Survey Department	310	0	0	1 Nov., 1869		276	19	5	
J. R. Humbley, late Clerk in the Audit Office	236	10	0	1 Nov., 1869		211	6	0	
Samuel Morgan, late Clerk in the Survey Department	138	13	4	1 Nov., 1869		123	17	6	
W. H. Christie, late Postmaster General	785	6	8	1 Nov., 1869		701	12	6	
George Brett, late Tide-waiter, Customs	103	16	8	1 Oct., 1869		97	8	11	
W. C. Still, late Landing Surveyor, Customs	536	0	0	— Oct., 1869*		480	17	3	
John Wells, late Under Secretary for Finance and Trade	714	13	4	1 Nov., 1869		638	10	0	
William Vallack, late Chief Clerk, Colonial Secretary's Department	624	0	0	1 Nov., 1869		557	10	2	
Thomas Jones, late Sheriff's Bailiff, Bathurst	144	0	0	Oct., 1869*		134	13	1	
William Thompson, late Official Postmaster, Bathurst	138	0	0	1 Nov., 1868		123	5	10	
T. K. Abbott, late Secretary, General Post Office	420	9	4	1 Nov., 1869		369	13	7	
E. H. Statham, late Storekeeper, Lunatic Asylum, Parramatta	115	17	4	1 Nov., 1869		103	10	2	
John Brown, late Sheriff's Bailiff, Parramatta	178	13	4	1 Nov., 1869		152	16	5	
Lewis Gordon, late District Surveyor, Bega	313	6	8	1 Aug., 1869		358	4	10	
John Chippindall, late Gaoler, Bathurst	168	0	0	1 Nov., 1869		150	1	11	
John Wallace, late Gaoler, Maitland Gaol	133	0	0	1 Nov., 1869		112	8	4	
E. Rogers, late Clerk of the Peace, Cumberland	576	0	0	1 Oct., 1869		562	12	6	
F. Campbell, late Superintendent, Lunatic Asylum, Tarban Creek	407	6	8	1 Nov., 1869		363	17	11	
W. R. Davidson, late Surveyor General	960	0	0	1 Nov., 1869		857	14	2	
J. E. Turner, late Landing-waiter, Customs	126	10	0	1 Oct., 1869		112	13	3	
S. Cole, late Commissioner of Crown Lands, Darling District	417	0	0	1 Nov., 1869		372	11	5	
S. Elyard, late Clerk, Colonial Secretary's Office	384	0	0	1 Nov., 1869		343	1	8	
T. McMahon, late Shipping Officer, General Post Office	127	3	4	1 Oct., 1869		105	19	2	
J. Prout, late Sheriff's Bailiff, Sydney	55	4	0	1 Nov., 1869		44	11	3	
A. T. Ross, late Const-waiter, Customs, Broken Bay	123	6	8	1 Oct., 1869		115	15	0	
C. Tompson, late Clerk of the Legislative Assembly	688	0	0	1 Nov., 1869		614	13	10	
W. H. Palmer, late Police Magistrate, Bathurst	300	0	0	1 Nov., 1869		268	0	7	
C. E. Newcombe, late Police Magistrate, Queanbeyan	432	0	0	1 Nov., 1869		385	19	4	
E. D. Day, late Police Magistrate, Maitland	480	0	0	1 Nov., 1869		428	17	1	
W. Warburton, late Tide-waiter, Customs	80	10	0	1 Oct., 1869		75	11	5	
W. King, late Landing-waiter, Customs	149	10	0	— Sept., 1869*		152	5	1	
C. T. Weaver, late Police Magistrate, Armidale	333	6	8	19 Oct., 1869		290	17	1	
M. Fitzpatrick, late Under Secretary for Lands	533	6	8	19 Dec., 1869		381	16	11	
J. Wickham, late Postmistress, Parramatta	168	0	0	1 Jan., 1870		113	19	2	
G. Denshire, late Postmaster, Tamworth	120	0	0	1 Jan., 1870		67	13	4	
D. A. Cahill, late Foreman of Works, Fitz Roy Dock	120	0	0	1 Jan., 1870		81	8	0	
J. Kelleher, late Foreman of Works, Fitz Roy Dock	82	0	0	1 Jan., 1870		51	18	8	
E. Beckham, late Commissioner of Crown Lands	466	13	4	1 Jan., 1870		324	12	4	
C. T. Williams, late Locker, Customs, Sydney	120	0	0	1 Jan., 1870		76	9	1	
G. K. Mann, late Engineer-in-Chief, Fitz Roy Dock	536	13	4	1 May, 1870		200	2	5	
T. Cronin, late Master, Steam Dredge, "Hercules"	250	0	0	1 May, 1870		85	6	3	
C. H. Horsley, late Locker, Customs, Sydney	112	10	0	1 June, 1870		75	4	3	
F. Underwood, late Clerk, Lands Department	373	6	8	16 June, 1870		95	18	3	
A. Williams, late Accountant, Survey Department	226	13	4	1 June, 1870		49	12	10	
H. Fitzgerald, late Foreman of Works, Fitz Roy Dock	82	0	0	1 Jan., 1870		12	5	1	
S. B. Warburton, late Chief Clerk, Lands Department	483	6	8	1 April, 1870		51	9	7	
J. Taylor, late Clerk of Petty Sessions, Cockatoo Island	134	8	0	1 Jan., 1870	23 April, 1870	41	8	8	
Carried forward						£	13,604	8	9

The exact date to which the Pensions were paid cannot be given, as the payments were made in accordance with a *pro rata* distribution of the funds in hand.
 *The date from which these Pensions were paid cannot be stated, as the payments in 1869 were made in accordance with a *pro rata* distribution of the funds in hand.

STATEMENT of RECEIPTS and

PARTICULARS OF RECEIPTS.	TOTAL.		
<p style="text-align: right;">Brought forward £</p>	£	s.	d.
	23,307	1	4
TOTAL	£		23,307 1 4

The Treasury, New South Wales,
11th August, 1871.

GEORGE LAYTON,
Accountant.

DISBURSEMENTS in the Year 1870.

PARTICULARS OF DISBURSEMENTS.	AMOUNT DRAWN.	TOTAL.
	£ s. d.	£ s. d.
Brought forward	£	13,604 8 9
BY GRATUITIES, GRANTED UNDER CLAUSE 7, TO THE FOLLOWING OFFICERS, WHO HAVE RETIRED, FROM BODILY OR MENTAL INCAPACITY:—		
J. Anderson, late 1st Clerk in the Equity Department	750 0 0	
H. C. Master, late Police Magistrate, Wollombi	262 10 0	
J. Hallon, late Schoolmaster, Penal Establishment, Cockatoo (balance of amount authorized)	87 10 0	
F. L. Oliver, late Clerk, Lands Department (balance of amount authorized)	50 0 0	
H. Cary, late Judge, Western District Court (balance of amount authorized)	587 10 0	
C. A. Sinclair, late Police Magistrate, Port Macquarie	481 5 0	
J. H. L. Scott, late Police Magistrate, Tambaroora	550 0 0	
L. V. Dulhunty, late Police Magistrate, Carcoar (in part payment of amount authorized)	159 7 11	
		2,928 2 11
BY GRATUITIES GRANTED UNDER CLAUSE 10, TO THE RELATIVES OF THE UNDERMENTIONED DECEASED OFFICERS, VIZ:—		
J. Kingsmill, late Sheriff's Bailiff, East Maitland	533 6 8	
J. Styles, late Clerk of Petty Sessions, Yass	189 11 8	
O. F. Kelly, late Clerk of the Legislative Assembly	1,000 0 0	
J. Crook, late Clerk in the Sheriff's Office	29 3 4	
A. Field, late Clerk in the Telegraph Department	75 0 0	
J. Taylor, late Clerk of Petty Sessions, Cockatoo Island	350 0 0	
L. Dickinson, late Tide-waiter, Customs, Sydney	320 16 8	
T. B. Corbett, late Sub-Collector of Customs, Newcastle	500 0 0	
C. Baly, late Draughtsman, Survey Department (in part payment of amount authorized)	145 17 11	
G. R. Smalley, late Government Astronomer (in part payment of amount authorized) ...	173 8 9	
T. M'Mahon, late Shipping Officer, General Post Office (in part payment of amount authorized)	55 18 0	
		8,373 3 0
BY MISCELLANEOUS:—		
Brokerage on the Sale of Debentures	10 15 0	
Refund of improper deduction	1 12 0	
		12 7 0
		£ 19,918 1 8
„ DEBENTURES issued for realization		1,800 0 0
		£ 21,718 1 8
„ BALANCE ON 31ST DECEMBER, 1870		£ 1,588 19 8
TOTAL	£	23,307 1 4

With the exception of the first two, the whole of the Pensions granted under this Act, as above shown, have been reduced by 4 per cent., in accordance with the sixth clause thereof.

GEO. W. LORD,
Treasurer.

POLICE REWARD FUND.

(16 VICTORIA, No. 33, AND 25 VICTORIA, No. 16.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1870.

POLICE RE-

(16 VICTORIA, No. 33,

STATEMENT OF RECEIPTS AND

Dr.

Ledger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
	To BALANCE ON 31ST DECEMBER, 1869:—	£ s. d.	£ s. d.
5	Public Works Debentures (24 Vic., No. 24)	1,700 0 0	
	Cash in the Treasury	5,362 13 5	7,062 13 5
440 to 454	To AMOUNT OF FINES, &c., RECEIVED IN 1870	2,787 11 5	2,787 11 5
	TOTAL.....	£	9,850 4 10

The Treasury, New South Wales,
15th June, 1871.

GEORGE LAYTON,
Accountant.

WARD FUND.

AND 25 VICTORIA, No. 16.)

DISBURSEMENTS IN THE YEAR 1870.

Cr.

Ledger Folio.	NAMES.	PERIOD FOR WHICH DRAWN.		AMOUNT.	TOTAL.
		From	To		
	BY PENSIONS PAID:—			£ s. d.	£ s. d.
	Margaret Wood, widow of Chief Constable Wood, of the Maitland Police	1 Oct., 1869	30 Sept., 1870	61 5 0	
	Ann Kendall, widow of Chief Constable Kendall, of the Penrith Police	"	"	39 4 0	
	Elizabeth Murphy, widow of Chief Constable Murphy, of the Port Macquarie Police	"	"	49 0 0	
	Louisa Codrington, widow of Trooper Codrington, of the Western Gold Escort	"	"	17 17 8	
	Ann Waltham, widow of Constable Waltham, of the Casino Police	"	"	25 9 8	
	Julia Ledgerwood, widow of Constable Ledgerwood, of the Newcastle Police	"	"	39 4 0	
	Eliza Watson, widow of Constable Watson, of the Maitland Police	"	"	19 12 0	
	Ann Foy, widow of Constable Foy, of the Tabulam Police	"	"	29 8 0	
	Elizabeth Nelson, widow of Constable Nelson, of the Goulburn District Police	"	"	49 0 0	
	Mary A. J. Herbert, widow of Senior-Constable Herbert, of the Bathurst District Police	"	"	39 4 0	
	Jane Day, widow of Senior-Constable John Ward, of the Bathurst District Police	1 July, 1868	31 Dec., 1869	44 14 0	
					413 18 4
5 to 10	BY GRATUITIES PAID TO WIDOWS AND RELATIVES OF DECEASED CONSTABLES:—				
	Catherine Sharkey, widow of Constable Sharkey			54 0 0	
	Maria Kennedy, widow of Constable Kennedy			54 0 0	
	Catherine Smith, widow of Constable Smith			30 0 0	
	Janet Maher, widow of Sergeant Maher			100 0 0	
					238 0 0
	BY MISCELLANEOUS PAYMENTS:—				
	Rewards to, and expenses incurred by, Constables in prosecuting sly-grog-sellers			10 0 0	
	Reward to Mr. W. Large for prompt assistance rendered in arresting a notorious burglar			5 0 0	
	Rewards to the undermentioned members of the Police Force for meritorious conduct in the capture of offenders, viz:—				
	Senior-Constable Thomas Breen			5 0 0	
	Constable Peter Gunn			3 0 0	
	Constable J. Dillon			2 2 0	
	Rewards to the undermentioned members of the Police Force for marked energy and efficiency in the discharge of their duty in the Metropolitan District, viz:—				
	Senior-Constable Nicholas Larkins			10 0 0	
	Constable Thomas Mulqueeny			5 0 0	
	Funeral expenses of deceased Constables			7 0 0	
	Refund of Fines			33 13 1	
	Hospital Fees			3 12 0	
					84 7 1
					736 5 5
10	BY BALANCE, 31ST DECEMBER, 1870:—				
	Public Works Debentures (24 Vic., No. 24)			1,700 0 0	
	Cash in the Treasury			7,413 19 5	
					9,113 19 5
	TOTAL			£	9,850 4 10

GEO. W. LORD,
Treasurer.

POLICE SUPERANNUATION FUND.

(16 VICTORIA, No. 33, AND 25 VICTORIA, No. 16.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1870.

POLICE SUPER-

(16 VICTORIA, No. 33,

ACCOUNT OF RECEIPTS AND

Dr.

Leger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
40	To BALANCE 31ST DECEMBER, 1869—	£ s. d.	£ s. d.
	Railway Debentures	5,500 0 0	
	Water Supply Debentures	3,000 0 0	
	Public Works Debentures (24 Vic. No. 24)	14,500 0 0	
	Less Cash Overdraft.....	£ 23,000 0 0 4,503 0 9	18,496 19 3
40 to 52	To AMOUNT OF DEDUCTIONS from the SALARIES of the POLICE FORCE, paid into the Treasury in 1870	3,064 14 6	
	To INTEREST ON DEBENTURES belonging to this Fund	1,137 14 6	4,202 9 0
Carried forward.....		£	22,699 8 3

ANNUATION FUND.

AND 25 VICTORIA, No. 16.)

DISBURSEMENTS IN THE YEAR 1870.

Cr.

Leger Folio.	NAMES.	PERIOD FOR WHICH DRAWN.		AMOUNT.	TOTAL.
		From	To		
	By PENSIONS PAID—			£ s. d.	£ s. d.
	Sergeant-Major Edward Giles	1 Oct., 1869	30 Sept., 1870	137 4 4	
	Inspector T. J. Powell	"	"	40 4 9	
	Inspector Patrick Connor	"	31 Dec., 1870	115 13 11	
	Sub-Inspector Thomas Hogg	"	30 Sept., 1870	196 0 0	
	Chief Constable Thomas M'Gee	"	"	44 2 0	
	Chief Constable James Sheppard	"	"	87 18 8	
	Chief Constable Robert M'Jannett	"	"	120 16 8	
	Chief Constable George Drury	"	"	88 4 0	
	Chief Constable Samuel Holt	"	"	98 0 0	
	Chief Constable Thomas Hildebrand	"	"	120 10 8	
	Chief Constable S. H. Horne	"	"	113 13 4	
	Chief Constable James Skelton	"	"	68 12 0	
	Senior Sergeant Abraham Kershaw	"	"	113 5 5	
	Senior Sergeant James Gibson	"	31 Dec., 1870	106 7 3	
	Senior Sergeant John Buckley	"	30 Sept., 1870	84 18 0	
	Sergeant Michael Cassidy	"	"	80 9 2	
	Sergeant Francis Rooney	"	"	73 0 8	
	Sergeant John Sherman	"	"	123 9 8	
	Sergeant William Hobbs	"	"	32 6 5	
	Sergeant James St. Clair	"	"	107 5 3	
	Sergeant John Stafford	"	"	98 12 5	
	Senior Constable James Kerr	"	31 Dec., 1870	74 12 9	
	Senior Constable John Jenkins	"	30 June, 1870	44 11 9	
	Constable John Marsh	"	30 Sept., 1870	35 13 8	
	Constable John Harris	"	31 Dec., 1870	69 19 6	
40 to 52	Constable Matthew Carroll	"	19 Jan., 1870	20 7 11	
	Constable Charles Lucas	"	31 Dec., 1870	80 4 10	
	Constable James Egan	1 July, 1869	30 Sept., 1870	61 11 7	
	Constable Michael Murphy	1 Oct., 1869	"	55 2 11	
	Constable Michael Reilly	"	"	53 13 1	
	Constable Timothy Gearns	"	"	67 1 4	
	Constable James M'Hale	"	"	59 13 3	
	Constable William Kershaw	"	"	98 12 5	
	Constable Thomas Hancock	"	"	58 2 6	
	Constable Bartholomew Bannister	"	31 Dec., 1870	174 11 3	
	Constable John Cannon	"	"	80 4 10	
	Constable John Lee	"	"	118 16 5	
	Constable Samuel Sneyd	"	30 Sept., 1870	139 13 0	
	Constable Frederick Williams	"	"	143 1 8	
	Constable Thomas Kelly	"	"	59 12 3	
	Constable Charles Lane	"	"	59 12 3	
	Constable Edward Kedwell	"	"	53 13 1	
	Constable Peter Conley	"	"	59 12 3	
	Constable John Davis	"	"	50 0 0	
	Constable John Micklegun	"	31 Dec., 1870	119 8 10	
	Constable Roger Kennedy	"	30 Sept., 1870	59 12 3	
	Constable John Thomas	"	"	73 0 8	
	Constable George Taylor	"	31 Dec., 1870	67 3 7	
	Constable Henry Fox	"	30 Sept., 1870	71 10 11	
	Constable Octavius Smith	"	"	53 13 1	
	Constable James Farrant	"	"	53 13 3	
	Constable Norman M'Beath	"	"	53 13 3	
	Constable W. S. Dangar	"	"	53 13 1	
	Constable James Thorpe	"	"	71 10 11	
	Constable Richard Gorman	"	"	80 9 9	
	Constable Adam Ballantine	"	"	53 13 1	
	Constable Martin Doyle	"	"	53 13 1	
	Constable Edward Everson	"	31 Dec., 1870	67 3 7	
			Carried forward...£	4,700 18 5	

SPECIAL RECEIPTS' ACCOUNT.

ACCOUNT of SPECIAL RECEIPTS and of the RE-ISSUES therefrom, in the Year 1870.

Ledger Folio.	ACCOUNT.	RECEIPTS.			RE-ISSUES IN THE YEAR 1870.	BALANCES ON THE 31ST DECEMBER, 1870.
		Balances on 31st December, 1869.	Receipts in the Year 1870.	Total.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
81	Imperial Postage	7,053 4 5	1,636 1 4	8,689 5 9	.....	8,689 5 9
92	Seamen's Wages... ..	1,129 3 0	576 0 0	1,705 3 0	453 14 6	1,251 8 6
72	Poundage	11,524 4 0	2,157 6 10	13,681 10 10	3,026 15 7	10,654 15 3
122	Revenue Suspense Fund	9,606 8 0	60,134 3 5	69,740 11 5	58,779 2 0	10,961 9 5
234	Immigration Remittances	4,305 5 8	.....	4,305 5 8	44 0 0	4,261 5 8
264	Assurance Fund—Real Property Act	5,754 7 4	2,658 13 0	8,413 0 4	1,521 10 2	6,891 10 2
252	Commissioners' Fund—Real Property Act	230 5 0	311 5 0	541 10 0	303 10 0	238 0 0
268	Money Orders Account... ..	.....	33,700 0 0	33,700 0 0	33,700 0 0	.....
289	Bishopthorpe Estates Fund	6 4 2	900 0 0	906 4 2	700 0 0	206 4 2
352	Fees under the Necropolis Act of 1867	58 8 1	793 18 0	852 6 1	839 7 1	12 19 0
300 to 350	Sundry Deposits	17,597 16 5	6,580 0 0	24,177 16 5	12,708 0 0	11,469 16 5
	TOTALS	£ 57,265 6 1	100,447 7 7	166,712 13 8	112,075 19 4	54,636 14 4

The Treasury, New South Wales,
26th May, 1870.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

TRUST MONEYS' DEPOSIT ACCOUNT.

STATEMENT of TRUST MONEYS deposited in the TREASURY, and of the RE-ISSUES therefrom, in the Year 1870.

Ledger Folio.	OFFICER DEPOSITING.	RECEIPTS.			RE-ISSUES IN THE YEAR 1870.	BALANCES ON THE 31st DECEMBER, 1870	
		Balances on the 31st December, 1869.	Receipts in the Year 1870.	Total.			
150	Master in Equity	£ 10,687 10 9	£ 25,380 6 6	£ 36,067 17 3	£ 24,098 14 3	£ 11,969 3 0	
159	Curator of Intestate Estates	11,215 9 11	3,988 8 8	15,203 18 7	3,395 13 7	11,808 5 0	
166	Prothonotary	1,809 7 1	614 10 0	2,423 17 1	756 16 11	1,667 0 2	
177	} Official Assignees in Insolvency ...	*96 15 5 <i>Dr.</i>	10,848 13 7	10,751 18 2	10,520 12 4	231 5 10	
193		F. T. Humphery	2,007 13 7	8,759 11 3	10,767 4 10	8,484 7 7	2,282 17 3
185		R. H. Sempill	14,926 15 8	9,065 18 11	23,992 14 7	15,157 2 9	8,835 11 10
196	Trade Assignees	} 26 14 0	.....	26 14 0	.....	26 14 0
202	Do.	} 101 9 1	.....	101 9 1	.....	101 9 1
210	Do.	} 53 5 1	.....	53 5 1	.....	53 5 1
		£ 40,828 5 2	58,657 8 11	99,388 18 8	62,413 7 5	36,975 11 3	
	* Deduct Debit Balance on J. P. Mackenzie's Account	*96 15 5 <i>Dr.</i>	.....	.....	.....	.....
	TOTALS	£ 40,731 9 9	58,657 8 11	99,388 18 8	62,413 7 5	36,975 11 3	

* This overdraft was adjusted during 1870.

The Treasury, New South Wales,
26th May, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

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SCAB IN SHEEP FUND.

(27 VICTORIA, No. 6; 29 VICTORIA, No. 13; AND 30 VICTORIA, No. 16.)

Dr.

STATEMENT of RECEIPTS and DISBURSEMENTS in the Year 1870.

Cr.

PARTICULARS OF RECEIPTS.	AMOUNT.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.
	£ s. d.		£ s. d.
To Balance 31st December, 1869	3,208 10 0	By Charges not provided for by Vote from the Consolidated Revenue Fund, viz. :—	
To Amount of Collections during the year 1870	9,348 18 5	Cost of Printing	21 6 11
		Incidental Expenses	28 0 0
		Compensation for Sheep destroyed	31 6 8
		Refund of amount paid for sustenance and dressing of Sheep whilst in Quarantine... ..	926 15 0
			1,007 8 7
		By Payments from the Consolidated Revenue Fund, under Votes of Parliament, viz. :—	
		Salaries and Contingencies of 1869... ..	904 17 5
		Do. 1870... ..	8,107 5 10
			9,012 3 3
			10,019 11 10
		By Balance, 31st December, 1870	2,537 16 7
TOTAL	£ 12,557 8 5	TOTAL	£ 12,557 8 5

The Treasury, New South Wales,
7th August, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

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STATEMENT showing the DEPOSIT received in 1870, on DEBENTURES, placed in the hands of the BANK OF NEW SOUTH WALES, LONDON, for Negotiation in England.

PARTICULARS OF DEBENTURES.	No. of Years' Currency.	Amount of Principal.	Date from which Interest accrues.	Rate per cent. at which sold.	Amount of Deposits.	CHARGES.				NET PROCEEDS.
						Brokers' Commission.	Bank Commission.	Discount and other Charges.	TOTAL.	
		£		£ s. d.	£ s. d.					
Public Works, 32 Victoria, No. 13, £128,000; and Issue of £450,000 under various Loan Acts, to meet the amount short-raised under previous issues....	30	164,900	1st Jan., 1869, and 1st July, 1870.	98 3 6	50,225 6 6 *					
		2,600		98 5 0						
		10,000		98 5 6						
		13,000		98 6 0						
		23,000		98 6 6						
		26,000		98 10 0						
		47,000		98 11 0						
		43,000		98 11 6						
		13,500		98 13 6						
		21,500		98 15 0						
		10,000		98 15 6						
		1,000		98 16 6						
		3,000		98 17 0						
		2,000		98 18 0						
		1,000		98 19 0						
		5,000		98 19 6						
		7,800		99 0 0						
		88,000		99 0 6						
		1,000		99 1 0						
		1,000		99 1 6						
5,000	99 3 0									
11,000	99 5 0									
10,000	99 5 6									
18,500	99 10 0									
10,500	99 12 6									
20,500	99 15 0									
3,200	100 0 0									
10,000	100 2 6									
		578,000			50,225 6 6					

* Further particulars cannot be given until the Account for 1871 is compiled, the balance of the proceeds having been received in that year.

The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

NEWCASTLE TONNAGE DUTY.

(19 VICTORIA, Nos. 25 & 40, & 20 VICTORIA, No. 12.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Navigation of the River Hunter and Ports of Newcastle and Morpeth, under the Acts 19 Victoria, No. 40, and 20 Victoria, No. 12, to the 31st December, 1870.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To amount of Collections for Tonnage Dues at the Port of Newcastle, viz. :—			By Expenditure on account of Improving the Navigation of the River Hunter and Ports of Newcastle and Morpeth, viz. :—		
In the year 1858	1,446 1 0		In the year 1856	5,141 4 1	
In the year 1859	2,198 14 6		In the year 1857	7,780 12 7	
In the year 1860	2,891 18 6		In the year 1858	18,002 2 9	
In the year 1861	2,654 7 6		In the year 1859	4,622 6 11	
In the year 1862	3,296 9 6		In the year 1860	632 16 6	
In the year 1863	3,539 2 0		In the year 1861	359 11 0	
In the year 1864	4,686 6 9		In the year 1862	858 7 3	
In the year 1865	3,936 17 0		In the year 1863	45 10 5	
In the year 1866	5,176 5 6		In the year 1864	136 1 10	
In the year 1867	5,420 6 6		In the year 1865	31 17 9	
In the year 1868	5,556 2 6		In the year 1866	130 6 11	
In the year 1869	7,196 11 6		In the year 1867	1,345 18 11	
In the year 1870	6,457 4 6		In the year 1868	594 10 4	
		54,456 7 3	In the year 1869	106 10 11	
			In the year 1870	211 13 9	
			By Interest on the above Expenditure to 31st December, 1870, calculated from the dates of the several payments, at the rate of 5 per cent. per annum, viz. :—		39,999 11 11
			Interest on £5,141 4s. 1d.	3,151 5 3	
			Interest on £7,780 12s. 7d.	4,461 15 11	
			Interest on £18,002 2s. 9d.	9,428 16 6	
			Interest on £4,622 6s. 11d.	2,256 9 11	
			Interest on £632 16s. 6d.	266 0 9	
			Interest on £359 11s. 0d.	132 15 6	
			Interest on £858 7s. 3d.	274 18 8	
			Interest on £45 10s. 5d.	12 5 10	
			Interest on £136 1s. 10d.	28 16 2	
			Interest on £31 17s. 9d.	5 9 3	
			Interest on £130 6s. 11d.	17 9 0	
			Interest on £1,345 18s. 11d.	95 10 7	
			Interest on £594 10s. 4d.	45 6 10	
			Interest on £106 10s. 11d.	8 0 1	
			Interest on £211 13s. 9d.	9 4 6	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1870, for amount advanced to carry on the Works, and to pay Interest thereon		5,737 9 5			20,194 4 9
TOTAL	£	60,193 16 8	TOTAL	£	60,193 16 8

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The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

WOLLONGONG TONNAGE DUTY.

(23 VICTORIA, No. 10, 25 VICTORIA, No. 5, 27 VICTORIA, No. 1, & 29 VICTORIA, No. 23.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Harbour of Wollongong, under the Acts 23 Victoria, No. 10, 25 Victoria, No. 5, 27 Victoria, No. 1, and 29 Victoria, No. 23, to 31st December, 1870.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
To Amount of Collections for Tonnage Dues at the Harbour of Wollongong, viz. :—	£ s. d.	£ s. d.	By Expenditure on account of Improving the Harbour of Wollongong, viz. :—	£ s. d.	£ s. d.
1st July to 31st December, 1864... ..	73 12 0		In the year 1860	141 10 3	
In the year 1865	153 14 0		In the year 1861	6,842 7 10	
In the year 1866	168 2 0		In the year 1862	8,172 19 2	
In the year 1867	173 3 0		In the year 1863	4,775 8 0	
In the year 1868	192 0 0		In the year 1864	6,533 6 0	
In the year 1869	215 2 0		In the year 1865	5,265 12 10	
In the year 1870	196 1 6		In the year 1866	2,158 9 4	
		1,171 14 6	In the year 1867	7,681 17 6	
			In the year 1868	954 6 0	
			In the year 1869	2 10 5	
			In the year 1870 ... ..	.....
					42,528 7 4
			By Interest on the above Expenditure to 31st December, 1870, calculated from the dates of the several Payments, at the rate of 5 per cent. per annum, viz. :—		
			Interest on £141 10s. 3d.	57 11 11	
			Interest on £6,842 7s. 10d.	2,456 6 8	
			Interest on £8,172 19s. 2d.	2,574 19 7	
			Interest on £4,775 8s. 0d.	1,309 18 1	
			Interest on £6,533 6s. 0d.	1,415 10 0	
			Interest on £5,265 12s. 10d.	993 7 6	
			Interest on £2,158 9s. 4d.	245 7 5	
			Interest on £7,681 17s. 6d.	531 16 3	
			Interest on £954 6s. 0d.	61 10 1	
			Interest on £2 10s. 5d.	0 4 9	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1870, for amount advanced to carry on the Works, and to pay Interest thereon		51,003 5 1			9,646 12 3
TOTAL	£	52,174 19 7	TOTAL	£	52,174 19 7

The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

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KIAMA TONNAGE DUTY.

(23 VICTORIA, No. 10, 25 VICTORIA, No. 6, 27 VICTORIA, No. 2, AND 29 VICTORIA, No. 9.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Harbour of Kiama, under the Acts 23 Victoria, No. 10, 25 Victoria, No. 6, 27 Victoria, No. 2, and 29 Victoria, No. 9, to the 31st December, 1870.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Amount of Collections for Tonnage Dues at the Harbour of Kiama, viz. :—			By Expenditure on account of Improving the Navigation of the Harbour of Kiama, viz. :—		
1st July to 31st December, 1864... ..	32 3 0		In the year 1860	87 19 8	
In the year 1865	81 19 6		In the year 1861	3,704 6 6	
In the year 1866	61 8 6		In the year 1862	11,595 13 4	
In the year 1867	88 0 6		In the year 1863	9,374 2 9	
In the year 1868	93 16 0		In the year 1864	3,393 9 7	
In the year 1869	100 7 6		In the year 1865	2,270 15 1	
In the year 1870	68 11 0		In the year 1866	975 18 0	
		526 6 0	In the year 1867	95 5 1	
			In the year 1868	2,248 10 1	
			In the year 1869	1,903 2 5	
			In the year 1870	591 4 7	
			By Interest on the above Expenditure to 31st December, 1870, calculated from the dates of the several payments, at the rate of 5 per cent. per annum, viz. :—		36,240 7 1
			Interest on £87 19s. 8d.	35 8 10	
			Interest on £3,704 6s. 6d.	1,311 15 4	
			Interest on £11,595 13s. 4d.	3,706 4 4	
			Interest on £9,374 2s. 9d.	2,549 3 8	
			Interest on £3,393 9s. 7d.	747 8 4	
			Interest on £2,270 15s. 1d.	393 8 4	
			Interest on £975 18s. 0d.	131 3 2	
			Interest on £95 5s. 1d.	7 1 0	
			Interest on £2,248 10s. 1d.	149 1 7	
			Interest on £1,903 2s. 5d.	155 6 10	
			Interest on £591 4s. 7d.	4 9 1	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1870, for amount advanced to carry on the Works, and to pay Interest thereon		44,904 11 7			9,190 10 6
TOTAL... ..	£	45,430 17 7	TOTAL	£	45,430 17 7

The Treasury, New South Wales,
12th September, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

STATEMENT
OF THE
PARTICULARS OF THE PUBLIC DEBT OF THE COLONY
OF
NEW SOUTH WALES,
ON
31st DECEMBER, 1870.

STATEMENT OF THE PARTICULARS OF THE PUBLIC DEBT OF

SERVICES.	AUTHORITY.	AMOUNT AUTHORIZED TO BE RAISED.		AMOUNT OF DEBENTURES AND TREASURY BILLS SOLD.	AMOUNT RAISED.		AMOUNT OVER-RAISED.		AMOUNT NOT YET RAISED.	
		£	s. d.	£	£	s. d.	£	s. d.	£	s. d.
DEBENTURES.										
Loan to the Sydney Railway Company ...	16 Vic., No. 39	216,571	0 0	217,500	223,036	3 4	7,365	3 4	.....
Sydney Sewerage	17 Vic., No. 34	200,000	0 0	209,030	201,149	11 9	1,149	11 9	.....
Sydney Water Supply... ..	17 Vic., No. 35	200,000	0 0	208,400	201,264	13 5	1,264	13 5	.....
Public Works	18 Vic., No. 35	178,750	0 0	144,000	136,890	13 2	.....		41,859	6 10
Railways	18 Vic., No. 40	624,733	18 8	666,800	630,105	11 7	5,371	12 11	.....
Public Works	19 Vic., Nos. 38 & 40.	445,323	0 0	410,500	393,427	5 8	.....		51,895	14 4
To pay off Land and Immigration Debentures	20 Vic., No. 1	73,776	0 0	73,700	70,300	16 2	.....		3,475	3 10
Railways	20 Vic., No. 1	200,000	0 0	203,000	199,997	10 0	.....		2	10 0
To pay off Land and Immigration Debentures	20 Vic., No. 16	130,400	0 0	132,300	130,311	0 0	.....		89	0 0
Public Works	20 Vic., No. 33	107,717	18 11	112,000	107,787	15 0	69	16 1	.....
Railways	20 Vic., No. 34	300,000	0 0	299,000	300,895	12 6	895	12 6	.....
To pay off Debentures... ..	22 Vic., Nos. 5 & 26.	145,000	0 0	145,700	145,007	0 0	7	0 0	.....
Railways and Public Works	22 Vic., No. 22	758,500	0 0	760,700	756,890	15 0	.....		1,609	5 0
Public Works	22 Vic., No. 26	11,600	0 0	5,000	4,962	10 0	.....		6,637	10 0
To pay off Debentures... ..	23 Vic., No. 5	365,600	0 0	365,600	361,612	10 0	.....		3,987	10 0
Public Works and to pay off Debentures	23 Vic., No. 10	348,223	0 0	348,200	341,084	15 0	.....		7,138	5 0
Railways and Public Works	24 Vic., No. 24	113,535	0 0	113,900	112,209	11 6	.....		1,325	8 6
Voluntary and Assisted Immigration	24 Vic., No. 26	55,000	0 0	55,500	54,945	16 0	.....		54	4 0
Railways and Public Works	25 Vic., No. 19	1,782,370	14 6	1,782,300	1,696,828	5 0	.....		85,542	9 6
Railways and Public Works	26 Vic., No. 14	161,832	0 0	162,000	136,728	17 10	.....		25,103	2 2
Public Works	27 Vic., No. 14	670,025	12 7	670,000	565,483	14 2	.....		104,541	18 5
To cover Deficit of 1864 and previous years...	29 Vic., No. 4	550,000	0 0	550,000	495,344	10 0	.....		54,655	10 0
To pay off Debentures... ..	29 Vic., No. 5	300,000	0 0	300,000	270,252	5 0	.....		29,747	15 0
Public Works and Immigration	29 Vic., No. 9	219,450	0 0	219,400	193,474	0 0	.....		25,976	0 0
Public Works	29 Vic., No. 23	758,000	0 0	758,000	718,844	10 0	.....		39,155	10 0
Public Works	30 Vic., No. 23	65,850	0 0	65,800	61,902	0 0	.....		3,948	0 0
Railways	31 Vic., No. 11	1,000,000	0 0	1,000,000	981,655	7 0	.....		18,344	13 0
Railways and to pay off Debentures	*34 Vic., No. 2	407,151	13 7	.....	.....	.....	.....		407,151	13 7
Public Works	31 Vic., No. 27	177,407	0 0	177,400	178,055	0 0	648	0 0	.....
Public Works	32 Vic., No. 13	197,885	0 0	197,800	198,314	0 0	429	0 0	.....
TREASURY BILLS.										
To cover the Deficit of 1863 and previous years	27 Vic., No. 8	400,000	0 0	398,500	398,849	14 5	.....		1,150	5 7
To renew Bills issued under 27 Vic., No. 8...	31 Vic., No. 28	343,200	0 0	343,200	346,817	18 0	3,617	18 0	.....
To renew Bills issued under 31 Vic., No. 28...	32 Vic., No. 14	343,200	0 0	343,200	350,085	3 4	6,885	3 4	.....
To renew Bills issued under 32 Vic., No. 14...	33 Vic., No. 8	343,200	0 0	343,200	339,943	0 0	.....		3,257	0 0
TOTAL...		£12,194,301	18 3	11,781,630	11,305,357	14 10	27,703	11 4	916,647	14 9

* Debentures issued under this Act to the nominal value of £407,100 were transmitted to London for negotiation in 1870.

† Complete Account Sales for £123,000 of the Debentures prepared under this Act, and negotiated in London, were not received up to the close of the year. In addition to this amount, £450,000 Debentures were transmitted to London in June, 1870, which were negotiated in October last. As complete Account Sales, however, were not received up to the close of the year 1870, particulars cannot be given in this statement.

The Treasury, New South Wales,
9th February, 1871.

GEORGE LAYTON,
Accountant.

THE COLONY OF NEW SOUTH WALES, ON 31ST DECEMBER, 1870.

PARTICULARS OF THE SEVERAL ISSUES OF DEBENTURES AND TREASURY BILLS.

AMOUNT OF EACH ISSUE SOLD.	PAID OFF.	OUTSTANDING.	DUE DATES.	RATE OF INTEREST.	ANNUAL INTEREST ON TOTAL LOAN OUTSTANDING FOR EACH SERVICE.	SYNOPSIS OF DUE DATES OF OUTSTANDING DEBENTURES AND TREASURY BILLS.					
						Authority under which issued.	Year when due.	Amount.	TOTAL.		
£ 17,500	£ 17,500	£		2½d. & 3½d. per diem per cent.	£ s. d.	29 Vic., Nos. 4 & 5 ...	1867	£	£ 800		
50,000	.....	50,000	1873.....	5 per cent. per annum.	9,797 19 4	29 Vic., Nos. 4 & 5 ..	1868	.....	£ 500
150,000	150,000	1874.....			29 Vic., Nos. 4 & 5 ...	1869	£ 600	
25,900	.....	25,900	1 July, 1876	5 per cent. per annum.	2,831 10 0	29 Vic., Nos. 4 & 5 ...	1870	.....	£ 100,000
97,500	97,500			18 Vic., No. 40.....	1871	} {	100,000	} {	543,200
6,730	.....	6,730	Interminable			29 Vic., Nos. 4 & 5 ...			100,000	
24,000	.....	24,000	1 July, 1888			33 Vic., No. 8			343,200	
54,900	54,900			29 Vic., Nos. 4 & 5 ...	1872	Con. Rev. ...	46,700	
29,000	29,000			29 Vic., Nos. 4 & 5 ...	1872	Loans.....	50,000	
50,700	50,700	6,435 0 0	16 Vic., No. 39.....	1873	} {	50,000
36,700	.....	36,700	1 July, 1876			20 Vic., No. 33.....		100,000		
31,000	.....	31,000	Interminable			29 Vic., Nos. 4 & 5 ...	100,000			
61,000	61,000	1 July, 1888			5,510 0 0	16 Vic., No. 39.....	1874	} {	150,000
21,000	21,000	.....	.....	29 Vic., Nos. 4 & 5 ...	100,000				
12,800	12,800	.....	.....	.....	5,510 0 0	29 Vic., Nos. 4 & 5 ...	1875	.....	50,000
70,200	70,200	1 Jan., 1876	17 Vic., No. 34.....		11,800 0 0				17 Vic., No. 35.....	1876	} {	25,900
40,000	.....	40,000	1 July, 1893	18 Vic., No. 35.....	36,700					
291,800	291,800	.....	.....	18 Vic., No. 40.....	20,525 0 0	19 Vic., Nos. 38 & 40	1876	} {	70,200
139,000	139,000	.....	.....	19 Vic., Nos. 38 & 40		133,300			
100,000	.....	100,000	1 Jan., 1871	20 Vic., No. 1	3,685 0 0	20 Vic., No. 1	1876	} {	46,200	
133,300	.....	133,300	1 Jan., 1876	20 Vic., No. 1		150,000				
2,700	.....	2,700	Permanent	20 Vic., No. 1	10,150 0 0	20 Vic., No. 1	1888	} {	70,500	
46,200	.....	46,200	1876	20 Vic., No. 1		203,000				
150,000	.....	150,000	Jan., 1876	.....	6,615 0 0	17 Vic., No. 34.....	1888	} {	24,000
70,800	.....	70,800	Interminable	17 Vic., No. 35.....		61,000				
136,800	.....	136,800	1 July, 1888	19 Vic., Nos. 38 & 40	14,950 0 0	19 Vic., Nos. 38 & 40	1889	} {	136,800	
6,700	.....	6,700	1 July, 1891	20 Vic., No. 1		186,800				
70,500	.....	70,500	1 Jan., 1876	20 Vic., No. 1	7,285 0 0	20 Vic., No. 1	1890	} {	3,200	
3,200	.....	3,200	1 July, 1888	20 Vic., No. 1		10,000				
203,000	.....	203,000	1 July, 1876	.....	38,035 0 0	20 Vic., No. 1	1890	} {	175,000
.....	.....	.....	.....	20 Vic., No. 34.....		90,000			
132,300	.....	132,300	Interminable ..	.....	250 0 0	20 Vic., No. 33.....	1891	} {	2,000
100,000	.....	100,000	1 Jan., 1873	20 Vic., No. 34.....		34,000				
10,000	.....	10,000	1 July, 1888	22 Vic., Nos. 25 & 26	14,950 0 0	22 Vic., No. 22.....	1889	} {	145,000	
2,000	.....	2,000	1 Jan., 1889	22 Vic., No. 22.....		400,000				
175,000	.....	175,000	1 July, 1888	22 Vic., No. 22.....	7,285 0 0	22 Vic., No. 22.....	1890	} {	312,000	
90,000	.....	90,000	1 July, 1888	22 Vic., No. 26.....		5,000				
34,000	.....	34,000	1 Jan., 1889	23 Vic., No. 5	18,280 0 0	23 Vic., No. 5	1890	} {	365,600	
145,000	.....	145,000	1 Jan., 1889	23 Vic., No. 10.....		348,200				
700	.....	700	1 July, 1891	.....	17,410 0 0	19 Vic., Nos. 38 & 40	1891	} {	6,700
400,000	.....	400,000	1 Jan., 1889	22 Vic., Nos. 25 & 26		700				
312,000	.....	312,000	1 July, 1889	22 Vic., No. 22.....	5,695 0 0	22 Vic., No. 22.....	1891	} {	25,000	
25,000	.....	25,000	1 Jan., 1891	24 Vic., No. 24.....		23,700				
23,700	.....	23,700	1 July, 1891	24 Vic., No. 26.....	2,775 0 0	24 Vic., No. 26.....	1892	} {	113,900	
5,000	.....	5,000	1 July, 1890	.....		55,500			
365,600	.....	365,600	1 Jan., 1890	.....	89,115 0 0	25 Vic., No. 19.....	1892	.....	1,782,300
348,200	.....	348,200	1 July, 1890	.....		8,100 0 0			
113,900	.....	113,900	1 July, 1891	.....	33,500 0 0	18 Vic., No. 35.....	1893	.....	40,000
65,500	.....	65,500	1 July, 1891	.....		27,430 0 0			
1,782,300	.....	1,782,300	1 Jan., 1892	.....	10,970 0 0	26 Vic., No. 14.....	1895	} {	162,000
162,000	.....	162,000	1 Jan., 1895	.....		670,000			
670,000	.....	670,000	1 Jan., 1895	.....	37,900 0 0	29 Vic., No. 9	1896	} {	219,400
550,000	.....	550,000	Various dates	.....		3,290 0 0			
300,000	301,400	548,600	.....	.....	50,000 0 0	29 Vic., No. 23.....	1897	.....	65,800
219,400	.....	219,400	1 Jan., 1896	.....		8,870 0 0			
758,000	.....	758,000	1 July, 1896	.....	8,870 0 0	31 Vic., No. 11.....	Annual drawings of £20,000, commencing 1872	} {	1,000,000
65,800	.....	65,800	1 Jan., 1897	.....		9,890 0 0			
1,000,000	.....	1,000,000	1 Jan., 1898	.....	.....	31 Vic., No. 27.....	1898	.....	177,400
.....	.....	.....	1 Oct., 1900	.....	.....	32 Vic., No. 13.....	1899	.....	197,800
177,400	.....	177,400	1 July, 1898	.....	.....	.....	.....	.....	.....
197,800	.....	197,800	1 Jan., 1899	.....	.....	.....	.....	.....	.....
398,500	398,500	.....	1 Jan., 1868	6 per cent. per annum.	.....	17 Vic., No. 34.....	Interminable or payable at the option of the Government in 1882 or afterwards.	} {	6,730
343,200	343,200	30 April, 1869	3½d. per cent. per diem.	17 Vic., No. 35.....				31,000	
343,200	343,200	30 April, 1870	5 per cent. per annum.	19 Vic., Nos. 38 & 40				70,800	
343,200	.....	343,200	30 April, 1871	.....	*8,580 0 0	20 Vic., No. 16.....	.....	132,300	240,830
11,781,630	2,100,500	9,681,130	.....	.....	.....	18 Vic., No. 40.....	Permanent	.....	2,700
					475,274 9 4					£ 9,681,130	

* Half-year's interest only.

† Amount refunded by the Bank of New South Wales, the Debentures not having been presented for payment.

‡ Advices of the payment of these Debentures had not been received from the Financial Agents of the Government in England at this date (9th February, 1871).

GEO. W. LORD,
Treasurer.

Public Debt.

STATEMENT showing the DUE DATES of OUTSTANDING DEBENTURES and TREASURY BILLS on the 31st December, 1870.

YEAR.	DEBENTURES.	TREASURY BILLS.	TOTAL.	REMARKS.
	£	£	£	
1867 (Con. Rev. Fund) ...	* 800	.....	800	Balance of first instalment of Short-dated Debentures unpaid.
1868 Do. ...	* 500	.....	500	
1869 Do. ...	* 600	.....	600	
1870 Do. ...	† 100,000	.....	100,000	† Short-dated Debentures, £100,000.
1871 Do. ...	.....	§ 343,200	343,200	To renew Bills issued under 32 Vic., No. 14.
1871 Do. ...	100,000	.....	100,000	† Short-dated Debentures, £100,000.
1871 (Loans Account) ...	100,000	.....	100,000	
1872 (Con. Rev. Fund) ...	46,700	.....	46,700	} † Do. £96,700.
1872 (Loans Account) ...	50,000	.....	50,000	
1873 (Do.) ...	250,000	.....	250,000	† Do. £100,000.
1874 (Do.) ...	250,000	.....	250,000	† Do. £100,000.
1875 (Do.) ...	50,000	.....	50,000	† Do. £50,000.
1876 (Do.) ...	735,800	.....	735,800	
1888 (Do.) ...	500,000	.....	500,000	
1889 (Do.) ...	893,000	.....	893,000	
1890 (Do.) ...	718,800	.....	718,800	
1891 (Do.) ...	225,500	.....	225,500	
1892 (Do.) ...	1,782,300	.....	1,782,300	
1893 (Do.) ...	40,000	.....	40,000	
1895 (Do.) ...	832,000	.....	832,000	
1896 (Do.) ...	977,400	.....	977,400	
1897 (Do.) ...	65,800	.....	65,800	
1898 (Do.) ...	177,400	.....	177,400	
1899 (Do.) ...	197,800	.....	§ 197,800	
Annual drawings of £20,000, commencing 1872 (Loans Account) ...	} 1,000,000	.....	1,000,000	
Interminable, or 1882, at option of the Government (Loans Account) ...	} 240,830	.....	240,830	
Permanent (Loans Account)	2,700	.....	2,700	
Total amount outstanding, 31 December, 1870 ...	} 9,337,930	343,200	9,681,130	

* Amount refunded by the Bank of New South Wales, the Debentures not having been presented for payment.

† Advices of the payment of these Debentures had not been received from the Financial Agents of the Government in England at this date (31st Dec., 1871).

‡ £246,700 of these are on account of the deficiency of 1864.

§ Due 30th April, 1871.

|| Complete Account Sales for £128,000 of the Debentures prepared under this Act, and negotiated in London, were not received up to the close of the year 1870.

The Treasury, New South Wales,
9th February, 1871.

GEORGE LAYTON,
Accountant.

SCHEDULE of REPAYMENTS, in the YEAR 1870, to the CREDIT of VOTES.

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	REPAYMENTS IN 1870, ON ACCOUNT OF—		
	Services of the Year 1865.		
169	Refund to R. Andrews of amount paid for certain flooded allotments of Land at Gundagai		12 5 4
	Services of the Year 1866.		
54	District Courts	0 3 6	
	Subordinate Roads—		
1670	Northern	70 0 0	
234	Western	14 13 0	
1762	Minor Bridges and Roads unclassified...	9 15 0	
1816	Bridge over Gol Gol Creek	10 10 0	
230	Navigation of the Rivers Murray, Murrumbidgee, and Darling	56 12 6	
235	Sinking Wells, on the Road between the Darling and the Lachlan	400 0 0	
224	Steam Postal Communication with Great Britain <i>via</i> Panama	19 18 7	581 12 7
	Services of the Year 1867.		
73	Volunteers	0 3 8	
65	Paris Exhibition...	30 12 1	
69	Sheriff	1 10 7	
57	Gaol, Wagga Wagga	1 6 6	
685	District Court, Southern	0 12 10	
	Subordinate Roads—		
231	Northern	53 0 0	
1824	Western	0 15 0	
232	Southern	1 15 9	
1444	Electric Telegraphs	0 4 8	
266	Conveyance of Mails	129 6 7	
233	Steam Postal Communication with Great Britain <i>via</i> Panama	590 10 7	809 18 3
	Services of the Year 1868.		
224	Gaol, Goulburn	2 16 10	
280	Gaol, Wagga Wagga	1 5 0	
458	Public Instruction	0 16 1	
527	Industrial School, Newcastle	1 19 9	
669	Paris Exhibition	1 7 5	
919	Treasury	0 11 0	
1172	Stores and Stationery	0 8 2	
1170	Conveyance of Stores	0 4 9	
1134	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts	6 0 0	
1211	Survey of Lands	0 1 0	
1365	Sinking Wells, on the Road between the Darling and the Lachlan	41 2 2	
1764	Debentures due 31st December, 1868 (amount not claimed)	500 0 0	
1829	Subordinate Roads—Southern...	0 1 4	
1849	Minor Bridges and Roads not classified	7 0 0	
2117	Repairs to Public Buildings	0 1 0	
1861	Fencing Public Roads	2 5 0	
1518	Refund of Duty on Ironwork for West Maitland Bridge	2 12 7	
1590	Conveyance of Mails	167 0 0	
1615	Steam Postal Communication with Great Britain <i>via</i> Panama	877 18 8	
1620	Electric Telegraphs	0 10 6	1,614 1 3
	Carried forward	£	3,017 17 5

SCHEDULE OF REPAYMENTS, &c.—continued.

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward		3,017 17 5
	Services of the Year 1869.		
116	Volunteers	9 7 6	
131	Police—Constabulary	80 1 2	
863	Police Contingencies	316 6 1	
180-192	Petty Sessions	22 3 4	
196	Gaol, Sydney	0 15 4	
209	Gaol, Parramatta	0 5 4	
222	Gaol, Maitland	0 11 7	
230	Gaol, Goulburn	9 5 9	
243	Gaol, Albury	2 6 2	
252	Gaol, Mudgee	0 3 2	
280	Gaol, Wagga Wagga	0 2 0	
268	Gaol, Wollongong	0 3 6	
286	Gaol, Yass	0 3 7	
297	Gaol, Port Macquarie	0 2 0	
327	Gaols, Country Districts	0 10 6	
353	Gaols generally—Gratuities to Prisoners	41 5 11	
377	Penal Establishment	0 10 0	
445	Observatory	1 3 11	
454	Public Instruction	0 4 10	
471	School of Arts, Grafton	0 10 0	
545	Protestant Orphan School	0 3 4	
560	Asylums for Infirm and Destitute	0 10 11	
647	Expenses of Returning Officers	127 3 3	
668	Fees for examining Lunatics	5 15 6	
677	Commission appointed to inquire into the cause of the Floods in the Hunter River District	2 3 6	
703	Reception of His Royal Highness the Duke of Edinburgh	251 8 3	
724	Supreme and Circuit Courts	464 1 10	
731-5	Sheriff	110 3 3	
791	District Courts	3 4 2	
801	Quarter Sessions	4 16 9	
834	Coroners	0 1 0	
945	Printing and Bookbinding	0 9 8	
1175	Life-boats	3 12 0	
1095	Advertising for the Public Service generally	0 1 0	
1162	Coast Surveys	0 16 3	
1139	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts	2 5 0	
1156	Unforeseen Expenses	83 11 11	
1194	Stores and Stationery	6 2 11	
1223	Survey of Lands	1 12 4	
1258	Occupation of Lands	20 7 10	
1325	Botanic Gardens	1 4 2	
1341	Haslem's Creek Cemetery	50 0 0	
1350	Fencing Public Cemeteries	16 13 10	
	Railways—		
1436	Works in Progress	1 6 10	
1455	Existing Lines—Working Expenses	10,022 4 8	
1464	Steam Dredge "Hunter"	0 4 0	
1491	Steam Dredge "Samson"	0 2 3	
1507	Roads—General Establishment	0 4 3	
	Subordinate Roads—		
1805	Northern	11 13 6	
1810	Western	25 6 0	
1814	Southern	251 13 0	
1829	Minor Bridges and Roads not classified	50 6 6	
1832	Alignment Posts for Towns	58 10 0	
	Carried forward	£ 12,064 1 4	3,017 17 5

SCHEDULE OF REPAYMENTS, &c.—*continued.*

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward	12,064 1 4	3,017 17 5
Services of the Year 1869—continued.			
1843	Fencing Roads	21 10 3	
2064	Repairs and Alterations to Public Buildings... ..	0 15 2	
2041	Police Buildings... ..	0 3 9	
2060	Furniture, &c., Telegraph Stations	3 0 0	
1942	Incidental Expenses to Wharves and Bridges	0 1 8	
	Main Roads—		
2149	Northern	15 3 9	
2161	Southern	69 7 6	
2258	Streets at Wentworth	3 0 0	
1632	Post Office	2 5 0	
1629	Conveyance of Mails	65 16 8	
1623	Electric Telegraphs	2 16 5	
1760	Debentures due 31st December, 1869—(Amount not claimed)	600 0 0	
			12,848 1 6
Services of the Year 1870.			
45	Schedule C—Roman Catholic Church	8 12 1	
66	Legislative Assembly	10 14 10	
91	Colonial Secretary	1 9 0	
93-7	Volunteers	12 17 0	
109	Police—Constabulary	700 6 9	
130	Police Contingencies	322 17 5	
156-171	Petty Sessions	41 14 7	
183	Gaol, Berrima	10 0 0	
	Gaols generally—		
231	Gratuities to Prisoners	126 13 5	
327	Provisions, Medicines, Fuel, Light, &c.	1 18 0	
270	Hospital for the Insane, Gladsville	26 9 8	
280	Lunatic Reception House, Darlinghurst	0 1 4	
314	Medical Adviser, Vaccine, &c.	6 5 0	
456	Industrial School, Newcastle	2 12 1	
476	Roman Catholic Orphan School	0 5 2	
483	Asylums for Infirm and Destitute	56 4 8	
606	Census	86 0 0	
612-17	Law Officers of the Crown	117 5 2	
620-3	Supreme and Circuit Courts	1,096 3 6	
632	Sheriff	238 4 0	
635	Insolvent Court	29 8 5	
642-636	District Courts	77 0 6	
694	Quarter Sessions	137 16 5	
717	Coroners	0 5 0	
903	Treasury	103 13 10	
920	Stamp Duties	0 15 6	
1012	Customs	0 10 6	
931	Distilleries and Refineries	10 0 0	
934	Printing, Bookbinding, and Postage Stamps	17 9 5	
994	Stores and Stationery for the Public Service generally	0 4 3	
1033	Shipping Masters	1 0 0	
1099	Advertising for the Public Service generally	2 18 6	
1114	Exchange on Remittances	5 1 10	
1122	Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts	4 9 0	
1162	Unforeseen Expenses	138 10 0	
	Carried forward	£ 3,395 16 10	15,865 18 11

SCHEDULE OF REPAYMENTS, &c.—*continued.*

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward	3,395 16 10	15,865 18 11
	Services of the Year 1870—continued.		
1183	Department of Lands	6 1 3	
1193	Survey of Lands... ..	28 8 6	
1225	Occupation of Lands	0 0 2	
1246	Prevention of Scab in Sheep	1 9 4	
1307	Haslem's Creek Cemetery	113 0 0	
1360	Railways—Existing Lines—Working Expenses	169 14 7	
1380	Steam Dredge "Pluto"... ..	11 19 11	
1392	Steam Dredge "Samson"	0 6 5	
1432	Steam Dredge "Fitz Roy"	12 2 9	
1972	Furniture and Fittings for Public Offices generally	6 12 0	
1805	Subordinate Roads—Northern... ..	1 13 0	
2132	Mudgee Road	2 6 8	
1824	Minor Bridges and Roads not classified	0 5 0	
1905	Incidental Expenses to Wharves and Bridges	115 13 10	
2190	Tolls, Grafton Punt	8 2 0	
	Main Roads—		
2098	Northern	32 0 0	
2109	Southern	21 13 3	
2119	Western	61 6 3	
1413	Fitz Roy Dock	0 12 0	
2176	Contingent Works, Approaches to Railway Stations, &c.	36 5 0	
1438	Post Office	169 11 5	
1495	Conveyance of Mails	247 3 2	
1475	Electric Telegraphs	4 15 0	
1471	Money Order Department	3 14 9	
1506	Interest on Debentures... ..	12 19 0	
1520	Drawbacks and Refund of Duties	8 4 0	
1555	Revenue Refunded	1 0 0	
			4,472 16 1
	TOTAL	£	20,338 15 0

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ESTIMATES OF EXPENDITURE FOR 1872, AND SUPPLEMENTARY
ESTIMATES FOR 1871 AND PREVIOUS YEARS.

(MESSAGE No. 1—TRANSMITTING.)

Ordered by the Legislative Assembly to be printed, 30 November, 1871.

BELMORE,
Governor.

Message No. 1.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends to the consideration of the Legislative Assembly the accompanying Estimates of the Expenditure of this Government for the year 1872, with Supplementary Estimates of Expenditure for the year 1871 and previous years.

*Government House,
Sydney, 30th November, 1871.*

ESTIMATES
OF THE
PROBABLE EXPENDITURE
OF THE
GOVERNMENT
OF
NEW SOUTH WALES,
FOR THE YEAR
1872.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED
30 NOVEMBER, 1871.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

[2s. 10d.]

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**ABSTRACT of the Sums required to meet the Estimated Expenditure of the
GOVERNMENT of NEW SOUTH WALES, for the Year 1872.**

	Appropriated for 1871.		Required for 1872.	
	Provided for by Loan.	Chargeable on Revenue.	To be raised by Loan.	Chargeable on Revenue.
I. SCHEDULES A, B, AND C, TO SCHEDULE 1, OF 18 & 19 VICTORIA, CAP. 54:—				
Provided by the Constitution Act ... ..	.....	49,827 11 10	.....	49,093 5 9
Provided by Colonial Acts ... ..	.....	3,850 0 0	.....	3,850 0 0
Additional Expenditure ... ..	.....	1,784 6 8	.....	1,784 6 8
II. EXECUTIVE AND LEGISLATIVE ... ..	.....	17,996 0 0	.....	18,456 0 0
III. THE COLONIAL SECRETARY ... ..	.....	476,102 0 0	.....	484,954 0 0
IV. ADMINISTRATION OF JUSTICE ... ..	.....	86,764 0 0	.....	89,135 0 0
V. THE TREASURER AND SECRETARY FOR FINANCE AND TRADE ... ..	.....	210,182 0 0	.....	206,822 0 0
VI. THE SECRETARY FOR LANDS ... ..	.....	125,029 0 0	.....	135,862 0 0
VII. THE SECRETARY FOR PUBLIC WORKS	362,356	469,587 0 0	1,461,597	515,935 0 0
VIII. THE POSTMASTER GENERAL ... ..	.....	153,232 0 0	.....	150,202 0 0
	£ 362,356	1,594,353 18 6	1,461,597	1,656,093 12 5

SPECIAL APPROPRIATIONS.

	1871.	1872.
Interest on Debentures	490,000 0 0	515,800 0 0
Interest on Treasury Bills	17,160 0 0	17,160 0 0
Drawbacks and Refund of Duties... ..	35,000 0 0	35,000 0 0
Revenue and Receipts returned	15,000 0 0	15,000 0 0
Charges on Collections	3,000 0 0	3,000 0 0
Endowment of the University of Sydney	5,000 0 0	5,000 0 0
Endowment of the Australian Museum	1,000 0 0	1,000 0 0
Endowment of the Sydney Grammar School	1,500 0 0	1,500 0 0
Endowment of the Affiliated Colleges	1,000 0 0	1,000 0 0
Endowments under the Municipalities Act	20,000 0 0	20,000 0 0
Chief Commissioner of Insolvent Estates	1,000 0 0	1,000 0 0
Judges under the District Courts' Act	6,000 0 0	6,000 0 0
Sydney Branch of the Royal Mint	15,000 0 0	15,000 0 0
	610,660 0 0	636,460 0 0
Total Charge on the Consolidated Revenue Fund	2,205,013 18 6	2,292,553 12 5
Add—LOANS	362,356 0 0	1,461,597 0 0
TOTAL	£ 2,567,369 18 6	3,754,150 12 5

NEW SOUTH WALES.

—♦—

ESTIMATES OF EXPENDITURE,
1872.
DETAILED.

I.

Schedules A, B, and C, to Schedule 1,

OF ACTS 18 & 19 VICTORIA, CAPUT 54.

SUMMARY.

						TO BE VOTED.	
						£	s. d.
SCHEDULE A:—							
Provided by the Schedule	...	...	...	...	19,050 0 0		
Provided by Colonial Acts	...	...	...	...	3,850 0 0		
					22,900 0 0		
SCHEDULE B AND SUPPLEMENT						10,316 12 5	
Chargeable on the Schedule	...	...	...	...	8,532 5 9		
					1,784 6 8		
SCHEDULE C:—							
Public Worship	...	...	...	...	21,511 0 0		
					1,784 6 8		
ADDITIONAL EXPENDITURE						£	1,784 6 8

The Treasury, New South Wales,
29th November, 1871.

GEO. W. LORD,
Treasurer.

No. I.—SCHEDULES.						PROVIDED IN SCHEDULE.	PROVIDED BY COLONIAL ACTS.
SCHEDULE A.						£	£
His Excellency the Governor	...	...	...	...	...	7,000	.....
The Chief Justice	...	...	...	...	...	2,000	600
The Puisne Judges, at £2,000	...	...	...	...	3	3,000	3,000
The Colonial Secretary	...	...	...	...	...	2,000	.....
The Colonial Treasurer	...	...	...	...	...	1,250	250
The Auditor General	...	...	...	...	...	900	.....
The Attorney General	...	...	...	...	...	1,500	.....
The Solicitor General	...	...	...	...	...	1,000	.....
The Governor's Private Secretary	...	...	...	...	...	400	.....
TOTAL	...	...	...	...	£	19,050	3,850
SCHEDULE B.						AMOUNT.	TOTAL.
Pensions.							
To JUDGES, on their ceasing to hold office:—							
Sir Roger Therry, late Puisne Judge	...	...	...	...	...	1,050	
Sir John Nodes Dickinson, do.	...	...	...	...	...	1,050	
							2,100
To OFFICERS OF THE GOVERNMENT who, on political grounds, retired, or were released, from office, viz. :—							
Edward Deas Thomson, C.B., formerly Colonial Secretary	...	...	...	...	...	2,000	
Francis Lewis Shaw Merewether, formerly Auditor General	...	...	...	...	...	900	
Sir William Montagu Manning, Q.C., formerly Solicitor General	...	...	...	...	...	800	
							3,700
To THE UNDERMENTIONED PENSIONERS, according to the Scale and Rates fixed by the Superannuation Act of the Imperial Parliament, 4 & 5 Gul. IV., cap. 24, viz. :—							
George Boyle White, late Surveyor	...	...	...	...	...	222 10 0	
James Larmer, do.	...	...	...	...	...	167 0 0	
John James Galloway, do.	...	...	...	...	...	143 19 9	
James Warner, late Assistant Surveyor	...	...	...	...	...	70 0 0	
William Charles Greville, late Clerk in Colonial Secretary's Office	...	...	...	...	...	366 13 4	
Francis Gosling, late Clerk in General Post Office	...	...	...	...	...	52 0 0	
Colin Mackenzie, late Clerk in Supreme Court	...	...	...	...	...	35 10 0	
Nicholas Leader, late Clerk in Court of Requests	...	...	...	...	...	66 5 10	
Osborne Homersham, late Clerk, Customs	...	...	...	...	...	40 0 0	
Robert Ormiston, late Clerk of Petty Sessions, Sydney	...	...	...	...	...	102 0 0	
William Sheridan Wall, late Curator, Australian Museum	...	...	...	...	...	73 9 6	
Mrs. Susannah Mileham, Widow of Surgeon Mileham	...	...	...	...	...	100 0 0	
William Galvin, late Messenger, Legislative Council	...	...	...	...	...	35 5 8	
Michael Doyle, do., Colonial Treasury	...	...	...	...	...	39 10 0	
Thomas Bevan, late Trooper, Mounted Police	...	...	...	...	...	9 2 6	
Carried forward	...	...	...	...	£	1,523 6 7	5,800

ESTIMATES OF EXPENDITURE—1872.

7

No. I.—SCHEDULES.

		AMOUNT.	TOTAL.
		£	£
SCHEDULE B.—continued.			
Brought forward	...	.....	5,800 0 0
Pensions—continued.			
Brought forward	...	1,523 6 7	
John Brennan, late Turnkey, Parramatta Gaol	...	28 16 0	
Needham Robinson, late Constable, Sydney Police	...	29 13 1	
Bryan Naughton, do. do.	...	12 10 0	
Edward Wilson, do. Peurith Police	...	14 18 3	
Thomas Henry Blackburn Venour, late Shipping Master, Sydney	...	116 1 2	
Frederick Garling, late Landing Surveyor, Customs	...	57 8 4	
David Nash, late Warehousekeeper, Customs	...	40 12 6	
John Bramwell, late Landing Waiter, do.	...	25 3 0	
J. G. N. Gibbes, late Collector of Customs	...	114 11 8	
John Moore Dillon, late Criminal Crown Solicitor	...	216 13 4	
William Flinn, late Turnkey, Bathurst Gaol	...	47 9 0	
A. W. Rolleston, late Landing Waiter, Customs	...	61 6 2	
Thomas Reilly, late Serjeant to Governor General's Orderlies	...	32 13 4	
William Wedge Darke, late Assistant Surveyor	...	153 0 11	
James Bean, late Messenger, Survey Department...	...	29 7 3	
Christopher McDonald, late Turnkey, Maitland Gaol	...	34 4 10	
Felix Short, late Storehouseman, Colonial Stores...	...	39 1 0	
David Moores, late Foreman, do.	...	48 12 2	
John Hayes, late Storehouseman, do.	...	44 8 0	
Hannah Pope, late Housekeeper in the Colonial Secretary's Office	...	22 17 6	
Ellen Delprado, late Housekeeper, Audit Office	...	39 11 8	
			2,732 5 9
Provided by the Schedule	...	... .. £	8,532 5 9
<hr/>			
SUPPLEMENT TO SCHEDULE B.			
Lady Forbes, Widow of the late Sir Francis Forbes, Chief Justice	...	200 0 0	
Lady Dowling, Widow of the late Sir James Dowling, Chief Justice	...	200 0 0	
Lady Mitchell, Widow of the late Sir Thomas Mitchell, Surveyor General	...	200 0 0	
Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela	...	100 0 0	
Mrs. Anne Petrie, Daughter of the late Captain Flinders, R.N....	...	100 0 0	
Edward Robert Stack, late Master of the Benevolent Asylum, Sydney	...	133 6 8	
Mrs. Catherine Lovett, Widow of the late J. Lovett, Pilot, Newcastle	...	100 0 0	
Mrs. Eliza Milford, Widow of the late Mr. Justice Milford	...	200 0 0	
Mrs. Maria Bate Wise, Widow of the late Mr. Justice Wise	...	200 0 0	
Mrs. Margaret Edwards, Widow of the late Pilot Edwards	...	50 0 0	
Mrs. Julia Robinson, Widow of the late Pilot Robinson	...	150 0 0	
Mrs. Jane Reader, Widow of the late Pilot Reader	...	75 0 0	
Mrs. Smyth, late Assistant Courtkeeper, Supreme Court	...	26 0 0	
Mrs. Shanks, Widow of the late Pilot Shanks	...	50 0 0	
			1,784 6 8
To BE VOTED	...	... .. £	10,316 12 5
TOTAL	...	... .. £
<hr/>			
SCHEDULE C.			
Public Worship—			
Church of England	...	11,636 10 0	
Presbyterian Church	...	1,852 0 0	
Wesleyan Methodist Church	...	1,572 10 0	
Roman Catholic Church	...	6,450 0 0	
			21,511 0 0

II.

Executive and Legislative.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
His Excellency the Governor	1,463	1,523
Executive Council	699	699
Legislative Council	5,363	5,663
Legislative Assembly	7,791	7,891
Legislative Council and Assembly	1,283	1,283
Parliamentary Library	1,397	1,397
TOTAL... ..	£ 17,996	18,456

*The Treasury, New South Wales,
29th November, 1871.*

GEO. W. LORD,
Treasurer.

No. of Persons.		No. II.—EXECUTIVE AND LEGISLATIVE.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		His Excellency the Governor.			
		PRIVATE SECRETARY.			
1	1	Private Secretary. (Provided in Schedule.)	£	£	
1	1	Clerk to Private Secretary	299	299	
1	1	Messenger	117	117	
		AIDE-DE-CAMP.			
1	1	Aide-de-Camp, at 9s. per diem	164	164	
		Mounted Orderlies—Police :—			
1	1	Serjeant, 2nd Class, at 7s. 9d. per diem	142	142	
3	3	Constables, at 5s. 6d. „	302	302	
		Allowance in lieu of Lodging to Aide-de-Camp ...			
		Forage for Aide-de-Camp's two Horses, and Incidental Expenses			
		Forage for four Horses for Orderlies, and Incidental Expenses			
		Remounts for Orderlies			
				580	580
				444	444
				173	173
				146	146
				120	120
				60	60
				439	499
8	8	TOTAL	£	1,463	1,523
		Executive Council.			
1	1	Clerk of the Executive Council	475	475	
1	1	Clerk	98	98	
1	1	Messenger	98	98	
1	1	a Office-keeper	18	18	
		Incidental Expenses			
				689	689
				10	10
4	4	TOTAL	£	699	699
		Legislative Council.			
1	1	President... ..	1,000	1,200	
1	1	Chairman of Committees	400	500	
1	1	Clerk of the Parliaments	648	648	
1	1	Clerk Assistant	475	475	
1	1	Usher of the Black Rod	380	380	
1	1	Short-hand Writer	475	475	
1	1	First Clerk	380	380	
1	1	Second Clerk	285	285	
1	1	Third Clerk	238	238	
1	1	Copying Clerk	166	166	
1	1	Chief Messenger	146	146	
1	1	Door-keeper	117	117	
4	4	Assistant Messengers, at £107	428	428	
		Stores, including Sperm Candles			
		Gas-light			
		Incidental Expenses			
		Expenses of Witnesses summoned before Select Committees			
				5,138	5,438
				20	20
				30	30
				75	75
				100	100
				225	225
16	16	TOTAL	£	5,363	5,663

a Office-keeper, Colonial Secretary's Department; Salary, 8s. 4d. per diem.

ESTIMATES OF EXPENDITURE—1872.

11

No. II.—EXECUTIVE AND LEGISLATIVE.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Legislative Assembly.					
1	1	1,100		1,200	
1	1	500		500	
1	1	740		740	
1	1	555		555	
1	1	380		380	
1	1	380		380	
1	1	509		509	
1	1	380		380	
1	1	333		333	
1	1	285		285	
1	1	238		238	
1	1	238		238	
1	1	146		146	
1	1	117		117	
2	2	214		214	
			6,115		6,215
		285		285	
		301		301	
		535		535	
		300		300	
		55		55	
		100		100	
		100		100	
			1,676		1,676
16	16	£	7,791	£	7,891
Legislative Council and Assembly.					
1	1	214		214	
1	1	64		64	
1	1	107		107	
1	1	107		107	
1	1	107		107	
2	2	108		108	
1	1	107		107	
3	3	321		321	
1	1	48		48	
			1,183		1,183
		30		30	
		20		20	
		50		50	
			100		100
12	12	£	1,283	£	1,283
Parliamentary Library.					
1	1	285		285	
1	1	285		285	
1	1	107		107	
			677		677
		450		450	
		100		100	
		100		100	
		45		45	
		25		25	
			720		720
3	3	£	1,397	£	1,397

III.

Colonial Secretary.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
Colonial Secretary	3,991	3,991
Permanent Military Force	10,000	20,000
Volunteers (£10,557 1s. 10d.)	10,557	11,426
Naval Brigade	4,018	4,678
Police	125,952	131,897
Prisons	53,902	54,869
Lunatic Asylums... ..	33,313	39,107
Medical Board	44	44
Medical Adviser, Vaccination, Medical Officers, &c.	7,427	7,622
Auditor General	4,642	4,700
Registrar General and Brands Registration	13,308	13,424
Agent General for the Colony	1,834	2,000
Observatory	1,586	1,636
Museum	475	475
Public Instruction under Act 30 Victoria, No. 22	110,000	110,000
Free Public Library	2,630	2,630
Grants in aid of Public Institutions (£3,442 13s. 4d.)	3,443	2,793
Industrial Schools	6,720	6,210
Reformatory for Girls, Newcastle... ..	382	382
Charitable Institutions—Inspector of Public Charities	575	575
Protestant Orphan School	3,197	3,197
Roman Catholic Orphan School... ..	3,966	3,966
Asylums for the Infirm and Destitute	12,787	12,954
Charitable Allowances	32,053	31,153
Miscellaneous Services (£29,300 2s. 0d.)	29,300	15,225
TOTAL £	476,102	484,954

*The Treasury, New South Wales,
29th November, 1871.*

GEO. W. LORD,
Treasurer.

No. III.—COLONIAL SECRETARY.													
No. of Persons.										SALARIES AND CONTINGENCIES.			
1871	1872									Amount Voted for 1871.		Amount Required for 1872.	
		Colonial Secretary.								£		£	
1	1	Colonial Secretary. (Provided in Schedule.)											
1	1	Under Secretary								740		740	
1	1	Chief Clerk								509		509	
1	1	First Clerk (in charge of Long Room)								428		428	
1	1	Second Clerk (in charge of Records)								333		333	
2	2	Third Clerks, at £238								476		476	
1	1	Fourth Clerk								214		214	
1	1	Fifth Clerk								190		190	
1	1	Sixth Clerk								166		166	
1	1	Do.								146		146	
1	1	Do.								122		122	
1	1	Junior Clerk								73		73	
1	1	Do.								50		50	
1	1	Messenger								145		145	
1	1	<i>a</i> Do.								146		146	
1	1	<i>b</i> Office-keeper, at 3s. 4d. per diem								61		61	
1	1	Watchman, at 5s. per diem								92		92	
											3,891		3,891
		Incidental Expenses								100		100	
											100		100
18	18	TOTAL								£	3,991	.....	3,991

a Allowed Quarters. *b* Allowed Quarters, Fuel, and Light. Also Office-keeper, Executive Council Office, salary £18 per annum.

No. of Persons.		SALARIES AND CONTINGENCIES.	
1871	1872	Amount Voted for 1871.	Amount Required for 1872.
No. III.—COLONIAL SECRETARY.			
Permanent Military Force.			
GENERAL STAFF.			
...	1	Commandant	600
...	1	Brigade-Major	92
...	1	Brigade Pay and Quarter Master	365
...	1	Assistant Surgeon	248
			1,305
REGIMENTAL OFFICERS.			
<i>Artillery.</i>			
...	1	Captain	385
...	1	Second Captain	256
...	2	Lieutenants at £229	458
<i>Infantry.</i>			
...	2	Captains, at £293	586
...	2	Lieutenants, at £229	458
...	2	Do. at £202	404
			2,547
NON-COMMISSIONED OFFICERS, BUGLERS, AND RANK AND FILE.			
<i>Artillery.</i>			
...	1	Battery Sergeant-Major, at 5s. per diem	92
...	5	Sergeants, at 4s. per diem	366
...	4	Corporals, at 3s. 4d. per diem	244
...	4	Bombardiers, at 3s. 2d. per diem	232
...	2	Trumpeters, at 2s. 3d. per diem	83
...	80	Gunners, at 2s. 3d. per diem	3,294
<i>Infantry.</i>			
...	1	Regimental Sergeant-Major, at 5s. 6d. per diem	101
...	1	Quartermaster Sergeant, at 1s. per diem	19
...	1	Hospital Sergeant, at 4s. per diem	74
...	2	Colour Sergeants, at 3s. 9d. per diem	138
...	8	Sergeants, at 3s. 3d. per diem	476
...	10	Corporals, at 2s. 6d. per diem	458
...	1	Bugle-Major, at 2s. 6d. per diem	46
...	4	Buglers, at 2s. per diem	147
...	150	Privates, at 2s. per diem	5,490
			11,260
CONTINGENCIES.			
Forage Allowance for Commandant, for two horses, Brigade-Major, Brigade Pay and Quarter Master, and Assistant Surgeon, one each, at 2s. 6d. per diem			
			229
One-half allowance for Water-cart Horse, at 1s. 3d. per diem			
			23
Uniforms for Artillery—96 Non-Commissioned Officers, Trumpeters, and Gunners, at £5 each			
			480
Gold Chevrons and Mountings for do.			
			15
Uniforms for Infantry—177 Non-Commissioned Officers, Buglers, and Privates, at £5			
			885
Gold Chevrons and Mountings for do.			
			20
327 Free Rations of Bread, Meat, and Groceries, &c., at 4½d. per diem each			
			2,369
MISCELLANEOUS.			
Marksmen's Badges			
			20
Fuel and Light			
			360
Hire of Horses for Field Guns			
			50
Incidental Expenses			
			437
			4,888
...	288	TOTAL	20,000
For the establishment and maintenance of a Permanent Military Force, to consist of one Battery of Artillery and two Companies of Infantry, from 1st July			
			10,000

		No. III.—COLONIAL SECRETARY.			
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Volunteers.		Amount Voted for 1871.	Amount Required for 1872.
				£	£
		SALARIES.			
		<i>Permanent Staff.</i>			
1	...	Commandant ... ..	...	380	*.....
...	...	Officers Commanding Artillery, Brigade, and Sydney and Suburban Battalions of Rifles, at £100 per annum each... ..	...	.....	300
1	1	Adjutant of Artillery ... ..	...	285	300
1	...	Brigade-Adjutant, Paymaster, and Quartermaster ... ..	...	261	*.....
...	1	Musketry Instructor ... ..	...	.....	300
1	1	Brigade Clerk, at 7s. 6d. per diem ... ..	...	137	138
1	1	Clerk in Brigade Office, at 7s. per diem ... ..	...	127	128
1	1	Quartermaster-Sergeant, at 7s. 6d. per diem ... ..	...	137	138
1	...	Sergeant-Major, at 9s. 6d. per diem ... ..	...	173	.....
...	1	Do. at 7s. 6d. per diem ... ..	...	.....	147
...	2	Do. at 3s. per diem ... ..	...	.....	†110
...	1	Sergeant Instructor of Musketry, at 6s. 6d. per diem ... ..	...	.....	119
12	...	Sergeant Instructors, at 6s. 6d. per diem ... ..	...	1,423	.....
...	6	Do. at 6s. 6d. per diem ... ..	...	.....	714
...	8	Do. at 2s. 6d. per diem ... ..	...	.....	‡366
1	1	Armourer, at 6s. 6d. per diem ... ..	...	119	119
1	1	Bugle-Major and Office-keeper, at 6s. 6d. per diem ... ..	...	119	119
2	2	Markers for Rifle Range, at 5s. per diem ... ..	...	183	183
...	1	Gunner in charge of Artillery Stores, at 1s. 6d. per diem ... ..	...	.....	28
		CONTINGENCIES.			
		<i>Permanent Staff.</i>			
		Forage Allowance for Commandant, Adjutant, and Brigade-Adjutant, at 3s. 6d. per diem ... ..	...	192	.....
		Forage Allowance for Brigade Adjutant of Artillery ... ..	...	.....	65
		Allowance in lieu of Rations, Fuel, and Light, for Brigade Adjutant of Artillery, at 1s. 4½d. per diem ... ..	...	26	26
		Travelling Expenses for Officers and Non-commissioned Officers ... ..	...	300	350
		Compensation to Staff Sergeants, &c., in lieu of Uniform ... ..	...	68	30
		<i>Artillery.</i>			
		Forage Allowance for Major Commanding, at 3s. 6d. per diem ... ..	...	64	65
		Capitation Allowance for 450 Efficientes, at 40s. each ... ..	...	900	900
		<i>Rifles.</i>			
		Forage Allowance for Majors Commanding Sydney and Suburban Battalions, at 3s. 6d. per diem ... ..	...	128	129
		Capitation Allowance for 1,875 Efficientes, at 30s. each... ..	...	2,313	.....
		Do. 1,950 do. 30s. do. ... ..	...	.....	2,925
		<i>Miscellaneous.</i>			
		Badges for Marksmen ... ..	...	100	100
		Hire of Horses for Field Guns and Mounted Officers ... ..	...	150	250
		Contribution to Band, on condition of one-third more being raised by private subscription ... ..	...	250	250
		Rifle Association, for Prizes, on condition of an equal amount being raised by private Subscription ... ..	...	250	250
		Armoury Repairs and Materials, Freight and Cartage of Ammunition, and Incidental Expenses ... ..	...	300	400
		Allowance for periodically collecting, cleaning, and repairing Arms of Country Corps ... ..	...	80	80
		Clothing, &c., for an additional Battery of Artillery, to be called "Prince Alfred's Own" ... ..	...	325	.....
		Two Laborers to look after the Premises, Stores, &c., at the Artillery and Victoria Barracks, at 5s per diem ... ..	...	183	.....
				6,129	
		For constructing New Butts, and keeping in repair the several Rifle Ranges for the several Corps ... ..	...	100	100
		Office Rent ... ..	...	84	100
		Allowance to Watchman, at 2s. 6d. per week ... ..	...	.....	7
		Probable Cost of an Encampment for 2,000 Men ... ..	...	.....	1,600
		Uniform for 2 Additional Batteries of Artillery ... ..	...	650	.....
		Purchase of 200 sets of Accoutrements for Volunteer Artillery, at 24s. per set ... ..	...	.....	240
		For the formation of an Engineer Corps ... ..	...	250	.....
		For the formation of a Rifle Company composed of Teachers in Public Schools... ..	...	.....	350
				1,084	
23	28	TOTAL ... ..	...	10,557	11,426

* Transferred to Vote for Permanent Military Force.

† Sergeants in Permanent Military Force, at 4s. per diem.

‡ Sergeants in Permanent Military Force, at 3s. 6d. per diem.

ESTIMATES OF EXPENDITURE—1872.

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No. of Persons.		No. III.—COLONIAL SECRETARY.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Naval Brigade.					
1	1	Captain Commanding, at 5s. per diem	92	92	
1	1	Clerk and Accountant, at 3s. 6d. do.	50	50	
1	1	Gunnery Instructor, Sydney	162	162	
1	1	Do. Newcastle	36	36	
5	6	Lieutenants, at 4s. per diem	365	365	
5	5	Sub-Lieutenants, at 2s. per diem	183	183	
1	1	Bugler	50	50	
10	10	Warrant Officers, at £18 each	180	180	
10	10	Petty Officers, at £15 per annum each... ..	150	150	
200	200	A.B's., at £12 each	2,400	2,400	
			3,668		3,668
		To provide for a Signal and Torpedo Company, in accordance with the recommendation of the Defence Commission ... ..	.....	660	
		Uniforms for Warrant and Petty Officers and A.B's of the Brigade... ..	250	250	
		Incidental Expenses	100	100	
			350		1,010
235	236	TOTAL	£	4,018	4,678
Police.					
GENERAL ESTABLISHMENT.					
1	1	Inspector General	740	740	
1	1	Secretary and Superintendent	475	475	
...	1	Accountant ... ..	.....	285	
1	...	Clerk	285	.....
1	1	Do.	190	190	
1	1	Do.	167	167	
1	1	Do.	167	167	
1	1	Do.	122	122	
1	1	Office-keeper	25	25	
8	8		2,171		2,171
CONSTABULARY.					
1	1	Superintendent	475	475	
3	3	Superintendents, at £450	1,284	1,284	
1	1	Superintendent	380	380	
5	5	Inspectors, at £300	1,425	1,425	
14	14	Sub-Inspectors, at £200	2,660	2,660	
40	40	Serjeants, 1st Class, at 9s. 6d.			
50	50	Do. 2nd Class, at 8s. 3d.			
150	150	Senior Constables, at 6s. 9d.			
518	518	Ordinary do., at 6s.	84,899	91,067	
17	17	Supernumerary Constables, at 4s.			
20	20	Trackers, at 2s. 6d.			
819	819		91,123		97,291
827	827	Carried forward	£	93,294	99,462

No. of Persons.		No. III.—COLONIAL SECRETARY.						SALARIES AND CONTINGENCIES.			
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
								£		£	
		Police—continued.									
827	827	Brought forward	...	...	...	...	.....	93,294	.....	99,462	
		DETECTIVES.									
1	1	Clerk	...	...	...	...	214		214		
5	5	Detectives, 1st Class, at 10s.	...	...	...	...	} 2,327		2,471		
5	5	Do. 2nd Class, at 9s.	...	...	...			
5	5	Do. 3rd Class, at 8s.	...	...	...			
16	16							2,541		2,685	
1	1	Police Surgeon	...	...	...	...	a.....		a.....		
		GOVERNMENT HOUSE GUARD.									
		(In consequence of the withdrawal of the Military.)									
2	...	Senior Constables, at 6s. 3d. per diem, for 6 months	...	...	...	...	114		.....	
12	...	Constables, at 5s. 6d. per diem do.	...	...	...	...	608		.....	
								717			
14	...							96,552			
		CONTINGENCIES.									
		Steam Launch	...	...	...	...	.....		350		
		Allowance for Analytical Chemist	...	...	...	...	150		150		
		Allowance to Members of the Police Force, when absent from their Quarters on duty	...	...	...	...	3,000		3,000		
		Provisions for Prisoners in Lock-ups	...	...	...	...	1,300		1,300		
		Fuel, Light, and Water, to Lock-ups	...	...	...	...	1,400		1,400		
		Rent of Premises for Police purposes	...	...	...	...	2,800		2,800		
		Forage	...	...	...	...	13,500		13,500		
		Remount Horses	...	...	...	...	1,500		1,500		
		Shoeing, Veterinary Attendance, and Medicine	...	...	...	...	1,400		1,400		
		Medical Attendance	...	...	...	...	a.....		a.....		
		Conveyance of Prisoners and Police	...	...	...	...	2,800		2,800		
		Boats for Wagga Wagga and Gunmedah	...	...	...	...	50		50		
		Fencing Paddocks	...	...	...	...	500		500		
		Incidental Expenses—Repairs to Arms, Saddlery, and Carts; and for destroying Dogs	...	...	...	...	1,000		1,000		
								29,400		29,750	
858	844	TOTAL	...	...	...	...	£ .....	125,952	.....	131,897	

* Also Vaccinator, Sydney—Salary, £228 per annum.

a See Medical Vote.

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.				No. III.—COLONIAL SECRETARY.			
1871.	1872.			SALARIES AND CONTINGENCIES.			
				Amount Voted for 1871.		Amount Required for 1872.	
Prisons.							
SYDNEY GAOL.							
1	1	Principal Gaoler ...	£ 380	£ 380			
1	1	Visiting Justice ...	190	190			
...	...	Visiting Surgeon ...	.....a	.....a			
...	...	Dispenser ...	.....a	.....a			
1	1	Clerk ...	219	219			
1	1	Do. ...	117	117			
1	1	Schoolmaster ...	190	190			
...	...	Chief Warder**			
...	...	Senior Warder, at 7s. 6d.**			
...	...	Warders in charge, at 7s.**			
...	...	Warders, at 6s. 9d.**			
...	...	Do. at 6s. 6d.**			
...	...	Overseer**			
...	...	Overscers, at 10s.**			
...	...	Messenger, at 6s. 6d.**			
1	1	Matron ...	98	98			
...	...	Female Warders, at £46...**			
1	1	Chaplain, Church of England	117	117			
1	1	Do. Roman Catholic	117	117			
1	1	Do. Presbyterian ...	50	50			
			1,478		1,478		
9	9	Provisions, Medical Comforts and Medicines, Fuel, Light, Water, and Incidental Expenses ...	.....*	.....*	1,478	1,478	
PARRAMATTA GAOL.							
1	1	Visiting Justice ...	98	98			
...	...	Gaoler ...	238	238			
1	1	Matron ...	20	20			
...	...	Visiting Surgeon ...	.....a	.....a			
1	1	Clerk and Schoolmaster ...	190	190			
1	1	Assistant Clerk ...	98	98			
...	...	Dispenser ...	.....a	.....a			
...	...	Chief Warder**			
...	...	Senior Warder, at 7s.**			
...	...	Warders, at 6s. 6d.**			
...	...	Trade Overseers, at 10s.**			
1	1	Chaplain, Church of England	40	40			
1	1	Do. Roman Catholic	40	40			
...	...	Messenger, at 5s.**			
...	...	Carter, at 6s.**			
			724		724		
6	6	Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses ...	.....*	.....*	724	724	
BATHURST GAOL.							
1	1	Gaoler ...	166	166			
1	1	Matron ...	42	42			
...	...	Visiting Surgeon...	.....a	.....a			
1	1	Clerk and Schoolmaster ...	125	125			
...	...	Chief Warder, at 7s. 6d.**			
...	...	Warders, at 6s. 6d.**			
...	...	Female Warder**			
1	1	Chaplain, Church of England	30	30			
1	1	Do. Roman Catholic	30	30			
			393		393		
		Provisions, Medical Comforts and Medicines, Fuel, Light, and Water, and Incidental Expenses**			
		Removal of Nightsoil**			
		**			
5	5				393	393	
20	20	Carried forward ...	£ .....	.....	2,595	2,595	

* See Gaols generally.

a See Medical Vote.

No. of Persons.		No. III.—COLONIAL SECRETARY.									
		SALARIES AND CONTINGENCIES.									
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
20	20							£		£	
		Prisons—continued.									
		Brought forward	2,595	2,595
		MAITLAND GAOL.									
1	1	Gaoler					166		166		
1	1	Matron					42		42		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Clerk and Schoolmaster ...					137		137		
...	...	Chief Warder, at 7s. 6d....				*	*		
...	...	Senior Warder, at 6s. 9d.				*	*		
...	...	Warders, at 6s. 6d.*	*		
...	...	Female Warders*	*		
1	1	Chaplain, Church of England ...					30		30		
1	1	Do. Roman Catholic					30		30		
								405		405	
		Provisions, Medical Comforts and Medicines, Fuel, Light, and Water, and Incidental Expenses*	*	
5	5								405		405
		GOULBURN GAOL.									
1	1	Gaoler					166		166		
1	1	Matron					42		42		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Clerk and Schoolmaster ...					125		125		
...	...	Chief Warder, at 7s. 6d....				*	*		
...	...	Warders, at 6s. 6d.*	*		
...	...	Female Warder*	*		
1	1	Chaplain, Church of England ...					30		30		
1	1	Do. Roman Catholic					30		30		
								393		393	
		Provisions, Medical Comforts and Medicines, Fuel, Light, and Water, and Incidental Expenses*	*	
		Allowance to Chief Warder, in lieu of Quarters, of 10s. per week*	*	
5	5								393		393
		BERRIMA GAOL.									
1	1	Visiting Justice					73		73		
1	1	Gaoler					190		190		
1	1	Matron					42		42		
...	...	Visiting Surgeon and Dispenser...					.....^a		.....^a	
1	1	Clerk and Schoolmaster ...					146		146		
...	...	Chief Warder, at 7s. 6d.				*	*		
...	...	Senior Warder, at 6s. 9d.				*	*		
...	...	Warders, at 6s. 6d.*	*		
1	1	Chaplain, Church of England ...					98		98		
1	1	Do. Roman Catholic					98		98		
								647		647	
		Provisions, Medical Comforts and Medicines, Fuel, Light, and Water, and Incidental Expenses*	*	
6	6								647		647
		ALBURY GAOL.									
1	1	Gaoler					137		137		
1	1	Matron					20		20		
...	...	Warders, at 6s. 6d.*	*		
...	...	Visiting Surgeon...					.....^a		.....^a	
								157		157	
		Provisions, Medical Comforts and Medicines, Fuel, Light, and Water, and Incidental Expenses*	*	
2	2								157		157
38	38	Carried forward						£	4,197	4,197

* See Gaols generally.

^a See Medical Vote.

ESTIMATES OF EXPENDITURE—1872.

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No. III.—COLONIAL SECRETARY.											
No. of Persons.								SALARIES AND CONTINGENCIES.			
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
								£		£	
Prisons—continued.											
38	38	Brought forward ... ..						.....	4,197	.....	4,197
BRAIDWOOD GAOL.											
1	1	Gaoler						137		137	
1	1	Matron						20		20	
...	...	Visiting Surgeon... ..						.....^a		.....^a	
...	...	Warders, at 6s. 6d.*	*	
							157		157		
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*		
2	2								157		157
MUDGE GAOL.											
1	1	Gaoler						137		137	
...	...	Visiting Surgeon ... ..						.....^a		.....^a	
1	1	Matron						20		20	
...	...	Warders, at 6s. 6d.*	*	
							157		157		
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*		
2	2								157		157
WOLLONGONG GAOL.											
1	1	Gaoler						137		137	
...	...	Visiting Surgeon... ..						.....^a		.....^a	
1	1	Matron						20		20	
...	...	Warders, at 6s. 6d.*	*	
							157		157		
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*		
2	2								157		157
44	44	Carried forward						£	4,668	.....	4,668

		No. III.—COLONIAL SECRETARY.						SALARIES AND CONTINGENCIES.			
No. of Persons.								Amount Voted for 1871.		Amount Required for 1872.	
1871	1872							£		£	
		Prisons—continued.									
44	44	Brought forward	4,668	4,668
		ARMIDALE GAOL.									
1	1	Gaoler					137		137		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Matron					20		20		
...	...	Warders, at 6s. 6d.				*	*		
							157		157		
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
								157		157	
2	2										
		WAGGA WAGGA GAOL.									
1	1	Gaoler					137		137		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Matron					20		20		
...	...	Warders, at 6s. 6d.				*	*		
							157		157		
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
								157		157	
2	2										
		YASS GAOL.									
1	1	Gaoler					137		137		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Matron					30		30		
...	...	Warders, at 6s. 6d.				*	*		
							167		167		
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
								167		167	
2	2										
		DENILQUIN GAOL.									
1	1	Gaoler					137		137		
...	...	Visiting Surgeon...					.....^a		.....^a	
1	1	Matron					20		20		
...	...	Warders, at 6s. 6d.				*	*		
							157		157		
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
								157		157	
2	2										
52	52	Carried forward						£	5,306	5,306

* See Gaols generally.

^a See Medical Vote.

ESTIMATES OF EXPENDITURE—1872.

23

No. III.—COLONIAL SECRETARY.											
No. of Persons.								SALARIES AND CONTINGENCIES.			
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
								£		£	
		Prisons—continued.									
52	52	Brought forward ... ..						.....	5,306	.....	5,306
		PORT MACQUARIE GAOL.									
1	1	Visiting Justice					50		50		
...	...	Visiting Surgeon... ..					.....^a		.....^a		
1	1	Gaoler					166		166		
1	1	Matron					42		42		
1	1	Clerk and Schoolmaster					125		125		
...	...	Chief Warder, at 7s. 6d....				*	*		
...	...	Warders, at 6s. 6d.*	*		
1	1	Chaplain, Church of England					50		50		
1	1	Do. Roman Catholic					50		50		
6	6							483		483	
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
									483		483
		COOMA GAOL.									
...	1	Gaoler ... ..					.....		175		
...	1	Matron ... ..					.....		42		
...	2										217
		POLICE GAOLS, COUNTRY DISTRICTS.									
17	21	Acting Gaolers, 13 at £20, 8 at £10					290		340		
6	6	Acting Matrons, at £10 each					60		60		
									350		400
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses*	*	
23	27										
81	87	Carried forward						£	6,139	.....	6,406

* See Gaols generally.

^a See Medical Vote.

ESTIMATES OF EXPENDITURE—1872.

No. III.—COLONIAL SECRETARY.						
No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
		Prisons—continued.				
81	87	Brought forward	.....	6,139	.....	6,406
		GAOLS GENERALLY.				
		1 Chief Warder	190		190	
		1 Do.	142		142	
		5 Chief Warders, at 7s. ...	639		641	
		2 Senior Warders, at 7s., 1st Class	256		256	
		2 Do. 2nd Class, at 6s. 9d.	247		247	
		6 Warders, 1st Class, at 6s. 6d. ...	712		714	
		12 Do. at 6s. 3d., 2nd Class	1,369		1,373	
		153 Do. 3rd Class, at 6s. ...	16,754		16,800	
		10 Female Warders, at £46	460		460	
		2 Overseers, at £190	380		380	
		2 Do. at £146	292		292	
		6 Do. at 9s. 6d.	1,040		1,043	
		4 Foremen, at 7s.	511		513	
		1 Messenger, at 6s.	110		110	
		1 Do. at 5s.	91		91	
		1 Carter, at 5s. 6d.	100		101	
		Extra Warders, at 6s. per diem	500		500	
				23,793		23,853
		Books for Prison Libraries	70		120	
		For conveyance of Prisoners	800		800	
		For gratuities to Prisoners on their discharge from Gaols	1,000		1,000	
		For purchase of materials for, and incidental expenses connected with, employment of Prisoners in Gaols.	4,000		4,000	
		Photography in Prisons	.....		190	
		Unforeseen expenses, including travelling expenses and sustenance allowance to Gaol Officers	100		200	
		Provisions, Medical Comforts, Medicines, and Surgical Instruments, Fuel, Light, and Water, Incidental Expenses, Removal of Night-soil, and Allowance, in lieu of Quarters, for all Gaols and Lock-ups proclaimed Gaols	18,000		18,300	
				23,970		24,610
81	87	TOTAL	.....	53,902	.....	54,869

ESTIMATES OF EXPENDITURE—1872.

25

No. of Persons.		No. III.—COLONIAL SECRETARY.			
		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Lunatic Asylums.					
BOARD OF VISITORS.					
		Allowances	300	300	
		Clerical Assistance	50	50	
			350	350	
HOSPITAL FOR THE INSANE, GLADESVILLE.*					
1	1	Medical Superintendent and Inspector of the Insane ...	740	740	
1	1	Chaplain, Church of England	50	50	
1	1	Do. Roman Catholic	50	50	
1	1	Assistant Medical Officer	238	285	
1	1	Assistant Superintendent	190	190	
1	1	Dispenser... ..	127	127	
1	...	Storekeeper	98	.....
1	1	Matron	117	117	
1	1	Carpenter	127	127	
1	1	Bootmaker	98	98	
1	1	Tailor	98	98	
1	1	Workwoman	60	60	
1	1	Master Attendant	117	117	
1	1	Grounds Attendant	72	72	
6	6	Senior Male Attendants, at £82	492	492	
...	10	Senior do. at £72 ... ..	.....	720	
16	10	Junior do. at £66	1,056	660	
5	6	Senior Female Attendants, at £50	250	300	
16	19	Junior do. at £46	736	874	
13	13	Servants—1 at £75; 3 at £66; 2 at £60; 3 at £50; 1 at £46; 2 at £45; and 1 at £30	709	709	
			5,425	5,886	
Allowance in lieu of Provisions, Fuel, and Light, to the Superintendent, Assistant Medical Officer, and Assistant Superintendent, at £45 each					
			135	135	
		Engine-driver and Fuel	250	250	
		Provisions and Medical Comforts, Fuel, and Light ...	6,875	7,800	
		Medicines and Surgical Instruments	100	150	
		Forage for two Horses	80	80	
		Books and Periodicals	100	100	
		To provide Amusement for Inmates	100	100	
		House Rent for the Assistant Superintendent	35	35	
		Allowance for Uniform Clothing	200	220	
		Incidental Expenses	400	400	
			8,275	9,270	
70	77	Carried forward	£	14,050	15,506

* The Officers residing in the Establishment are provided with Provisions, Fuel, and Light.

ESTIMATES OF EXPENDITURE—1872.

No. III.—COLONIAL SECRETARY.								
No. of Persons.		SALARIES AND CONTINGENCIES.						
1871	1872					Amount Voted for 1871.	Amount Required for 1872.	
						£	£	
166	170	Brought forward				31,163	32,240	
<p style="text-align: center;">Lunatic Asylums—continued.</p>								
<p style="text-align: center;">ASYLUM FOR IMBECILES AND INSTITUTION FOR IDIOTS, NEWCASTLE.</p>								
...	1	Superintendent ... ..	...	...	...	175	
...	1	Chaplain, Church of England ... ..	...	...	...	20	
...	1	Do., Roman Catholic ... ..	...	...	...	20	
...	...	Visiting Medical Officer... ..	...	...	...	^a	
...	1	Storekeeper and Chief Attendant ... ..	...	...	...	100	
...	1	Matron ... ..	...	...	...	75	
...	1	Senior Attendant ... ..	...	...	...	84	
...	4	Junior Attendants, at £66 ... ..	...	...	...	264	
...	3	Do., £50 ... ..	...	...	...	150	
...	1	Senior Nurse ... ..	...	...	...	50	
...	4	Junior Nurses, at £46 ... ..	...	...	...	184	
...	3	Do., £36 ... ..	...	...	...	108	
...	1	Cook ... ..	...	...	...	66	
...	1	Laundress ... ..	...	...	...	46	
...	1	Assistant Laundress ... ..	...	...	...	40	
...	1	Gate-keeper ... ..	...	...	...	40	
						.....	1,422
Provisions, Medical Comforts, Fuel, and Light						.....	2,025
Stores, &c. ... ..						.....	1,050
Medicines and Surgical Instruments ... ..						.....	50
Amusements, Books, Periodicals, Newspapers, &c. ... ..						.....	60
Uniform Clothing for Attendants and Nurses ... ..						.....	60
Incidental Expenses ... ..						.....	50
...	25					.....	3,295
<p style="text-align: center;">LUNATIC PATIENTS.</p>								
Payment for Patients transferred to Licensed Houses...						2,000	2,100	
Allowance for Patients discharged from Asylums to Friends, under Regulations of 17th July, 1869 ...						150	50	
						2,150	2,150	
166	195	TOTAL				£	33,313	39,107
<p style="text-align: center;">Medical Board.</p>								
1	1	Clerk to Board ... ..	...	...	...	44	44

^a See Medical Vote.

		No. III.—COLONIAL SECRETARY.				SALARIES AND CONTINGENCIES.			
No. of Persons.						Amount Voted for 1871.		Amount Required for 1872.	
1871	1872					£		£	
		Medical Adviser, Vaccination, Medical Officers, &c.							
1	1	<i>a</i> Vaccinator, Sydney				228		228	
1	1	Office-keeper, Sydney				20		20	
						248		248	
		Fees to Vaccinators, say for 25,000 children, at the respective rates of 2s. 6d. and 3s. 6d. each ...				2,500		2,500	
		Incidental Expenses				40		40	
2	2					2,540		2,540	
							2,788		2,788
		Page 18. Police Surgeon				190		190	
		19, 26. Visiting Surgeon, Sydney Gaol, and Lunatic Reception House				238		238	
		19. Dispenser, Sydney Gaol				146		146	
		19, 34, 35. Visiting Surgeon, Parramatta Gaol, Asylum for Infirm and Destitute, Parramatta, and Orphan Schools				238		238	
		19. Parramatta Gaol—Dispenser				98		98	
		19. Bathurst Gaol—Visiting Surgeon				50		50	
		20. Maitland Gaol—do.				50		70	
		20. Goulburn Gaol—do.				50		50	
		20. Berrima Gaol—do. and Dispenser				190		190	
		20. Albury Gaol—Visiting Surgeon... ..				25		25	
		21. Braidwood Gaol—do.				25		25	
		21. Mudgee Gaol—do.				25		25	
		21. Wollongong Gaol—do.				25		25	
		22. Armidale Gaol—do.				25		25	
		22. Wagga Wagga Gaol—do.				25		25	
		22. Yass Gaol—do.				25		25	
		22. Deniliquin Gaol—do.				25		25	
		23. Port Macquarie Gaol—do.				146		146	
		26. Medical Visitor to Lunatic Asylum at Parramatta				146		146	
		27. Medical Visitor to Asylum for Idiots, Newcastle.. ..						75	
		32. Visiting Surgeon, N.S.S. "Vernon"						50	
		33. Visiting Surgeon, Industrial School and Reformatory, Bilöela				50		50	
		35. Surgeon and Dispenser, Hyde Park Asylum				122		122	
		35. Dispenser at Asylum for Infirm and Destitute, Parramatta				50		50	
		For payment to Medical Adviser,—Fees to Medical Officers, Country Districts, for attendance on Police,—Fees to Medical Practitioners in Lunacy Cases and Coroners' Inquests,—and for Attendance on Aborigines				2,675		2,725	
							4,639		4,834
		TOTAL				£	7,427	.....	7,622

a Also Police Surgeon; Salary, £190 per annum.

ESTIMATES OF EXPENDITURE—1872.

No. III.—COLONIAL SECRETARY.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		Auditor General.			
1	1	Auditor General. (Provided in Schedule.)	£		£
1	1	Inspector of Accounts	555		555
1	1	Examiner of Expenditure Accounts	370		428
1	1	Corresponding Clerk	366		366
1	1	Clerk	333		333
1	1	Do.	304		304
1	1	Do.	285		285
1	1	Do.	261		261
...	1	Do. ... ..	.....^a		250
3	3	Clerks, at £214	642		642
1	1	Clerk	190		190
2	2	Clerks, at £166	332		332
1	1	Clerk	146		146
1	1	Do.	98		98
1	1	Do.	50		50
1	1	Messenger	100		100
1	1	^b House-keeper	50		50
				4,082	4,390
		Extra Clerical Assistance for Parliamentary and other Returns, and to carry out the provisions of the Audit Act of 1870	550		300
		Incidental Expenses	10		10
				560	310
19	20	TOTAL	£	4,642	4,700
		Registrar General.			
1	1	Registrar General ... ..	.....	648	.....
		STATISTICAL BRANCH.			
1	1	Compiler of General Statistics	275		333
1	1	Examiner and Compiler of Vital Statistics	238		238
1	1	Clerk	190		190
1	1	Do.	166		166
2	2	Clerks, at £146	292		292
1	1	Clerk	73		73
1	1	Messenger	98		98
				1,332	1,390
		DEEDS BRANCH.			
1	1	Clerk and Deputy Registrar of Deeds	252		285
1	1	Clerk	190		190
1	1	Do.	166		166
1	1	Do.	50		50
1	1	Book Porter	117		117
				775	808
		LAND TITLES BRANCH.			
2	2	Examiners of Titles, at £925 and £740	1,665		1,665
1	1	Deputy Registrar General	428		428
1	1	Principal Draftsman	475		475
1	1	Assistant Draftsman	333		333
2	2	Junior Assistant Draftsmen, at £122	244		244
1	1	Junior Assistant Draftsman	73		73
1	1	Clerk	285		285
1	1	Do.	238		238
1	1	Do.	214		214
1	1	Do.	122		122
1	1	Assistant Clerk	50		50
1	1	Messenger	98		98
...	1	Book Porter ... ..	.....		25
1	1	Office-keeper ... ..	.....	4,225	4,250
				50	50
29	30	Carried forward	£	7,030	7,146

^a Paid out of Vote for Extra Clerical Assistance (£250).

^b Provided with Quarters, Fuel, and Light.

No. of Persons.		No. III.—COLONIAL SECRETARY.			
		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Registrar General—continued.					
29	30	Brought forward	7,030	7,146	
		Allowances to District Registrars	3,500	3,500	
		Cost of Binding	150	150	
		Preparation of General Indexes of Births, Marriages, and Deaths	250	250	
		Incidental Expenses	500	500	
		Do. Land Titles Branch	50	50	
			4,450	4,450	
BRANDS REGISTRATION BRANCH. ^a					
1	1	Deputy Registrar for Brands	238	238	
1	1	Clerk	190	190	
		Allowances to Inspectors of Sheep acting as Deputy Registrars throughout the Colony—			
35	35	Sheep Inspectors acting as Deputies—1 at £50, 34 at £25	900	900	
			1,328	1,328	
		Publication of Notices in <i>Government Gazette</i> and local Newspapers	500	500	
			1,828	1,828	
66	67	TOTAL	13,308	13,424	
Agent General for the Colony.					
		Agent to represent the Colony, resident in London, from 1st January to 30th April... ..	334	.....
1	1	Agent General to represent the Colony, resident in London	1,000	1,500	
		Office-rent, Clerical Assistance, Stationery, and Incidental Expenses	500	500	
1	1		1,834	2,000	
Observatory.					
1	1	Astronomer	555	555	
1	1	Computer... ..	285	285	
1	1	Meteorological Assistant... ..	98	98	
1	1	Messenger	98	98	
10	10	Meteorological Observers... ..	120	120	
			1,156	1,156	
		Purchase of Books	30	30	
		Expenses of Magnetical Survey	150	150	
		Purchase of New Instruments	220	270	
		Incidental Expenses	30	30	
			430	480	
14	14	TOTAL... ..	1,586	1,636	
Museum.					
1	1	Curator	475	475	
		Public Instruction, under Act 30 Vic., 22	110,000	110,000	

^a This expenditure will be defrayed from fees and moneys payable under the Registration of Brands Act, 30 Vic., No. 12.

ESTIMATES OF EXPENDITURE—1872.

31

No. III.—COLONIAL SECRETARY.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872			Amount Voted for 1871.	Amount Required for 1872.
				£	£
Free Public Library.					
1	1	a Librarian ...	...	380	380
2	2	Assistant Librarians, at £190 each	...	380	380
2	2	Attendants, at £101	...	202	202
1	1	Cleaner and Messenger	...	78	78
1	1	Housekeeper	...	40	40
				1,080	1,080
		Books, Periodicals, Printing, &c.	...	1,000	1,000
		Binding	...	350	350
		Gas, Fuel, &c.	...	100	100
		Incidental Expenses	...	100	100
				1,550	1,550
7	7	TOTAL	...	2,630	2,630
Grants in aid of Public Institutions.					
To supplement the present Annual Endowment of £1,000 to the Australian Museum ...					
				200	200
In aid of Educational Institutions, in the proportion of £1 to every £3 raised by private contributions, viz. :—					
		Albury School of Arts	...	50	50
		Araluen Mechanics' Institute	...	50	50
		Armidale School of Arts	...	50	50
		Ballina School of Arts	...	25	25
		Balmain School of Arts	...	50	50
		Balmain Working Men's Institute	...	25	25
		Bathurst School of Arts	...	50	50
		Bega School of Arts	...	25	25
		Bellambi and Bulli School of Arts	...	25	25
		Berrima School of Arts	...	25	25
		Braidwood Literary Institute	...	25	25
		Branxton Mechanics' Institute	...	25	25
		Bourke Mechanics' Institute	...	50	50
		Bowling Alley Point School of Arts	...	25	25
		Camden School of Arts	...	25	25
		Casino School of Arts	...	50	50
		Dubbo Mechanics' Institute	...	50	50
		East Maitland School of Arts	...	50	50
		Frederickton School of Arts	...	25	25
		Forbes School of Arts	...	50	50
		Glen Innes School of Arts	...	50	50
		Goulburn School of Arts	...	50	50
		Grafton School of Arts	...	50	50
		Grenfell School of Arts	...	100	100
		Gundagai Literary Institute	...	50	50
		Hinton School of Arts	...	50	50
		Inverell School of Arts	...	50	50
		Kiama School of Arts	...	25	25
		Lambton Mechanics' and Miner's Institute	...	25	25
		Monaro School of Arts	...	25	25
		Morpeth School of Arts	...	50	50
		Mudgee School of Arts	...	50	50
		Murrurundi Mechanics' Institute and School of Arts	...	13	13
		Muselebrook School of Arts	...	50	50
		Narrabri Mechanics' Institute (£16 13s. 4d.)	...	17	17
		Newcastle School of Arts	...	50	50
		Orange Mechanics' Institute	...	50	50
		Parramatta School of Arts	...	100	100
		Paterson School of Arts	...	25	25
		Petersham Working Men's Institute	...	25	25
		Queanbeyan Literary Institute	...	25	25
		Raymond Terrace School of Arts	...	50	50
		Richmond School of Arts	...	50	50
		Ryde School of Arts	...	50	50
		St. Leonard's School of Arts	...	50	50
		Scone School of Arts	...	50	50
		Shoalhaven School of Arts	...	50	50
		Sydney Mechanics' School of Arts	...	100	100
		Carried forward	...	2,280	2,280

a Allowed Quarters, Fuel, and Light.

		No. III.—COLONIAL SECRETARY.			
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Grants in aid of Public Institutions—continued.					
		Brought forward...	2,280	.....	2,280
		In aid of Educational Institutions, in the proportion of £1 to every £3 raised by private contributions, viz. :—			
		Singleton Mechanics' Institute	75		75
		Stroud School of Arts	25		25
		Tamworth Mechanics' Institute	25		25
		Ulladulla School of Arts	25		25
		Umarra School of Arts	25		25
		Wallsend School of Arts	50		50
		Wagga Wagga Mechanics' Institute	25		25
		Waratah School of Arts	13		13
		West Maitland School of Arts	50		50
		Windsor School of Arts	50		50
		Wollongong School of Arts	50		50
		Yass Mechanics' Institute	50		50
		Young School of Arts	50		50
		In aid of the erection of buildings for Educational Institutions, on same condition, viz. :—			
		Botany Mechanics' Institute	100	.....
		Bowling Alley Point School of Arts	50	.....
		Murrurundi Mechanics' Institute and School of Arts ...	100	.....
		Newcastle School of Arts	350	.....
		Saint Mary's School of Arts	50	.....
				3,443	2,793
Industrial Schools.					
CHAPLAINS TO THE "VERNON" AND BILOELA SCHOOLS.					
...	1	Church of England ... ..	.....		50
...	1	Church of Rome ... ..	.....		50
					100
...	2				
NAUTICAL SCHOOL SHIP "VERNON."					
1	1	Commander and Superintendent	190		190
...	...	Visiting Surgeon ... ..	.....*		.....^a
1	...	Chief Officer	146		.....
...	1	Mate and Schoolmaster ... ..	.....		146
1	...	Purser and Schoolmaster	146		.....
...	1	Sailmaker and Officer in charge of Lower Deck ...	.....		107
1	...	Master-at-Arms	107		.....
1	1	Carpenter	98		98
2	...	Boatswain's Mates, 1 at £98 and 1 at £82	180		.....
...	1	Boatswain ... ..	.....		98
1	...	Warder	107		.....
1	...	Warder	72		.....
...	1	Gardener ... ..	.....		72
1	1	Steward	72		72
4	...	Quartermasters, at £72	288		.....
...	3	Seamen, at £72 ... ..	.....		216
1	1	Musician and Barber	72		72
1	1	Cook	82		82
1	1	Tailor	149		149
1	1	Shoemaker	149		149
18	14	Carried forward	£ 1,858		1,451
...	2	Carried forward ... ..	£ .....	.....	.....
					100

* Duties performed by the Health Officer. ^a See Medical Vote.

ESTIMATES OF EXPENDITURE—1872.

33

No. III.—COLONIAL SECRETARY.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
...	2	£		£	100
Industrial Schools—continued.					
...	2	Brought forward	.....	.....	100
18	14	Brought forward	1,858	1,451	
NAUTICAL SCHOOL SHIP "VERNON"—continued.					
		Clothing for 125 Boys	375	375	
		Rations for 125 Boys, at 5d. per diem	951	951	
		Rations for 18 (Ship's Company), at 7d. per diem	192	.....
		Do. 13 do. do.	.....	139	
		Fuel for cooking purposes	45	45	
		Engine Deck Pump for fresh water	60	.....
		Oil for Lamps	30	30	
		School Books	30	30	
		Ship's Stores	250	250	
		Grindery	40	40	
		Gratuities to Good Conduct Boys	.....	20	
		Incidental Expenses, including Medicines, &c.	75	100	
			2,048	1,980	
18	14		3,906		3,431
BILOELA INDUSTRIAL SCHOOL FOR GIRLS, PARRAMATTA RIVER.					
1	1	Superintendent	*132	*132	
1	1	Matron	98	98	
1	1	† Clerk and Storekeeper	117	117	
...	...	‡ Visiting Surgeon	z.....	z.....	
1	1	Teacher	73	73	
1	1	House Matron	73	73	
2	2	Assistants, at £50	100	100	
1	1	Gate-keeper	50	50	
2	1	Laundress, at £30	30	30	
1	1	Cook	35	35	
...	1	Messenger	.....	75	
			708	783	
		Rations, Fuel, and Light (Girls)			
		Do. do., (Officers)			
		Clothing (Boots)...	1,876	1,816	
		Medicine, and Medical Comforts			
		Ironmongery		40	
		School Books, Stationery, and Stamps	30	40	
		Incidental Expenses	200	40	
11	11		2,106	1,896	
29	27		2,814		2,679
			6,720		6,210
BILOELA REFORMATORY FOR GIRLS, PARRAMATTA RIVER.					
1	1	Superintendent	65	65	
1	1	Matron	117	117	
1	1	α Clerk and Storekeeper	.....	.....
...	...	Visiting Surgeon	.....	z.	
			182	182	
		Clothing, Rations, Medical Comforts, Fuel, Light, and Incidental Expenses	200	200	
			200	200	
3	3		382		382

* £132 as Superintendent of Industrial School, and £65 as Superintendent of Reformatory.
† Also to act as Clerk and Storekeeper for Reformatory. ‡ Also to act as Visiting Surgeon for Reformatory.
α See Vote for Industrial School for Girls. z See Medical Vote.

No. of Persons.		No. III.—COLONIAL SECRETARY.				SALARIES AND CONTINGENCIES.			
1871	1872					Amount Voted for 1871.		Amount Required for 1872.	
						£		£	
Charitable Institutions.									
1	1	Inspector of Public Charities	...	...	...	475		475	
		Travelling Expenses	...	...	...	100		100	
		TOTAL	...	...	£	.....	575	.....	575
Protestant Orphan School.									
1	1	<i>a</i> Matron	...	...	...	156		156	
1	1	<i>b</i> Master	...	...	...	117		117	
1	1	<i>c</i> Surgeon	...	...	...	x.....		x.....	
1	1	<i>b</i> Schoolmaster	...	...	...	117		117	
1	1	Female Teacher	...	...	...	120		120	
1	1	Infant do.	...	...	...	60		60	
1	1	Sub-Matron	...	...	...	.....		.....
15	15	Drill Master	...	...	...	507		507	
		Attendants; 1 at £70, 1 at £52, 3 at £35, 6 at £30, and 4 at £25	...	...	...	.....	1,077	.....	1,077
		School Books	...	...	...	50		50	
		Provisions, Fuel, Light, Medicines, Forage, and Incidental Expenses	...	...	...	2,000		2,000	
		Allowance in lieu of Quarters to the Schoolmaster	...	...	...	35		35	
		Allowance in lieu of Quarters and Rations to First Teacher	...	...	...	35		35	
		TOTAL	...	...	£	.....	2,120	.....	2,120
22	23	TOTAL	...	...	£	.....	3,197	.....	3,197
Roman Catholic Orphan School.									
1	1	<i>a</i> Matron	...	...	...	156		156	
1	1	Sub-Matron	...	...	...	70		70	
1	1	<i>d</i> Surgeon	...	...	...	x.....		x.....	
1	1	Girls' Teacher	...	...	...	60		60	
1	1	Infant Teacher	...	...	...	50		50	
1	1	Boys' Teacher	...	...	...	142		142	
1	1	Clerk to the Committee	...	...	...	78		78	
1	1	Drill Master	...	...	...	70		70	
15	15	Attendants—2 at £60, 2 at £35, 1 at £30, 8 at £25, and 2 at £20	...	...	...	460		460	
		School Books	...	...	...	80		80	
		Provisions, Fuel and Light, Medicines, and Incidental Expenses	...	...	...	2,800		2,800	
		TOTAL	...	...	£	.....	1,086	.....	1,086
		TOTAL	...	...	£	.....	2,880	.....	2,880
23	23	TOTAL	...	...	£	.....	3,966	.....	3,966

a The Officers residing in the Establishment are each allowed a ration of Provisions.
b The Master and Schoolmaster are allowed, in addition, a half-ration for each of their children.
c Surgeon also to the Roman Catholic Orphan School, and to the Gaol, Parramatta.
d Surgeon also to the Protestant Orphan School and to the Gaol at Parramatta.
x See Medical Vote.

No. III.—COLONIAL SECRETARY.		Amount Voted for 1871.	Amount Required for 1872.
Charitable Allowances.		£	£
For the support of Paupers in Colonial Hospitals	5,000	5,000	
Salaries of Lady Superintendent and five Nursing Sisters... ..	482	482	
In aid of the Sydney Infirmary and Dispensary, on condition of an equal amount being raised by Private Contributions	4,000	4,000	
For the support of Women and Children in the Benevolent Asylum, Sydney	4,208	4,208	
In aid of the Funds of the Benevolent Society, Sydney, on condition of an equal amount being raised by Voluntary Contributions	500	500	
In aid of the Asylum for Destitute Children at Randwick, on con- dition of £2,000 being raised by Private Contributions	4,000	4,000	
For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children at Randwick... ..	5,000	5,000	
In aid of the Deaf, Dumb, and Blind Institution, on condition of an equal amount being raised by Private Contributions	450	450	
Temperance Alliance, in consideration of aid given to destitute persons, on condition of an equal amount being raised by Private Contributions	200	200	
In aid of the undermentioned Charitable Institutions, on condition that an equal amount be raised by Private Contributions, and also of the Government, through Police Magistrates or other approved Officers, having the right of admission of Patients, viz. :—			
Albury Hospital and Benevolent Society	300	500	
Bega Hospital and Benevolent Society	50	50	
Gundagai Benevolent Society	100	100	
Maitland (West) Benevolent Society	100	100	
Narrabri Benevolent Asylum and Hospital	100	100	
Parramatta Benevolent Society	175	175	
Penrith Hospital and Benevolent Society	100	.....
Singleton and Patrick's Plains Benevolent Society	250	250	
Tamworth Benevolent Society	75	75	
In aid of the undermentioned Hospitals, on same conditions, viz. :—			
Adelong	75	75	
Araluen	100	100	
Armidale and New England	150	150	
Bathurst	350	350	
Braidwood... ..	100	100	
Bourke	138	138	
Carcoar	100	100	
Cooma	150	150	
Deniliquin... ..	300	300	
Dubbo	125	125	
Forbes	100	100	
Goulburn	150	150	
Grafton	150	150	
Grenfell	100	100	
Gulgong ... ..	.....	200
Gundagai	100	100	
Hay	250	250	
Kiandra	100	100	
Maitland	300	300	
Menindee	250	250	
Mudgee	150	150	
Murrurundi	100	100	
Muswellbrook	100	100	
Newcastle	100	100	
Orange	125	125	
Parramatta	150	150	
Port Macquarie	100	100	
Port Stephens	100	100	
Carried forward	£ 29,103	29,403	

ESTIMATES OF EXPENDITURE—1872.

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No. III.—COLONIAL SECRETARY.

	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
Charitable Allowances—continued.				
Brought forward	29,103		29,403	
In aid of the undermentioned Hospitals, &c.— <i>continued.</i>				
Queanbeyan	50		50	
Sofala	100		100	
Tenterfield... ..	100		100	
Wagga Wagga	150		150	
Wellington	50		50	
Windsor	100		100	
Wollongong	100		100	
Yass	100		100	
Young	200		200	
In aid of Outfit for Maitland Hospital ... ..	.....		300	
In aid of the erection of Hospital at Scone ... ..	.....		200	
In aid of the Scone Hospital, on condition of £1 for every £2 being raised by private contributions ... ..	.....		100	
In aid of the erection of Hospital at Gulgong, on condition that £400 is raised by private contributions ... ..	.....		200	
Towards erection of a Deaf and Dumb and Blind Institution, on condition of an equal amount being raised by Private Contributions	2,000		.....
		32,053		31,153
Miscellaneous Services.				
Municipal Council, Sydney, in aid of the City Funds	10,000		10,000	
Almanacs for Country Benches of Magistrates ... ..	.....		47	
For defraying expenses of the Returning Officers of the several Electoral Districts	1,250		1,250	
Expense of copying and printing the Electoral Lists	600		.....
Expense of compiling and printing Electoral Lists and Electoral Rolls ... ..	.....		1,000	
Newspapers and Almanacs	30		30	
Burial of destitute persons in cases where inquests are not held ...	300		300	
Maintenance of deserted children, paupers taken charge of for protection, expenses of transmission, &c.	200		200	
Fees for examining Lunatics	130		200	
Rewards for apprehension of Offenders	500		500	
Rent of furnished House for the Commodore commanding the Naval Squadron on this Station	500		500	
Towards defraying the expenses of a Census of the population of the Colony, to be taken early in 1871	15,000		.....
Construction and maintenance of four Boats for West Maitland and the Hunter District, during the time of Floods	150		.....
Towards the publication of the Fifth Volume of Bentham's Work on the Flora of Australia	50		.....
Do. do. Sixth Volume do ... ..	.....		50	
Purchase of Land at Redfern as a site for the Lock-up	278		.....
To continue the examination of the Fossil Fauna of New South Wales	100		.....
For the purpose of prosecuting researches into the subject of the Aboriginal Languages of Australia	150		.....
Wages of men employed in erection of an Embankment at Wentworth during the late Floods (£62 2s. 0d.)	62		.....
Further sum to cover the expense incurred for Exhibits at the London Exhibition of 1871 ... ..	.....		250	
Expenses of Special Audit, Borough of Newcastle ... ..	.....		748	
Gratuity and compensation for loss of office to James Green, late Gaoler at Bathurst ... ..	.....		150	
		29,300		15,225

IV.

Administration of Justice.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
Attorney General	5,957	6,093
Supreme and Circuit Courts	12,643	12,693
Sheriff	7,780	7,780
Insolvent Court... ..	1,289	1,283
District Courts	9,157	10,342
Quarter Sessions	12,096	12,126
Petty Sessions	34,734	36,219
Coroners' Inquests	2,599	2,599
Miscellaneous Services	509	.....
TOTAL	£ 86,764	89,135

*The Treasury, New South Wales,
29th November, 1871.*

GEO. W. LORD,
Treasurer.

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.			
		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Their Honors the Judges.					
1	1	The Chief Justice	} (Provided for in Schedule A, and by Colonial Acts, <i>ante</i> , page 6.)		
3	3	The Puisne Judges			
4	4				
Attorney General.					
1	1	Attorney General	} (Provided for in Schedule A.)		
1	1	Solicitor General			
1	1	Under Secretary to the Law Department		601	601
1	1	Chief Clerk		261	261
1	1	Second do.		190	190
1	1	Third do.		122	122
...	1	Fourth do.		.....	117
2	2	Parliamentary Draftsmen, at £238		476	476
1	1	Crown Solicitor		1,000	1,000
1	1	First Clerk to Crown Solicitor		475	475
1	1	Second do.		285	285
1	1	Third do.		285	285
1	1	Fourth do.		166	166
1	1	Fifth do.		98	98
1	...	Messenger		117	.....
1	1	Do.		101	101
1	1	Assistant do.		30	101
1	1	^a Housekeeper		40	40
				4,247	4,318
		Fees to Prosecuting Barristers		610	650
		Travelling Expenses for Law Officers, &c.		650	675
		Incidental Expenses		50	50
		To meet Incidental Expenses of Prosecutions and of Actions by, or against, or taken up by, the Government		300	300
		To provide fees for Counsel employed in the defence of Aborigines		50	50
		Towards the formation of a Law Library for the use of the Law Officers		50	50
				1,710	1,775
18	18	TOTAL	£	5,957	6,093
Supreme and Circuit Courts.					
1	1	Master in Equity		925	925
1	1	First Clerk		380	380
1	1	Second Clerk		204	204
1	1	Third Clerk		190	190
1	1	Messenger		101	101
1	1	Prothonotary and Curator of Intestate Estates		648	648
1	1	Chief Clerk		380	380
1	1	Second Clerk		285	285
1	1	Third Clerk		238	238
1	1	Fourth Clerk		98	98
1	1	Custodian of Wills		50	50
4	4	Clerks to the Judges; 1 at £261, 1 at £247, 1 at £233, and 1 at £190		981	981
1	1	Crier and Tipstaff		129	129
3	3	Tipstaffs to the Judges, at £117		351	351
1	1	Messenger		111	111
1	1	^a Courtkeeper, King-street...		111	111
1	1	^b Do. Darlinghurst		111	111
1	1	Assistant do.		50	50
1	1	Watchman, Darlinghurst		20	20
1	1	Courtkeeper, Goulburn		24	24
1	1	Charwoman		26	26
				5,363	5,363
26	26	Carried forward	£	5,363	5,363

^a Provided with Quarters, Fuel, and Light.^b Provided with Quarters.

ESTIMATES OF EXPENDITURE—1872.

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No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
No. IV.—ADMINISTRATION OF JUSTICE.						
Supreme and Circuit Courts—continued.						
26	26	Brought forward ... ..	.....	5,363	.....	5,363
		Travelling Expenses of the Judges	1,450		1,500	
		Allowance to Witnesses attending the Supreme and Circuit Courts	5,500		5,500	
		Incidental Expenses	30		30	
		Allowance to Law Reporters	200		200	
		Towards the formation of a Law Library for the use of the Supreme Court	100		100	
				7,280		7,330
26	26	TOTAL	£	12,643	.....	12,693
Sheriff.						
1	1	Sheriff and Inspector of Prisons	740		*740	
1	1	Under Sheriff	428		428	
1	1	Clerk	285		285	
1	1	Clerk in charge of Prison Branch	285		285	
1	1	Clerk	204		204	
1	1	Do.	166		166	
1	1	Do.	146		146	
1	1	Do.	98		98	
1	1	Head Bailiff, Sydney	190		190	
1	1	Assistant do. do.	166		166	
1	1	2nd do do.	117		117	
1	1	3rd do do.	117		117	
1	1	Bailiff, at Parramatta, Windsor, and Campbelltown	190		190	
1	1	Do. Maitland	190		190	
1	1	Do. Muswellbrook	146		146	
1	1	Do. Goulburn	146		146	
1	1	Do. Bathurst	146		146	
1	1	a Do. Wagga Wagga	146		146	
1	1	Do. Albury	146		146	
1	1	a Do. Deniliquin	146		146	
1	1	a Do. Armidale	146		146	
1	1	a Do. Tamworth	122		122	
1	1	Do. Mudgee	122		122	
1	1	Bailiff Assistant, at Maitland, when required	50		50	
1	1	Messenger	117		117	
				4,755		4,755
		Travelling Expenses of the Sheriff or Under Sheriff	150		150	
		Allowances to Bailiffs for serving Summonses	500		500	
		Do. to Jurors attending the Supreme and Circuit Courts	2,200		2,200	
		Special Constables	100		100	
		Incidental Expenses	50		50	
		Forage Allowance to Bailiff	25		25	
				3,025		3,025
25	25	TOTAL	£	7,780	.....	7,780
Insolvent Court.						
1	1	Chief Commissioner. (Provided by Act 24 Vic., No. 20.)				
1	1	Registrar and Accountant	380		380	
1	1	Chief Clerk	285		285	
1	1	Second Clerk	214		214	
1	1	Third Clerk	146		146	
1	1	Bailiff and Messenger	157		157	
1	1	Court-keeper, Crier, and Attendant	107		101	
				1,280		1,283
7	7					

* This includes £138 15s. for the duty discharged by the Sheriff as inspector of Prisons.

a Acting also for District Courts.

ESTIMATES OF EXPENDITURE—1872.

		No. IV.—ADMINISTRATION OF JUSTICE.				SALARIES AND CONTINGENCIES.				
No. of Persons.						Amount Voted for 1871.		Amount Required for 1872.		
1871	1872					£		£		
District Courts.										
METROPOLITAN AND COAST DISTRICT.										
2	2	Judges. (Provided for by Act 22 Vic., No. 18.)								
1	1	Registrar, Sydney	...	...	...	475		475	
1	1	Clerk, do.	...	...	...	309		309	
1	1	Do. do.	...	...	...	238		238	
2	2	Clerks, do., at £190	...	...	...	380		380	
1	1	Bailiff and Crier, do.	...	...	...	146		146	
3	3	Assistant Bailiffs, do., at £101	...	...	...	303		303	
1	1	Messenger, do.	...	...	...	101		101	
1	1	Office-keeper, do.	...	...	...	35		35	
1	1	Registrar, Newcastle	...	...	...	50		50	
1	1	^a Do. Maitland	...	...	...	380		380	
1	1	Deputy Registrar, do.	...	...	...	50		50	
1	1	Registrar, Singleton	...	...	...	50		50	
1	1	Do. Penrith	...	...	...	78		78	
1	1	Do. Windsor	...	...	...	78		78	
1	1	Do. Parramatta	...	...	...	78		78	
1	1	Do. Campbelltown	...	...	...	78		78	
1	1	Bailiff, Newcastle	...	...	...	50		50	
1	1	Do. Maitland	...	...	...	98		98	
1	1	Do. Singleton	...	...	...	40		40	
1	...	*Do. Muswellbrook	...	...	...	40		.....	
1	1	Do. Penrith	...	...	...	35		35	
1	1	Do. Windsor	...	...	...	35		35	
1	1	Do. Parramatta	...	...	...	35		35	
1	1	Do. Campbelltown	...	...	...	60		60	
29	28						3,222		3,182	
SOUTHERN DISTRICT.										
1	1	Judge. (Provided for by Act 22 Vic., No. 18.)								
1	1	Registrar, Berrima	...	...	...	50		50	
1	1	Do. Wollongong	...	...	...	60		60	
1	1	Do. Kiama	...	...	...	60		60	
1	1	Do. Nowra...	...	...	...	60		60	
1	1	^a Do. Goulburn	...	...	...	75		285	
1	1	Do. Yass	...	...	...	60		60	
1	1	Do. Queanbeyan	...	...	...	50		50	
1	1	Do. Cooma...	...	...	...	50		50	
1	1	Do. Bombala	...	...	...	40		50	
1	1	Do. Eden	...	...	...	20		30	
1	1	Do. Braidwood	...	...	...	65		65	
1	1	Do. Moruya	...	...	...	30		30	
1	1	Do. Bega	...	...	...	35		35	
14	14	Carried forward				£	655		885	
29	28	Carried forward				£	3,222	3,182

^a Also Deputy Clerk of the Peace.

* See Northern District.

No. IV.—ADMINISTRATION OF JUSTICE.					
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
District Courts—continued.					
29	28	Brought forward		3,222	3,182
SOUTHERN DISTRICT—continued.					
14	14	Brought forward		655	885
1	1	Bailiff, Berrima	40	30	
1	1	Do. Wollongong	35	35	
1	1	Do. Kiama	30	30	
1	1	Do. Nowra	30	30	
1	1	Do. Goulburn	80	80	
1	1	Do. Yass	50	50	
1	1	Do. Queanbeyan	30	30	
1	1	Do. Cooma	40	40	
1	1	Do. Bombala	20	25	
1	1	Do. Eden	15	20	
1	1	Do. Braidwood	40	40	
1	1	Do. Moruya	20	20	
1	1	Do. Bega	30	30	
			1,115		1,345
27	27	SOUTH-WESTERN DISTRICT.			
1	1	Judge. (Provided for by Act 22 Vict., No. 18.)			
1	1	Registrar, Young	50	50	
1	1	Do. Grenfell	30	30	
1	1	Do. Gundagai	50	50	
1	1	Do. Burrowa	30	30	
1	1	Do. Tumut... ..	30	30	
1	1	Do. Wagga Wagga	50	50	
1	1	^a Do. Albury	75	285	
1	1	Do. Deniliquin	50	50	
1	1	Do. Wentworth	30	30	
1	1	Do. Hay	40	40	
...	1	Do. Balranald ... ..	.....	20	
1	1	Do. Corowa	25	25	
1	1	Bailiff, Young	40	40	
1	1	Do. Grenfell	25	25	
1	1	Do. Gundagai	40	40	
1	1	Do. Burrowa	25	25	
1	1	Do. Tumut	25	25	
1	1	Do. Albury	40	40	
1	1	Do. Wentworth	25	25	
1	1	Do. Hay	40	40	
...	1	Do. Balranald ... ..	.....	20	
1	1	Do. Deniliquin	35	35	
1	1	Do. Corowa	20	20	
			775		1,025
22	24	WESTERN DISTRICT.			
1	1	Judge. (Provided for by Act 22 Vict., No. 18.)			
1	1	^a Registrar, Bathurst	75	285	
1	1	Do. Carcoar	25	25	
1	1	Do. Hartley	30	30	
1	1	Do. Mudgee	60	60	
1	1	Do. Orange	30	30	
1	1	Do. Wellington	25	25	
1	1	Do. Dubbo... ..	30	30	
1	1	Do. Forbes	30	30	
1	1	Do. Bourke	30	30	
1	1	Bailiff, Bathurst	50	50	
		Carried forward	£ 385	595	
78	79	Carried forward		5,112	5,552

^a Also Deputy Clerk of the Peace.

ESTIMATES OF EXPENDITURE—1872.

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No. IV.—ADMINISTRATION OF JUSTICE.						
No. of Persons.		Petty Sessions.	SALARIES AND CONTINGENCIES.			
1871	1872		Amount Voted for 1871.		Amount Required for 1872.	
			£		£	
		POLICE MAGISTRATES, CLERKS, AND CLERKS OF PETTY SESSIONS.				
		<i>Sydney.</i>				
		<i>Central Police Office.</i>				
1	1	Police Magistrate	555		555	
1	1	Clerk of Petty Sessions (a Magistrate)... ..	475		475	
1	1	Clerk	333		333	
1	1	Do.	238		238	
1	1	Do.	176		176	
1	1	Do.	166		166	
1	1	Do.	122		122	
1	1	Do.	102		102	
1	1	Messenger and Office-keeper	94		94	
				2,261		2,261
		<i>Water Police Office.</i>				
1	1	Police Magistrate... ..	555		555	
1	1	Clerk of Petty Sessions (a Magistrate)... ..	380		380	
1	1	Clerk	238		238	
1	1	Do.	214		214	
1	1	Do.	146		146	
1	1	Do., at £98, from 1st July, 1871	49		98	
...	1	Messenger ... ..	.....		50	
1	1	Office-keeper	25		25	
				1,607		1,706
		<i>Adelong.</i>				
		(See Tumut.)				
...	...	Police to act as Clerk of Petty Sessions*	*	
		<i>Albury.</i>				
1	1	Police Magistrate to visit Howlong and Ten-mile Creek	428		428	
1	1	Clerk of Petty Sessions	166		166	
				594		594
		<i>Armidale.</i>				
		(See New England.)				
1	1	Clerk of Petty Sessions (also Acting C.P.S. at Uralla)	166		166	
				166		166
		<i>Araluen.</i>				
1	1	Police Magistrate and Clerk of Petty Sessions	356		356	
				356		356
		<i>Ashford.</i>				
...	...	Police to act as Clerk of Petty Sessions ... ..	.....		.....†
		<i>Bathurst.</i>				
		(See Macquarie.)				
1	1	Clerk of Petty Sessions (a Magistrate)... ..	166		166	
1	1	Assistant do	73		73	
1	1	Messenger and Court-keeper	50		50	
				289		289
		<i>Balranald.</i>				
1	1	(a) Police Magistrate and Clerk of Petty Sessions (visiting Euston and Moulamein)	166		166	
				166		166
		<i>Ballina.</i>				
		(See Richmond.)				
...	...	Police acting Clerk of Petty Sessions†	†	
		<i>Barraba.</i>				
...	...	Police to act as Clerk of Petty Sessions†	†	
		<i>Berrima.</i>				
1	1	Police Magistrate and Clerk of Petty Sessions... ..	261		261	
				261		261
		<i>Bendemeer.</i>				
		(See New England.)				
1	1	Acting Clerk of Petty Sessions	50		50	
				50		50
		<i>Bega.</i>				
1	1	Clerk of Petty Sessions	166		166	
				166		166
27	28	Carried forward	£	5,916	.....	6,015

* Allowance of £10. See Contingencies. † Allowance of £5. See Contingencies. (a) Allowance of £25, from Contingencies, for visiting Moulamein.

		No. IV.—ADMINISTRATION OF JUSTICE.				
No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
		Petty Sessions—continued.				
27	28	Brought forward	5,916	6,015
		<i>Boat Harbour—(Bellinger River.)</i>				
1	1	Police Magistrate and Clerk of Petty Sessions, at £200, from 1st July, 1871 (visiting Nambucca)...	100		200	
...	...	Police Acting Clerk of Petty Sessions*	100*	200
		<i>Binalong.</i>				
...	...	Police Acting Clerk of Petty Sessions*	*	
		<i>Bivee.</i>				
...	...	(See Walgett.) Police act as Clerk of Petty Sessions*	*	
		<i>Bourke.</i>				
1	1	Police Magistrate (visiting Broewarrina, Eringunna, and Gongolgon)	475		475	
1	1	Clerk of Petty Sessions	166	641	166	641
		<i>Bombala.</i>				
1	1	Clerk of Petty Sessions (a Magistrate)	166	166	166	166
		<i>Booligal.</i>				
...	...	(See Hay.) Police to act as Clerk of Petty Sessions†	†	
		<i>Braidwood.</i>				
1	1	(See Queanbeyan.) Clerk of Petty Sessions	166	166	166	166
		<i>Bréewarrina.</i>				
...	...	(See Bourke.) Police acting Clerk of Petty Sessions†	†	
		<i>Bundarra.</i>				
1	1	(See New England.) Acting Clerk of Petty Sessions (also Clerk of Petty Sessions at Inverell)	50	50	50	50
		<i>Burrowa.</i>				
1	1	(See Young.) Clerk of Petty Sessions (a Magistrate)	166	166	166	166
		<i>Bungendore.</i>				
...	...	(See Queanbeyan.) Police acting Clerk of Petty Sessions†	†	
		<i>Bingera.</i>				
...	...	(See Warialda.) Police acting Clerk of Petty Sessions†	†	
		<i>Bulladclah.</i>				
1	1	Police Magistrate and Clerk of Petty Sessions, at £100, from 1st July, 1871	50	50	100	100
		<i>Buckley's Crossing.</i>				
...	...	(See Cooma.) Police to act as Clerk of Petty Sessions	
		<i>b Cannonbar.</i>				
...	...	Police acting Clerk of Petty Sessions†	†	
		<i>Carcoar.</i>				
1	1	(See Orange.) Clerk of Petty Sessions (a Magistrate)	166	166	166	166
36	37	Carried forward	£	7,421	7,670

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

b Sub-Inspector of Police, Dubbo (a Magistrate) visits Cannonbar, Obley, and Warren.

ESTIMATES OF EXPENDITURE—1872.

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No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.				SALARIES AND CONTINGENCIES.			
1871	1872					Amount Voted for 1871.		Amount Required for 1872.	
						£		£	
		Petty Sessions—continued.							
36	37	Brought forward	...	...	.....	7,421	.....	7,670	
		<i>Casino.</i> (See Richmond River.)							
1	1	Clerk of Petty Sessions	...	...	166	166	166	166	
		<i>Camden.</i>							
1	1	Clerk of Petty Sessions (visits Picton)	...	...	166	166	166	166	
		<i>Cassilis.</i> (See Upper Hunter.)							
1	1	Clerk of Petty Sessions (a Magistrate)	...	...	166	166	166	166	
		<i>Campbelltown.</i>							
1	1	Clerk of Petty Sessions	...	...	166	166	166	166	
		<i>Clarence Town.</i>							
1	1	Police acting Clerk of Petty Sessions	...	...	.....*		.....*
		<i>Cooma.</i>							
1	1	Police Magistrate (visiting Nimitybelle, Seymour, Kiandra, and Buckley's Crossing)	...	...	428		428		
1	1	Clerk of Petty Sessions	...	...	166	594	166	594	
		<i>Corowa.</i>							
1	1	Clerk of Petty Sessions (a Magistrate)	...	...	166	166	166	166	
		<i>Cowra.</i>							
1	1	Clerk of Petty Sessions	...	...	166	166	166	166	
		<i>Coonabarabran.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions (visiting Coonamble and Denison)	...	...	261	261	261	261	
		<i>Coonamble.</i> (See Coonabarabran.)							
1	1	Clerk of Petty Sessions (a Magistrate)	...	...	166	166	166	166	
		<i>Collector.</i> (See Goulburn.)							
1	1	Acting Clerk of Petty Sessions	...	...	50	50	50	50	
		<i>Cootamundry.</i> (See Gundagai.)							
		Police to act as Clerk of Petty Sessions	...	...	.....†		.....†
		<i>Conargo.</i> (See Deniliquin.)							
		Police to act as Clerk of Petty Sessions	...	...	.....†		.....†
		<i>Condobolin.</i> (See Lachlan.)							
		Police to act as Clerk of Petty Sessions	...	...	.....†		.....†
		<i>Cundletown.</i>							
		Police to act as Clerk of Petty Sessions	...	...	.....†		.....†
48	49	Carried forward	...	...	£ .....	9,488	.....	9,737	

* Allowance of £10. See Contingencies.

† Allowance of £3. See Contingencies

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
		Petty Sessions—continued.			
48	49	Brought forward	9,488		9,737
		<i>Dandalo.</i>			
		Police Acting Clerk of Petty Sessions††	
		<i>Deniliquin.</i>			
1	1	Police Magistrate (visiting Conargo and Jerilderie)	428	428	
1	1	Clerk of Petty Sessions	166	166	
			594		594
		<i>Denison.</i> (See Coonabarabran.)			
...	...	Police Acting Clerk of Petty Sessions††	
		<i>Dungog.</i>			
1	1	Clerk of Petty Sessions	166	166	
			166		166
		<i>Dubbo.</i> (See Wellington.)			
1	1	Clerk of Petty Sessions	166	166	
			166		166
		<i>Eden.</i>			
1	1	Police Magistrate, also Sub-Collector of Customs, with a salary, as such, of £285 per annum	146	146	
1	1	Clerk of Petty Sessions	166	166	
			312		312
		<i>Ellalong.</i> (See Wollombi.)			
		Police to act as Clerk of Petty Sessions	.....	.....
		<i>Eringunna.</i> (See Bourke.)			
...	...	Police acting Clerk of Petty Sessions††	
		<i>Euston.</i> (See Balranald.)			
...	...	Police acting Clerk of Petty Sessions**	
		<i>Forbes.</i> (See Lachlan.)			
1	1	Clerk of Petty Sessions	166	166	
			166		166
		<i>Glen Innes.</i> (See Tenterfield.)			
...	...	Clerk of Petty Sessions	166	166	
			166		166
		<i>Gongolgon.</i> (See Bourke.)			
...	...	Police acting Clerk of Petty Sessions††	
		<i>Goulburn.</i>			
1	1	Police Magistrate (visiting Collector and Gunning)	475	475	
1	1	Clerk of Petty Sessions (a Magistrate)	166	166	
1	1	Do. Assistant	70	70	
			711		711
		<i>Gosford.</i>			
1	1	Police Magistrate, at £300, from 1st July, 1871	150	300	
1	1	Clerk of Petty Sessions (a Magistrate)	166	166	
			316		466
		<i>Grenfell.</i>			
...	1	Police Magistrate	.....	428	
		<i>(See Lachlan.)</i>			
1	1	Clerk of Petty Sessions	166	166	
			166		594
61	63	Carried forward	£ 12,251	.....	13,078

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

ESTIMATES OF EXPENDITURE—1872.

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		No. IV.—ADMINISTRATION OF JUSTICE.				
No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
		Petty Sessions—continued.				
61	63	Brought forward ... ..	.....	12,251	.....	13,078
		<i>Grafton.</i>				
1	1	Police Magistrate (visiting Lawrence)	428		428	
1	1	Clerk of Petty Sessions (a Magistrate)... ..	166		166	
		<i>Gulpong.</i>		594		594
1	1	Police Magistrate and Clerk of Petty Sessions (Gold Commissioner)	428		428	
...	1	Clerk of Petty Sessions ... ..	.....		166	
		<i>Gundogai.</i>		428		594
1	1	Police Magistrate and Clerk of Petty Sessions (visiting Cootamundry)	428		428	
1	...	Clerk of Petty Sessions (Salary for four months)	56		.....
		<i>Gunnedah.</i>		484		428
		(See Tamworth.)				
1	1	Clerk of Petty Sessions	166		166	
		<i>Gunning.</i>		166		166
		(See Goulburn.)				
1	1	Acting Clerk of Petty Sessions	50		50	
		<i>Gundaroo.</i>		50		50
		(See Queanbeyan.)				
...	...	Police to act as Clerk of Petty Sessions†	†	
		<i>Hartley.</i>				
1	1	Police Magistrate and Clerk of Petty Sessions (visiting Rydal)	309		309	
		<i>Horgraves.</i>		309		309
		(See Tambaroora.)				
...	...	Police acting Clerk of Petty Sessions†	†	
		<i>Hay.</i>				
1	1	Police Magistrate (to visit Maude and Booligal)	428		428	
1	1	Clerk of Petty Sessions	166		166	
		<i>Howlong.</i>		594		594
		(See Albury.)				
...	...	Police to act as Clerk of Petty Sessions†	†	
		<i>Inverell.</i>				
		(See Tenterfield.)				
1	1	Clerk of Petty Sessions (also Acting Clerk of Petty Sessions at Bundarra)	166		166	
		<i>Jerilderie.</i>		166		166
...	...	Police acting Clerk of Petty Sessions†	†	
		<i>Kiama.</i>				
1	1	Clerk of Petty Sessions (a Magistrate)... ..	166		166	
		<i>Kiandra.</i>		166		166
		(See Cooma.)				
...	...	Police acting Clerk of Petty Sessions†	†	
		<i>Lachlan.</i>				
1	1	Police Magistrate for Forbes, Condobolin, and Grenfell	428		428	
		<i>Lawrence.</i>		428		428
		(See Grafton.)				
...	...	Police to act as Clerk of Petty Sessions...†	†	
		<i>Lismore.</i>				
		(See Richmond.)				
...	...	Police to act as Clerk of Petty Sessions†	†	
		<i>Liverpool.</i>				
...	...	Police to act as Clerk of Petty Sessions*	*	
		<i>Macquarie.</i>				
1	1	Police Magistrate for Bathurst, Rockley, and Oberon...	475		475	
		<i>Maitland.</i>		475		475
1	1	Police Magistrate, East and West Maitland, Morpeth, Singleton, and Paterson	475		475	
1	1	Clerk of Petty Sessions	214		214	
1	1	Assistant do.	50		50	
1	1	Messenger	50		50	
				789		789
79	81	Carried forward	£	16,900	.....	17,837

* Allowance of £10 from Contingencies.

+ Allowance of £5 from Contingencies.

ESTIMATES OF EXPENDITURE—1872.

		No. IV.—ADMINISTRATION OF JUSTICE.					
No. of Persons.		SALARIES AND CONTINGENCIES.					
1871	1872	Petty Sessions—continued.				Amount Voted for 1871.	Amount Required for 1872.
						£	£
		Brought forward				16,900	17,837
79	81	<i>Maudc.</i> (See Hay.) Police to act as Clerk of Petty Sessions††
1	1	<i>Macleay.</i> (Kempsey.) Clerk of Petty Sessions (a Magistrate)... ..				166	166
1	1	<i>Menindee.</i> Police Magistrate and Clerk of Petty Sessions... ..				333	333
...	...	<i>Merriwa.</i> (See Upper Hunter.) Police acting Clerk of Petty Sessions**
...	...	<i>Morae.</i> (See Warialda.) Police to act as Clerk of Petty Sessions...††
1	1	<i>Moruya.</i> Police Magistrate (visiting Nelligen and Nerrigundah)				428	428
1	1	Clerk of Petty Sessions				166	166
						594	594
1	1	<i>Moama.</i> Police Magistrate and Clerk of Petty Sessions... ..				261	261
						261	261
1	1	<i>Molong.</i> (See Orange.) Clerk of Petty Sessions				166	166
						166	166
...	...	<i>Moulamein.</i> (See Balranald.) Police acting Clerk of Petty Sessions**
1	1	<i>Mudgee.</i> Police Magistrate (visiting Windeyer)				309	428
1	1	Clerk of Petty Sessions				166	166
						475	594
...	...	<i>Mulwala.</i> Police to act as Clerk of Petty Sessions... ..				.....	.....†
1	1	<i>Muswellbrook.</i> (See Upper Hunter.) Clerk of Petty Sessions				166	166
						166	166
1	1	<i>Murrurundi.</i> (See Upper Hunter.) Clerk of Petty Sessions (a Magistrate)... ..				166	166
						166	166
...	...	<i>Murrumburrah.</i> (See Young) Police acting as Clerk of Petty Sessions††
...	...	<i>Nambucca.</i> (See Boat Harbour.)					
...	...	<i>Narandara.</i> (See Wagga Wagga.) Police to act as Clerk of Petty Sessions††
1	1	<i>Narrabri.</i> Police Magistrate and Clerk of Petty Sessions (visits Wee Waa)				352	352
...	...	<i>Nelligen.</i> (See Moruya.) Police to act as Clerk of Petty Sessions††
90	92	Carried forward				19,579	20,635

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

ESTIMATES OF EXPENDITURE—1872.

		No. IV.—ADMINISTRATION OF JUSTICE.			
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
		Petty Sessions—continued.			
90	92	Brought forward	19,579	20,635	
		<i>Newcastle.</i>			
1	1	Police Magistrate, to visit Waratah	475	475	
1	1	Clerk of Petty Sessions	166	166	
1	1	Assistant Clerk of Petty Sessions	122	122	
1	1	Messenger	40	40	
			803	803	
		<i>New England.</i>			
1	1	Police Magistrate (Gold Commissioner†), visiting Armidale, Bendemeer, Bundarra, Uralla, and Walcha			
		<i>Nerrigundah.</i> (See Moruya.) Police to act as Clerk of Petty Sessions			
		<i>Nimitybelle.</i> (See Cooma.) Police to act as Clerk of Petty Sessions			
1	1	<i>Nowra (Shoalhaven).</i> Clerk of Petty Sessions	166	166	166
		<i>Nundle.</i> (See Tamworth.) Police to act as Clerk of Petty Sessions			
		<i>Oberon.</i> (See Macquarie.) Police to act as Clerk of Petty Sessions			
1	1	<i>Orange.</i> Police Magistrate visiting Carcoar and Molong	428	428	
1	1	Clerk of Petty Sessions	166	166	
			594	594	
		<i>Obley.</i> (See Cannonbar.) Police acting as Clerk of Petty Sessions			
		<i>Panbula.</i> Police to act as Clerk of Petty Sessions			
1	1	<i>Paterson.</i> (See Maitland.) Clerk of Petty Sessions	166	166	166
1	1	<i>Parramatta.</i> Clerk of Petty Sessions (a Magistrate)	166	166	166
1	1	<i>Penrith.</i> Clerk of Petty Sessions	166	166	166
1	1	<i>Picton.</i> (See Camden.) Clerk of Petty Sessions	10	10	10
1	1	<i>Port Macquarie.</i> Clerk of Petty Sessions (a Magistrate)	166	166	166
		<i>Ponncaria.</i> (See Wentworth.) Police to act as Clerk of Petty Sessions			
103	105	Carried forward	21,816	22,872	

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

‡ Provided for on Estimate of Lands Department.

		No. IV.—ADMINISTRATION OF JUSTICE.			
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
		Petty Sessions—continued.			
103	105	Brought forward		£	22,872
		.....	21,816	.....
		<i>Queanbeyan.</i>			
1	1	Police Magistrate, to visit Braidwood, Bungendore, and Gundaroo		428	428
1	1	Clerk of Petty Sessions		166	166
				594	594
		<i>Raymond Terrace.</i>			
1	1	Police Magistrate and Clerk of Petty Sessions		261	261
				261	261
		<i>Rockley.</i>			
...	...	Police acting Clerk of Petty Sessions ... ..		.....	.....*
		<i>Rylstone.</i>			
1	1	Clerk of Petty Sessions		166	166
				166	166
		<i>Ryde.</i>			
1	1	Acting Clerk of Petty Sessions		50	50
				50	50
		<i>Rydal.</i>			
		(See Hartley.)			
		Police to act as Clerk of Petty Sessions ... ..		.....	.....†
		<i>Richmond River.</i>			
1	1	Police Magistrate, Casino, Lismore, Ballina, and Tweed		428	428
				428	428
		<i>Scone.</i>			
		(See Upper Hunter.)			
1	1	Clerk of Petty Sessions		166	166
				166	166
		<i>Seymour.</i>			
...	...	Police to act as Clerk of Petty Sessions ... ..		.....	.....†
		<i>Singleton.</i>			
		(See Maitland.)			
1	1	Clerk of Petty Sessions		166	166
				166	166
		<i>Sofala.</i>			
1	1	Police Magistrate and Clerk of Petty Sessions, at £333, from 1st July, 1871		167	333
1	...	Clerk of Petty Sessions		166	.....
				333	333
		<i>Stony Creek.</i>			
		(See Wellington.)			
...	...	Police acting Clerk of Petty Sessions ... ..		.....	.....*
		<i>Stroud.</i>			
1	1	Clerk of Petty Sessions		166	166
				166	166
		<i>Talbragar.</i>			
...	...	Police Acting Clerk of Petty Sessions ... ..		.....	.....†
		<i>Tamworth.</i>			
1	1	Police Magistrate (visiting Gunnedah and Nundle), and also Commissioner of Crown Lands		428	428
1	1	Clerk of Petty Sessions		166	166
				594	594
		<i>Tambaroora.</i>			
1	1	Police Magistrate and Clerk of Petty Sessions (visiting Hargraves)		333	333
				333	333
		<i>Ten-mile Creek.</i>			
		(See Albury.)			
...	...	Police Acting Clerk of Petty Sessions ... ..		.....	.....†
					333
		<i>Tenterfield.</i>			
1	1	Police Magistrate (visiting Glen Innes and Inverell)		428	428
1	1	Clerk of Petty Sessions		166	166
				594	594
119	120	Carried forward		£	26,723
				.....	25,667

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

ESTIMATES OF EXPENDITURE—1872.

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No. IV.—ADMINISTRATION OF JUSTICE.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Petty Sessions—continued.					
119	120	Brought forward		25,667	26,723
...	...	<i>Tocumwal.</i> Police Acting Clerk of Petty Sessions†	
...	...	<i>Toogong.</i> Police Acting Clerk of Petty Sessions†	
1	1	<i>Tuena.</i> Police Magistrate, at £50, from 1st July, 1871 (visiting Trunkey)		25	50
...	...	Police Acting Clerk of Petty Sessions ... ..		.....*	50
...	...	<i>Trunkey.</i> (See Tuena.) Police Acting Clerk of Petty Sessions*	
1	1	<i>Tumut.</i> Police Magistrate and Clerk of Petty Sessions (visiting Adelong and Tumberumba)		428	428
1	1	<i>Tumberumba.</i> (See Tumut.) Clerk of Petty Sessions (a Magistrate)		166	166
...	...	<i>Tweed.</i> (See Richmond.) Acting Clerk of Petty Sessions		50	50
1	1	<i>Ulladulla.</i> Clerk of Petty Sessions		98	98
1	1	<i>Upper Hunter.</i> Police Magistrate, Scone, Muswellbrook, Murrurundi, Merriwa, and Cassilis		428	428
1	1	<i>Uralla.</i> (See New England.) Acting Clerk of Petty Sessions (also Clerk of Petty Sessions at Armidale)		50	50
...	...	<i>Urana.</i> (See Wagga Wagga.) Police to act as Clerk of Petty Sessions†	
1	1	<i>Wagga Wagga.</i> Police Magistrate (visiting Urana and Narrandara)		428	428
1	1	Clerk of Petty Sessions (a Magistrate)		166	166
1	1	<i>Warialda.</i> Police Magistrate, at £400, from 1st May, 1871		266	400
1	1	Clerk of Petty Sessions (a Magistrate)		166	166
1	1	<i>Walgett.</i> Police Magistrate and Clerk of Petty Sessions (visiting Biree)		333	333
1	1	<i>Walcha.</i> (See New England.) Clerk of Petty Sessions		166	166
...	...	<i>Waratah.</i> (See Newcastle.) <i>Warren.</i> (See Cannonbar.) Police to act as Clerk of Petty Sessions†	
1	1	<i>Wallabadah.</i> Acting Clerk of Petty Sessions (a Magistrate)		98	98
...	...	<i>Wee Waa.</i> (See Narrabri) Police Acting Clerk of Petty Sessions†	
1	1	<i>Wellington.</i> Police Magistrate to visit Dubbo and Stony Creek		428	428
1	1	Clerk of Petty Sessions (a Magistrate)		166	166
134	135	Carried forward		29,129	30,344

ESTIMATES OF EXPENDITURE—1872.

No. IV.—ADMINISTRATION OF JUSTICE.					
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Petty Sessions—continued.					
134	135	Brought forward	29,129	30,344	
1	1	<i>Wentworth.</i> Police Magistrate (visiting Pooncaria)	380	380	380
1	1	<i>Wingham.</i> Clerk of Petty Sessions (a Magistrate)	166	166	166
...	...	<i>Windyeyer.</i> (See Mudgee.) Police acting Clerk of Petty Sessions**	
1	1	<i>Windsor.</i> Clerk of Petty Sessions	166	166	166
		<i>Wilcannia.</i> Police Magistrate (Commissioner of Crown Lands, Albert District)† ... ..	.....	.....
		Police to act as Clerk of Petty Sessions ... ..	.....	.....*
1	1	<i>Wollombi.</i> Police Magistrate and Clerk of Petty Sessions (visiting Ellalong)	285	285	285
1	1	<i>Wollongong.</i> Clerk of Petty Sessions (a Magistrate)... ..	166	166	166
1	1	<i>Yass.</i> Clerk of Petty Sessions (a Magistrate)... ..	166	166	166
1	1	<i>Young.</i> Police Magistrate (Gold Commissioner‡), visiting Bur- rowa and Murrumburrah ... ..	.....	.....
1	1	Clerk of Petty Sessions	166	166	166
			30,624	31,839	
CONTINGENCIES.					
		Travelling Expenses of Police Magistrates	1,500	1,500	
		Inspector of Weights and Measures, Central Police Office	200	200	
		Allowances to Court House Keepers	800	850	
		Fees to Interpreters	150	150	
		Rent of Court Houses	300	350	
		Fuel, Light, and Water	300	300	
		Bailiffs, Small Debts Courts	100	100	
		Allowances to Police acting as Clerks of Petty Sessions	360	400	
		Allowance for Travelling Expenses to the Acting C.P.S., Gunning and Collector ... ..	.....	30	
		Incidental Expenses	400	500	
			4,110	4,380	
142	143	TOTAL	£ 34,734	36,219	

* Allowance of £10. See Contingencies.

† Allowance of £5. See Contingencies.

‡ Provided for on Estimate of Lands Department.

ESTIMATES OF EXPENDITURE—1872.

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No. IV.—ADMINISTRATION OF JUSTICE.						
No. of Persons.			SALARIES AND CONTINGENCIES.			
1871	1872		Amount Voted for 1871.		Amount Required for 1872.	
			£		£	
		Coroners' Inquests.				
1	1	Coroner, Sydney...	428		428	
1	1	Clerk, do. ...	146		146	
				574		574
		Fees to Coroners and Magistrates for Inquests and Inquiries, at 20s. each ...	1,200		1,200	
		Travelling Expenses of Coroners and Magistrates ...	200		200	
		For taking up Dead Bodies ...	15		15	
		Burials and Incidental Expenses ...	470		470	
		Jurors' Fees attending Murder and Manslaughter Inquests	40		40	
		Jurors' and Witnesses' Fees attending Inquests on Fires	100		100	
				2,025		2,025
2	2	TOTAL ...	£	2,599	.....	2,599
		Miscellaneous Services.				
		Expenses in connection with Claim preferred against the Government by Mr. George S. Yarnton, late Joint Registrar of the Sydney District Court ...	331		.....
		50 copies of Connell's New South Wales Magisterial Digest ...	84		.....
		50 copies of Plunkett's "Australian Magistrate" by Wilkinson, for Benches of Magistrates ...	94		.....
				509	.....	.....

V.

Treasurer and Secretary for Finance and Trade.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
Treasury	9,401	9,426
Stamp Duties	1,704	2,123
Customs	26,655	26,705
Colonial Distilleries and Refineries	2,750	2,773
Gold Receivers	265	275
Gold and Escort	5,550	5,550
Printing, Bookbinding, Stamps, and Railway Tickets	20,052	20,232
Stores and Stationery	42,802	48,806
Gunpowder Magazine, Goat Island *	1,037	.....
Colonial Military Store, and Gunpowder Magazine, Spectacle Island *	1,758	.....
Colonial Military Store, and Gunpowder Magazines † ... ..	.....	2,799
Health and Emigration Officers	786	786
Quarantine	492	492
Shipping Masters	1,457	1,505
Glebe Island Abattoir	906	906
Harbours, Light-houses, and Pilot Department	24,044	24,828
Life-boats	400	400
Miscellaneous Services... ..	40,123	29,216
Advance to Treasurer	30,000	30,000
TOTAL	£ 210,182	206,822

* Provided for in 1872 under the head of Colonial Military Store, and Gunpowder Magazines.

† Provided for in 1871 under the heads of Gunpowder Magazine, Goat Island,—and Colonial Military Store, and Gunpowder Magazine, Spectacle Island.

*The Treasury, New South Wales,
29th November, 1871.*

GEO. W. LORD,
Treasurer.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.						
No. of Persons.			SALARIES AND CONTINGENCIES.			
1871	1872		Amount Voted for 1871.		Amount Required for 1872.	
			£		£	
Treasury.						
1	1	Secretary for Finance and Trade. (Provided in Schedule.)				
1	1	Under Secretary	740		740	
ACCOUNT BRANCH.						
1	1	Accountant	475		475	
1	1	Book-keeper	285		285	
1	1	Clerk	238		238	
1	1	Do.	190		190	
2	2	Clerks, at £181	362		362	
1	1	Clerk	112		112	
REVENUE BRANCH.						
1	1	Chief Clerk	475		475	
1	1	Clerk (Land Revenue)	285		285	
1	1	Do.	285		285	
2	2	Clerks, at £214	428		428	
2	2	Do. at £166	332		332	
1	1	Clerk	98		98	
1	1	Collector and Depositor of Public Moneys	166		166	
PAY BRANCH.						
1	1	Chief Clerk	475		475	
1	1	First Clerk	333		333	
1	1	Clerk	122		122	
1	1	Do.	98		98	
EXAMINING BRANCH.						
1	1	Examiner of Accounts	380		380	
1	1	Clerk	157		157	
CORRESPONDENCE.						
1	1	Chief Clerk	309		309	
1	1	Clerk	238		238	
1	1	Do.	50		50	
RECORDS.						
1	1	Chief Clerk	333		333	
1	1	Clerk	122		122	
MESSENGERS, &c.						
1	1	a Chief Messenger	146		146	
1	1	Messenger	146		146	
1	1	a Housekeeper	61		61	
				7,441		7,441
32	32	Extra Clerical Assistance	400		400	
		Incidental Expenses	50		75	
				450		475
				7,891		*7,916
2	2	Inspectors of Public Revenue Collectors' Accounts, at £555	1,110		1,110	
		Travelling Expenses	400		400	
				1,510		1,510
34	34	TOTAL	£	9,401	.....	9,426

a Provided with Quarters, Fuel, and Light.
* £100 per annum to be paid to the Consolidated Revenue Fund from the Clergy and School Estates Revenue Fund.

NO. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.

No. of Persons.								SALARIES AND CONTINGENCIES				
1871	1872							Amount Voted for 1871.		Amount Required for 1872.		
								£		£		
Stamp Duties.												
1	1	Commissioner	...	...	...	...	...	380		480	
1	1	Accountant	...	...	...	...	...	238		238	
1	1	Entry Clerk	...	...	...	...	...	238		238	
1	1	Clerk	...	...	...	...	...	98		98	
1	2	Junior Clerks	...	...	...	...	...	50		100	
1	1	Foreman of Stampers	...	...	...	...	...	190		190	
1	1	<i>a</i> Stamper	...	...	...	...	...	117		117	
1	1	Messenger	...	...	...	...	...	98		117	
1	1	<i>a</i> Office-keeper	...	...	...	...	...	45		45	
									1,454		1,623	
								5		5		
								225		225		
								.....		250	
								20		20		
									250		500	
9	10	TOTAL						£	1,704	2,123
Customs.												
<i>Sydney.</i>												
1	1	Collector	...	...	...	...	...	833		833	
INDOOR BRANCH.												
1	1	Chief Clerk	...	...	...	...	...	490		490	
1	1	Cashier	...	...	...	...	...	490		490	
1	1	Clerk (Registrar)	...	...	...	...	...	356		356	
1	1	<i>b</i> Do. (Clearing Clerk)	...	...	...	...	...	285		285	
1	1	<i>b</i> Do. (Clearing Steamers)	...	...	...	...	...	261		261	
1	1	Do.	...	...	...	...	...	238		238	
1	1	Do.	...	...	...	...	...	214		214	
1	1	Do.	...	...	...	...	...	195		195	
2	2	Clerks, at £190	...	...	...	...	...	380		380	
1	1	Clerk	...	...	...	...	...	166		166	
LANDING BRANCH.												
1	1	First Landing Surveyor	...	...	...	...	...	475		475	
1	1	Second do.	...	...	...	...	...	380		380	
1	1	First Landing Waiter	...	...	...	...	...	309		309	
1	1	Second do.	...	...	...	...	...	309		309	
1	1	Third do.	...	...	...	...	...	285		285	
1	1	Fourth do.	...	...	...	...	...	261		261	
1	1	Fifth do.	...	...	...	...	...	261		261	
1	1	Sixth do.	...	...	...	...	...	261		261	
1	1	Seventh do.	...	...	...	...	...	214		214	
1	1	Eighth do.	...	...	...	...	...	214		214	
1	1	<i>b</i> Ninth do.	...	...	...	...	...	214		214	
1	1	Tenth do.	...	...	...	...	...	214		214	
1	1	Eleventh do.	...	...	...	...	...	214		214	
1	1	Twelfth do.	...	...	...	...	...	214		214	
1	1	Thirteenth do.	...	...	...	...	...	204		204	
1	1	Fourteenth do.	...	...	...	...	...	195		195	
1	1	Fifteenth do.	...	...	...	...	...	195		195	
1	1	Sixteenth do.	...	...	...	...	...	185		185	
1	1	Seventeenth do.	...	...	...	...	...	166		166	
31	31	Carried forward						£	8,678	8,678	

a Provided with Quarters, Fuel, and Light.

b The Landing Waiters receive remuneration for extra attendance, at the rate of 2s. 6d. an hour. The Clearing Clerk receives a fee of 10s. for each vessel cleared at the wharf, 10s. for each vessel cleared for London, and 5s. for each Foreign vessel cleared in the Office after the usual hours. The Clerk who clears the Steamers at night receives 2s. 6d. for each vessel.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.												
No. of Persons.								SALARIES AND CONTINGENCIES.				
1871	1872							Amount Voted for 1871.		Amount Required for 1872.		
								£		£		
Customs—continued.												
31	31	Brought forward						8,678		8,678		
TIDE BRANCH.												
1	1	First Tide Surveyor						309		309		
1	1	Second do.						309		309		
WAREHOUSE BRANCH.												
1	1	<i>a</i> Warehousekeeper						333		333		
1	1	First Locker						214		214		
1	1	Second do.						214		214		
1	1	Third do.						214		214		
1	1	Fourth do.						214		214		
1	1	Fifth do.						214		214		
1	1	Sixth do.						190		190		
1	1	Seventh do.						190		190		
1	1	<i>a</i> Eighth do.						190		190		
1	1	Ninth do.						190		190		
1	1	Tenth do.						190		190		
1	1	Eleventh do.						190		190		
1	1	Twelfth do.						190		190		
1	1	Thirteenth do.						190		190		
1	1	Fourteenth do.						190		190		
1	1	Fifteenth do.						190		190		
MISCELLANEOUS.												
3	3	Warrant Officers, 2 at £117, and 1 at £60						294		294		
1	1	<i>b</i> Messenger... ..						117		117		
1	1	Do.						105		105		
5	5	Boy Messengers, at £40						200		200		
1	1	Watchman						111		111		
1	1	<i>b</i> Housekeeper						60		60		
								13,486		13,486		
OUTPORT BRANCH.												
<i>Botany Bay.</i>												
1	1	<i>c</i> Coast Waiter						214		214		
4	4	Boatmen, at £94... ..						376		376		
<i>Broken Bay.</i>												
1	1	<i>d</i> Coast Waiter						238		238		
4	4	Boatmen, at £94... ..						376		376		
<i>Newcastle.</i>												
1	1	Sub-Collector						356		356		
1	1	<i>e</i> Landing Waiter (Morpeth)						285		285		
1	1	Tide Surveyor						238		238		
1	1	Clerk						190		190		
1	1	Do.						146		146		
1	1	Warrant Officer						117		117		
1	1	Coxswain						129		129		
3	3	Boatmen, at £94... ..						282		282		
<i>Grafton.</i>												
1	1	Sub-Collector						261		261		
1	1	<i>c</i> Landing Waiter (Yamba)						190		190		
1	1	Coxswain						117		117		
3	3	Boatmen, at £94... ..						282		282		
							£	3,797		3,797		
87	87	Carried forward						£	13,486	13,486

a The Warehousekeeper receives remuneration for extra attendance, at the rate of 3s. 6d. an hour; and Lockers, at the rate of 1s. 6d. an hour.
b Provided with Quarters, Fuel, and Light. *c* Provided with Quarters. *d* Receives £50 per annum for Office-rent.
e Receives £20 per annum for Office-rent.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.							
No. of Persons.				SALARIES AND CONTINGENCIES.			
1871	1872			Amount Voted for 1871.		Amount Required for 1872.	
				£		£	
Customs—continued.							
87	87	Brought forward ... ..		.....	13,486	.....	13,486
		Brought forward		3,797		3,797	
OUTPORT BRANCH—continued.							
<i>Eden.</i>							
1	1	a	Sub-Collector*	285		285	
1	1		Coxswain	129		129	
1	1		Wharfinger	20		20	
<i>Richmond River.</i>							
1	1	a	Sub-Collector	190		190	
2	2		Boatmen, at £94... ..	188		188	
<i>Tweed River.</i>							
1	1		Sub-Collector	238		238	
<i>Wollongong and Bellambi.</i>							
1	1		Acting Customs' Officer	52		52	
<i>Kiama.</i>							
1	1		Acting Customs' Officer	52		52	
<i>Port Stephens.</i>							
1	1		Acting Customs' Officer	52		52	
<i>M'Leay River.</i>							
1	1		Acting Customs' Officer	25		25	
<i>Wagga Wagga.</i>							
1	1		Acting Customs' Officer	25		25	
					5,053		5,053
BORDER BRANCH.							
<i>Moama.</i>							
1	1	b	Sub-Collector	380		380	
2	2	c	Searchers and Night Watchmen, at £166	332		332	
<i>Albury.</i>							
1	1	b	Customs' Officer	238		238	
<i>Wentworth.</i>							
1	1	d	Customs' Officer†... ..	238		238	
1	1		Messenger	94		94	
<i>Swan Hill.</i>							
1	1	e	Customs' Officer	238		238	
<i>Euston.</i>							
1	1	e	Customs' Officer	238		238	
<i>Corowa.</i>							
1	1	e	Customs' Officer	238		238	
1	1		Messenger	94		94	
<i>Maryland.</i>							
1	1		Sub-Collector	238		238	
					2,328		2,328
INLAND BONDED WAREHOUSE.							
<i>Wagga Wagga.</i>							
1	1	f	Locker	238		238	
					238		238
					21,105		21,105
Allowances to extra Tide Waiters, and for occasional Clerical Assistance				4,000		4,000	
Rent				470		520	
New Boats				100		100	
Gauging Instruments, &c.				100		100	
Rent of 5 Offices, at £20, Murray River				100		100	
Allowance for Forage for 6 horses				300		300	
Rent of Bonding Warehouse, Albury				80		80	
Incidental Expenses				400		400	
					5,550		5,600
111	111	TOTAL		£	26,655	.....	26,705

a Provided with Quarters. b Provided with Quarters, and allowed £50 per annum for Forage. c Receive £25 each for House-rent. Receives £50 per annum for Forage. d Receives £20 per annum for Office-rent, and £50 per annum for Forage. f Receives £50 per annum for House-rent. * Also Police Magistrate; Salary, £146 per annum. † Duties performed at present by the Police Magistrate.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Colonial Distilleries and Refineries.					
DISTILLERIES' BRANCH.					
1	1	Chief Inspector of Distilleries	463	463	
3	3	Inspectors of Distilleries, at £380	1,140	1,140	
4	4				1,603
		Instruments and Books	20	20	
		Cleaning Offices	50	50	
		Porterage... ..	5	5	
		Incidental Expenses	70	70	
		Rewards for information as to Illicit Distillation ...	50	50	
					195
					1,798
REFINERIES' BRANCH.					
...	...	α Chief Inspector of Refineries	138	138	
1	1	Inspector of Refineries	285	285	
1	1	Do.	261	261	
1	1	Cadet	52	75	
1	1	Watchman	98	98	
1	1	Gatekeeper	78	78	
1	1	Boy Messenger	40	40	
6	6				*975
10	10	TOTAL	£	2,750	.....
Gold Receivers.					
26	27	Receivers at Goulburn, Orange, Mudgee, Gulgong, Gundagai, Tamworth, Cooma, Yass, Araluen, Forbes, Tumut, Armidale, Seone, Adelong, Tumberumba, Stony Creek, Young, Sofala, Hargraves, Uralla, Nundle, Tambaroora, Braidwood, and Grenfell, and two new Gold Fields, at £10 each, and one at Bathurst, at £15 ... ..	.....	265	.....
26	27				275
Gold and Escort.					
		Freight and Conveyance of Gold and Escorts ... ..	.....	5,550	.....
					† 5,550

α Duties performed by the Chief Inspector of Distilleries.

* To meet this expenditure the Colonial Sugar Company are assessed at the rate of £1,000 per annum on the working capabilities of their Refinery.

† This expenditure will be reimbursed by the Gold Escort charges.

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				SALARIES AND CONTINGENCIES.			
1871	1872					Amount Voted for 1871.		Amount Required for 1872.	
						£		£	
		Printing, Bookbinding, Stamps, and Railway Tickets.							
1	1	Government Printer and Inspector of Stamps ...				555		555	
1	1	Superintendent				380		380	
1	1	Overseer				285		285	
		ACCOUNT BRANCH.							
1	1	Accountant				285		285	
1	1	Clerk				146		146	
		CLERICAL BRANCH.							
1	1	Clerk of Stamps and Cashier				200		200	
1	1	Do. (Sale Room)				190		190	
		PRINTING, BOOKBINDING, AND PUBLISHING.							
1	1	Foreman of Bookbinding Branch				285		285	
1	1	Do. Press Room... ..				261		261	
		Sub-Overscers { Parliamentary and Gazette				228		228	
4	4	Jobbing				228		228	
		Bills				228		228	
		Bookbinding				219		219	
1	1	Publisher... ..				228		228	
3	3	Readers,—1 at £200, 1 at £190, and 1 at £146 ...				536		536	
85	85	{ Compositors, Machinists, Pressmen, Bookbinders, Assistants, and others				9,800		9,800	
55	55	{ Extra Hands and Overtime,—during the Session ...				600		600	
		Improvers, Apprentices, Folders and Sewers, and others, at rates varying from 1s. to 8s. per diem, according to length of service, including annual increases to Apprentices' wages and wages of new Apprentices				3,120		3,350	
		POSTAGE AND ADHESIVE DUTY STAMPS.							
1	1	Foreman				285		285	
2	2	Printers,—1 at £190, and 1 at £146				336		336	
2	2	Assistants,—1 at £146, and 1 at £60				206		206	
		RAILWAY TICKETS, ENVELOPES, AND NUMBERING.							
1	1	Foreman				219		219	
1	1	Assistant				146		146	
		PHOTO-LITHOGRAPHY.							
1	1	Photo-lithographer and Lithographic Printer				261		261	
5	5	Photo-lithographing and printing plans and illustrations connected with Parliamentary and other Official Papers				375		375	
		Cost of printing Tables for Standarding Gold				200		.....
		TYPE, Repairs to Machinery, and Incidental Expenses				250		250	
		Cost of printing for the Free Public Library ... ..				.....		150	
170	170	TOTAL ... ..				£	.....	20,052	20,232

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		SALARIES AND CONTINGENCIES.	
1871	1872	Amount Voted for 1871.	Amount Required for 1872.
Stores and Stationery.			
		£	£
1	1	380	380
1	1	146	146
1	1	122	122
1	1	122	122
1	1	107	107
...	1	.....	104
			877
			981
		Stores and Stationery for the Public Service generally ...	39,000
		Fuel and Light for Departments within the District of Sydney ...	2,300
		Conveyance of Stores ...	600
		Packing and other Expenses ...	25
			41,925
5	6	TOTAL ...	£ 42,802
			47,825
			48,806
GUNPOWDER MAGAZINE, GOAT ISLAND.			
1	...	Clerk ...	190
1	...	Foreman ...	146
1	...	Assistant Foreman ...	98
			434
		Allowance to Deputy Assistant Superintendent of Military Stores, for extra duties ...	50
		Allowances to Foreman ...	40
		Wages to Cooper, at 5s.; and to four Labourers, at 4s. per diem each ...	374
		Rations, Fuel, and Light, to Cooper, Assistant Foreman, and Labourers, at 1s. each per diem ...	109
		Extra Labour and Incidental Expenses ...	30
			603
3	...*	TOTAL ...	£ 1,037
		*

*Provided for in 1872 under the head of Colonial Military Store, and Gunpowder Magazines.

ESTIMATES OF EXPENDITURE—1872.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.								
No. of Persons.		SALARIES AND CONTINGENCIES.						
1871	1872				Amount Voted for 1871.		Amount Required for 1872.	
					£		£	
COLONIAL MILITARY STORE, AND GUNPOWDER MAGAZINE, SPECTACLE ISLAND.								
1	...	Superintendent and Barrack-master	...	...	261		.....
1	...	Visiting Surgeon...	...	...	25		.....
1	...	Clerk, Military Store	...	...	98		.....
						384		.....
Foreman to Magazine, at 5s. 6d. per diem					100		.....
Wages to five Labourers, at 4s. per diem each					365		.....
Foreman, Military Store, at 5s. 6d. per diem					100		.....
Eight Labourers, Military Store, at 4s. per diem each...					584		.....
Provisions, Fuel, Light, and Medicines...					165		.....
Extra Labour and Incidental Expenses...					60		.....
						1,374		.....
3	...*	TOTAL ...			£	.....	1,758*
<hr/>								
Colonial Military Store, and Gunpowder Magazines.								
...	1	Superintendent of Stores and Barrack Master...	...	...	.....		261	
...	1	Assistant Superintendent of Stores	...	...	.....		190	
...	1	Visiting Surgeon...	...	...	.....		25	
...	2	Clerks, at £98	...	...	.....		196	
...	2	Foremen of Magazines, at £142 10s.	...	...	.....		285	
...	1	Assistant Foreman of Magazines	...	...	.....		98	
								1,055
Allowance to Superintendent of Stores, for extra duties					.....		50	
Foreman of Stores					.....		100	
Cooper, at 5s. per diem					.....		92	
Eight Magazine Labourers, at 4s. per diem each					.....		586	
Seven Military Store Labourers, at 4s. per diem each					.....		512	
Officekeeper					.....		30	
Rations, Fuel, Light, and Medicines for Island Residents					.....		306	
Extra Labour and Incidental Expenses...					.....		68	
						.....		1,744
...	8	TOTAL ...			£	.....	.....†	2,799

* Provided for in 1872 under the head of Colonial Military Store, and Gunpowder Magazines.
 † Provided for in 1871 under the heads of Gunpowder Magazine, Goat Island,—and Colonial Military Store, and Gunpowder Magazine, Spectacle Island.

No. of Persons.		No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Health and Emigration Officers.					
1	1	a Health and Emigration Officer, Port Jackson ...	490		490
1	1	b Health Officer, Newcastle ...	50		50
1	1	Clerk to Emigration Officer, Port Jackson ...	166		166
			706		706
		Rent of Office ...	75		75
		Incidental Expenses ...	5		5
			80		80
3	3	TOTAL ...	£ 786	£ 786	786
Quarantine.					
1	1	c Overseer of Stores ...	146		146
2	2	c Boatmen, at £73... ..	146		146
			292		292
		Expenses of Vessels in Quarantine ...	200		200
3	3	TOTAL ...	£ 492	£ 492	492
Shipping Masters.					
<i>Sydney.</i>					
1	1	Shipping Master ...	333		333
1	1	Chief Clerk and Deputy Shipping Master ...	285		285
1	1	First Clerk ...	166		166
2	2	Clerks, at £98 ...	196		196
1	1	Director of Seamen ...	122		122
1	1	Seamen's Assistant and Messenger ...	122		122
1	1	Office-keeper ...	15		15
<i>Newcastle.</i>					
1	1	d Shipping Master ...	146		146
1	1	Clerk and Messenger ...	52		100
			1,437		1,485
		Incidental Expenses ...	20		20
10	10	TOTAL ...	£ 1,457	£ 1,505	1,505
Glebe Island Abattoir.					
1	1	Inspector ...	285		285
1	1	Assistant Inspector ...	146		146
1	1	Engine-driver for Pumping Water ...	117		117
1	1	Labourer ...	78		78
			626		626
		Forage Allowance for Inspector ...	50		50
		Coals for Pump Engine ...	80		80
		Incidental Expenses ...	150		150
			280		280
4	4	TOTAL ...	£ 906	£ 906	906

a Member of Immigration Board.

b Vaccinator—2s. 6d. for each successful case.
d Clerk to the Harbour Master—Salary, £146 per annum.

c Provided with Quarters.

ESTIMATES OF EXPENDITURE—1872.

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No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.					
No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
Harbours, Light-houses, and Pilot Department.					
1	1	£	601	£	150
		Superintendent of Pilots, Light-houses, and Harbours (for 3 months, at £601)			
MARINE BOARD.					
...	1	.....		555	
		President (for 9 months, at £740)			
...	1	.....		1,500	2,055
		To carry out the provisions of the Act 35 Victoria No. 7 (for 9 months)			
STEAM NAVIGATION AND PILOT BOARDS.					
4	4				
		Non-official Members of the Steam Navigation Board (for 3 months)			
1	1	250		63	
		Engineer Surveyor (for 3 months, at £333)			
1	1	333		84	
		Inspector for the purposes of the Steam Navigation Act (for 3 months, at £50)			
1	1	50		13	
		Shipwright Surveyor, at £1 10s. each Survey (for 3 months)			
...	...	200		50	
		Surveyors at Outports (for 3 months, at £60)			
1	1	60		15	
		Messenger (for 3 months, at £94)			
		94		24	
			987		249
8	8				
HARBOUR MASTERS.					
1	1	333		333	
		Harbour Master, Sydney			
1	1	333		333	
		Do. Newcastle			
1	1	238		238	
		Do. Twofold Bay			
1	1	238		238	
		Assistant Harbour Master, Newcastle			
1	1	238		238	
		Clerk and Accountant (also Secretary to the Steam Navigation and Pilot Boards)			
1	1	238		238	
		Clerk, Sydney			
1	1	166		166	
		a Do. Newcastle			
1	1	146		146	
			1,692		1,692
7	7				
COLONIAL LIGHT-HOUSES.					
<i>Principal Light-keepers.</i>					
1	1	171		171	
		Port Jackson—Macquarie Light			
1	1	171		171	
		Do. Hornby Light			
1	1	238		238	
		Newcastle (acting also as Signal Master)			
1	1	171		171	
		Cape St. George			
1	1	171		171	
		Port Stephens			
1	1	140		140	
		Broken Bay—Stewart's Light			
1	1	171		171	
		Light Ship "Bramble"			
1	1	94		94	
		Fort Denison Light			
...	1	.....		140	
		Ulladulla			
...	1	.....		94	
		Nelson's Bay, Port Stephens			
<i>First Assistant Light-keepers.</i>					
1	1	94		94	
		Port Jackson—Macquarie Light			
1	1	94		94	
		Do. Hornby Light			
1	1	94		94	
		Newcastle... ..			
1	1	94		94	
		Cape St. George			
1	1	94		94	
		Port Stephens			
1	1	94		94	
		Light Ship "Bramble,"—Mate... ..			
1	1	94		94	
		Broken Bay—Stewart's Light			
...	1	.....		94	
		Wollongong			
<i>Second Assistant Light-keepers.</i>					
1	1	94		94	
		Port Jackson—Macquarie Light			
1	1	94		94	
		Do. Hornby Light			
1	1	94		94	
		Newcastle... ..			
1	1	94		94	
		Cape St. George			
1	1	94		94	
		Port Stephens			
3	3	282		282	
		Light Ship "Bramble,"—Crew, at £94			
			2,737		3,065
23	26				
39	43	£	6,017	£	7,211
		Carried forward			

a Also Shipping Master; Salary, £146 per annum.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.						
No. of Persons.		Harbours, Light-houses, and Pilot Department— continued.	SALARIES AND CONTINGENCIES.			
1871	1872		Amount Voted for 1871.		Amount Required for 1872.	
			£		£	
39	43	Brought forward ... ..	.....	6,017	.....	7,211
		SEA AND RIVER PILOTS.				
		<i>Port Jackson.</i>				
2	2	Assistant Harbour Masters, at £238	476		476	
4	4	Crew for do., at £94	376		376	
		To provide Fees for Pilots under the Competitive Pilotage System	4,200		4,200	
		<i>Newcastle.</i>				
2	2	Pilots, at £238	476		476	
2	2	Junior Pilots, at £166	332		332	
		<i>Manning River.</i>				
1	1	Pilot	166		166	
		<i>M'Leay River.</i>				
1	1	Pilot	166		166	
		<i>Clarence River.</i>				
1	1	Pilot	166		166	
		<i>Richmond River.</i>				
1	1	Pilot	166		166	
		<i>Port Macquarie.</i>				
1	1	Pilot	166		166	
		<i>Moruya.</i>				
1	1	Pilot	166		166	
		<i>Bellenger River.</i>				
1	1	Pilot	166		166	
		<i>Tweed River.</i>				
1	1	Pilot	166		166	
		<i>Shoalhaven.</i>				
...	1	Pilot ... ..	.....		166	
		<i>Wollongong.</i>				
1	1	Pilot, in charge of the Port and Moorings	146		146	
		<i>Kiama.</i>				
1	1	Pilot, in charge of the Port and Moorings	25		25	
		<i>Bellambi.</i>				
1	...	Pilot, in charge of the Port and Moorings	25		.....
		<i>Jerringong.</i>				
1	1	Pilot, in charge of the Port and Moorings	15		15	
22	22	BOATMEN.		7,399		7,540
		<i>Port Jackson. (Boatswain's Yard.)</i>				
1	1	a Boatswain in charge	146		146	
6	6	Coxswains, at £105	630		630	
16	16	b Boatmen, at £94... ..	1,504		1,504	
		<i>Newcastle.</i>				
14	14	Boatmen, at £94... ..	1,316		1,316	
1	1	Carpenter... ..	137		137	
		<i>Manning River.</i>				
4	4	Boatmen, at £94... ..	376		376	
		<i>M'Leay River.</i>				
4	4	Boatmen, at £94... ..	376		376	
		<i>Clarence River.</i>				
4	4	Boatmen, at £94... ..	376		376	
		<i>Richmond River.</i>				
5	5	Boatmen, 4 at £94 and 1 at £105	470		481	
		<i>Port Macquarie.</i>				
4	4	Boatmen, at £94... ..	376		376	
		<i>Moruya.</i>				
2	2	Boatmen, at £94... ..	188		188	
		<i>Bellenger River.</i>				
4	4	Boatmen, at £94	376		376	
		<i>Tweed River.</i>				
4	4	Boatmen, at £94... ..	376		376	
		<i>Shoalhaven.</i>				
...	4	Boatmen, at £94 ... ..	.....		376	
		<i>Twofold Bay.</i>				
3	3	Boatmen, at £94... ..	282		282	
72	76			6,929		7,316
133	141	Carried forward	£	20,345	.....	22,067

a Provided with Quarters.

b To provide for services of Harbour Master, Customs, Health and Emigration Officer, Post Office, and Government Stores.

ESTIMATES OF EXPENDITURE—1872.

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No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Harbours, Light-houses, and Pilot Department— continued.					
133	141		Brought forward	20,345	22,067
TELEGRAPH STATIONS.					
1	1	190	Signal Master, Fort Phillip	190	
1	1	82	Signal Master's Assistant	94	
1	1	171	Signal Master, South Head	171	
1	1	98	Junior Operating Clerk, South Head	98	
1	1	52	Operator, Nelson's Bay	52	
1	1	26	Do. Port Stephens	26	
1	1	26	Do. Port Office, Sydney	26	
				645	657
7	7			20,990	22,724
AUSTRALIAN COAST LIGHT-HOUSES.					
			Contribution towards the maintenance of Lights on Gabo Island, Wilson's Promontory, King's Island, and Kent's Group	2,000	
			Contribution towards the maintenance of Lights on Gabo Island, King's Island, and Kent's Group		1,000
CONTINGENCIES.					
		150	Travelling Expenses	150	
		400	New Boats and repairs, and repairs to Boat-sheds and Pilot Stations	400	
		100	Forage and Farriery	100	
		50	Expense of Communication	50	
		48	For the maintenance of the four Leading Lights on the Beacons erected in the Port of Newcastle	48	
		6	Expense of sounding a Gong at Fort Denison during foggy weather	6	
		300	Incidental Expenses	350	
				1,054	1,104
140	148		TOTAL £	24,044	24,828
Life-boats.					
		400	Gratuities to Coxswains and Crews of Life-boats, Sydney and Newcastle	400	400

ESTIMATES OF EXPENDITURE—1872.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
Miscellaneous Services.				
Postage of Public Departments	6,500		7,000	
Advertising for the Public Service	4,000		4,000	
For the transmission of Telegraphic Messages	5,000		5,000	
Duty Stamps for the Public Service	500		500	
One-half per cent. Commission on payments in England, by the Government Financial Agents, on (say) £700,000	3,500		3,500	
Exchange on Remittances within and beyond the Colony	2,000		2,000	
To provide for a Queen's Plate to be run for annually on Rand- wick Racecourse, under the auspices of the Australian Jockey Club (Resolution of Assembly)	200		200	
To meet the Expense of carrying on the Inner Waters and Coast Surveys	1,500		1,500	
Allowance for Postage and Stationery to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts	1,800		1,900	
Provisions to be left on Booby Island, for the relief of Shipwrecked Persons	30		30	
Provisions to be left at Somerset, for the relief of Shipwrecked Persons	30		30	
Gratuity to the Widow of the late Pilot Jenkins, being at the average rate of one month's pay for each year of his service... ..	.....		466	
Balance due to the Imperial Government for Warlike Stores ... ..	.....		90	
To meet Unforeseen Expenses, to be hereafter accounted for	3,000		5,000	
Other Votes, 1871	12,063		.....
		40,123		29,216
Advance to Treasurer.				
To enable the Treasurer to make Advances to Public Officers and others, and on account of other Governments. The whole amount to be adjusted not later than the 31st December, 1873 ... ..	.....	30,000	.....	30,000

VI.

Secretary for Lands.

SUMMARY.

CHARGEABLE ON REVENUE.	Voted for 1871.	Required for 1872.
	£	£
Department of Lands	10,368	10,368
Survey of Lands	70,852	71,457
Rent of Offices	450	380
Commission to Land Agents, Appraisers, and others	4,000	4,000
Occupation of Lands	10,525	9,568
Gold Fields	2,794	3,419
Prevention of Scab in Sheep... ..	9,577	9,765
Inspection of Cattle	302	302
Imported Stock ... ..	.....	315
Coal Fields	1,350	1,350
Botanic Gardens	3,175	5,815
Government Domains and Hyde Park	2,911	2,911
Minor Roads	4,300	4,300
Miscellaneous Services	4,425	11,912
TOTAL	£ 125,029	135,862

The Treasury, New South Wales,
29th November, 1871.

GEO. W. LORD,
Treasurer.

No. of Persons.		No. VI.—SECRETARY FOR LANDS.						SALARIES AND CONTINGENCIES.			
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
								£		£	
Department of Lands.											
1	1	Secretary for Lands	...	...	...	...	...	.....	1,500	.....	1,500
1	1	Under Secretary	...	...	...	...	...	.....	740	.....	740
1	1	Chief Clerk	...	...	...	...	...	555		555	
2	2	Clerks, at £380	...	...	...	...	...	760		760	
3	3	Do. at £333	...	...	...	...	...	999		999	
2	2	Do. at £285	...	...	...	...	...	570		570	
5	5	Do. at £238	...	...	...	...	...	1,190		1,190	
6	6	Do. at £190	...	...	...	...	...	1,140		1,140	
10	10	Do. at £146	...	...	...	...	...	1,460		1,460	
									6,674		6,674
31	31										
CONTINGENT STAFF.											
4	4	Extra Clerks, at 5s. 6d. per diem	...	...	...	...	...	402		402	
2	2	Cadets, at £50 per annum	...	...	...	...	...	100		100	
									502		502
6	6										
MESSENGERS, &c.											
3	3	Messengers, 1 at £117,* 2 at £98	...	...	...	...	...	313		313	
2	2	Office-keepers, 1 at £61, 1 Assistant at £36	...	...	...	...	...	97		97	
1	1	Watchman, at 5s. per diem	...	...	...	...	...	92		92	
									502		502
6	6										
CONTINGENCIES.											
		Preparation of Deeds	...	...	...	...	...	300		300	
		Incidental Expenses	...	...	...	...	...	150		150	
									450		450
43	43	TOTAL	...	...	...	...	£	.....	10,368	.....	10,368
Survey of Lands.											
SURVEY STAFF.											
1	1	Surveyor General	...	...	...	...	...	925		925	
5	5	District Surveyors, at £705	...	...	...	...	(£675 in 1871)	3,375		3,525	
6	6	First Class do., at £610	...	...	...	...	(£580 in 1871)	3,480		3,660	
6	6	Second Class do., at £515	...	...	...	...	(£485 in 1871)	2,910		3,090	
17	17	Field Assistants, at 5s. 6d. each per diem	...	...	...	...	...	1,707		1,712	
68	68	Wages and Provisions to Surveying Parties, at 4s. and 4s. 6d. per diem	...	...	...	...	...	5,264		5,278	
									17,661		18,190
103	103	Carried forward	£	17,661	18,190

* Provided with Quarters, Fuel, and Light.

ESTIMATES OF EXPENDITURE—1872.

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No. VI.—SECRETARY FOR LANDS.

No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
Survey of Lands—continued.						
103	103	Brought forward ... ..	.....	17,661	.....	18,190
DRAWING AND LITHOGRAPHIC STAFF.						
1	1	Chief Draftsman	555		555	
6	6	1st Class Draftsmen—1 at £475, 1 at £428, 2 at £380, 1 at £333, and 1 at £285	2,281		2,281	
16	16	2nd Class Draftsmen—9 at £285, 5 at £233, and 2 at £209	4,173		4,173	
24	24	3rd Class Draftsmen—15 at £190, 8 at £146, and 1 at £98	4,116		4,116	
7	7	Supernumerary Draftsmen, at £73 each	511		511	
1	1	Engraver	285		285	
1	1	Engraver's Assistant	73		73	
4	4	Lithographic Printers—1 at £271, 1 at £200, 1 at £166, and 1 at £73	710		710	
3	3	Description Writers—1 at £209, 1 at £146, and 1 at £98	453		453	
1	1	Assistant Draftsman, Leasing Branch	190		190	
1	1	Plan Moulder	190		190	
1	1	Custodian of Plans	190		190	
1	1	Clerk in Charting Branch	146		146	
				13,873		13,873
67	67					
CLERICAL STAFF.						
1	1	Chief Clerk and Accountant	380		380	
2	2	Clerks at £285	570		570	
2	2	Do. at £146	292		292	
1	1	Supernumerary Clerk, at 5s. 6d. per diem	100		101	
3	...	Messengers, 2 at £98, and 1 at £73	269		.....
...	3	Do., at £98 ... ..	.....		294	
2	2	Office-keepers, 1 at £36, and 1 at £26	62		62	
				1,673		1,699
11	11	TOTAL SALARIES	£	33,207	.....	33,762
CONTINGENCIES.						
		To complete measurement of Base Line	500		500	
		Allowance, in lieu of Forage, to Surveyor General	50		50	
		Fees to Licensed Surveyors	34,000		34,000	
		Passage and Freight	150		150	
		Extra Forage Allowance in special cases	500		500	
		Purchase of Surveying Instruments and Books	250		250	
		Lithographic Drawing, Printing, and Materials	750		750	
		Lithographing Patented Inventions	150		150	
		Drawing Tracings by piece-work	220		270	
		Rent of Rooms for deposit of Records by Surveyors in Country Towns	250		250	
		Fees to Draftsmen for Diagrams on Deeds	600		600	
		Incidental Expenses	225		225	
				37,645		37,695
181	181	TOTAL	£	70,852	.....	71,457
RENT OF OFFICES.						
		Rent of additional Offices (Lands Occupation Branch) Gresham-street	300		.....
		Do. (Branch Survey) Pitt-street	150		.....
		Rent, Branch Office, Macquarie-place (Occupation and Survey) ... ..	.....		380	
				450		380
		COMMISSION to Land Agents, Appraisers, and others	4,000		4,000

ESTIMATES OF EXPENDITURE—1872.

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No. VI.—SECRETARY FOR LANDS.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1871	1872	Amount Voted for 1871.		Amount Required for 1872.	
		Prevention of Scab in Sheep.			
		£		£	
1	1	475		475	
1	1	107		107	
5	5	1,665		1,665	
10	10	2,380		2,380	
1	1	190		190	
14	13	2,044		1,898	
2	2	196		196	
3	3	150		150	
8	12	1,168		1,752	
			8,375		8,813
		Forage:—			
		50		50	
		200		150	
		300		150	
		150		150	
		10		10	
		65		65	
		150		150	
		20		20	
		50		50	
		207		157	
			1,202		952
45	48	£	9,577	£	9,765
		Inspection of Cattle.			
1	1	25		25	
1	1	98		98	
1	1	146		146	
			269		269
		8		8	
		25		25	
			33		33
3	3	£	302	£	302
		Imported Stock.			
				150	
				50	
				30	
				25	
				60	
					315
		£		£	315
		Coal Fields.			
1	1	555		555	
1	1	285		285	
			840		840
		60		60	
		50		50	
		400		400	
			510		510
2	2	£	1,350	£	1,350

No. of Persons.		No. VI.—SECRETARY FOR LANDS.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Botanic Gardens.					
1	1	Director	380		380
1	1	Overseer	146		146
1	1	Clerk and Librarian	146		146
1	1	Bailiff	105		105
			777		777
		Wages to Gardeners and Labourers	1,563		1,563
		Travelling and other Expenses of Director	100		100
		Forage for one Horse	50		50
		Cases for Plants, and expenses of transmission	40		40
		Towards the formation of a Public Botanical Library	25		25
		Coals and Manure	40		50
		Preparing Ground for New Plantations	100		100
		Cost of Aviary	200		200
		Painting and repairing Seats	15		25
		Labelling the Plants and Shrubs	15		15
		Levelling and preparing for planting reclaimed ground... ..	150		.....
		Trenching, draining, and making Walks,—reclaimed ground, Lower Gardens ... ..	.....		400
		New Cart and Truck ... ..	.....		20
		New Gates ... ..	.....		350
		New House for Director ... ..	.....		2,000
		Incidental Expenses	100		100
			2,398		5,038
4	4	TOTAL ... .. £	.....	3,175	.....
Government Domains and Hyde Park.					
1	1	General Overseer... ..	127		127
1	1	Bailiff	117		117
			244		244
		Wages to Labourers	862		862
		Forage for one Horse	50		50
		Gravel to keep in repair Roads and Paths	300		250
		Repair of Gates and Fences	125		100
		To trench and fence in Ground for additional Plantations	150		150
		Soil and Manure	50		25
		To keep in order Plantations at Court House, Darlinghurst, and at other Public Buildings	80		80
		Incidental Expenses	50		50
			1,667		1,567
		For the improvement of Hyde Park	1,000		1,000
		Cutting Steps on Path from Cowper Wharf towards Bath		100
			1,000		1,100
2	2	TOTAL £	2,911

ESTIMATES OF EXPENDITURE—1872.

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No. VI.—SECRETARY FOR LANDS.

	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
Minor Roads.				
Alignment Posts for Towns	300		300	
To meet Expense of fencing Public Roads where proclaimed through enclosed Lands	4,000		4,000	
		4,300		4,300
Miscellaneous Services.				
For the erection of Public Pounds	200		200	
For preservation of the Caves at Fish River	50		50	
For preservation of the Wombeian Caves	25		25	
For fencing Public Cemeteries	1,000		1,000	
Parramatta Park	100		100	
Fees to Commissioners of the Court of Claims for hearing and reporting on claims to Grants of Land in terms of the Act 5 Wm. IV No. 21	125		125	
Appraised Compensation to John Thomas Saunders, for loss of auction selection made by him at Muscleebrook on 18th November, 1868, also for loss of improvements erected thereon... ..			25	
Half-cost of widening Enmore Road, on condition of the remaining half, viz. £300, being paid by the Borough Councils of Newtown and Marrickville			300	
Compensation to Mr. Tait for loss of land taken for widening the Road from Randwick to Coogee			115	
Costs incurred by T. H. Mate for ejection of Nugent from his purchased land			556	
Compensation to John Bain in respect of severance of his land by Main Southern Road			17	
Compensation to Peter Starkie for land conditionally purchased by him subsequently sold by auction to R. M'G. M'Laurin... ..			50	
Refund of Fees to the Trustees of the Necropolis, Haslem's Creek, paid into Treasury by the Secretary of the Necropolis in error			549	
Compensation to Mrs. Harpur for loss of land (improved by her) by the opening of the deviation in the Road from Bodalla to Bega			26	
To meet costs of legal expenses incurred in cases of ejection of illegal occupants from Crown Lands, sold or about to be sold			150	
Compensation to Mr. Hannan for land sold to him which was the property of Mr. Barber			632	
Half-cost of survey of the boundary-line between New South Wales and South Australia			1,104	
Refund to Messrs. Wentworth and Richardson of rent and assessment paid in error on certain Runs, the tenures of which have been cancelled			842	
Refund to Trustees of Hawkesbury Benevolent Society—Rent paid on Mooki West Run for the years 1870 and 1871			200	
Compensation to Messrs. Buckland and Northwood for their frontage to Woolloomooloo Bay, resumed by the Crown, in the reclamation of the mud flats in that Bay (including taxed Costs)			4,696	
Compensation to Mr. M. J. Peden for loss of 4 acres of land taken for Railway purposes			150	
Road from the Bogan to the Lachlan, Water-tanks, &c.			1,000	
Other Votes, 1871	2,925			
		4,425		11,912

VII.

Secretary for Public Works.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
CHARGEABLE ON REVENUE.		
Department of Public Works	4,020	4,020
Railways :—		
General Establishment	2,129	3,780
Works in Progress—Establishment	8,058	8,614
Existing Lines—Working Expenses	191,005	198,626
Miscellaneous	2,060	2,000
Harbours and Rivers Navigation :—		
Establishments	24,110	30,473
Public Works	8,754	3,950
Colonial Architect	5,778	6,313
Public Works and Buildings	47,050	78,550
Roads and Bridges :—		
General Establishment	2,551	2,551
Superintendence	5,511	5,511
Construction and Maintenance	166,591	171,477
Electric Telegraphs	1,900	.....
Fitz Roy Dock ... ..	.....	*.....
Miscellaneous Services	70	70
	469,587	515,935
TO BE RAISED BY LOAN.		
Railways	300,000	1,260,000
Harbours and Rivers Navigation	13,356	63,747
Public Works and Buildings	12,000	46,000
Roads and Bridges	7,000	38,000
Electric Telegraphs... ..	.....	3,850
Defences	30,000	.....
To pay off Debentures issued under 29 Vic. No. 5, falling due 31st December, 1872. ... ..	.....	50,000
	362,356	1,461,597
TOTAL £	831,943	1,977,532

* Transferred to Harbours and Rivers Navigation.

The Treasury, New South Wales,
29th November, 1871.GEO. W. LORD,
Treasurer.

No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.			
1871	1872	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1871.		Amount Required for 1872.	
		£		£	
Department of Public Works.					
1	1	Secretary for Public Works	1,500		1,500
1	1	Under Secretary	740		740
1	1	Chief Clerk	475		475
1	1	Clerk	238		238
1	1	Do.	190		190
1	1	Messenger	117		117
1	1	House-keeper	50		50
			3,310		3,310
		Rent	650		650
		Incidental Expenses (including quarters for Messenger)	60		60
			710		710
7	7	TOTAL	£	4,020	4,020
Railways.					
...	1	Commissioner	.....		800
GENERAL ESTABLISHMENT.					
1	1	Accountant	380		380
1	1	Chief Clerk	380		380
1	1	Cashier, South and West	285		285
...	1	*Do. North	.....		146
1	1	Clerk	285		238
1	1	Do.	238		238
1	1	Do.	190		190
1	1	Do.	73		73
1	1	Messenger and Assistant Office-keeper	98		98
			1,929		2,828
		Travelling and Incidental Expenses	200		200
		Other Clerical Assistance (now paid from Working Expenses):—1 at £173, 2 at £148, 1 at £146, 1 at £137	.....		752
			200		952
8	15	TOTAL	£	2,129	3,780
WORKS IN PROGRESS.					
<i>Valuation of Land.</i>					
1	1	Valuator	475		475
		Travelling Expenses	100		100
			575		575
<i>Engineering Branch.</i>					
1	1	Engineer-in-Chief	1,388		1,388
1	1	Assistant Engineer	648		648
1	1	Chief Draftsman	475		475
1	1	Draftsman	190		190
1	1	Chief Clerk	†333		380
1	1	Clerk	238		238
1	1	Do.	146		146
1	1	Locomotive Foreman	380		380
1	1	Do.	285		285
1	1	Superintendent of Way and Works	380		380
1	1	Inspector of Permanent Way	285		285
1	1	Do.	261		261
			5,009		5,056
		Travelling Expenses	300		300
		Forage Allowance for Engineer-in-Chief	74		74
		Contingent sum to provide such further Assistance as may be required	‡2,000		‡2,000
		Incidental Expenses	100		100
<i>New Rolling Stock.</i>					
...	1	§Inspecting Engineer of Rolling Stock, Machinery, and Permanent Way Materials, imported from England, and manufactured in the Colony	.....		509
			2,474		2,983
12	13	TOTAL	£	8,058	8,614

* Transferred from Traffic Branch North, and formerly paid from Working Expenses. † £47 in addition paid during 1871 from Contingent Vote.

‡ Appropriated in 1871 as follows:—

	1871	1872
Draftsman...	£403 15 0	£403 15 0
"	832 10 0	332 10 0
"	287 7 0	287 7 0
"	190 0 0	190 0 0
"	146 15 0	146 15 0
Clerk	98 0 0	98 0 0
"	50 0 0	50 0 0
Additional Draftsmen, Chainmen, &c.	.....	481 13 0

£1,518 7 0 £2,000 0 0

§ Now paid from Vote for Rolling Stock

ESTIMATES OF EXPENDITURE—1872.

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No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.			
		SALARIES AND CONTINGENCIES.			
1871	1872	Railways—continued.		Amount Voted for 1871.	Amount Required for 1872.
				£	£
		TRAFFIC BRANCH.			
1	1	Traffic Manager, Southern and Western Lines ...	...	475	475
1	1	Traffic Manager, Northern Line... ..	...	475	475
6	6	Station Masters, at £238 ... ..	...	1,428	1,428
1	1	Station Master ... ..	...	214	214
14	12	Station Masters, at £190 ... ..	...	2,660	2,280
...	1	Station Master ... ..	...	.....	175
...	1	Ditto at £175—for six months ... ..	...	.....	88
4	5	Station Masters, at £166 ... ..	...	664	830
14	14	Ditto at £146 ... ..	...	2,044	2,044
2	2	Station Masters, at £128 ... ..	...	256	256
1	1	Station Master ... ..	...	122	122
7	8	Station Masters, at £117 ... ..	...	819	936
...	...	Allowance to Station Masters for House Rent ...	...	635	635
1	1	Wharfinger, Newcastle ... ..	...	190	190
1	...	Telegraph Instrument Fitter for Railway Lines ...	...	146	...
				10,128	10,148
		TRAFFIC AUDIT.			
1	1	Traffic Auditor ... ..	...	380	380
1	1	Clerk ... ..	...	190	190
		Other Clerical Assistance, viz. :—			190
		1 at £150, 1 at £161 10s., 1 at £148 4s., 1 at £133,			
		1 at £100, 1 at £75. (Total, £767 14s. for 1872)		818	768
				1,388	1,528
		STORE.			
1	1	Storekeeper ... ..	...	285	285
		Do. ... ..	...	238	238
1	1	Clerk ... ..	...	190	173
1	1	Other Clerical Assistance, Wages of Labourers, &c., Voted for 1871 ... ..	...	1,506	...
		Required for 1872, viz. :—			
		CLERKS—1 at £148 14s., 1 at 35s. per week—£91;			
		1 at 30s. per week—£78; 1 at 15s. per week—£39.			
		LABOURERS—Foreman, at 52s. 8d. per week—			
		£136 18s. 8d., 1 at 8s. per day—£124 16s. Watch-			
		man and 6 Labourers at 6s. 6d. per day—			
		£727 0s. 6d. Messenger at 2s. 6d. per day—			
		£39 ... ..	...	.....	1,384
				2,219	2,080
		WAGES, STORES, &c.			
		Permanent Way—Wages ... ..	...	44,466	...
		Locomotive—Wages ... ..	...	39,885	...
		Stores, Sleepers, Ballast, and Incidental Expenses ...	...	47,169	...
				131,520	...
		<i>Locomotive Branch.</i>			
		Running Expenses and Repairs, and Renewal of Engines (Schedule A) ... ..	...	.....	58,500
		Repairs and Renewals of Carriages and Waggons (Schedule B) ... ..	...	.....	12,000
		<i>Permanent Way Branch.</i>			70,500
		Repairs and Renewals of Ways and Works (Schedule C) ... ..	...	.....	65,000
		Traffic Branch—Wages of Employés, including £4,900 for shipping Coal, which is recouped by Traffic charges ... ..	...	35,389	41,106
		Stores and Incidental Expenses ... ..	...	10,861	8,264
				45,750	114,370
58	59	TOTAL		£	191,005
		MISCELLANEOUS.			
		Widening the Newtown Bridge ... ..	...	2,000	.....
		Engine Shed at Penrith ... ..	...	60	.....
		To cover temporary Payments on account of Contractors and others; Vote to be credited as Advances are recovered ... ..	...	.....	2,000
				2,060	2,000

* With an allowance not exceeding £50 per annum for House-rent, where no residence is provided.

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.				SALARIES AND CONTINGENCIES.			
1871	1872	Harbours and Rivers Navigation.				Amount Voted for 1871.		Amount Required for 1872.	
		ENGINEER'S DEPARTMENT.				£		£	
1	1	Engineer-in-Chief...	...	...	...	1,018		1,018	
1	1	Chief Surveyor and Draftsman	...	...	...	380		380	
1	1	Draftsman	...	...	...	285		285	
1	1	Do.	...	...	...	261		261	
1	1	Chief Clerk and Accountant	...	...	...	285		285	
1	1	Clerk and Bookkeeper	...	...	...	214		214	
1	1	Clerk*	...	...	...	190		190	
1	1	Messenger	...	...	...	73		73	
...	1	Officekeeper†	...	...	...	.....		25	
						2,706		2,731	
		Travelling Expenses	...	...	...	120		120	
		Incidental Expenses	...	...	...	50		25	
8	9					170		145	
							2,876		2,876
		FITZ ROY DOCK.							
1	1	Engineer Mechanic	...	...	...	162		162	
1	1	Shipwright Carpenter and Foreman of Dock	...	...	...	190		190	
1	1	Watchman, at 6s. per diem	...	...	...	110		110	
1	1	Fireman, Messenger, and Boatman	...	...	...	105		105	
						564		567	
		Coals, Labour, and Materials for docking and undocking Vessels	...	...	...	400		400	
		Forage for one Draught Horse	...	...	...	40			
		Unforeseen Contingencies	...	...	...	50		100	
4	4					490		500	
							1,054		1,067
		STEAM DREDGE "HUNTER."							
1	...	Chief Engineer	...	...	...	285		.....
...	1	Engineer and Master	...	...	...	.....		285	
14	14	Crew	...	...	...	1,400		1,400	
						1,685		1,685	
		Repairs and Renewals, Coals, Stores, Steam Tug, and other Incidental Expenses	...	...	...	2,000		2,000	
15	15						3,685		3,685
		STEAM DREDGE "HERCULES."							
1	...	Master	...	...	...	238		.....
...	1	Engineer and Master	...	...	...	.....		238	
9	9	Crew	...	...	...	823		823	
						1,061		1,061	
		Repairs and Renewals, Coals, Stores, and other Incidental Expenses	...	...	...	1,000		1,000	
		Additional Punts...	...	...	...	1,200		1,400	
10	10						3,261		3,461
		Carried forward	...	...	£	.....	10,876		11,089

* Transferred from Cockatoo Island.

† Paid last year out of Incidental Expenses.

‡ These Officers have also a ration allowance of 1s. 6d. per day.

ESTIMATES OF EXPENDITURE—1872.

No. VII.—SECRETARY FOR PUBLIC WORKS.														
No. of Persons.										SALARIES AND CONTINGENCIES.				
1871	1872									Amount Voted for 1871.		Amount Required for 1872.		
										£		£		
Colonial Architect.														
1	1	Colonial Architect	...	...	...	...	...	...	...	925		925	
1	1	First Clerk of Works	...	...	...	...	...	...	...	555		555	
1	1	Clerk of Works	...	...	...	...	...	...	...	475		475	
1	1	Do.	...	...	...	...	...	...	...	380		380	
1	1	Do.	...	...	...	...	...	...	...	380		380	
...	1	Do.	...	...	...	...	...	...	...	.....		300	
1	1	First Foreman of Works	...	...	...	...	...	...	...	238		238	
1	1	Draftsman	...	...	...	...	...	...	...	285		285	
1	1	Do.	...	...	...	...	...	...	...	190		190	
...	1	Do.	...	...	...	...	...	...	...	.....		160	
1	1	Cadet	...	...	...	...	...	...	...	98		98	
1	1	Do.	...	...	...	...	...	...	...	73		73	
1	1	Chief Clerk	...	...	...	...	...	...	...	428		428	
1	1	Clerk	...	...	...	...	...	...	...	285		285	
1	1	Do.	...	...	...	...	...	...	...	238		238	
1	1	Do.	...	...	...	...	...	...	...	146		146	
1	1	Do.	...	...	...	...	...	...	...	98		98	
1	...	Do. and Draftsman	...	...	...	...	...	...	...	146		146	
1	1	Messenger	...	...	...	...	...	...	...	98		98	
1	1	Office-keeper	...	...	...	...	...	...	...	40		40	
											5,078		5,538	
Forge for the horses of the Colonial Architect and the First Clerk of Works										100		100		
Travelling Expenses of the Colonial Architect and Officers of the Department, when proceeding to inspect Public Works and Buildings										550		550		
Incidental Expenses										50		50		
...	1	Boatman		75		
											700		775	
18	20	TOTAL								£	5,778		6,313

ESTIMATES OF EXPENDITURE—1872.

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NO. VII.—SECRETARY FOR PUBLIC WORKS.

	Amount Voted for 1871.	Amount Required for 1872.
	£	£
Public Works and Buildings.		
For ordinary repairs, alterations, and additions to Public Buildings generally ...	12,000	12,000
For providing Furniture and Fittings for Public Offices generally	3,000	3,000
For repairs to Military and Volunteer Buildings	1,500	1,500
For lighting Lamps, sweeping Chimneys, &c., Victoria Barracks... ..	200	200
For lighting Government Lamps in Streets of Sydney and Domain	700	700
To provide Building and other Materials for completion or repair of Gaols and other Public Buildings, by the labour of Prisoners in Gaol... ..	6,500	6,500
Additions, Sydney Gaol	2,000	2,000
Police Buildings	3,000	3,000
Gaols, Court Houses, and Lock-ups	12,000	12,000
Supply of Coffins for Paupers	150	150
Furniture for, and Repair of, Telegraph Stations	1,000	2,000
Additions, Alterations, and Repairs, Protestant Orphan School, Parramatta ...	1,000	1,000
Additions and Materials to the New Gaol at Maitland	2,000	1,000
Repairs to Workshops and Officers' Quarters, Cockatoo Island	50	50
Repairs to Roman Catholic Orphan School	1,000	1,000
Preparing Ground and Planting at Public Buildings	150	150
Cottages, Spectacle Island	800	.....
Additions and alterations to Benevolent Asylum, Liverpool ... ..	.....	5,000
Additions and alterations to Benevolent Asylum, Parramatta ... ..	.....	2,000
Additions to Hospital for Insane, Gladesville ... ..	.....	7,000
Additions to Lunatic Asylum, Parramatta ... ..	.....	9,000
Erection of Quarters for Custom House Officer at Ballina ... ..	.....	500
Additions to Supreme Court ... ..	.....	1,000
For Furniture, internal Fittings, and other Works at New General Post Office...	.....	6,000
Erection of a Court House at Gulgong ... ..	.....	400
Erection of a Court House at Hill End ... ..	.....	900
Erection of a Court House and Telegraph Station at Ten-mile Creek ... ..	.....	500
TOTAL	£ 47,050	78,550

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.				SALARIES AND CONTINGENCIES.				
1871	1872					Amount Voted for 1871.		Amount Required for 1872.		
						£		£		
Roads and Bridges.										
GENERAL ESTABLISHMENT.										
1	1	Commissioner and Engineer	...	...	...	740		740	
1	1	Assistant Engineer	...	...	...	380		380	
1	1	Chief Clerk and Cashier	...	...	...	309		309	
1	1	Accountant	...	...	...	285		285	
1	1	Clerk	...	...	...	214		214	
1	1	Messenger	...	...	...	73		73	
							2,001		2,001	
Equipment Allowance for Commissioner and Engineer						100		100		
Travelling Expenses, Instruments, Books, and other Incidental Expenses						450		450		
							550		550	
6	6	TOTAL	...	...	£	.....	2,551	.....	2,551
SUPERINTENDENCE.										
7	7	Superintendents, at £333	...	...	...	2,331		2,331	
2	2	Ditto at £285	...	...	...	570		570	
4	4	Overseers, at £190	...	...	...	760		760	
							3,661		3,661	
Travelling Allowance to Superintendents and Overseers						1,650		1,650		
Ditto to Superintendents and Overseers in charge of Minor Roads						200		200		
							1,850		1,850	
13	13	TOTAL	...	...	£	.....	5,511	.....	5,511
CONSTRUCTION AND MAINTENANCE.										
<i>Main Northern Road.</i>										
Morpeth to Muswellbrook, Tolls to be expended where collected						1,868		.....	
Muswellbrook to Armidale, ditto ditto						3,853		.....	
Muswellbrook to Armidale, 166 miles, at £50 per mile						8,300		.....	
Morpeth to Murrurundi, Tolls to be expended where collected						.....		4,315	
Murrurundi to Armidale, ditto ditto						.....		2,200	
Ditto ditto 135 miles, at £50 per mile						.....		6,750	
							14,021		13,265	
<i>Main Southern Road.</i>										
Fifth Milestone to Goulburn, Tolls to be expended where collected						1,430		2,051		
Goulburn to Albury, ditto ditto						3,061		4,141		
Goulburn to Albury, 254 miles, at £50 per mile						12,700		12,700		
							17,191		18,892	
<i>Main Western Road.</i>										
Sydney to Penrith, Tolls to be expended where collected						2,832		.....	
Mount Victoria to Solitary Creek, Tolls to be expended where received						241		.....	
Solitary Creek to Wellington ditto ditto						3,706		.....	
Ditto ditto ditto, 130 miles, at £50 per mile						6,500		.....	
Sydney to Lapstone Hill, Tolls to be expended where collected						.....		2,887	
Mount Victoria to Solitary Creek, ditto ditto						.....		347	
Solitary Creek to Dubbo, ditto ditto, £4,950						.....		1,950	
Less voted in anticipation £3,000						.....		.....
Ditto ditto 166 miles, at £50 per mile						.....		8,300	
							13,329		13,484	
Carried forward						£	44,541	45,641

ESTIMATES OF EXPENDITURE—1872.

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No. VII.—SECRETARY FOR PUBLIC WORKS.

	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
Roads and Bridges—continued.				
CONSTRUCTION AND MAINTENANCE—continued.				
Brought forward ... ..	.....	44,541	.....	45,641
<i>Other Roads and Bridges.</i>				
Road Clarence River to Great Northern Road	5,000		.....
Main Road, Grafton to Glen Innes, 100 miles at £50 ... ..	.....		5,000	
Road Armidale to Grafton ... ..	.....		1,000	
Road Merriwa to Scone ... ..	.....		500	
Mudgee Road	4,000		.....
Tolls	1,600		.....
Main Road, Wallerawang to Mudgee, 75 miles at £50 ... ..	.....		3,750	
* Do. do. † Tolls, £3,100 anticipated ... ..	.....		.....
Do. Goulburn to Queanbeyan, <i>via</i> Tarago and Bungendore, 60 miles at £50 per mile ... ..	..... †		3,000	
Do. do. † Tolls ... ..	.....		1,000	
Do. Tarago to Braidwood, 36 miles at £50 per mile ... ..	..... †		1,800	
Do. do. † Tolls ... ..	.....		400	
Do. Bathurst to Cowra, 62 miles at £50... ..	..... †		3,100	
Do. do. † Tolls ... ..	.....		1,200	
Minor Roads, as per Schedule	40,200		36,000	
Bridges on Road Dubbo to Warren ... ..	.....		1,750	
Contingent Works on Minor Roads not in Schedule, on Punts and Approaches, and on Approaches to Railway Stations, &c.	3,000		4,000	
Repair of and painting Bridges	3,000		3,000	
Constructing and repairing Toll Bars	300		1,000	
Estimated amount of Tolls to be collected at Grafton Punt, to be expended in maintenance and repair of same and Approaches	800		900	
Bridge at Goonoo Goonoo ... ..	.....		200	
Do. Wallabadah ... ..	.....		800	
Do. Haslem's Creek, near Parramatta ... ..	.....		700	
Do. Winburndale Creek Road, Bathurst to Peel ... ..	.....		500	
Do. Talbragar River, Cobborah ... ..	.....		500	
Do. Back Creek, Cowra to Forbes ... ..	.....		300	
Do. Kangaroo Creek, between Cowra and Forbes... ..	.....		350	
Do. Billabong Creek, at Walbundry ... ..	.....		650	
Do. Inveralochy ... ..	.....		1,200	
Do. Urana ... ..	.....		800	
Do. Between Ten-mile Creek and Wagga ... ..	.....		650	
Do. Cannonbar ... ..	.....		1,000	
Do. Over the Bogan ... ..	.....		800	
Punt at Paterson River ... ..	.....		300	
Do. Brecwarrina... ..	.....		400	
Repayment of Fines on Contracts '69 and '70, remitted in consequence of the heavy Floods ... ..	.....		750	
Bridge over Cockfighter's Creek ... ..	.....		500	
Additional Approaches to Wellington Bridge ... ..	.....		336	
Other Votes, 1871	15,000		.....
		72,900		78,136
		117,441		123,777
<i>Roads under Trustees.</i>				
Clerk... ..	.....		300	
Roads under Trustees, as per Schedule	26,000	}	41,000	
Minor Roads (Resolution of Assembly)	16,000			
Unclassified Roads	6,000		6,000	
Cost of obtaining Reports, and other Contingent Expenses	400		400	
Other Votes, 1871	750		.....
		49,150		47,700
TOTAL	£	166,591	.....	171,477

* On 1871 Estimates two items—£1,600 and £1,500. † To be expended where collected. ‡ Included in Schedule of Minor Roads under Department for 1871.

The Minor Road Schedules were voted as follows for 1871—2 Schedules { 40,200
26,000
By Resolution of House { 66,200
16,000
£ 82,200

ESTIMATES OF EXPENDITURE—1872.

No. VII.—SECRETARY FOR PUBLIC WORKS.				
	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
Electric Telegraphs.				
Iron Posts, Telegraph, Redfern to Junction	1,000		.....
Repairs to Line, Penrith to Bathurst	300		.....
To protect Main Street and Telegraph Offices, Murrurundi, being half of £1,200—other moiety on Road Estimates, 1871 ...	600		.....
		1,900		.....
<hr/>				
Miscellaneous Services.				
Attending to the lighting and extinguishing of the Gas, &c., in the Parliamentary Buildings ... ..	.....	70	.....	70
<hr/>				

No. VII.—SECRETARY FOR PUBLIC WORKS.

To be raised by Loan.	Amount Voted for 1871.		Amount Required for 1872.	
	£		£	
RAILWAYS.				
For completion of Lines already sanctioned	230,000		.....
Further for construction of Rolling Stock manufactured in the Colony	70,000		60,000	
For extending the Northern Line from Murrurundi to Tamworth, 59 miles—the Western from Bathurst to Orange, 46½ miles—and the Southern from Goulburn to Yass, 56 miles—in all 161½ miles; and for Extension from Kelso to Bathurst ...	.....	300,000	1,200,000	1,260,000
HARBOURS AND RIVERS NAVIGATION.				
Dredge for Manning, Macleay, and Clarence River, further sum, in addition to the £10,000 provided for under Loan Act, 32 Victoria, No. 18... ..	1,291		.....
Removing Obstructions and improving the Navigation of the Rivers Murray, Murrumbidgee, and Darling, further sum	5,000		.....
Southern Breakwater, Newcastle, further sum	5,000		.....
Coal Staiths, Newcastle, for masonry approaches	265			
Additional Siding, Purchase of Land required for Approach, &c., Coal Staiths, Newcastle ... ..	.....		4,397	
Towards Enlargement of Fitz Roy Dry Dock ... ..	.....		20,000	
Darling Harbour Wharf Extension, further sum ... ..	.....		10,000	
Purchase of Blackwattle Bridge and Causeway, and Pymont Bridge Company's Roads, between Pymont Bridge and Camperdown ... ..	.....		10,000	
Light-house, Wollongong, further sum	300		.....
Light-house, Ulladulla, further sum	500		.....
Blasting and removing rock in front of Newcastle Wharf... ..	1,000		.....
Completion of Bullock Island Bridge, on condition of £450 being raised by private contribution ... ..	.....		1,350	
Dredge, Tug, and Punts for Clarence River ... ..	.....		18,000	
		13,356		63,747
PUBLIC WORKS AND BUILDINGS.				
Completion of New General Post Office	12,000		6,000	
Towards the erection of the Eastern portion of the new General Post Office ... ..	.....		40,000	
		12,000		46,000
ROADS AND BRIDGES.				
Low-level Bridge over the Hawkesbury at Windsor	7,000		.....
Bridge at Warri, Shoalhaven ... ..	.....		5,000	
Bridge at Casino ... ..	.....		5,000	
Approaches and addition to height of Hay Bridge... ..	.....		2,000	
Approaches and addition to height of Nimboi Bridge ... ..	.....		4,000	
To metal where required on Mudjee Road, in anticipation of Annual Votes of £50 per mile ... ..	.....		22,000	
		7,000		38,000
ELECTRIC TELEGRAPHS.				
Telegraph Line to the Manning River, Tinonee, on the guarantee principle ... ..	.....		3,000	
Erection of Line and Telegraph Station, Gulgong... ..	.....		850	
		.....		3,850
DEFENCES.				
For construction of Fortifications and other Works of Defence, in addition to the sum of £30,000 already appropriated for such purpose, including purchase of Land required for the Defences	30,000		.....
		30,000		.....
REPAYMENT OF LOAN.				
To meet the First Instalment of the Loan of £300,000, under 29 Vic., No. 5, falling due 31st December, 1872. ... ..	.....	.....	.....	50,000
TOTAL	£	362,356	.....	1,461,597

VIII.

The Postmaster General.

SUMMARY.

	Voted for 1871.	Required for 1872.
	£	£
Post Office	117,801	109,251
Money Order Department	3,201	3,647
Government Savings Bank	500	.....
Electric Telegraphs	31,730	37,304
TOTAL	£ 153,232	150,202

*The Treasury, New South Wales,
29th November, 1871.*

GEO. W. LORD,
Treasurer.

No. of Persons.		No. VIII.—THE POSTMASTER GENERAL.						SALARIES AND CONTINGENCIES.			
1871	1872							Amount Voted for 1871.		Amount Required for 1872.	
		Post Office.						£		£	
1	1	Postmaster General	...	...	...	...	...	950		950	
1	1	Secretary	...	...	...	...	...	601		601	
1	1	Accountant	...	...	...	...	...	428		428	
1	1	Superintendent, Mail Branch	...	...	...	...	...	428		428	
1	1	Chief Clerk	...	...	...	...	...	356		356	
1	1	Cashier	...	...	...	...	...	356		356	
3	3	Clerks, at £285	...	...	...	...	...	855		855	
4	5	Do. at £238	...	...	...	...	...	952		1,190	
2	2	Do. at £214	...	...	...	...	...	428		428	
6	6	Do. at £190	...	...	...	...	...	1,140		1,140	
7	7	Do. at £166	...	...	...	...	...	1,162		1,162	
4	5	Do. at £146	...	...	...	...	...	584		730	
5	5	Do. at £129	...	...	...	...	...	645		645	
4	4	Do. at £98	...	...	...	...	...	392		392	
4	4	Stampers and Sorters, at £146	...	...	...	...	...	584		584	
6	7	Do. do. at £129	...	...	...	...	...	774		903	
6	6	Letter Carriers (1st Class), at £140	...	...	...	...	...	840		840	
14	14	Do. do. (2nd Class), at £129	...	...	...	...	...	1,806		1,806	
9	9	Do. do. (3rd Class), at £117	...	...	...	...	...	1,053		1,053	
7	9	Do. do. (4th Class), at £105	...	...	...	...	...	735		945	
1	1	Shipping Messenger	...	...	...	...	...	129		129	
3	3	Messengers, at £105	...	...	...	...	...	315		315	
1	1	Messenger	...	...	...	...	...	94		94	
1	1	Groom	...	...	...	...	...	101		101	
3	3	Mail Boys, at £76	...	...	...	...	...	228		228	
2	3	Do. at £50	...	...	...	...	...	100		150	
1	1	Office-keeper	...	...	...	...	...	61		61	
6	6	Mail Guards, at £146	...	...	...	...	...	876		876	
1	1	Postal Inspector	...	...	...	...	...	285		285	
18	20	Country Letter Carriers, at £117	...	...	...	...	...	2,106		2,340	
								19,364		20,371	
COUNTRY POSTMASTERS								.....	12,000	.....	12,250
CONTINGENCIES.											
Fuel and Light for Country Offices								50		100	
Rent Allowances ditto								350		400	
Forage Allowances to Postal Inspector and Country Letter Carriers								350		.....
Forage Allowance to Country Letter Carriers								.....		300	
Equipment Allowance to Postal Inspector								.....		100	
Forage and Farriery, Sydney Horses								400		400	
New Mail Carts								40		40	
Additional Horses								40		40	
Overtime, Sorting English Mails								400		400	
Uniforms for Letter Carriers and Mail Guards								100		450	
Postal Inspection								300		300	
New Stamps and Seals								150		150	
Iron Letter-receivers								120		.....
Incidental Expenses								350		350	
Extra Clerical Assistance								150		200	
Compensation to Mr. T. W. Elliott, late Official Postmaster, Wollongong, for loss of office, consequent upon amalgamation scheme,—one month's pay for each year of service								117		.....
								2,917		3,230	
124	132	Carried forward	..	..	..	..	£	.....	34,281	.....	35,851

ESTIMATES OF EXPENDITURE—1872.

93

No. of Persons.		No. VIII.—THE POSTMASTER GENERAL.				SALARIES AND CONTINGENCIES.			
1871	1872					Amount Voted for 1871.		Amount Required for 1872.	
						£		£	
		Post Office—continued.							
		Brought forward ... ..				.....	34,281	.....	35,851
		CONVEYANCE OF MAILS.							
		Inland				49,000		49,000	
		Gratuities for Ships' Mails, Foreign and Coast... ..				3,800		3,800	
		Porterage, including Landing and Shipping Mails				600		600	
		Receiving and sorting Intercolonial and Coast Mails after office hours				120		.....
		Expense of Steam Postal Communication with Great Britain, <i>via</i> Suez				20,000		20,000	
		Expense of Steam Postal Communication with Great Britain, <i>via</i> San Francisco				10,000		.....
							83,520		73,400
124	132	TOTAL				£	117,801	.....	109,251
		Money Order Department.							
1	1	Superintendent				555		555	
1	1	Chief Clerk				333		333	
1	1	Clerk				238		238	
1	1	Do.				190		190	
1	2	Clerks,				146		292	
2	2	Do. at £98				196		196	
1	1	Messenger				98		98	
1	1	Housekeeper				20		20	
							1,776		1,922
		CONTINGENCIES.							
		Extra Clerical Assistance				100		100	
		Travelling Expenses				100		100	
		Incidental Expenses				25		25	
		Intercolonial Offices—Commission							
		Commission to Country Postmasters							
		To pay the Imperial Government for Money Orders drawn upon the United Kingdom, 1 per cent. on (say) £50,000				1,200		1,500	
							1,425		1,725
9	10	TOTAL				£	3,201	.....	3,647
		Government Savings Bank.							
		Amount required to meet the probable expense of initiating the system ... ..				.....	500	.....	.....

ESTIMATES OF EXPENDITURE—1872.

No. of Persons.		SALARIES AND CONTINGENCIES.	
1871	1872	Amount Voted for 1871.	Amount Required for 1872.
No. VIII.—THE POSTMASTER GENERAL.			
Electric Telegraphs.			
		£	£
1	1	648	648
1	1	380	380
1	1	285	285
1	1	238	238
1	1	190	190
1	1	146	146
1	1	238	238
1	1	146	146
...	1	.....	146
1	1	285	285
...	1	.....	190
1	1	101	101
1	1	101	101
1	1	101	101
1	1	101	101
13	15	2,960	3,296
2	2	570	570
2	2	476	476
...	1	.....	200
15	15	2,850	2,850
25	25	4,275	4,275
17	17	2,482	2,482
...	2	.....	240
4	4	468	468
3	...	156	.....
7	...	182	.....
75	68	11,459	11,561
...	1	.....	200
1	1	190	190
2	1	332	166
6	6	876	876
27	32	2,727	3,232
1	1	98	98
4	17	208	884
...	3	.....	78
41	62	4,431	5,724
14	14	674	674
...	3	.....	78
14	17	674	752
ADDITIONAL OFFICERS required in consequence of extension of office hours:—			
1	2	146	292
1	1	52	52
2	3	198	344
145	165	19,722	21,677

ESTIMATES OF EXPENDITURE—1872.

95

No. VIII.—THE POSTMASTER GENERAL.						
No. of Persons.		SALARIES AND CONTINGENCIES.				
1871	1872	Amount Voted for 1871.		Amount Required for 1872.		
		£		£		
		Electric Telegraphs—continued.				
145	165	Brought forward... .. £	.....	19,722	.....	21,677
		CONTINGENCIES.				
		Horse Equipment, Forage Allowance, and Farriery, for 24 horses, for use of Line Repairers (21 in 1871)	1,533		1,752	
		Travelling Expenses of Line Repairers and Officers of Department generally	1,300		1,300	
		Rent of Temporary Offices, including Chief Office, Stables, and Store, Sydney... ..	1,800		1,800	
		Allowance to Officers for working overtime, at 2s. per hour	100		150	
		Messengers' Uniforms	200		200	
		Working Expenses of 5,800 miles of Line (5,500 in 1871)	2,500		3,000	
		To replace Instruments (including Railway Instruments), and for Portage and Unforeseen Expenses ...	1,000		2,000	
		Repairs to Lines generally	3,000		5,000	
		Fuel and Light for 92 Stations	300		300	
		Allowance in lieu of Quarters to Assistant Superintendent	75		75	
		Telegraph Books	50		50	
		Compensation to Mr. E. Rouse for loss of office ...	150		.....
				12,008		15,627
145	165	TOTAL ... .. £	.....	31,730	.....	37,304

SUPPLEMENTARY ESTIMATES

OF THE

EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR

1871

AND PREVIOUS YEARS.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
30 NOVEMBER, 1871.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

[6d.]

SUPPLEMENTARY ESTIMATES FOR 1871 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 OCT., 1871.	UNPAID ON 31 OCT., 1871.
	AMOUNT.	TOTAL.		
Services of 1870 and previous Years.				
No. III.—COLONIAL SECRETARY.				
GAOLS, COUNTRY DISTRICTS—1870.				
Acting Gaoler, Windsor, from 1st October, at £20 per annum	5 0 0			
Acting Gaoler, Grafton, from 23rd July, at £20 per annum	8 16 6			
		13 16 6	13 16 6	
AGENT GENERAL FOR THE COLONY.				
Difference of Salary between £1,000 and £1,500 per annum, from 16th to 31st De- cember, 1870		21 10 1		21 10 1
INDUSTRIAL SCHOOL FOR GIRLS, NEWCASTLE—1870.				
Provisions, &c., further sum		141 4 6	120 12 0	20 12 6
CHARITABLE ALLOWANCES, 1870.				
For the support of Paupers in Colonial Hospitals, further sum		438 7 0		438 7 0
MISCELLANEOUS.				
In aid of the Civil Service Superannuation Fund, to 31st December, 1870		6,286 17 6		6,286 17 6
No. IV.—ADMINISTRATION OF JUSTICE.				
PETTY SESSIONS, 1870.				
Travelling Expenses of Police Magistrates, further sum		100 0 0	17 15 5	82 4 7
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
MISCELLANEOUS.				
Postage of Public Departments, 1870, further sum	700 1 11			700 1 11
Interest on Advances by the London Branch of the Bank of New South Wales, to 31st December, 1870, pending the realization of Debentures	362 13 7		362 13 7	
Cost of Photographing Public Buildings, &c., 1870, further sum	110 19 8		53 17 11	57 1 9
		1,173 15 2		
No. VI.—SECRETARY FOR LANDS.				
OCCUPATION OF LANDS, 1870.				
Appraisement Fees, further sum		14 3 6	14 3 6	
Carried forward...	£	8,189 14 3	582 18 11	7,606 15 4

4 SUPPLEMENTARY ESTIMATES FOR 1871 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 OCT., 1871.	UNPAID ON 31 OCT., 1871.
	* AMOUNT.	TOTAL.		
Services of 1870 and previous Years—continued.				
Brought forward ... .. £	.....	8,189 14 3	582 18 11	7,606 15 4
No. VII.—SECRETARY FOR PUBLIC WORKS.				
HARBOURS AND RIVERS NAVIGATION.				
Ulladulla Wharf, 1864-6-7, further sum ...	14 10 0			
Incidental Expenses to Wharfs, Bridges, and other Public Works, 1867-8, further sum ...	54 7 4			
Steam Dredge "Samson," 1868, further sum ...	3 0 0			
Preliminary Harbour Surveys, 1869, further sum ...	10 3 8			
Steam Dredge "Samson," 1870, further sum ...	5 2 8			
		87 3 8	.....	87 3 8
PUBLIC WORKS AND BUILDINGS.				
Alterations to Post and Telegraph Stations, 1869, further sum ... ..	.....	212 1 4	.....	212 1 4
ROADS AND BRIDGES, 1870.				
Main Northern Road, further sum	46 10 0			
Main Southern Road, further sum	227 12 7			
Mudgee Road, further sum	122 10 2			
		396 12 9	396 12 9	.....
No. VIII.—POSTMASTER GENERAL.				
STEAM POSTAL COMMUNICATION WITH GREAT BRITAIN <i>via</i> Suez, 1870, further sum ...				
	.....	830 10 7	.....	830 10 7
APPROPRIATIONS WHICH LAPSED UNDER THE 17TH CLAUSE OF THE AUDIT ACT, TO BE REVOTED.				
To provide for the following Services on account of which claims to the extent undermentioned have since been presented, viz. :—				
Schedule C.—Church of England, 1870 ...	125 0 0		125 0 0	.....
Gaols generally, 1869... ..	1 2 6		.....	1 2 6
Preparing Ground and Planting at Public Buildings, 1870	6 0 6		.....	6 0 6
Travelling Expenses, Colonial Architect's Department, 1870	7 3 0		.....	7 3 0
Subordinate Roads, Southern Districts, 1869	280 0 0		.....	280 0 0
Towards the erection of School of Arts, Grafton, 1869	23 3 4		.....	23 3 4
Araluen Hospital, 1870	82 10 3		.....	82 10 3
Fencing Public Cemeteries, 1870	20 0 0		.....	20 0 0
Preservation of Caves, Fish River, 1870 ...	4 0 0		.....	4 0 0
Enclosing, Reclaiming, and Improving the Land attached to the Hospital, Newcastle, on condition of an equal amount being raised by private contributions, 1868... ..	233 1 6		.....	233 1 6
Carried forward £	782 1 1	9,716 2 7	1,104 11 8	9,393 12 0

SUPPLEMENTARY ESTIMATES FOR 1871 AND PREVIOUS YEARS.

5

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 Oct., 1871.	UNPAID ON 31 Oct., 1871.
	AMOUNT.	TOTAL.		
Services of 1870 and previous Years—continued.				
Brought forward ... £	.....	9,716 2 7	1,104 11 8	9,393 12 0
APPROPRIATIONS WRITTEN OFF TO BE REVOTED—continued.				
Brought forward... .. £	782 1 1			
Wharf at Albury, 1870... ..	259 0 0		90 9 2	168 10 10
Employment of Prisoners in Gaol, 1868 ...	4 2 0		.....	4 2 0
Fencing Road from the Punchbowl Road through the Brighton and Canterbury Estates to the Liverpool Road, where it passes through Mr. John Alexander's enclosed land, 1868	29 8 0			
		1,074 11 1	.....	29 8 0
TOTAL FOR 1870 AND PREVIOUS YEARS...	.....	10,790 13 8	1,195 0 10	9,595 12 10
 Services of 1871.				
No. III.—COLONIAL SECRETARY.				
POLICE.				
Guard at Government House, from 1st July to 14th September ... ..	.....	400 0 0	400 0 0	.....
GAOLS, COUNTRY DISTRICTS.				
Salaries of Acting Gaolers at Forbes, Hay, Narrabri, Wentworth, and Young, at £10 each per annum, from 1st January ... ..	.....	50 0 0	8 4 5	41 15 7
AUDITOR GENERAL.				
Difference between the Salary of £370 voted for the Examiner of Expenditure Accounts and £428, the salary to which that officer was promoted in 1870 in consequence of the death of the Inspector of Revenue Accounts, whose office was abolished ... ..	.....	58 0 0	.....	58 0 0
REGISTRAR GENERAL.				
Difference of Salary of Compiler of General Statistics, in consequence of alteration in the arrangement of the Department. ... ..	.....	53 3 4	.....	53 3 4
AGENT GENERAL FOR THE COLONY.				
Difference of Salary between £1,000 and £1,500 per annum, from 1st January	500 0 0			
Salary of W. C. Mayne, from 1st to 22nd May, at £1,000 per annum	60 5 5			
		560 5 5	60 5 5	500 0 0
GRANTS IN AID OF PUBLIC INSTITUTIONS.				
In aid of the Milton (Ulladulla) School of Arts, in the proportion of £1 to every £2 raised by private contributions ... ..	.....	15 0 0	.....	15 0 0
Carried forward ... .. £	.....	1,136 8 9	468 9 10	667 18 11

6 SUPPLEMENTARY ESTIMATES FOR 1871 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 Oct., 1871.	UNPAID ON 31 Oct., 1871.
	AMOUNT.	TOTAL.		
Services of 1871—continued.				
Brought forward ... £	.....	1,136 8 9	468 9 10	667 18 11
No. III.—COLONIAL SECRETARY—continued.				
MISCELLANEOUS.				
In aid of the Expedition to observe the approaching Total Eclipse of the Sun ...	300 0 0	.....	.....	300 0 0
Fees for examining Lunatics, further sum ...	150 0 0	.....	.....	150 0 0
Copying and Printing the Electoral Lists, further sum ...	360 0 0	.....	32 3 11	327 16 1
		810 0 0		
No. IV.—ADMINISTRATION OF JUSTICE.				
DISTRICT COURTS.				
Registrar, Goulburn,—difference of salary between £75 voted and £235 per annum ...	210 0 0	.....	68 15 0	141 5 0
Do. Albury, do. ...	210 0 0	.....	68 15 0	141 5 0
Do. Bathurst, do. ...	210 0 0	.....	68 15 0	141 5 0
Do. Armidale, do. ...	210 0 0	.....	68 15 0	141 5 0
Deputy-Registrar, Goulburn, at £50 per annum, from 1st January to 31st May ...	20 16 8	.....	20 16 8	.....
Do. Albury, do. ...	20 16 8	.....	20 16 8	.....
Do. Armidale, do. ...	20 16 8	.....	20 16 8	.....
Bailiff, Muswellbrook,—difference between salary of £25 and £40 per annum ...	15 0 0	.....	11 5 0	3 15 0
		917 10 0		
PETTY SESSIONS.				
<i>Gulgong.</i>				
Clerk of Petty Sessions, at £166 per annum, from 19th September ...	47 0 8	.....	5 10 8	41 10 0
<i>Gundagai.</i>				
Clerk of Petty Sessions, at £166 per annum, from 1st May to 30th June ...	27 13 4	.....	27 13 4	.....
<i>Mudgee.</i>				
Police Magistrate—Extra Services on Gold Fields ...	76 5 0	.....	.....	76 5 0
		150 19 0		
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
STAMP DUTIES.				
Cost of providing new Plates for Duty Stamps ...	.....	220 0 0	73 0 0	147 0 0
PRINTING, BOOKBINDING, POSTAGE STAMPS, &c.				
Wages, &c., further sum ...	.....	200 0 0	.....	200 0 0
MISCELLANEOUS.				
Exchange on Remittances within and beyond the Colony, further sum ...	2,200 0 0	.....	1,839 4 5	360 15 7
Interest on Advances by the London Branch of the Bank of New South Wales, pending the realization of Debentures ...	898 16 11	.....	898 16 11	.....
Duty Stamps for the Public Service generally, further sum ...	100 0 0	.....	12 4 9	87 15 3
		3,198 16 11		
Carried forward ... £	.....	6,633 14 8	3,705 18 10	2,927 15 10

SUPPLEMENTARY ESTIMATES FOR 1871 AND PREVIOUS YEARS.

7

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 OCT., 1871.	UNPAID ON 31 OCT., 1871.
	AMOUNT.	TOTAL.		
Services of 1871—continued.				
Brought forward ... £	.....	6,633 14 8	3,705 18 10	2,927 15 10
No. VI.—SECRETARY FOR LANDS.				
MISCELLANEOUS.				
Forming and metalling the Footpaths and Carriage-drive from Macquarie-street Entrance to Government House ...	165 0 0		64 18 9	100 1 3
Cost of tiling a certain portion of the Footpath from the Principal Entrance Gate to Government House ...	70 0 0		.....	70 0 0
Fencing part of the Road from Pomeroy to Collector where it passes through enclosed land ...	125 6 0		125 6 0	.....
		360 6 0		
No. VII.—SECRETARY FOR PUBLIC WORKS.				
ROADS AND BRIDGES.				
Main Western and other Roads ...	2,000 0 0		1,514 17 4	485 2 8
Rent of the Toll-bar on the Mudbank and Bunnerong Road, from 19th November, 1870, to 18th September, 1871, to be refunded to the Trustees to enable them to keep the Road in repair ...	245 0 0		.....	245 0 0
Rent of the Windsor Ferry, from 1st January to 13th November, 1871, to be refunded to the Trustees, to enable them to keep the Approaches and Works connected therewith in order ...	172 10 0		.....	172 10 0
Estimated amount of Tolls to be collected to end of the year on the Roads proclaimed Main Roads, except Mudgee Road ...	600 0 0		.....	600 0 0
		3,017 10 0		
HARBOURS AND RIVERS NAVIGATION				
Steam Dredge "Vulcan," Repairs, Renewals, Coals, Stores, Steam-tug, and other Incidental Expenses, Slip Expenses, and Painting, further sum ...	200 0 0		.....	200 0 0
Steam Dredge "Fitz Roy," do. do. ...	350 0 0		.....	350 0 0
Fitz Roy Dock, Contingent Expenses of Steam Tug, further sum ...	50 0 0		.....	50 0 0
Bell Buoy, Big Ben Rock, further sum ...	100 0 0		.....	100 0 0
Expense of Special Services by the Steamer "Thetis." ...	289 5 0		39 0 0	250 5 0
		989 5 0		
No. VIII.—POSTMASTER GENERAL.				
POST OFFICE.				
Expense of fitting up Railway Mail Vans ...	119 4 10			
Expense of Steam Postal Communication with Great Britain <i>via</i> San Francisco, further sum, being instalments due for the months of May and June ...	2,307 13 10			
		2,426 18 8		2,426 18 8
ELECTRIC TELEGRAPHS.				
Operator at Port Stephens, from 1st January	26 0 0		19 10 0	6 10 0
Operator at Hill End, from 1st August, @ £52 per annum ...	21 13 4		8 13 4	13 0 0
Operator at Nimitybelle, from 1st February, @ £52 per annum ...	47 13 4		24 13 4	13 0 0
Additional amount required to supplement Votes for Working Expenses, Instruments, &c. ...	400 0 0		.....	400 0 0
		495 6 8		
TOTAL, SERVICES OF 1871 ... £	.....	13,923 1 0	5,512 17 7	8,410 3 5
GRAND TOTAL ... £	.....	24,713 14 8	6,707 18 5	18,005 16 3

The Treasury, New South Wales,
29th November, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

Finance, 1872.

ESTIMATES

OF THE

WAYS AND MEANS

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR THE YEAR

1872.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED, 7 DEC., 1871.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

[1s. 5d.]

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No. 1.

CONSOLIDATED REVENUE FUND.

ACCOUNT CURRENT

SHOWING THE

RECEIPTS AND EXPENDITURE

FROM 1 JANUARY, 1871, TO 31 OCTOBER, 1871,

ON ACCOUNT OF SERVICES OF

1870.

AND

PREVIOUS YEARS;

AS ALSO,

THE ESTIMATED EXPENDITURE AND RECEIPTS FOR THE SAME
TO THE CLOSE OF THE ACCOUNT.

Consolidated

ACCOUNT CURRENT SHOWING RECEIPTS AND EXPENDITURE FROM THE 1ST JANUARY
AS ALSO, THE ESTIMATED EXPENDITURE AND

Dr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	To PAYMENTS in the Colony, from 1st January to 30th September, 1871, on account of 1870 and previous Years' Services, as per the Quarterly Statements published in the <i>Government Gazette</i> during the present year, viz. :— For the Quarter ending 31st March For the Quarter ending 30th June For the Quarter ending 30th September	122,722	11	2	47,229	8	6
		18,182	11	1			
		188,134	10	9			
2	„ PAYMENTS in the Colony, from 1st to 31st October, 1871, on account of Services of 1870 and previous years	2,566	18	1			
					190,701	8	10
3	„ PAYMENTS in London, from the 4th November, 1870, to the 6th September, 1871, on account of Services of 1870 and previous years				*122,930	7	2
	TOTAL... ..				£ 313,681	16	0
4	To ACTUAL CASH DEFICIT on 31st October, brought down				269,377	7	8
5	„ AMOUNT OF VOTES AND BALANCES OF VOTES of 1870 and previous years still retained as Liabilities on the Consolidated Revenue Fund	76,045	3	4			
	Less— Probable amount of further Savings	21,209	5	2			
					54,835	18	2
6	„ AMOUNT OF ADDITIONAL SUPPLEMENTARY ESTIMATES for 1870 and previous years, page 5				10,790	13	8
	TOTAL				£ 335,003	19	6

* Includes the payment of £100,000 short-dated Debentures, which fell due on 31st December, 1870.

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

1.

Revenue Fund.

TO THE 31ST OCTOBER, 1871, ON ACCOUNT OF SERVICES OF 1870 AND PREVIOUS YEARS;
RECEIPTS FOR SAME TO CLOSE OF THE ACCOUNT.

Cr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	By CASH BALANCE at the Credit of the Consolidated Revenue Fund, on the 31st December, 1870, as per Abstracts of the Public Accounts, laid on the Table of the Legislative Assembly on the 23rd November				32,058	15	10
2	„ AMOUNT received, in July, 1871, from the Government of Victoria, on account of Murray River Customs, 1870				10,000	0	0
3	„ AMOUNT of Advances from the Revenue of 1870, on account of the Western Road Vote of 1871, recovered				2,195	12	6
					44,254	8	4
4	„ BALANCE, being actual Cash Deficiency on 31st October, 1871				269,377	7	8
	TOTAL... ..			£	313,631	16	0
5	By ADVANCES on account of other Governments yet to be recovered				403	19	6
6	„ DEFICIENCY on account of 1870 and previous Years' Services, to be covered by the issue of the Treasury Bills authorized under the Treasury Bills Deficiency Act of 1871				334,600	0	0
	TOTAL			£	335,003	19	6

GEO. W. LORD,
Treasurer.

No. 2.

ACCOUNT

OF THE

ACTUAL AND ESTIMATED REVENUE AND EXPENDITURE

OF THE

CONSOLIDATED REVENUE FUND

OF

NEW SOUTH WALES,

FOR THE YEAR

1871.

Consolidated

ACCOUNT OF ACTUAL AND ESTIMATED

Dr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	To AMOUNT appropriated for GENERAL SERVICES, as per APPROPRIATION ACT, 35 Vic., No. 3	1,540,675	16	4			
2	„ AMOUNT of SPECIAL APPROPRIATIONS, as per Estimates-in-Chief for 1871, page 1	610,660	0	0			
3	„ AMOUNT of APPROPRIATIONS under CONSTITUTIONAL and COLONIAL ACTS, as per Estimates-in-Chief for 1871, pages 1 and 5	53,677	11	10			
4	„ AMOUNT appropriated under the Act 34 Vic., No. 10, to meet the difference between the Salaries paid for January last and the reduced amounts provided on the Estimates-in-Chief for 1871	3,163	12	5			
		2,208,177	0	7			
5	„ FIFTH INSTALMENT of Short-dated Debentures, issued under 29 Vict., Nos. 4 and 5, due 31st December, 1871	100,000	0	0			
					2,308,177	0	7
6	„ AMOUNT OF SUPPLEMENTARY ESTIMATE FOR 1871, page 7				13,923	1	0
7	„ ESTIMATED SURPLUS on the Revenue of this year				24,367	18	5
	TOTAL				£ 2,346,468	0	0

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

No. 3.

ACCOUNT

OF THE

CONSOLIDATED REVENUE FUND OF NEW SOUTH WALES,

SHOWING THE PROPOSED EXPENDITURE IN RELATION TO THE ESTIMATED INCOME

FOR THE YEAR

1872.

Consolidated

ACCOUNT OF ESTIMATED REVENUE

Dr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	To CHARGES ON CONSOLIDATED REVENUE FUND, as per Estimates-in-Chief for 1872 :—						
	General Services	1,603,150	6	8			
	Provided by Constitutional and Colonial Acts	52,943	5	9			
	Special Appropriations	636,460	0	0			
					2,292,553	12	5
2	„ SIXTH and LAST INSTALMENT of Short-dated Debentures, issued under 29 Vict., Nos. 4, due 31st December, 1872	46,700	0	0			
3	„ FIRST INSTALMENT of Loan raised under 31 Vict., No. 11, due 31st December, 1872	20,000	0	0			
					66,700	0	0
					2,359,253	12	5
4	„ CHARGES for Public Works and other Services proposed to be provided for by Loan	1,461,597	0	0			
	<i>Less</i> —Amount raised in excess of actual requirements under an issue of Debentures in 1870 under certain Loan Acts, to the amount of £450,000, which it is proposed to apply under Parliamentary sanction to meet some of these proposed Loan Services	54,370	12	9			
					1,407,226	7	3
5	„ ESTIMATED Surplus, 31st. December, 1872				58,172	6	0
	TOTAL				£ 3,824,652	5	8

The Treasury, New South Wales,
6th December, 1871.

3.

Revenue Fund.

AND EXPENDITURE FOR THE YEAR 1872.

Cr.

No.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
1	By ESTIMATED SURPLUS on the year 1871, brought forward .....	.....	24,367 18 5
2	„ ESTIMATED REVENUE for 1872, as per Statement marked A, page 17 .....	.....	2,393,058 0 0
			2,417,425 18 5
3	„ AMOUNT proposed to be raised by Loan for Public Works and other Services, as per other side .....	.....	1,407,226 7 3
	TOTAL .....	.....	£ 3,824,652 5 8

GEO. W. LORD,
Treasurer.

A

ABSTRACT STATEMENT showing the REVENUE of 1870, the ACTUAL and ESTIMATED REVENUE for 1871, and the ESTIMATED REVENUE for the Year 1872.

HEAD OF RECEIPT.	REVENUE OF 1870.	ACTUAL AND ESTIMATED REVENUE FOR 1871.	ESTIMATED REVENUE FOR 1872.
	£	£	£
Customs... ..	*853,816	†870,198	932,500
Duty on Refined Sugar and Molasses	17,817	19,067	19,000
Duty on Spirits distilled in the Colony	12,624	11,218	14,000
Gold Revenue	21,780	22,653	23,000
Mint Receipts	11,560	18,848	18,000
Land Revenue	478,070	495,548	547,300
Assessment on Sheep under Scab Act, and Fees on Inspection of Sheep and Cattle... ..	9,353	10,023	10,000
Fees under Registration of Brands Act	674	680	600
Postage	82,805	83,434	84,000
Money Orders' Commission	2,938	2,902	3,000
Licenses... ..	78,269	78,737	78,918
Fees of Office	25,606	28,045	30,355
Fines and Forfeitures	6,619	6,071	6,625
Rents, exclusive of Land	26,431	27,907	32,912
Stamps	65,158	78,967	85,000
Railway Receipts	303,780	350,202	396,000
Electric Telegraph Receipts	30,133	32,989	33,000
Pilotage Rates, Harbour Dues and Fees	16,004	16,218	17,800
Tonnage Dues	6,721	5,593	6,300
Interest on City Debentures	10,000	10,000	10,000
Miscellaneous	42,539	57,173	44,748
TOTALS	£ 2,102,697	2,226,468	2,393,058

* Inclusive of £30,000 received from the Government of Victoria, on account of Murray River Customs, 1869, and £31,648 refunded to that Government for Duties collected at the Border Towns, by New South Wales, in 1870.

† Includes £10,000 on account of Murray River Customs for 1870.

The Treasury, New South Wales,
6th December, 1871.

GEO. W. LORD,
Treasurer.

REVENUE DETAILED.					
	REVENUE OF 1870.	ACTUAL AND ESTIMATED REVENUE FOR 1871.			ESTIMATED REVENUE FOR 1872.
		Actual to 31 Oct.	Estimate to 31 Dec.	Total.	
	£	£	£	£	£
CUSTOMS.					
Spirits	319,914	259,701	52,198	311,899	325,000
Wine	21,629	25,226	6,544	31,770	30,000
Alc and Beer	23,248	30,969	3,915	34,884	33,000
Tobacco and Cigars	69,963	61,216	10,104	71,320	70,000
Tea	61,003	42,978	13,356	56,334	67,000
Sugar and Molasses	69,248	52,102	11,910	64,012	65,000
Coffee and Chicory	6,106	6,424	1,333	7,757	9,000
Opium	2,546	4,321	1,460	5,781	3,500
Malt	1,309	1,017	115	1,132	1,000
Hops	1,422	3,013	71	3,084	2,000
Rice	4,608	5,351	873	6,224	7,000
Dried Fruits	11,612	14,457	1,719	16,176	15,000
<i>Ad valorem</i>	147,894	108,458	25,006	133,464	135,000
Specific Duties	11,666	44,538	11,818	56,356	70,000
	752,168	659,771	140,422	800,193	832,500
Murray River Customs	*101,648	39,385	30,615	†70,000	100,000
	853,816	699,156	171,037	870,193	932,500
DUTY ON REFINED SUGAR AND MOLASSES	17,817	16,117	2,950	19,067	19,000
DUTY ON SPIRITS DISTILLED IN THE COLONY	12,624	8,635	2,583	11,218	14,000
GOLD REVENUE.					
Duty on Gold	16,231	13,498	3,916	17,414	17,000
Fees for Escort and Conveyance of Gold	5,549	3,741	1,498	5,239	6,000
	21,780	17,239	5,414	22,653	23,000
MINT RECEIPTS	11,560	13,348	5,500	18,848	18,000
LAND REVENUE.					
Land Sales	202,437	161,653	51,034	212,687	250,000
Balances of Conditional Purchases	18,348	14,513	2,118	16,631	25,000
Interest on Land Conditionally Purchased	30,058	36,029	1,516	37,545	45,000
Rent and Assessment on Pastoral Runs	210,955	30,670	175,419	206,089	203,500
Fees on Transfer of Runs	1,074	746	238	984	1,000
Quit Rents	24	253	25	278	250
Licenses to cut Timber on, and remove Material from, Crown Lands	1,978	2,060	654	2,714	3,500
Mineral Leases	2,454	3,160	2,175	5,335	5,000
Leases of Auriferous Lands	2,501	1,733	1,018	2,751	4,100
Miners' Rights	6,620	8,240	310	8,550	8,000
Business Licenses	664	949	35	984	950
Miscellaneous	957	759	241	1,000	1,000
	478,070	260,765	234,783	495,548	547,300
ASSESSMENT ON SHEEP UNDER SCAB ACT AND FEES ON INSPECTION OF SHEEP AND CATTLE	9,353	9,288	735	10,023	10,000
FEES UNDER REGISTRATION OF BRANDS ACT	674	630	50	680	600
POSTAGE	82,805	68,410	15,024	83,434	84,000
COMMISSION ON MONEY ORDERS	2,938	2,365	537	2,902	3,000
Carried forward	£ 1,491,437	1,095,953	438,613	1,534,566	1,651,400

* £30,000 on account of 1869.
50,000 on account of 1870.
21,648 collections by this Government refunded to Victoria.

£101,648

† 10,000 of this is on account of the year 1870.

REVENUE DETAILED—*continued.*

	REVENUE OF 1870.	ACTUAL AND ESTIMATED REVENUE FOR 1871.			ESTIMATED REVENUE FOR 1872.
		Actual to 31 Oct.	Estimate to 31 Dec.	Total.	
		£	£	£	
Brought forward ...	1,491,437	1,095,953	438,613	1,534,566	1,651,400
LICENSES.					
Wholesale Spirit Dealers ...	4,570	3,470	1,030	4,500	5,000
Auctioneers ...	1,752	746	990	1,736	1,745
Bonded Storekeepers ...	3,886	3,679	254	3,933	3,673
Retail Fermented and Spirituous Liquors...	63,289	63,445	84	63,529	63,500
Billiard and Bagatelle Licenses to Publicans	2,807	2,673	110	2,783	2,800
Distillers and Rectifiers ...	111	81	14	95	100
Hawkers and Pedlers ...	886	975	62	1,037	1,000
Pawnbrokers ...	442	300	160	460	450
Colonial Wine, Cider, and Perry ...	294	317	48	365	350
All other Licenses ...	232	280	19	299	300
	78,269	75,966	2,771	78,737	78,918
FEES OF OFFICE.					
Certificates of Naturalization ...	228	223	34	257	250
Preparation and Enrolment of Title-deeds	3,482	2,337	718	3,055	5,000
Registrar General ...	4,873	4,474	965	5,439	5,475
Prothonotary of Supreme Court ...	1,938	1,534	363	1,897	2,250
Master in Equity ...	521	384	73	457	550
Curator of Intestate Estates ...	323	1,014	213	1,227	1,500
Insolvent Court ...	1,812	1,649	383	2,032	2,000
Sheriff... ..	595	687	151	838	900
District Courts ...	3,569	3,447	639	4,086	4,430
Courts of Petty Sessions ...	3,089	2,522	678	3,200	3,250
Water Police Court and Shipping Masters	2,571	2,066	646	2,712	2,900
Steam Navigation Board ...	358	297	76	373	100*
Under Gold Fields Act ...	34	42	18	60	50
Slaughtering Fees, Glebe Island Abattoir...	1,134	1,051	195	1,246	1,200
Other Fees ...	1,079	991	175	1,166	500
	25,606	22,718	5,327	23,045	30,355
FINES AND FORFEITURES.					
Sheriff... ..	455	94	43	137	400
Courts of Petty Sessions ...	4,458	3,539	768	4,307	4,500
Water Police Court ...	757	701	245	946	1,000
For the Unauthorized Occupation of Crown Lands ...	440	208	69	277	300
Crown's Share of Seizures, &c. ...	241	35	47	82	100
Confiscated and Unclaimed Property ...	262	178	131	309	300
Other Fines ...	6	9	4	13	25
	6,619	4,764	1,307	6,071	6,625
RENTS, EXCLUSIVE OF LAND.					
Tolls and Ferries ...	18,632	16,506	3,494	20,000	25,000
Wharfs ...	5,273	4,335	573	4,908	5,000
Government Buildings and Premises ...	424	314	150	464	400
Glebe Island Bridge... ..	701	605	121	726	750
Glebe Island Abattoir ...	1,401	1,488	321	1,809	1,762
	26,431	23,248	4,659	27,907	32,912
STAMPS ...	65,158	68,008	10,959	78,967	85,000
RAILWAY RECEIPTS ...	303,780	278,576	71,626	350,202	396,000
ELECTRIC TELEGRAPH RECEIPTS ...	30,133	26,413	6,576	32,989	33,000
PILOTAGE RATES, HARBOUR DUES AND FEES, 35 Vic., No. 7 ...	16,004	12,765	3,453	16,218	17,800
Carried forward ...	£ 2,043,437	1,608,411	545,291	2,153,702	2,332,010

*To 31st March only.

REVENUE DETAILED—*continued.*

	REVENUE OF 1870.	ACTUAL AND ESTIMATED REVENUE FOR 1871.			ESTIMATED REVENUE FOR 1872.
		Actual to 31 Oct.	Estimate to 31 Dec.	Total.	
	£	£	£	£	£
Brought forward	2,043,437	1,608,411	545,291	2,153,702	2,332,010
TONNAGE DUES.					
Newcastle	6,457	4,280	1,020	5,300	6,000
Wollongong	196	173	29	202	200
Kiama... ..	68	74	17	91	100
	6,721	4,527	1,066	5,593	6,300
INTEREST ON CITY DEBENTURES	10,000	5,000	5,000	10,000	10,000
MISCELLANEOUS RECEIPTS.					
Sale of Government Property	2,238	1,918	516	2,434	2,250
Support of Patients in Lunatic Asylums	860	746	200	946	728
Collections by Government Printer	2,781	3,125	823	3,948	3,750
Payment by the Commissariat towards the support of British Prisoners and Lunatics		1,967		1,967	4,000
Store Rent of Gunpowder	1,788	827	164	991	1,200
Work performed by prisoners in Gaol	1,784	1,247	340	1,587	1,620
Fees on presenting Private Bills to the Parliament, and, on Letters of Registra- tion	765	665	90	755	700
Interest on Bank Deposits	5,979	2,332	647	2,979	3,000
Docking Vessels, Fitz Roy Dry Dock	1,113	654	300	954	1,500
Assessment on Sugar Refinery	1,000	750	250	1,000	1,000
Other Receipts	24,231	21,902	17,710	39,612	25,000
	42,539	36,133	21,040	57,173	44,748
TOTAL...	£ 2,102,697	1,654,071	572,397	2,226,468	2,303,058

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

GEO. W. LORD,
Treasurer.

LOANS' ACCOUNT.

ACCOUNT CURRENT

SHOWING THE POSITION OF

LOANS' ACCOUNT

ON

31st OCTOBER, 1871.

(EXCLUSIVE OF THE "LOAN FUND, 35 VIC. No. 5.")

Loans^rACCOUNT SHOWING THE POSITION OF THE
(exclusive of the Loan Fund,

Dr.

No.	PARTICULARS.	AMOUNT.																												
		£ s. d.																												
1	To AMOUNT OF LIABILITIES on this Account outstanding on the 31st October, 1871, being Appropriations for Public Works and other Services, authorized to be provided for by Loans, remaining unexpended on that date, as per Statement herewith marked B	572,746 6 2																												
2	<p>„ AMOUNT raised in excess of actual requirements on an issue of Debentures under certain Loan Acts to the amount of £450,000, which it is proposed to apply, under Parliamentary sanction, to meet, to a like extent, any future Services authorized to be provided for by Loans ..</p> <p>Which arises in the following manner, viz. :—</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Gross Proceeds of Loan</td> <td style="width: 10%; text-align: right;">444,063</td> <td style="width: 5%; text-align: right;">16</td> <td style="width: 5%; text-align: right;">8</td> </tr> <tr> <td>Less, Charges on Sale</td> <td style="text-align: right;">4,276</td> <td style="text-align: right;">8</td> <td style="text-align: right;">9</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">439,787</td> <td style="text-align: right;">7</td> <td style="text-align: right;">11</td> </tr> </table> <p>Of this there is required to cover amounts short-raised under certain Loan Acts up to 31 Vic. No. 11</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="width: 10%; text-align: right;">375,116</td> <td style="width: 5%; text-align: right;">4</td> <td style="width: 5%; text-align: right;">10</td> </tr> </table> <p>And to cover amounts short-raised under Loan Acts 32 Vic. No. 13 and 34 Vic. No. 2, &c., which were negotiated subsequently to the issue of Debentures for the £450,000</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="width: 10%; text-align: right; border-top: 1px solid black;">10,300</td> <td style="width: 5%; text-align: right;">10</td> <td style="width: 5%; text-align: right;">4</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">385,416</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">15</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">2</td> </tr> </table> <p>LEAVING an AMOUNT raised in excess on the £450,000 Loan, as above stated, of</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="width: 10%; text-align: right; border-bottom: 3px double black;">£54,370</td> <td style="width: 5%; text-align: right; border-bottom: 3px double black;">12</td> <td style="width: 5%; text-align: right; border-bottom: 3px double black;">9</td> </tr> </table>	Gross Proceeds of Loan	444,063	16	8	Less, Charges on Sale	4,276	8	9		439,787	7	11		375,116	4	10		10,300	10	4		385,416	15	2		£54,370	12	9	54,370 12 9
Gross Proceeds of Loan	444,063	16	8																											
Less, Charges on Sale	4,276	8	9																											
	439,787	7	11																											
	375,116	4	10																											
	10,300	10	4																											
	385,416	15	2																											
	£54,370	12	9																											
	TOTAL	£ 627,116 18 11																												

The Treasury, New South Wales,
6th December, 1871.GEORGE LAYTON,
Accountant.

Account.

LOANS' ACCOUNT ON 31ST OCTOBER, 1871,
35 Victoria, No. 5).

Cr.

No.	PARTICULARS.	AMOUNT.		
		£	s.	d.
1	BY BALANCE at the credit of the Loans' Account, on 31st October, 1871...	514,388	2	6
2	„ ISSUES ON ACCOUNT, viz. :— Railway Materials purchased, and either in stock or in transit from England, at 31st October, but not finally chargeable to the Appro- priations of Parliament for the Construction and Extension of Railways until issued for use	109,394	14	6
	Advances to the Commissioner for Railways remaining unadjusted on 31st October ...	1,479	12	0
	Advances to Messrs. P. N. Russell and Co., on account of their Contract for erection of Hay Bridge, not yet charged finally to the Appro- priation for same ...	682	11	8
	Advances prior to 31st December, 1870, in anticipation of Services proposed to be pro- vided for by Loans, not yet recovered ...	1,171	18	3
		112,728	16	5
	TOTAL	£	627,116	18.11

GEO. W. LORD,
Treasurer.

B

STATEMENT of VOTES AND BALANCES OF VOTES for Services authorized to be provided for by Loans, outstanding on 31st October, 1871.

(Exclusive of the Loan Fund, 35 Vic. No. 5.)

SERVICE.	AMOUNT.	TOTAL.
19 VICTORIA, No. 38.	£ s. d.	£ s. d.
St. Paul's College	5,205 0 0	
St. Andrew's College	20,000 0 0	
St. John's College	472 2 10	
Wesleyan College	20,000 0 0	
		45,677 2 10
19 VICTORIA, No. 40.		
Improving the Navigation of the River Hunter, &c. ...	0 15 7	
Railways—		
Completion of Line from Sydney to Liverpool, &c. ...	857 8 8	
Surveys for Extensions	13,243 0 7	
		14,101 4 10
20 VICTORIA, No. 34.		
Railway Works... ..	.....	72 10 8
23 VICTORIA, No. 5.		
To pay off Debentures due in 1860 ... ..	.....	370 0 0
23 VICTORIA, No. 10.		
Railways—		
Darling Harbour Branch	665 10 7	
Bridge, Bank-street, East Maitland	2,475 15 1	
Pier, Dowling-street	744 16 7	
Alphabetical Telegraph Instruments	137 14 3	
Electric Telegraph, from West Maitland to boundary of Queensland, <i>via</i> Singleton, Scone, Murrurundi, Tamworth, Bendemeer, and Armidale... ..	10,129 8 6	
		14,153 5 0
24 VICTORIA, No. 24.		
Electric Telegraph from Goulburn to Braidwood ... ..	.....	500 0 0
25 VICTORIA, No. 19.		
Railways—		
Picton to Goulburn	0 12 0	
Carriage Shed, &c., Northern Line	4,166 0 1	
Additions to Stations	1 12 6	
Free Public Library	15,784 19 6	
District Court, Sydney... ..	10,000 0 0	
Gaols and Penal Establishments	10,542 5 6	
Juvenile Reformatories	6,455 16 1	
		46,951 5 8
26 VICTORIA, No. 14.		
Railways—		
Newcastle to Wallsend Junction	1,315 11 6	
Telegraph Wire, Campbelltown to Picton	160 3 4	
Wharf, Newcastle	75 16 8	
Northern Breakwater, Newcastle	35 13 7	
Breakwater, Clarence River	28,151 11 0	
Wharf and Shoots, Morpeth	5,708 13 0	
Public Works Offices	9,904 11 3	
		45,352 0 4
Carried forward	£	167,177 9 4

STATEMENT—continued.

SERVICE.	AMOUNT.			TOTAL.		
	£	s.	d.	£	s.	d.
Brought forward				167,177	9	4
27 VICTORIA, No. 14.						
Railways—						
Northern Line	4,092	19	6			
Work-shops, Northern Line	49	6	9			
Siding, Haslem's Creek	178	14	6			
Coal Sidings, Newcastle	2,933	6	3			
Gate Houses, Western Line	68	9	7			
Land for Morpeth Extension	6	1	8			
Electric Telegraphs—						
Erection of Stations on Southern, Western, Northern, and Mudgee Lines	1,326	6	11			
Station Houses at Grafton, Wagga Wagga, and Hay	1,250	0	0			
Wharves and Coal Basin, Newcastle	30,990	9	9			
				40,895	14	11
29 VICTORIA, No. 9.						
Railways—						
Additional Land at Newtown for Sidings	29	2	4			
To meet outstanding Claims for Land on the Penrith, Picton, and Singleton Extensions	5,380	0	6			
Erection of Railway Station at Douglas Park	9	5	9			
Extension of Great Northern Line to Terminus at Morpeth	7	1	1			
Public Works and Buildings—						
Penitentiary	25,000	0	0			
Lunatic Asylum	21,443	0	9			
Immigration—						
For the purpose of assisting Immigration to this Colony	11,927	14	4			
				63,796	4	9
29 VICTORIA, No. 23.						
Railways—						
Extension of Great Northern Line	68,881	6	11			
Enlarging Railway Bridges at East Maitland	1,491	2	10			
Roads, &c.—						
Singleton Bridge	3,339	16	9			
Extension of Riley-street to Palmer-street	1,000	0	0			
Fortifications—Heavy Guns	5,876	10	7			
				80,588	17	1
30 VICTORIA, No. 23.						
Railways—						
Engine Shed, Windsor and Richmond Line	3,000	0	0			
Road and Railway Bridge over the Murray at Echuca	6,000	0	0			
				9,000	0	0
31 VICTORIA, No. 11.						
Railways—						
Extension to Bathurst						
Extension to Goulburn						
				106	7	7
Carried forward	£			361,564	13	8

STATEMENT—continued.

SERVICE.	AMOUNT.			TOTAL.		
	£	s.	d.	£	s.	d.
Brought forward				361,564	13	8
31 VICTORIA, No. 27.						
Railways—						
Telegraph from Picton to Goulburn, along the Line of Railway		0	18	0		
Telegraph from Penrith to Bathurst, along the Line of Railway		244	18	8		
Roads and Bridges—						
Iron Bridge over the Lower Murrumbidgee		5,733	12	1		
Bridge over the Nimboi, between Grafton and New England		4,905	10	3		
Public Works and Buildings—						
Additions, &c., Abattoirs, Glebe Island		442	8	0		
Electric Telegraphs—						
Tamworth to Fort Bourke		17,607	18	9		
Re-insulating Line, Sydney to Albury		873	11	6		
Stations—Balranald, Moulamein, and Wellington		628	15	6		
				30,437	12	9
32 VICTORIA, No. 13.						
Railways—						
Compensation for Land taken at Honeysuckle Point		147	12	10		
Harbours and River Navigation—						
Improving the Navigation of the Rivers Murray, Murrumbidgee, and Darling		6	1	3		
Breakwater, Newcastle		29	15	6		
Steam Cranes, Wharf, &c., Darling Harbour		14,941	8	6		
Reclamation of Land at Blackwattle Bay		9,946	15	0		
Light-house Tower, Wollongong		3	13	6		
Roads and Bridges—						
Bridge over the Urara, on the Road from Grafton to Glen Innes		7,885	19	8		
Public Works and Buildings—						
Public Offices, Newcastle		7,000	0	0		
Electric Telegraphs—						
Kiama to Jervis Bay		288	10	0		
Additions to Port Stephens Line		450	0	0		
Maitland to Manning River		2,000	0	0		
Bathurst to Carcoar and Cowra		1,326	15	11		
Port Stephens to Nelson's Bay		64	19	0		
Extension to Walcha		1,575	0	0		
Grafton to Clarence River Heads		413	12	5		
Further Extensions under the Guarantee System		3,518	3	11		
				49,598	7	6
34 VICTORIA, No. 2.						
Railways—						
Completion of the Relaying of the Line from Sydney to Parramatta		7,927	18	7		
Completion of New Goods Shed, Sydney, and Roads and Sidings in connection with the same		2,482	5	0		
New Machine Shop, Receiving Shed, Erecting Shops and Store at Newcastle, including Roads		11,238	12	1		
Additional Machinery, do.		1,941	12	11		
New Station, Workshops for Carriage and Wagons' Department, Carriage Shed, Roofing Steam-houses, Furnaces and Machinery, Redfern, including Roads		30,499	18	3		
Excavating Station-yard, Redfern—Additional		5,000	0	0		
Additional Machinery		1,344	9	2		
Carried forward	£	60,434	16	0		
Carried forward	£				441,600	13 11

STATEMENT—*continued.*

SERVICE.	AMOUNT.	TOTAL.
Brought forward	£ s. d.	£ s. d. 441,600 13 11
34 VICTORIA, No. 2— <i>continued.</i>		
Brought forward	60,434 16 0	
<i>Railways—continued.</i>		
New Passenger Station and Platforms, Newcastle, including Road Approaches	6,000 0 0	
Further for construction of Rolling Stock	920 13 2	
Extension to Morpeth	373 2 1	
Land for Windsor and Richmond Line	707 5 3	
<i>Public Works and Buildings—</i>		
Towards erection of New General Post Office	6,252 12 4	
For completion of Dry Dock and Works attached thereto	2,000 0 0	
<i>Harbours and River Navigation—</i>		
Removing obstructions and improving the navigation of the Rivers Murray, Murrumbidgee, and Darling ...	6,028 6 8	
Wharf, Bullock Island	4,873 7 6	
New Steam Dredge, Newcastle Harbour... ..	30,000 0 0	
To complete Kiama Harbour Works	6,051 2 3	
Dredge for improving navigation of Rivers and Creeks flowing into Coast Lakes	2,471 10 0	
Clearing, surveying, and improving the navigation of the Edward River	2,000 0 0	
Coal Staiths, Newcastle	95 7 9	
Additional Screw Moorings and Buoys for Newcastle Harbour	3 1 7	
<i>Electric Telegraphs—</i>		
To connect Barrenjuey with Sydney	233 7 8	
Iron Telegraph Posts	2,011 0 0	
<i>Miscellaneous—</i>		
Amounts awarded for Land taken for New General Post Office	690 0 0	
		131,145 12 3
TOTAL	£	572,746 6 2

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

LOAN FUND,

(35 VIC., NO. 5.)

ACCOUNT

OF

RECEIPTS AND EXPENDITURE

FROM THE PASSING OF THE ACT ON THE 22ND MAY TO THE
30TH NOVEMBER, 1871.

Loan Fund,

ACCOUNT OF RECEIPTS AND EXPENDITURE

From the passing of the Act on

Dr.

PARTICULARS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.
To PAYMENTS made on account of the following Services, provided for by the Loan Act (35 Vic., No. 5), from the passing of the Act on 22nd June to 30th November, 1871, viz. :—		
Railways—		
Construction of Railway Sheds	122 7 0	
Completion of Lines already sanctioned	104,328 2 2	
Rolling Stock manufactured in the Colony	45,151 1 6	
Dredge for Manning, Macleay, and Clarence Rivers ...	1,290 3 0	
Southern Breakwater, Newcastle	3,085 2 7	
Coal Staiths, Newcastle	264 1 7	
Light-house, Wollongong	236 9 0	
Light-house, Ulladulla... ..	462 6 3	
Blasting and removing Rock in front of Newcastle Wharf...	324 3 1	
Restoring and raising Yass Bridge	2,789 9 6	
Rebuilding Jugiong Bridge	3,992 6 3	
Electric Telegraph Line from Eden to Gabo Island...	243 11 0	
Construction of Fortifications... ..	9,328 5 4	171,617 8 3
To CASH BALANCE at the credit of this Fund in the Bank of New South Wales, on the 30th November, 1871 ... ..	.....	203,807 11 3
TOTAL	£	375,424 19 6

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

35 Victoria No. 5.

UNDER THE LOAN ACT OF 1871 (35 VIC. No. 5),
the 22nd June to the 30th November, 1871.

Cr.

PARTICULARS.	AMOUNT.			TOTAL.		
	£	s.	d.	£	s.	d.
BY PROCEEDS OF DEBENTURES issued in the Colony, under the Act 35 Vic., No. 5, for Public Works and other purposes, to the amount of £374,900, and bearing Interest at the rate of 5 $\frac{1}{2}$ cent. per annum, viz. :—						
£99,000 @ £100 0 0 $\frac{1}{2}$ cent.	99,000	0	0			
50,000 „ 100 0 6 „	50,012	10	0			
50,000 „ 100 0 7 „	50,014	11	8			
5,400 „ 100 2 6 „	5,406	15	0			
7,800 „ 100 1 0 „	7,803	18	0			
100,000 „ 100 3 1 „	100,154	3	4			
7,600 „ 100 5 0 „	7,619	0	0			
51,600 „ 100 10 0 „	51,858	0	0			
500 „ 100 17 0 „	504	5	0			
1,200 „ 101 0 0 „	1,212	0	0			
100 „ 101 1 6 „	101	1	6			
900 „ 101 10 0 „	913	10	0			
100 „ 101 12 0 „	101	12	0			
100 „ 102 2 6 „	102	2	6			
100 „ 102 13 0 „	102	13	0			
100 „ 103 3 6 „	103	3	6			
100 „ 103 14 0 „	103	14	0			
100 „ 103 17 6 „	103	17	6			
100 „ 104 0 0 „	104	0	0			
100 „ 104 2 6 „	104	2	6			
<u>374,900</u>						375,424 19 6
TOTAL	£			375,424	19	6

GEO. W. LORD,
Treasurer.

STATEMENT
OF THE
PARTICULARS OF THE PUBLIC DEBT OF THE COLONY
OF
NEW SOUTH WALES,
ON
30TH NOVEMBER, 1871.

STATEMENT OF THE PARTICULARS OF THE PUBLIC DEBT OF

SERVICES.	AUTHORITY.	AMOUNT AUTHORIZED TO BE RAISED.	AMOUNT OF DEBENTURES AND TREASURY BILLS SOLD.	AMOUNT RAISED.	AMOUNT OVER-RAISED.	AMOUNT NOT YET RAISED.
		£ s. d.	£	£ s. d.	£ s. d.	£ s. d.
DEBENTURES.						
Loan to the Sydney Railway Company ..	16 Vic., No. 39	216,571 0 0	217,500	223,936 3 4	7,365 3 4	.....
Sydney Sewerage.. .. .	17 Vic., No. 34	200,000 0 0	209,030	201,149 11 9		
Sydney Water Supply .. .	17 Vic., No. 35	200,000 0 0	208,400	201,264 13 5		
Public Works .. .	18 Vic., No. 35	178,750 0 0	144,000	136,890 13 2		
Railways .. .	18 Vic., No. 40	624,733 18 8	666,800	630,105 11 7		
Public Works .. .	19 Vic., Nos. 38 & 40.	445,323 0 0	410,500	393,427 5 8		
To pay off Land and Immigration Debentures	20 Vic., No. 1	73,776 0 0	73,700	70,300 16 2		
Railways .. .	20 Vic., No. 1	200,000 0 0	203,000	199,997 10 0		
To pay off Land and Immigration Debentures	20 Vic., No. 16	130,400 0 0	132,300	130,311 0 0		
Public Works .. .	20 Vic., No. 33	107,717 18 11	112,000	107,787 15 0		
Railways .. .	20 Vic., No. 34	300,000 0 0	299,000	300,895 12 6		
To pay off Debentures .. .	22 Vic., Nos. 5 & 26.	145,000 0 0	145,700	145,007 0 0		
Railways and Public Works .. .	22 Vic., No. 22	758,500 0 0	760,700	756,890 15 0		
Public Works .. .	22 Vic., No. 26	11,600 0 0	5,000	4,962 10 0		
To pay off Debentures .. .	23 Vic., No. 5	365,600 0 0	365,600	361,612 10 0		
Public Works and to pay off Debentures	23 Vic., No. 10	348,223 0 0	348,200	341,084 15 0		
Railways and Public Works .. .	24 Vic., No. 24	113,535 0 0	113,900	112,209 11 6		
Voluntary and Assisted Immigration..	24 Vic., No. 26	55,000 0 0	55,500	54,945 16 0		
Railways and Public Works .. .	25 Vic., No. 19	1,782,370 14 6	1,782,300	1,696,828 5 0		
Railways and Public Works .. .	26 Vic., No. 14	161,832 0 0	162,000	136,728 17 10		
Public Works .. .	27 Vic., No. 14	670,025 12 7	670,000	665,483 14 2		
To cover Deficit of 1864 and previous years ..	29 Vic., No. 4	550,000 0 0	550,000	495,344 10 0		
To pay off Debentures .. .	29 Vic., No. 5	300,000 0 0	300,000	270,252 5 0		
Public Works and Immigration .. .	29 Vic., No. 9	219,450 0 0	219,400	193,474 0 0		
Public Works .. .	29 Vic., No. 23	758,000 0 0	758,000	718,844 10 0		
Public Works .. .	30 Vic., No. 23	65,850 0 0	65,800	61,902 0 0		
Railways .. .	31 Vic., No. 11	1,000,000 0 0	1,000,000	981,655 7 0		
Public Works .. .	31 Vic., No. 27	177,407 0 0	177,400	178,055 0 0		
Public Works .. .	32 Vic., No. 13	197,885 0 0	197,800	196,625 9 10		
Public Works and other purposes .. .	34 Vic., No. 2	407,151 13 7	407,100	403,321 7 6		
To make good the loss sustained in the negotiation of the Debentures of previous Loans.	Under various Acts.	.....	450,000	*439,787 7 11		
Public Works and other purposes .. .	35 Vic., No. 5	374,980 0 0	374,900	375,424 19 6	444 19 6	
		11,139,681 18 3	11,585,530	11,086,507 3 10	7,810 2 10	
TREASURY BILLS.						
To renew Bills issued under 33 Vic., No. 8 ..	34 Vic., No. 18	343,200 0 0	343,200	343,321 10 0	121 10 0	
TOTALS .. .		£ 11,482,881 18 3	11,928,730	11,429,828 13 10	7,931 12 10	

The issue of Debentures under various Loan Acts, in 1870, to the extent of £450,000, has adjusted the amounts short and over raised under these Acts, excepting in the case of the Debentures issued under 20 Vic., No. 4, to cover the Deficit of 1864 and previous years, which were on account of the Consolidated Revenue Fund.

* Net proceeds.

THE COLONY OF NEW SOUTH WALES, ON 30TH NOVEMBER, 1871.

PARTICULARS OF THE SEVERAL ISSUES OF DEBENTURES AND TREASURY BILLS.

AMOUNT OF EACH ISSUE SOLD.	PAID OFF.	OUTSTANDING	DUE DATES.	RATE OF INTEREST.	ANNUAL INTEREST ON TOTAL LOAN OUTSTANDING FOR EACH SERVICE.	SYNOPSIS OF DUE DATES OF OUTSTANDING DEBENTURES AND TREASURY BILLS.			
						Authority under which issued.	Year when due.	Amount.	TOTAL.
£ 17,500	£ 17,500	£ .....	.....	2½d. & 3¼d.	£ s. d.	29 Vic., Nos. 4 & 5..	1867	.....	£ *800
50,000	50,000	1873....	per diem	9,797 19 4	29 Vic., Nos. 4 & 5..	1868	.....	*500
150,000	150,000	1874....	per cent.		29 Vic., Nos. 4 & 5..	1869	.....	*600
25,900	25,900	1 July, 1876			29 Vic., Nos. 4 & 5..	1871	.....	100,000
97,500	97,500	.....	.....	5 per cent.	2,831 10 0	29 Vic., Nos. 4 & 5..	1872	{ 46,700 50,000 343,200 }	439,900
6,780	6,780	Interminable			29 Vic., Nos. 4 & 5..	1872		
24,000	24,000	1 July, 1888			34 Vic., No. 18	1872		
54,900	54,900	.....	.....			16 Vic., No. 39	1873	{ 50,000 100,000 100,000 }	250,000
29,000	29,000	.....	.....			20 Vic., No. 33	1873		
50,700	50,700	.....	.....			29 Vic., Nos. 4 & 5..	1874	{ 150,000 100,000 }	250,000
36,700	36,700	1 July, 1876		6,435 0 0	16 Vic., No. 39	1874		
31,000	31,000	Interminable			29 Vic., Nos. 4 & 5..	1874		
61,000	61,000	1 July, 1888			29 Vic., Nos. 4 & 5..	1875	.....	50,000
21,000	21,000	.....	.....			29 Vic., Nos. 4 & 5..	1875	.....
12,800	12,800	.....	.....			17 Vic., No. 34	1876	{ 25,900 36,700 70,200 133,300 46,200 150,000 70,500 203,000 }	735,800
70,200	70,200	1 Jan., 1876			17 Vic., No. 35	1876		
40,000	40,000	1 July, 1893			18 Vic., No. 35	1876		
291,800	291,800	.....	.....			16 Vic., No. 40	1876		
139,000	139,000	.....	.....		6,800 0 0	19 Vic., Nos. 38 & 40	1876		
100,000	100,000	.....	.....			19 Vic., Nos. 38 & 40	1876		
133,300	133,300	1 Jan., 1876			20 Vic., No. 1	1876		
2,700	2,700	Permanent			20 Vic., No. 1	1876		
46,200	46,200	1876			17 Vic., No. 34	1888	{ 24,000 61,000 136,800 3,200 10,000 175,000 90,000 }	500,000
150,000	150,000	Jan., 1876		20,525 0 0	17 Vic., No. 35	1888		
70,800	70,800	Interminable			19 Vic., Nos. 38 & 40	1888		
136,800	136,800	1 July, 1888			20 Vic., No. 33	1888		
6,700	6,700	1 July, 1891			20 Vic., No. 34	1888		
70,500	70,500	1 Jan., 1876		3,685 0 0	20 Vic., No. 34	1888		
3,200	3,200	1 July, 1888			20 Vic., No. 34	1888		
203,000	203,000	1 July, 1876..		10,150 0 0	20 Vic., No. 34	1888		
132,300	132,300	Interminable..			20 Vic., No. 34	1888		
100,000	100,000	1 Jan., 1873			20 Vic., No. 34	1888		
10,000	10,000	1 July, 1888		5,600 0 0	20 Vic., No. 34	1888		
2,000	2,000	1 Jan., 1889			22 Vic., Nos. 5 & 26	1889	{ 2,000 34,000 145,000 400,000 312,000 }	893,000
175,000	175,000	1 July, 1888			22 Vic., No. 22	1889		
90,000	90,000	1 July, 1888		14,950 0 0	22 Vic., No. 22	1889		
34,000	34,000	1 Jan., 1889			22 Vic., No. 22	1889		
145,000	145,000	1 Jan., 1889			22 Vic., No. 26	1890	{ 5,000 365,600 348,200 }	718,800
700	700	1 July, 1891		7,285 0 0	23 Vic., No. 5	1890		
400,000	400,000	1 Jan., 1889			23 Vic., No. 10	1890		
312,000	312,000	1 July, 1889		38,035 0 0	19 Vic., Nos. 38 & 40	1891	{ 6,700 700 25,000 23,700 113,900 55,500 }	223,500
25,000	25,000	1 Jan., 1891			22 Vic., No. 22	1891		
23,700	23,700	1 July, 1891		250 0 0	22 Vic., No. 22	1891		
5,000	5,000	1 July, 1890..			24 Vic., No. 24	1891		
365,600	365,600	1 Jan., 1890..		19,280 0 0	24 Vic., No. 26	1891		
348,200	348,200	1 July, 1890..		17,410 0 0	24 Vic., No. 26	1891		
113,900	113,900	1 July, 1891..		5,695 0 0	25 Vic., No. 19	1892	.....	1,782,300
55,500	55,500	1 July, 1891..		2,775 0 0	18 Vic., No. 35	1893	.....	40,000
1,782,300	1,782,300	1 Jan., 1892..		89,115 0 0	26 Vic., No. 14	1895	{ 162,000 670,000 }	832,000
162,000	162,000	1 Jan., 1895..		8,100 0 0	27 Vic., No. 14	1895		
670,000	670,000	1 Jan., 1895..		33,500 0 0	29 Vic., No. 9	1896	{ 219,400 758,000 }	977,400
550,000	401,400	448,600	Various dates		22,430 0 0	29 Vic., No. 23	1896		
300,000			30 Vic., No. 23	1897	.....	65,800
219,400	219,400	1 Jan., 1896..		10,970 0 0	31 Vic., No. 11	1897	{ Annual drawings of £20,000, commencing 1872 }	1,000,000
758,000	758,000	1 July, 1896..		37,900 0 0	31 Vic., No. 27	1898	.....	177,400
65,800	65,800	1 Jan., 1897..		3,290 0 0	32 Vic., No. 13	1899	.....	197,800
1,000,000	1,000,000	1 Jan., 1898..		50,000 0 0	34 Vic., No. 2	1900	.....	857,100
177,400	177,400	1 July, 1898..		8,870 0 0	35 Vic., No. 5	1901	.....	374,900
197,800	197,800	1 Jan., 1899..		9,890 0 0	17 Vic., No. 34	1901	{ Interminable or payable at the option of the Government in 1882 or afterwards. }	
407,100	407,100	1 July, 1900..		20,355 0 0	17 Vic., No. 35	1901		6,730
450,000	450,000	1 July, 1900..		22,500 0 0	19 Vic., Nos. 38 & 40	1901		31,000
374,900	374,900	1 July, 1901..		18,745 0 0	20 Vic., No. 16	1901		70,800
11,585,530	1,215,600	10,369,930	.....		618,294 9 4	18 Vic., No. 40	Permanent	.....	2,700
343,200	343,200	9 May, 1872..		17,160 0 0	.....	.....	.....	.....
11,928,730	1,215,600	10,713,130	.....		535,454 9 4	.....	.....	.....	10,713,130

* Amount refunded by the Bank of New South Wales, the Debentures not having been presented for payment.

GEO. W. LORD,
Treasurer,

Public Debt.

STATEMENT showing the DUE DATES of OUTSTANDING DEBENTURES and TREASURY BILLS on the 30th November, 1871.

YEAR.	DEBENTURES.	TREASURY BILLS.	TOTAL.	REMARKS.
1867 (Con. Rev. Fund) ...	£ *800	£	£ 800	Balance of first instalment of Short-dated Debentures unpaid.
1868 (Do.) ...	*500	.....	500	
1869 (Do.) ...	*600	.....	600	
1871 (Do.) ...	100,000	.....	100,000	† Short-dated Debentures, £100,000.
1872 (Do.) ...	.....	†343,200	343,200	
1872 (Con. Rev. Fund) ...	46,700	.....	46,700	} †Do. £96,700.
1872 (Loans' Account) ...	50,000	.....	50,000	
1873 (Do.) ...	250,000	.....	250,000	
1874 (Do.) ...	250,000	.....	250,000	†Do. £100,000.
1875 (Do.) ...	50,000	.....	50,000	†Do. £50,000
1876 (Do.) ...	735,800	.....	735,800	
1888 (Do.) ...	500,000	.....	500,000	
1889 (Do.) ...	893,000	.....	893,000	
1890 (Do.) ...	718,800	.....	718,800	
1891 (Do.) ...	225,500	.....	225,500	
1892 (Do.) ...	1,782,300	.....	1,782,300	
1893 (Do.) ...	40,000	.....	40,000	
1895 (Do.) ...	832,000	.....	832,000	
1896 (Do.) ...	977,400	.....	977,400	
1897 (Do.) ...	65,800	.....	65,800	
1898 (Do.) ...	177,400	.....	177,400	
1899 (Do.) ...	197,800	.....	197,800	
1900 (Do.) ...	857,100	.....	857,100	
1901 (Do.) ...	374,900	.....	374,900	
Annual drawings of £20,000 commencing 1872 (Loans' Account) ...	1,000,000	.....	1,000,000	
Interminable, or 1832, at option of Government (Loans' Account) ...	240,830	.....	240,830	
Permanent (Loans' Account)	2,700	.....	2,700	
Total Amount outstanding, 30th November, 1871 ...	10,369,930	343,200	10,713,130	

* Amount refunded by the Bank of New South Wales, the Debentures not having been presented for payment.
† £146,700 of these are on account of the deficiency of 1864. ‡ Due 9th May, 1872.

The Treasury, New South Wales,
6th December, 1871.

GEORGE LAYTON,
Accountant.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTE OF CREDIT.

(MESSAGE No. 4.)

Ordered by the Legislative Assembly to be printed, 23 January, 1872.

BELMORE,

Governor.

Message No. 4.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly, that provision be made for defraying out of the Consolidated Revenue Fund of New South Wales the expenses of the various Departments and Services of the Colony, for the month of January in the year 1872, at the rates which have been sanctioned for the year 1871.

Government House,

Sydney, 23 January, 1872.

1871-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTE OF CREDIT.

(MESSAGE No. 6.)

Ordered by the Legislative Assembly to be printed, 30 January, 1872.

Message No. 6.

BELMORE,

Governor.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly, that provision be made for defraying out of the Consolidated Revenue Fund of New South Wales the expenses of the various Departments and Services of the Colony, for the months of February, March, and April, in the year 1872, at the rates which have been sanctioned for the year 1871.

Government House,

Sydney, 30 January, 1872.

1871.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TRUST MONEYS DEPOSIT ACCOUNT.

(FROM 1 APRIL 1870 TO 31 MARCH 1871.)

Ordered by the Legislative Assembly to be Printed, 14 November, 1871.

THE Treasurer of New South Wales, in account with the Trust Moneys Deposit Account, under the Act
20 Victoria No. 11, from 1st April 1870 to 31st March 1871.

Dr.			Cr.	
Receipts.	Amount.		Payments.	Amount.
	£	s. d.		£ s. d.
To Balance, 31 March, 1870.....	34,350	8 9	By Master in Equity.....	9,873 10 7
„ Master in Equity	16,434	15 10	„ Curator of Intestate Estates	4,699 7 11
„ Curator of Intestate Estates	3,309	17 8	„ Prothonotary, Supreme Court.....	428 8 9
„ Prothonotary, Supreme Court.....	600	8 6	„ J. P. Mackenzie, Official Assignee.....	8,718 3 2
„ J. P. Mackenzie, Official Assignee.....	13,240	1 9	„ R. H. Sempill, do.	11,999 12 2
„ R. H. Sempill, do.	10,877	10 0	„ F. T. Humphrey, do.	8,102 8 1
„ F. T. Humphrey, do.	12,628	8 2	„ Balance, 31 March, 1871.....	48,120 0 0
Total.....£	91,441	10 8	Total.....£	91,441 10 8

The Treasury, New South Wales,
14 November, 1871.

GEO. W. LORD,
Treasurer.

GEORGE DAYTON,
Accountant.

1871.

NEW SOUTH WALES.

INTERCOLONIAL CONFERENCE.

PROCEEDINGS

OF THE

INTERCOLONIAL CONFERENCE HELD AT MELBOURNE IN THE
MONTH OF SEPTEMBER, 1871.

Presented to both Houses of Parliament, by Command.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

INTERCOLONIAL CONFERENCE.

A CONFERENCE of Delegates from the Colonies of Victoria, New South Wales, South Australia, Tasmania, and Queensland, commenced its sittings in the Executive Council Chamber, Government Offices, Melbourne, on Monday, September 18th, 1871.

Present :

The Hon. CHARLES GAVAN DUFFY in the Chair ;

The Hon. SIR JAMES MARTIN,
The Hon. G. W. LORD,
The Hon. JOSEPH DOCKER,
The Hon. GRAHAM BERRY,
The Hon. JOHN HART, C.M.G.,
The Hon. WILLIAM MILNE,

The Hon. WILLIAM MORGAN,
The Hon. J. M. THOMPSON,
The Hon. T. L. MURRAY-PRIOR,
The Hon. J. M. WILSON, and
The Hon. JAMES DUNN.

After adjourned debate, the following contract for two Postal Services with Europe was adopted and signed :—

The Honorable CHARLES GAVAN DUFFY, Chief Secretary and Premier, and the Honorable GRAHAM BERRY, Treasurer and Commissioner of Customs, of the Colony of Victoria ; the Honorable Sir JAMES MARTIN, Attorney-General and Premier, the Honorable GEORGE WILLIAM LORD, Colonial Treasurer, and the Honorable JOSEPH DOCKER, Postmaster-General, of the Colony of New South Wales ; the Honorable JOHN HART, C.M.G., Treasurer and Premier, the Honorable WILLIAM MILNE, Chief Secretary, and the Honorable WILLIAM MORGAN, a Member of the Legislative Council, of the Colony of South Australia ; the Honorable JOHN MALBON THOMPSON, Secretary for Public Lands, and the Honorable THOMAS LODGE MURRAY-PRIOR, Postmaster-General, of the Colony of Queensland ; and the Honorable JAMES MILNE WILSON, Colonial Secretary and Premier, and the Honorable JAMES DUNN, Member of the Executive Council of the Colony of Tasmania ; have this twenty-sixth day of September, A.D. 1871, at Melbourne, in the Colony of Victoria, acting on behalf of the Colonies they respectively represent, agreed to the following terms for the establishment of a Postal Service between these Colonies and England :—

1. The above-mentioned colonies shall contribute towards the maintenance of two Postal lines—the one between London and Sydney, by the way of Suez, and the other between London and Melbourne, by the way of San Francisco—a sum not exceeding £123,000 per annum, in the proportions following, based on the relative population of such colonies, namely :—

	Estimated Population (exclusive of Aborigines).	Proportionate Payment.
Victoria	728,734	£54,958 13 3
New South Wales	501,580	37,827 9 5
South Australia	185,626	13,999 6 0
Queensland	115,000	8,672 18 2
Tasmania	100,000	7,541 13 2
	1,630,940	£123,000 0 0

This sum is fixed on the assumption that one-half the total cost of both services shall be borne by the Imperial Government.

2. Such contributions shall be paid subject to the conditions following:—

- (1.) The mails shall be delivered both ways and on both routes within forty-eight days; that is to say, from London to Sydney and from Sydney to London, by way of Suez, within forty-eight days, and from London to Melbourne and from Melbourne to London, by the way of San Francisco, within forty-eight days.
- (2.) The steamers running by way of Suez shall call both ways, and receive and deliver mails at Glenelg (Holdfast Bay), in South Australia, and at Melbourne, in Victoria.
- (3.) The steamers running by way of San Francisco shall call both ways, and deliver and receive mails at Moreton Island, in Queensland, and at Sydney, in New South Wales.
- (4.) The Time Tables of the two lines shall be so arranged as to provide for the arrival and despatch of a mail every fortnight.

3. The Colony of New Zealand shall be permitted to join in and enjoy the benefit of this agreement, on undertaking to pay the proportion of the entire cost (£123,000) on the basis of population, and to provide any branch service necessary to enable her to avail herself of the arrangement. The contributions of the colonies would then stand thus:—

	Estimated Population (exclusive of Aborigines).	Proportionate Payment.
Victoria	728,734	£47,492 11 2
New South Wales ...	501,580	32,688 12 9
South Australia ...	185,626	12,097 9 9
Queensland	115,000	7,494 14 0
Tasmania	100,000	6,517 3 0
New Zealand	256,393	16,709 9 4
	<hr/> 1,887,333 <hr/>	<hr/> £123,000 0 0 <hr/>

4. In the event of a contribution being made by Western Australia, New Caledonia, the Sandwich Islands, or any other colony or country, towards the above services, or either of them, such contributions shall be applied to diminish the payments of the colonies entering into this agreement in the proportions in which they have hereby agreed to pay.

5. Any agreement made with the colony of New Zealand or any other country or colony to enable such colony or country to share in the advantages of this contract shall be so framed as not to extend the time above agreed upon within which mails are to be delivered in London and in Sydney and Melbourne.

6. Any contract made for the services above mentioned by way of Suez and San Francisco may be for a period of five years certain, with a proviso that it shall continue in force after such period, unless, two years before the expiration of such five years, any one of the colonies gives notice of withdrawal from the contract, and two years' notice given by any one colony being a party to this agreement, at any time after the expiration of three years from the commencement of the contract, shall terminate such contract.

7. Any contract made for either of the above lines may contain stipulations for enforcing performance similar to those inserted in the existing contract for the service by way of Suez.

8. The Government of the United States shall be invited to contribute towards the maintenance of the San Francisco line; and in the event of the total amount contributed by the colonies parties to this contract being, by reason of such contribution or by any other reason, less than the sum of £123,000, the amounts paid by the colonies parties hereto shall be in the like proportion as that above fixed for the payment of the £123,000.

9. No colony party to this agreement shall give the two years' notice above mentioned without at the same time giving notice to the other parties to this agreement.

10. Tenders shall be invited in the Australian Colonies and in England and America for the two services, which, in both cases, may be invited through or with the concurrence of the Imperial Government, if found practicable and convenient; and such tenders shall provide for commencing the San Francisco service not later than the 31st of March, 1873, and for commencing the Suez service immediately on the termination of the present contract for that service by effluxion of time or otherwise, and the 31st of March next shall be the latest period for sending in tenders.

11. The Colonies of Victoria, New South Wales, South Australia, and Queensland shall pay annually to the Colony of Tasmania, in consideration of that colony joining in this agreement, towards the expenses of the two branch lines which it must establish to enable it to have the benefit of the postal lines above mentioned, the sum of £1,200, in the following proportions, namely:—

	Estimated Population (exclusive of Aborigines).	Proportionate Payment.
Victoria	728,734	£571 4 1
New South Wales	501,580	393 3 1
South Australia	185,626	145 10 0
Queensland	115,000	90 2 10
	<hr/> 1,530,940	<hr/> £1,200 0 0

12. This agreement is made subject to the condition that it shall be approved of by the Legislatures of the colonies interested therein; and the parties hereto pledge themselves to use their best efforts to obtain such approval.

13. For the purpose of more conveniently carrying out this agreement, the Governments of Victoria and New South Wales are authorized to take the necessary measures in that behalf.

(Signed)	C. GAVAN DUFFY.
„	GRAHAM BERRY.
„	JAMES MARTIN.
„	GEORGE W. LORD.
„	JOSEPH DOCKER.
„	JOHN HART.
„	WILLIAM MILNE.
„	W. MORGAN.
„	J. MALBON THOMPSON.
„	THOMAS L. MURRAY-PRIOR.
„	J. M. WILSON.
„	JAMES DUNN.

MEMORANDUM OF BUSINESS TRANSACTED.

After the terms of agreement in reference to the permanent Mail services by way of Suez and San Francisco had been settled, the consideration of the proposed services by way of the Cape of Good Hope and Batavia was entered upon.

With reference to the service by way of the Cape of Good Hope, the delegates from New South Wales, Queensland, and Tasmania stated that they felt themselves unable, on behalf of their colonies, to join Victoria in subsidizing that route; and the delegates from South Australia stated that, having already agreed to subsidize the lines by way of Suez and San Francisco, they were unable to join in supporting the Cape route as otherwise they would have been desirous of doing.

With reference to the service by the way of Batavia, after discussion, it was found that no agreement could be arrived at for Victoria, New South Wales, South Australia, and Tasmania uniting with Queensland in supporting such a service.

The consideration of a temporary service by way of San Francisco was then proceeded with, and it was proposed by the delegates from Victoria that negotiations should be entered upon with the Companies at present carrying mails from New Zealand to San Francisco, and from Sydney to San Francisco, with a view to obtain the best temporary service practicable upon terms which would make the united cost of the present Suez route and any temporary route by San Francisco fall upon the contributing colonies in the ratio of population. The delegates from New South Wales refused to negotiate for any service on the basis of the New Zealand contract; and as complete agreement was the necessary preliminary of joint action, the proposal was necessarily abandoned.

It was then proposed by the delegates from New South Wales that an arrangement should be made with Mr. Hall for a service by which the mails should be carried between San Francisco and Melbourne, calling at Moreton Island and Sydney both ways; the mails being delivered both ways, in London and Melbourne, within 48 days; and that New South Wales should contribute towards such service at the rate of £15,000 a year, until some permanent arrangement for a San Francisco service should be made. It was ascertained that the Postmaster General in London had announced his intention of charging 2d. on each newspaper and 3d. on each letter of half an ounce, by this line, in addition to the postage charged in Australia, on the ground that such letters had been forwarded by a "private merchant vessel," and that the New South Wales Government had protested against this course, but with what result is still unknown. After discussion, it was found that no agreement could be come to for this temporary service.

The subject of telegraphic communication with Europe was considered. It was suggested that, as soon as the overland line was completed and its actual cost ascertained, the Governments represented at the Conference might negotiate for the purchase of the line, with a view to their taking measures in common to reduce the proposed charge on telegrams to and from Europe at least fifty per cent. The delegates considered they had no authority to determine this question, and it was therefore postponed.

Lord Kimberley's circular despatch of the 13th of July having been brought under consideration, the delegates from New South Wales proposed a memorandum on the subject which was accepted by the delegates from South Australia and Tasmania, and objected to by the delegates of Victoria, and which the Queensland delegates did not consider themselves authorized to adopt. The delegates of Victoria then proposed certain resolutions insisting on the right of the colonies to make intercolonial tariffs without limitation, which were unanimously adopted, subject to the consent of the Queensland Government being obtained. The Queensland delegates, however, having been instructed to confine their labors to the postal question, the resolutions proposed by the Victorian delegates were adopted by the other colonies.

The delegates from South Australia having brought under consideration the necessity for legislation in the different colonies for the purpose of facilitating the enforcement of claims against absconding debtors, it was agreed that the Governments of each colony should take the subject into consideration at an early period.

It was agreed that the contract and the memorandum of business transacted should be published in all the colonies represented at the Conference simultaneously on *Saturday the 7th of October*.

(Signed)

C. G. D.
G. B.
J. H.
W. M.
W. M.
J. M.
G. W. L.
J. D.
J. M. T.
T. L. M.-P.
J. M. W.
J. D.

Friday, 29th September, 1871.

The Memorandum on the subject of Lord Kimberley's Despatch, as agreed to by the Delegates from New South Wales, Tasmania, and South Australia.

We, the undersigned Delegates from the Governments of New South Wales, Tasmania, and South Australia, now assembled in Melbourne, having had under our consideration the despatch of Lord Kimberley, dated the 13th July, 1871, have agreed to a joint memorandum in reference to that despatch.

We are of opinion that the right of the Legislatures of these colonies to direct and control their fiscal policy, as amongst themselves, without interference on the part of Her Majesty's Ministers in England, is a right which it is our duty to assert and maintain.

We desire that the connection between the mother country and her offspring in this part of the world should long continue; and we emphatically repudiate all sympathy with the views of those who, in the Imperial Parliament and elsewhere, have expressed a wish that the bonds which unite us should be severed.

As members of the British Empire, the relations of which with other countries are conducted by the Imperial Government, we deny that any treaty can be properly or constitutionally made which directly or indirectly treats these colonies as foreign communities.

With the internal arrangement of the empire, whether in its central or more remote localities, foreign countries can have no pretence to interfere; and stipulations respecting the trade of one part of the empire with another, whether by land or sea, are not stipulations which foreign governments ought to be allowed to become parties to in any way.

The article in the treaty with the Zollverein, to which Lord Kimberley refers, is, therefore, one from the obligations of which we should claim to be considered free, if it were interpreted so as to prevent these colonies from imposing differential duties as between themselves and foreign countries.

By the agreement made between Victoria and New South Wales in 1867, free trade across or by way of the river Murray was established; and free trade between these colonies by sea, as well as by land, might at that time with equal propriety have been established had it been thought expedient.

Nothing that we are aware of has since occurred to call for or justify any interference with a similar arrangement between the same or other colonies.

It is of great importance that a cordial understanding should at all times prevail amongst these colonies, and to that end nothing can be more conducive than a free interchange of their products and manufactures as amongst themselves.

We all agree that efforts should be made in our respective Legislatures to provide, at as early a period as practicable, for this mutual freedom of trade; but we at the same time assert the right of the colonies we respectively represent to impose such duties on imports from other places not being differential as each colony may think fit.

In conclusion, we agree that copies of this memorandum shall be transmitted through the Governors of our respective colonies, to the Secretary of State for the Colonies.

Signed at Melbourne, this 27th day of September, A.D. 1871.

JAMES MARTIN, Attorney General and Premier,	}	<i>New South Wales.</i>
GEO. W. LORD, Colonial Treasurer,		
JOSEPH DOCKER, Postmaster General,		
J. M. WILSON, Colonial Secretary and Premier,	}	<i>Tasmania.</i>
JAMES DUNN, M.E.C.,		
JOHN HART, Treasurer and Premier,	}	<i>South Australia.</i>
WILLIAM MILNE, Chief Secretary,		
W. MORGAN, M.L.C.,		

The Resolutions in reference to Inter-colonial Tariffs as agreed to by the Delegates from New South Wales, Tasmania, South Australia, and Victoria.

The Delegates from the Governments of New South Wales, Tasmania, South Australia, and Victoria, in Conference assembled, having had under their consideration Lord Kimberley's Circular Despatch of the 13th July, 1871, have unanimously adopted the following Resolutions:—

- 1st. That the Australian Colonies claim to enter into arrangements with each other, through their respective Legislatures, so as to provide for the reciprocal admission of their respective products and manufactures, either duty free or on such terms as may be mutually agreed upon.
- 2nd. That no treaty entered into by the Imperial Government with any foreign power should in any way limit or impede the exercise of such right.
- 3rd. That Imperial interference with intercolonial fiscal legislation should finally and absolutely cease.
- 4th. That so much of any Act or Acts of the Imperial Parliament as may be considered to prohibit the full exercise of such right should be repealed.
- 5th. That these resolutions, together with a memorandum from each Government, or a joint memorandum from such Governments as prefer to adopt that method, shall be transmitted to the Secretary of State, through the Governors of our colonies respectively.

Signed at Melbourne, this 27th day of September, A.D. 1871.

JAMES MARTIN, Attorney General and Premier,	}	<i>New South Wales.</i>
GEO. W. LORD, Colonial Treasurer,		
JOSEPH DOCKER, Postmaster General,		
J. M. WILSON, Colonial Secretary and Premier,	}	<i>Tasmania.</i>
JAMES DUNN, M.E.C.,		
JOHN HART, Treasurer and Premier,	}	<i>South Australia.</i>
WILLIAM MILNE, Chief Secretary,		
W. MORGAN, M.L.C.,		
C. GAVAN DUFFY, Chief Secretary and Premier,	}	<i>Victoria.</i>
GRAHAM BERRY, Treasurer and Commissioner of Customs,		

MINUTES IN REFERENCE TO THE BORDER DUTIES.

On the 19th day of September the delegates from Victoria, New South Wales, and South Australia entered upon the consideration of the Border question, and in the course of the discussion it was stated by the New South Wales delegates that they thought that their colony was entitled to at least £100,000 a year from Victoria and South Australia, in such proportions as might be agreed on, in consideration of that colony permitting free trade across or by way of the Murray; and it was stated by the Victorian delegates that they were not prepared to agree to any payment in consideration of such free trade greater than the amount (£60,000) paid to New South Wales at present.

On the 26th September the delegates from New South Wales handed to the delegates from Victoria the following memorandum:—

MEMORANDUM FROM THE DELEGATES FROM NEW SOUTH WALES.

The opinion expressed by Mr. Gavan Duffy and Mr. Graham Berry that our claim for an increased sum on account of Border Duties could not be assented to by Victoria having led us to believe that no agreement is likely to be entered into between Victoria and New South Wales on the question of the Border Duties, we have thought it advisable, in order to prevent misunderstanding hereafter, to put our views into writing.

We contend that New South Wales is clearly entitled to the duties on all the goods imported into it, which, by its laws, are liable to duty.

We admit, on the other hand, that Victoria is in like manner entitled to the duties on all goods imported into it, which, by its laws, are liable to duty.

If a greater quantity of such goods is imported into New South Wales from Victoria than is imported into Victoria from New South Wales, the difference ought unquestionably to be paid to New South Wales.

That difference, as a matter of course, will find its way into our Treasury in the event of our Customs officers on the Murray collecting the duties on imports across or by way of that river. In order, however, to prevent the great inconvenience that must arise from the actual collection of such duties, it is desirable that some arrangement should be made by which such balance may be fairly estimated for a limited number of years, and paid over to the colony entitled to it.

In arriving at such balance we think that it would be unfair, and therefore improper, for Victoria to take into account any imports from New South Wales on which duties are not now charged.

It has been suggested that Victoria may hereafter think it expedient to impose a tax upon the importation across the Murray of sheep, cattle, and wool, and that the large amount of duty that might be imposed upon such imports would so greatly exceed the amount of duties payable on goods imported from Victoria into New South Wales as to make the balance favourable to the former colony, and so entitle that colony to receive instead of making payments in consideration of free trade across the river.

We attach no importance to this suggestion, because we think it very unlikely that Victoria will, by taxing sheep, cattle, and wool, take a course which would be so very injurious to her interests. A large portion of the stock imported into Victoria from New South Wales is so imported from stations owned by residents in Victoria, and an enormous quantity of wool is transmitted from New South Wales through Victoria for shipment to other countries. With respect to the stock so imported any tax imposed upon it by Victoria, would, we think, be paid by Victoria, because that colony does not produce sufficient sheep and cattle for its own consumption, either as food, or for its growing manufacture of preserved meats.

With respect to the wool so imported, a tax upon that commodity would speedily cause it to be transmitted to other than Victorian ports for shipment to its ultimate destination.

Under these circumstances, we are under no apprehension whatever that the Victorian Legislature will take a course so manifestly injurious to the interests of their colony as to impose a tax upon live stock or wool. Should the proposal be made, we should be compelled to regard it as one levelled in a hostile spirit against New South Wales only, and for the sole purpose of coercing us into the acceptance of a smaller payment in lieu of duties than we are fairly entitled to. We regard the arrangement which is about to expire as one which has been very advantageous to Victoria, inasmuch as under it that colony has received a larger amount in duties on goods consumed in New South Wales than it has paid to that colony.

Since the making of that agreement the population of the southern and south-western portions of New South Wales has largely increased; and the partial and imperfect accounts kept by the officers at the Custom Houses established on the Murray show conclusively that during the last five years the money which New South Wales ought to have received, after fairly striking the balance, has in each year considerably exceeded the sum paid.

Victoria is now constructing a line of railway to Albury, one of the objects of which is to secure for Victorian merchants a larger amount of the trade with New South Wales than they have hitherto enjoyed. As this increased trade will cause an increased quantity of dutiable goods to be sent from Victoria into New South Wales, it will fairly entitle that colony to demand a larger sum in consideration of its consenting to free trade across the Murray.

It is of course impossible accurately to estimate how much ought to be paid by Victoria for such freedom of trade either during the next or any of the following years; but we have good reasons for believing that for a period of five years a payment of £100,000 a year would be much less than the duties which New South Wales would, by actual collection, receive on the imports after deducting the duties on exports across or by way of the Murray.

In order, however, to prevent the great inconvenience that the actual collection of duties on that river would give rise to, we are willing to renew the agreement about to expire, in consideration of the annual payment by Victoria and South Australia, in such proportions or in such mode as can be agreed upon by all three colonies, of the sum of £100,000, with a proviso that such agreement may be terminated after the expiration of twelve months, by any one of the parties to it giving the others twelve months' notice of its intention to put an end to it.

If Victoria declines to enter into such an agreement, and forces New South Wales to re-establish its custom-houses along the borders, we shall deeply regret the taking of such a course; but we shall not the less feel it our duty to decline, at all hazards, to accept or agree to terms which will have the effect of withholding from us any large portion of the revenue which justly belongs to us.

For an agreement with Victoria we are willing to make all reasonable concessions, but we cannot concede anything which we regard as obviously unjust; and we should regard it as unjust to be called upon to give up our claim to any part of the duties belonging to us, in consequence of a threatened taxation which could apply only to New South Wales.

Free trade across and by way of the Murray has now existed long enough to make the inhabitants on the borders of the two colonies forget that they live under different jurisdictions and are ruled over by different Legislatures; and it would be a deplorable thing in our opinion if in self-defence we should be compelled, as we fear we may be, not only to collect duties, but to collect them at places which would restrict commercial intercourse between the two chief colonies of Australia within very narrow limits.

The determination announced by Mr. Gavan Duffy and Mr. Graham Berry not to consent, under any circumstances, to the payment of a larger sum annually than £60,000 for a renewal of the agreement in reference to the Border Duties, has induced us to take the step of submitting this memorandum.

We now submit it, with great regret, and under a feeling of disappointment, which will be shared in, not only by those whose interests are immediately at stake, but by all those who desire, as we most sincerely do, that the best of understandings should at all times exist between Victoria and New South Wales.

JAMES MARTIN.
GEO. W. LORD.
JOSEPH DOCKER.

Melbourne, 26th September, 1871.

On the 29th September the delegates from Victoria proposed that, as there were no reliable statistics of the trade across the Murray, the present Border treaty should be continued till the end of the year 1872 (instead of terminating in February of that year), and that measures should be taken by the two colonies during the renewed arrangement to ascertain, with as much certainty as possible, the actual facts of the case as to the Border trade, with a view of making a permanent arrangement on the basis of such facts.

The delegates from New South Wales declined to agree to this proposal, on the ground that it would postpone unnecessarily the settlement of the Border question, and cause nearly as much inconvenience as the actual collection of duties, and withhold from New South Wales for a period of eleven months after the termination of the existing agreement a large sum which ought of right to be paid into its Treasury.

In the course of the discussion this day the delegates from South Australia stated their willingness to agree to pay a sixth of the whole amount to be paid to New South Wales for free trade across or by way of the Murray, in the event of any sum being agreed to.

On the 30th September the delegates from Victoria handed to the delegates from New South Wales the following memorandum:—

MEMORANDUM FROM THE DELEGATES OF VICTORIA.

On mature consideration we continue of opinion that the annual sum of £60,000, now paid on account of dutiable goods sent from this colony into Riverina, is in excess of the amount to which New South Wales is fairly entitled; and that the claim made by the New South Wales delegates for payment of £100,000 annually as the basis of future arrangement cannot be justified by any ascertained fact or any legitimate inference.

In the absence of reliable statistics of the amount and value of the trade across and by way of the Murray, there remains the actual population of Riverina, as ascertained by the recent Census, on which to base a proximate estimate. The population consists of 30,618 persons. The average proportion of Customs revenue contributed by each unit of the population for the whole of New South Wales is £1 14s. 6½d. This scale would give a total Customs revenue for Riverina of £53,000. The average in Victoria, per head, is £1 17s. 10d., on which basis the total Customs revenue of Riverina would be £58,000. On the other hand, the £100,000 claimed by New South Wales is based on an average of £3 5s. for each unit of population. From which it must be inferred that the delegates believe a resident in Riverina consumes more than twice as much dutiable goods as a resident in other districts of the same colony.

Again, it must be remarked that by the recent Census, the population of New South Wales is 501,000, the population of Riverina is 30,000, being only one-seventeenth of the whole. The Customs revenue of New South Wales is about £900,000, while the sum demanded from Victoria for her importations into Riverina is £100,000, being one-ninth of the whole Customs revenue of that colony, or within a fraction of double an equitable proportionate amount.

The returns of the imports from Victoria into Riverina are given in detail for the first time in the Blue Book of 1869, published by the Government of New South Wales, and amount to £581,158. The same authority, and for the same year, gives the value of imports from South Australia, by way of Wentworth and Euston, as £110,850. As the duty actually collected by South Australia, during the currency of the present treaty, will average about £8,000 annually, and as the relative returns of the trade of the colonies of Victoria and South Australia with Riverina are, by the above returns, as 5 to 1, it would follow that £40,000 is about the probable amount of the Customs revenue on goods imported direct from Victoria across the Murray.

It must however, be pointed out that the Customs officers stationed at the Victorian Border townships agree in stating that the Statistics of New South Wales (admitted by the delegates to be "partial and imperfect") are, in fact, altogether unreliable, for the following reasons:—

- 1st. It is admitted that the statistics published by New South Wales are collected from carriers' way-bills and bills of lading for vessels, which only specify the number of packages. The weights and quantities are not given separately, but lumped; whilst goods subject to *ad valorem* duties have their value estimated arbitrarily by the officers.

2nd. Articles not subject to duty, such as lemon syrup, raspberry vinegar, and peppermint, manufactured in Melbourne, are described as cordials, which are subject to 10s. per gallon duty.

3rd. Goods sent under bond to Moama, Euston, and Wentworth, are counted twice over in the statistics; and goods taken out of bond at Moama for consumption are again collected from carriers' way-bills, and all goods from Echuca to Euston and Wentworth are included in the statistics taken at Moama.

If the necessary deductions on these grounds were made from the above estimate of £40,000, it would be seriously diminished.

But there are further facts which need to be taken into account. Whilst the gross revenue to be derived from the consumption of dutiable goods in Riverina could, under no existing circumstances, reach the amount claimed by New South Wales from Victoria, there is a considerable contra account in favor of the latter colony. Advices have been received from various parts of the border of the considerable and increasing importation into Victoria of dutiable products. From Wahgunyah it is stated that last year over 20,000 gallons of wine were made in the immediate vicinity of that place, on the New South Wales side, and that the whole found a market in Victoria; passing into this colony under the Border Treaty duty free. It is admitted that the amount due to Victoria on account of dutiable products crossing the Murray for consumption in Victoria should be deducted from any amount estimated to be due to New South Wales, and on this score a further deduction must be made from the £40,000. It might be legitimately reduced also by the cost of collection, which is borne at present exclusively by Victoria, though it is plainly a charge against the Treasury into which the Customs duty finally goes.

Taking into consideration, therefore, every circumstance which will tend to throw light on the actual amount fairly due from Victoria to New South Wales, the conclusion is irresistible that the present subsidy of £60,000 is excessive; and that, whilst some inconvenience would undoubtedly result to the trading classes of Melbourne if provision is not made for a renewal of the existing treaty, more serious loss and inconvenience would fall upon the inhabitants of New South Wales.

Under these circumstances, we can scarcely comprehend the purpose of New South Wales in this matter, and we are compelled to conclude that other motives than those which appear in this Conference must be in operation to account for demands being persisted in which it was absolutely certain Victoria could not assent to, and which were not supported by any documentary evidence or any reasonable deduction from the various approximate returns published by New South Wales and Victoria.

With respect to the written statement handed to us by the delegates, we desire to say that we do not deny that New South Wales is entitled to duties on all the goods imported into it which, by its laws, are subject to duty—less the cost of collection. On this principle, if the balance is in favor of New South Wales, after deducting the amount due to Victoria, we are willing to covenant to pay such ascertained balance.

In arriving at such balance, we do not propose to include in the claims of Victoria any imports from New South Wales on which duties are not now charged; on the contrary, we are willing to negotiate on the basis of the existing tariffs and trade.

It is true that Victoria may hereafter think it desirable to impose a tax upon sheep and cattle imported across the Murray; and, in that case, the amount of duty so imposed would probably equal, if it did not exceed, the amount of the balance at present in favour of New South Wales. The value of stock so imported annually amounts to nearly three-quarters of a million sterling; the returns of 1869 give 1,939 horses, 54,136 cattle, 840,100 sheep. This consideration we submit should operate with New South Wales to secure, on fair and equitable terms, free trade across the Murray.

The policy of such a tax, or of a tax on wool during its transit to a port of shipment, are subjects which we must decline to discuss with New South Wales.

We regret that the delegates should consider it necessary to intimate that any possible action of the Victorian Parliament would be regarded as designedly hostile to New South Wales. We believe that no hostility whatever exists in the minds of any section of the population with respect to that colony.

If New South Wales declines to modify its untenable demands, and prefers to re-establish its custom-houses along the borders, we shall deeply regret so unwise a policy, but we must refuse to be coerced by suggested alternatives, which, if employed, would mainly, if not solely, injure the population of New South Wales. The natural course of the Riverina trade is to Victoria; and it will be the duty of the Government to facilitate its course by enabling merchants to carry their goods in bond to the border; the principal change therefore will probably be that New South Wales will have to collect, at inordinate cost and trouble, a revenue less in amount than she now receives in a lump sum from Victoria.

For a satisfactory treaty with New South Wales we are prepared to make all reasonable concessions, but we cannot consent to pay an excessive subsidy to secure an arrangement which, irrespective of any payment whatever, would prove primarily beneficial to that colony.

Whilst repudiating the implied threat of special taxation imputed to us, which was not a menace, but a necessary warning, we must at the same time call attention to the following minatory language employed by the delegates from New South Wales:—"It would be a deplorable thing, in our opinion, if in self-defence we should be compelled, as we fear we may be, not only to collect duties, but to collect them at places which would restrict commercial intercourse between the two chief colonies of Australia within very narrow limits." If they are so driven, they are driven by the determination to prosecute a demand in respect to which they have not attempted to satisfy us that it is reasonable or just.

Under these circumstances, we express our deep regret that the absence of reliable information, the refusal to postpone any new arrangement till such information was obtained, and the strangely exaggerated expectations of New South Wales, render a renewal of the treaty between the two colonies impossible at the present time. We would, however, venture to express the hope that the good understanding at present existing between the colonies will not be disturbed; and we are conscious that we have done nothing calculated to disturb it.

Melbourne, 30th September, 1871.

C. GAVAN DUFFY.
GRAHAM BERRY.

1871.

NEW SOUTH WALES.

COLONIAL TARIFFS.

(DESPATCH, &c., RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR THE EARL OF BELMORE.

(Circular.)

Downing-street,

13 July, 1871.

MY LORD,

I have had for some time under my consideration Despatches from the Governors of several of the Australasian Colonies, intimating the desire of the Colonial Governments that any two or more of those Colonies should be permitted to conclude agreements securing to each other reciprocal tariff advantages, and reserved Bills to this effect have already reached me from New Zealand and Tasmania.

It appears that whilst it is at present impossible to form a General Customs Union, owing to the conflicting views of the different Colonial Governments as to Customs Duties, the opinion extensively prevails, which was expressed at the Intercolonial Conference held at Melbourne last year, in favour of such a relaxation of the law as would allow each Colony of the Australasian group to admit any of the products or manufactures of the other Australasian Colonies duty free, or on more favourable terms than similar products and manufactures of other Countries.

At the same time, it has not been stated to me from any quarter that the subject urgently presses for the immediate decision or action of Her Majesty's Government, and I trust therefore that any delay that may arise in dealing with it will be attributed to its true cause, namely to the desire of Her Majesty's Government to consider the subject deliberately in all its bearings, with a view to arrive at such a settlement as may not merely meet temporary objects, but constitute a permanent system, resting upon sound principles of commercial policy.

The necessary consultations with the Board of Trade, and with the Law Officers, have unavoidably been protracted to a late period of the Session; and, if Her Majesty's Government were satisfied that they could properly consent to the removal of the restriction against differential duties, it would not be possible now to obtain for so important a measure the attention which it should receive from Parliament. It is by no means improbable that the introduction of a Bill to enable the Australasian Colonies to impose differential duties might raise serious discussions and opposition both in Parliament and in the Country, on the ground that such a measure would be inconsistent with the principles of free trade, and prejudicial to the commercial and political relations between the different parts of the Empire; and I feel confident that the Colonial Governments will not regret to have an opportunity afforded them of further friendly discussion of the whole subject, after learning the views of Her Majesty's Government upon it, before any final conclusion is arrived at. I will therefore proceed to notice those points which seem to Her Majesty's Government to require particular examination.

The Government of New Zealand appears, from the Bill laid before the House of Representatives, and from the Financial Statement of the Treasurer, to have originally contemplated the granting of special bonuses to goods imported into New Zealand from the other Australasian Colonies. As, however, this expedient was not eventually adopted, I am relieved from the necessity of discussing the objections to such a mode of avoiding the rule against differential duties.

The proposal now before me raises the following questions, namely:—

1. Whether a precedent exists in the case of the British North American Colonies for the relaxation of the rule or law now in force.
2. Whether Her Majesty's Treaty obligations with any Foreign Power interfere with such relaxation.
3. Whether a general power should be given to the Australasian Governments to make reciprocal tariff arrangements, imposing differential duties without the consent of the Imperial Government in each particular case.
4. Whether, on grounds of general Imperial policy, the proposal can properly be adopted.

The Attorney General of New Zealand, in his report accompanying the reserved Bill, observes that its main provisions are almost a literal copy of provisions which have been for some time past in force in Canada and other North American Colonies; and I observe that in the various communications before me the argument is repeatedly pressed that the Australasian Colonies are entitled to the same treatment in this respect as the North American Colonies. It may be as well, therefore, to explain what these provisions actually are.

I enclose extracts from the Acts of Newfoundland and Prince Edward Island, of the year 1856; but I need not dwell upon them, because, as dealing with a limited list of raw materials and produce, not imported to those Colonies from Europe, they are hardly, if at all, applicable to the present case, and I shall refer only to the Act passed by the Dominion of Canada in 1867 (31 Vict., cap. 7), which is the enactment principally relied upon as a precedent.

Schedule D of this Act exempts from duty certain specified raw materials and produce of the British North American Provinces; and the 3rd section enacts that "Any other articles than those mentioned in Schedule D, being of the growth and produce of the British North American Provinces, may be specially exempted from Customs' duty, by order of the Governor in Council."

This, which was one of the first Acts of the Legislature of the newly constituted Dominion, in its opening Session, was passed in the expectation that at no distant date the other Possessions of Her Majesty in North America would become part of the Dominion; and the assent of Her Majesty's Government to a measure passed in circumstances so peculiar and exceptional cannot form a precedent of universal and necessary application; although I am not prepared to deny that the Australasian Governments are justified in citing it as an example of the admission of the principle of differential duties.

With reference to the second question,—as to the existence of any Treaty, the obligations of which might be inconsistent with compliance by Her Majesty with the present proposal,—the Board of Trade have informed me that this point could only be raised in connection with the terms of the Treaty between this Country and the Zollverein of 1865, extended through the operation of the "most favoured nation" article to all other Countries possessing rights conferred by that stipulation.

The 7th Article of that Treaty, which extends the provisions of previous articles to the Colonies and Foreign Possessions of Her Majesty, contains the following provision:—

"In the Colonies and Possessions the produce of the States of the Zollverein shall not be subject to any higher or other import duties than the produce of the United Kingdom of Great Britain and Ireland, or of any other Country of the like kind."

I am advised that this 7th Article may be held not to preclude Her Majesty from "permitting the Legislature of a British Possession to impose on articles, being the produce of the States of the Zollverein, any higher or other import duties than those which are levied on articles of the like kind which are the produce of another British Possession, provided such duties are not higher or other than the duties imposed on articles of the like kind being the produce of the United Kingdom of Great Britain and Ireland."

But apart from the strict interpretation of the Treaty, it seems very doubtful whether it would be a wise course on the part of the Australasian Colonies, which, both as regards emigration and trade have more extensive relations with Germany than with perhaps any other Foreign Country, to place German products and manufactures under disadvantages in the Colonial markets.

Proceeding to the third question,—whether, if the principle of allowing the imposition of differential duties were conceded, the Colonies could be permitted to impose such duties without the express sanction of the Imperial Government in each particular case,—you will be prepared, by what I have already said, to learn that I consider it open to serious doubt whether such absolute freedom of action could be safely given.

Her Majesty's Government are alone responsible for the due observance of Treaty arrangements between Foreign Countries and the whole Empire, and it would be scarcely possible for the Colonial Governments to foresee the extent to which the trade of other parts of the Empire might be affected by special tariff agreements between particular Colonies.

It must moreover be anticipated that these differential agreements, being avowedly for the supposed benefit of certain classes of the community, would be liable to be affected by temporary political circumstances. The door having been once opened, each producing or manufacturing interest, and even individuals desirous of promoting any new enterprise, might in turn press for exceptionably favourable treatment under the form of intercolonial reciprocity, while the real grounds for such changes as might be proposed would be intelligible only to those concerned with local politics.

It would appear, therefore, to be by no means clear that Her Majesty's Government could be relieved from the obligation of examining the particulars of each contemplated agreement, however limited; and while it would be very difficult for them to make such an examination in a satisfactory manner, a detailed inquiry of this kind could hardly fail to be irksome to the Colonies, and to lead to misunderstandings.

It remains for me lastly to ask how far it is expedient, in the interests of each Colony concerned and of the Empire collectively, that the Imperial Parliament should be invited to legislate in a direction contrary to the established commercial policy of this Country.

Her Majesty's Government are bound to say that the measure proposed by the Colonial Governments seems to them inconsistent with those principles of free trade which they believe to be alone permanently conducive to commercial prosperity; nor, as far as they are aware, has any attempt been made to show that any great practical benefit is expected to be derived from reciprocal tariff arrangements between the Australasian Colonies. At all events, I do not find anywhere among the papers which have reached me those strong representations and illustrations of the utility or necessity of the measure which I think might fairly be expected to be adduced as weighing against its undeniable inconveniences.

It is indeed stated, in an address before me, that the prohibition of differential Customs' treatment "operates to the serious prejudice of the various producing interests of the Australian Colonies." I understand this and similar expressions to mean that it is desired to give a special stimulus or premium to the Colonial producers and manufacturers, and to afford them the same advantage in a neighbouring Colony over the producers and manufacturers of all other parts of the Empire and of Foreign Countries as they would have within their own Colony under a system of protective duties. What is termed reciprocity is thus in reality protection.

It is of course unnecessary for me to observe that, whilst Her Majesty's Government feel bound to take every proper opportunity of urging upon the Colonies as well as upon Foreign Governments the great advantages which they believe to accrue to every Country which adopts a policy of free trade, they have relinquished all interference with the imposition by a Colonial Legislature of equal duties upon goods from all places, although those duties may really have the effect of protection to the native producer.

But

But a proposition that in one part of the Empire commercial privileges should be granted to the inhabitants of certain other parts of the Empire, to the exclusion and prejudice of the rest of Her Majesty's subjects, is an altogether different question; and I would earnestly request your Government to consider what effect it may have upon the relations between the Colonies and this Country.

Her Majesty's subjects throughout the Empire—and nowhere more than in Australasia—have manifested, on various occasions of late, their strong desire that the connection between the Colonies and this Country should be maintained and strengthened; but it can hardly be doubted that the imposition of differential duties upon British produce and manufactures must have a tendency to weaken that connection, and to impair the friendly feeling on both sides which I am confident your Government, as much as Her Majesty's Government, desire to preserve.

I have thought it right to state, frankly and unreservedly, the views of Her Majesty's Government on this subject, in order that the Colonial Governments may be thoroughly aware of the nature and gravity of the points which have to be decided; but I do not wish to be understood to indicate that Her Majesty's Government have, in the present state of their information, come to any absolute conclusion on the questions which I have discussed.

The objections which I have pointed out to giving to the Colonies a general power of making reciprocal arrangements would not apply to a Customs Union with a uniform tariff; and although such a general union of all the Colonies is, it appears, impracticable, it may be worth while to consider whether the difficulty might not be met by a Customs Union between two or more Colonies.

I have, &c.,
KIMBERLEY.

EXTRACT FROM CAP. I, 1856.—LAWS OF NEWFOUNDLAND.

“ IV. The following articles shall be admitted into this Island and its Dependencies free of duty, being the growth, produce, or manufacture of the United Kingdom, or of the British North American Provinces, or of the Island of Prince Edward, respectively, notwithstanding any law to the contrary, viz. :— Animals, beef and pork, biscuit bread, butter, cocoa-paste, corn or grain of all kinds, flour and bread-stuffs; fish, fresh or salted, dried or pickled; fish-oils, fins or skins, the produce of fish or creatures living in the sea; gypsum, horns, poultry, plants, shrubs, and trees; potatoes, and vegetables of all kinds; seeds of all kinds; apples; pelts, skins, furs, or tails undressed; wood, viz., boards, planks, staves, timber and firewood.

“ V. The following articles shall be admitted into this Island and its Dependencies free of duty, being the growth, produce and manufacture of the Provinces of Nova Scotia, New Brunswick, or Prince Edward Island, respectively, viz., grain, and bread-stuffs of all kinds; vegetables, fruits, seeds, hay and straw, hops; animals, salted and fresh meats, butter, cheese, chocolate, and other preparations of cocoa; lard, tallow, hides, horns, wool, undressed skins and furs of all kinds, ores of all kinds, iron in pigs and blooms, copper, lead in pigs, grindstones and stones of all kinds, earth, coals, lime, ochres, gypsum, ground or unground, rock-salt, wood, bark, timber and lumber of all kinds, firewood, ashes; fish, fish oil, viz., train oil, spermaceti oil, head matter and blubber, fins and skins, the produce of fish or creatures living in the sea.”

EXTRACT FROM THE REVISED STATUTES OF PRINCE EDWARD ISLAND.

Cap. I, 1856. 19 Vict. C. i. (1856).”

“ VIII. The several articles hereinafter enumerated, being the growth or production of Canada, Nova Scotia, New Brunswick, or Newfoundland, shall be exempted from the duty hereby imposed upon them, and shall be admitted into this Island free of duty, when imported direct from the said Provinces or either of them; provided the same shall not pass through or be imported from any Country not reciprocating with this Island, as long as the said articles are admitted into Canada, Nova Scotia, New Brunswick, and Newfoundland, or either of them, free of duty, viz. :— Grain and bread-stuffs of all kinds; vegetables, fruits, seeds, hay and straw; animals, salted and fresh meats; butter, cheese; lard, tallow, hides, horns, wool, fish, undressed skins and furs of all kinds; ores of all kinds, iron in pig and blooms; copper, lead in pigs, grindstones, and all kinds of stones; earth, coal, lime; ochres; gypsum, ground and unground; rock salt; wood, timber and lumber of all kinds, firewood, ashes; fish oil, train oil, spermaceti oil, head matter and blubber, fins and skins, the produce of fish or creatures living in the water; poultry, eggs; pitch, tar, turpentine; rice; broom corn and bark; dye stuffs, flax, hemp and tow unmanufactured; unmanufactured tobacco; rags and cotton wool.”

1871.

NEW SOUTH WALES.

CUSTOMS DUTIES ACT OF 1871.

(REGULATIONS.)

Presented to Parliament, pursuant to Act 34 Vict. No. 21, sec. 9.

The Treasury, New South Wales,
21st November, 1871.

REGULATIONS UNDER 'THE CUSTOMS' DUTIES ACT OF 1871.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following Regulations, under the Customs' Duties Act of 1871, 34 Victoria No. 21, in terms of the 9th section thereof.

GEO. W. LORD.

REGULATIONS.

1. If after entry and examination of goods subject to ad valorem duty, it shall appear to the proper officer of Customs that such goods have been undervalued according to the meaning and intention of the eighth section of the Customs Duties Act, 34 Victoria No. 21, such officer shall detain the goods so undervalued and assess the value thereof, when he shall forthwith give notice in writing to the owner or agent of such goods to amend his entry in accordance with such assessment; and such notice shall be left at the residence or known place of business of the agent or owner of the goods so detained as aforesaid.

2. In the event of the owner or agent of the goods which have been detained for undervaluation neglecting or refusing to amend his entry in accordance with the assessed value thereof by the proper officer, within two clear days after he has been requested to do so by notice as aforesaid, or within such other longer period as the Collector of Customs may appoint, then the value as assessed by the proper officer shall be deemed and taken to be the true value thereof, and the goods charged with duty accordingly; but the owner or agent of such goods may within the period first mentioned, if he shall deem the value so assessed to be in excess of the true and real value thereof, apply for and obtain the Collector's sanction, which he is hereby required to give, to appoint a competent valuator on his behalf to examine and value the goods detained as aforesaid in conjunction with another valuator to be appointed for and on behalf of the Crown by the Collector; and if upon examination of the said goods as hereinafter directed, such valutors do not concur in the value thereof, they shall forthwith appoint a third person to act as umpire, and acquaint the Collector therewith; and in the event of such valutors disagreeing in the choice of a person to be appointed for that purpose, then the Collector shall act as umpire, or it shall be competent, if they think fit, for the valutors in the first instance to appoint an umpire as aforesaid before examining or determining the value of the goods in dispute.

3. After the appointment of valutors as aforesaid, the Collector shall proceed with all convenient despatch to appoint a meeting or meetings of the valutors so appointed, or of such

valuators and their umpire as aforesaid, to be held at some convenient time and place, for the purpose of examining and determining the true value of the goods in dispute, according to the eighth section of the said recited Act, at which meeting or meetings the Collector shall be present whether acting as umpire or not; and the decision of the two valutors as aforesaid, or of such valutors and umpire or a majority of them, shall be made in writing and be final and conclusive, and the goods charged with duty accordingly.

4. In the event of the owner or agent of goods detained for undervaluation by the proper officer aforesaid failing to appoint a valuator on his behalf, and to acquaint the Collector in writing with the name and address of the person so appointed by him, within two clear days after he has obtained such Collector's sanction as aforesaid, or within such other longer period as the Collector may appoint,—or should such valuator to be appointed as aforesaid neglect to attend any meeting of valutors to be appointed by the Collector without good and sufficient reason for absenting himself,—then and in either case the value of goods in dispute, as assessed by the proper officer, shall be deemed and taken to be the true value thereof, and they shall be charged with duty accordingly.

5. In accordance with the powers conferred on him by law, the Collector may, if he think fit, at such meeting or meetings of valutors as aforesaid, summon any witnesses for the purpose of giving evidence in respect to the true and real value of goods detained for undervaluation, and may examine such witnesses on oath.

6. If the value of goods as assessed by the proper officer of Customs after examination thereof, or by valutors to be appointed for that purpose as aforesaid, shall be greater than that declared to on entry of the same, then the costs of such examination and valuation shall be defrayed by the owner or agent of such goods, according to the provisions contained in the said recited Act; but should the value of such goods as determined by valutors as aforesaid be the same or less than that declared to on entry of such goods as aforesaid, then the cost of such valuation shall be defrayed in equal portions by the owner or agent of such goods and the Government respectively.

7. For the purpose of more effectually carrying out the intention of the before-recited Act, and for aiding and assisting the officers of Customs when the value of goods subject to ad valorem duty is unknown or uncertain, the Governor and Executive Council may license one or more persons at each port, to be called "Experts," who shall be well acquainted with the character and value of one or other of the descriptions of goods ordinarily imported, for the purpose of assisting the proper officers of Customs, when so required by the Collector, to assess the true value of such goods after entry thereof.

8. The fees to be paid to the valuers to be appointed as aforesaid by the owner or agent of goods in dispute, and for and on behalf of the Government, respectively, and the umpire to be appointed by such valuers as aforesaid, except when the Collector shall act in that capacity, and to experts when employed as aforesaid, shall in no case exceed ten guineas nor be less than one guinea each, according to the quantity and value of goods for which the services of such valuers or experts are required; and the amount of such fees shall be determined by the Collector of Customs or other officer acting on his behalf.

9. Every person who shall be appointed a valuator or umpire as aforesaid, shall, before determining the value of goods detained for undervaluation, make and subscribe, in the presence of the Collector, the declaration hereto annexed; and all persons who shall be appointed to the office of expert in the

Customs under the control of the Collector of Customs shall, on being licensed as aforesaid, make the oath inserted in section 14 of the Act 34 Victoria No. 21.

10. The foregoing regulations will not apply in cases where it shall appear to the Collector of Customs, or other officer acting for or on his behalf, that goods imported have been intentionally undervalued in the first entry thereof: such goods shall be dealt with as provided for by law.

11. The term "Collector" in the foregoing regulations shall mean the Collector of Customs of the port of import, or any officer acting for or on his behalf.

FORM OF DECLARATION FOR VALUATOR.

I, _____, do solemnly and sincerely declare that I will diligently and faithfully examine and inspect the under-mentioned goods, imported ex the _____ master, from _____ and entered by _____, as per entry No. _____, of the _____ day of _____, 187 _____, viz. :— _____, which said goods have been detained by the proper officer of Customs for undervaluation; and that I will truly adjudge, to the best of my knowledge and power, the true value of such goods, according to the meaning of the eighth section of the Act 34 Victoria No. 21.

Declared before me, at the Custom House, _____, this _____ day of _____, 187 _____.

1871-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MURRAY RIVER BORDER.

(CORRESPONDENCE RELATIVE TO COLLECTION OF CUSTOMS DUTIES UPON.)

Ordered by the Legislative Assembly to be printed, 31 January, 1872.

THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 15 December, 1871.

SIR,

I do myself the honor to enclose for your perusal a copy of certain resolutions adopted by the Legislative Assembly of this Colony, on Wednesday, the 13th instant, from which it will appear that that body as well as this Government are very desirous that some arrangement may be effected which will render it unnecessary to collect the duties on all goods crossing the Murray.

On behalf of this Government, I have to invite your concurrence in these resolutions, and to request you to let me know at your earliest convenience whether your Government will assent to them.

Should such assent be given, it will be necessary that means should be adopted to take an account of imports and exports of dutiable goods at each of the places at which it may be proper to permit dutiable goods to pass from New South Wales into Victoria, and from Victoria into New South Wales. An account of this sort, to be of any real value, must be as exact as the account taken at the Custom Houses for the purposes of duty. In fact, everything ought, as it appears to this Government, to be done as is done at the Custom Houses in such cases, except the actual collection of the duties. Entries should be passed, declarations made, and examinations had where necessary, as in other cases. With reference to goods which it is usual to bond, such as spirits and tobacco, no difficulty can arise, as they will for the most part be placed in our bonded warehouses previously to going into consumption, and the accounts will be taken there, and the duty paid in the ordinary way. To provide against misunderstanding, it may perhaps be necessary that an officer appointed by this Colony should be stationed at each of your Border Custom Houses, with authority to inspect and check the account; and that officers with like authority from your Colony should be placed at the Custom Houses on this side the river, and that weekly returns, signed by your officer and ours should be sent to each Government.

With reference to goods such as wine or grain, or any other kind of goods, should they go into your Colony in bond, the account as against this Colony should be taken only on the goods being delivered out for consumption. So, also, should goods from this Colony be taken into the account, and afterwards exported from your Colony, this Colony should receive credit for the drawback. In the case of goods imported into this Colony from Victoria, and afterwards re-exported into Victoria, in cases where the Victorian duty is higher than ours, we should of course be charged on such re-exportation only the duty credited to us. It being impossible, without a discussion with the Government of South Australia, to make any arrangement as regards that Colony different from the existing one, unless your Government agrees to let that Colony have free trade across or by the Murray, for a fixed sum to be paid to you, or a fixed portion of the whole amount to be paid by South Australia and Victoria to this Colony, it is proposed that the present arrangement in reference to imports from South Australia should continue. The resolutions of the Assembly stipulate for quarterly payments of any excess over the £60,000, and this stipulation was inserted because the payments under the existing contract are quarterly payments.

As it is obvious that no account can be taken in the absence of officers appointed for that purpose at the places of import, it will be necessary to restrict the border trade to certain localities, which may be Albury, Corowa, Tocumwall, Moama, Swan Hill, and Wentworth, on this side, and places opposite to them on the other, which places you will perhaps name, should you determine to enter into the arrangement now proposed.

I have, in conclusion, to request that you will let me know at your earliest convenience whether your Government assents to these terms, or desires to propose any alteration in reference to the places and mode of collecting information.

And I have, &c.,

HENRY HALLORAN.

(For the Colonial Secretary.)

Resolutions referred to.

1. That it is very desirable to avoid if possible the actual collection of duties on goods passing across or by way of the Murray into this Colony from Victoria, and into Victoria from this Colony.
 2. That the Government of New South Wales would be justified in abstaining from collecting duties on the Murray if, before the 1st of February next, the Government of Victoria binds itself to pay for the twelve months commencing from that date the sum of £60,000, on the terms and conditions of the existing agreement, and such further sum quarterly as on taking an account on the basis of the existing Tariffs may be found at the end of each quarter to be due to this Colony.
 3. That the Government of New South Wales ought, in conjunction with the Government of Victoria, to take immediate steps for obtaining the above information.
 4. That the foregoing Resolutions be communicated by Address to his Excellency the Governor.
- Put and passed.

THE CHIEF SECRETARY, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 22 December, 1871.

SIR,

I have received a letter on the subject of the Border Duties, signed by an officer of your department. To save time on an urgent public question, affecting a large district and an important trade, I answer it at once; but you must permit me to suggest that any further communication on the subject addressed to this Government had better be delayed until it is the convenience of a responsible Minister to conduct the correspondence.

This Government is ready, as it has always been ready, to enter into any reasonable arrangement to prevent the necessity of collecting the Border Duties; but it is not ready, any more than it was on a former occasion, to acquiesce in an arrangement which it does not consider reasonable.

The Resolutions transmitted to me as on behalf of the Legislative Assembly of New South Wales, having been submitted for the sanction of that body by a Minister of the Crown, I prefer to treat simply as the proposal of the Government, leaving the Legislature, with whom a controversy would be unseemly, entirely out of the question.

You propose that the Government of Victoria shall contract to pay £60,000 a year to New South Wales, and as much more as may prove to be her due,—which we are perfectly willing to do. But you omit to make any provision requiring New South Wales to refund any proportion of the £60,000, if it shall appear, as we contend it will when exact statistics are obtained, that £60,000 is more than your Colony is entitled to receive. Such a proposal, if indeed this be what is intended, need only be stated to be rejected.

This Government is willing to continue the terms and conditions of the present agreement for another year, by which New South Wales will receive £60,000 certain, without any charge for collection, and Victoria will remain bound as she is at present not to impose a tax on any stock coming into the Colony by way of the Murray.

Or, we are willing to make a new contract under which New South Wales shall receive the exact amount to which she shall prove to be entitled, be it more than £60,000 or less.

If you acquiesce in either of these proposals, the Commissioner of Customs will correspond with you on the best means of taking an account of exports and imports, and this Government will be willing to adopt as much of the machinery you suggest as they find practicable. But it is idle to go into these collateral questions till the basis of the contract is settled.

I have, &c.,

C. GAVAN DUFFY.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 5 January, 1872.

SIR,

I have the honor to acknowledge the receipt of your letter of the 22nd ultimo, on the subject of the Border Duties. I regret (as you have taken occasion to notice it in terms of complaint) that my letter, written on behalf of this Government, was signed for me by the Under Secretary of this Department instead of myself. It would no doubt have been signed by me personally, but that when the copy was prepared for transmission by the steamer, then about to sail, I happened to be out of town, and so of necessity, to save the mail, the Under Secretary signed for me,—a course which, though not as a rule desirable, is not unusual.

I need, I hope, scarcely say that I could have had no wish to be in any way discourteous to you in the matter of such signature, and I feel assured that you will acquit me of any such intention.

With reference to the resolutions of the Legislative Assembly of this Colony, which you erroneously assume—on what grounds I am at a loss to understand—to have been transmitted to you on behalf of the Legislative Assembly, I have the honor to say that it was not contemplated by this Government that those Resolutions should be discussed by you in any way.

They were transmitted, not for the unseemly purpose of inviting you to enter into a controversy with our Legislative Assembly, but to enable you to see how this Government was set in motion to reopen negotiations with your Government, and on what basis such negotiations were to be carried on.

As you have now clearly and definitely declined to assent to the terms set forth in those Resolutions, this Government has no alternative but to make the necessary arrangements to collect, on and after the first day of the next month, the duties which the law imposes on goods imported into this Colony.

Our Collector of Customs will leave Sydney for Albury on Monday next, for the purpose of making such arrangements; and he will have instructions to take such steps (in concert with your officials, should they be placed in communication with him) as will avoid irritation, and cause as little impediment to the trade between the two Colonies as is consistent with the accurate collection of our Revenue.

I have, &c.,

JOHN ROBERTSON.

TELEGRAM

TELEGRAM from the Chief Secretary, Victoria, to the Colonial Secretary, Sydney, dated 12th January, 1872.

Reply to your letter of 5th instant, *re* Border Duties, goes by to-day's steamer. We decline to adopt an agreement under which you would be authorized to retain an amount on account of duties which, by the investigation of your own officers, had been shown to be beyond what you are fairly entitled to. If you finally determine to collect, we will place our officers immediately in communication with you.

THE CHIEF SECRETARY, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 11 January, 1872.

SIR,

I have the honor to acknowledge your letter of the 5th instant, respecting the Border Duties.

I thank you for the explanation you are good enough to offer of the cause which prevented you from personally subscribing the former letter, and I gladly acquit you of any intentional discourtesy in the matter.

It is true, as you state, that this Government "clearly and distinctly refuse" to assent to the terms set forth in the Resolutions adopted, at the instance of your Government, by the Legislative Assembly of New South Wales. But I trust there is no misunderstanding as to the precise nature of the proposition which we have declined to adopt, or of that which we propose to substitute for it.

We decline to adopt an agreement under which New South Wales would be authorized to retain an amount on account of Border Duties which, by the investigation of her own officers, she had ascertained to be beyond her just claim. This is the sole condition to which we objected.

We proposed to substitute an agreement under which New South Wales would receive the precise sum, to which by the investigation of her own officers she proved to be entitled. This is the proposal which you consider leaves you no alternative but to have recourse to the actual collection of the Duties.

May I remind you that by recurring to the collection of the duties, whatever other result you may bring about, it is clear you cannot get more revenue than we have voluntarily offered; because you cannot get more than the entire sum to which you are entitled. But, in the method of getting it you propose to adopt, you may, and indeed must, cause much inconvenience, which, as I had the honor to point out in a former communication, will fall chiefly on your own colonists. The mercantile community cannot be called on to pay more than they do at present; for they pay at present on all the dutiable goods which they import into New South Wales. But the wine and corn grown beyond the Murray, which come free into Victoria under the existing arrangement, and find a ready market here, will become immediately subject to a considerable burden which they have hitherto escaped.

If it be too late, however, to press these considerations successfully on your attention, the Commissioner of Customs will place our officers immediately in communication with yours, in order to carry out the necessary measures for collecting the duties with as little interruption as possible to the course of intercolonial trade.

I have, &c.,
C. GAVAN DUFFY.

TELEGRAM from the Colonial Secretary, Sydney, to the Chief Secretary, Melbourne, dated 15th January, 1872.

We acknowledge your telegram received on Saturday, the 13th instant. My letter of the 5th was in reply to one from you, in which you declined to agree to the Resolutions of our Assembly, and, therefore, required no new refusal on your part. You now, however, reiterate your refusal, for the purpose, as it seems to us, of making this statement, namely:—"We decline to adopt an agreement under which you would be authorized to retain an amount on account of duties which, *by the investigation of your own officers*, had been shown to be beyond what you are fairly entitled to." This seems to us to imply that you had proposed or agreed to leave the taking and statement of the account of the duties to the officers of this Government. This you have never done, but if you are prepared to do so now, perhaps you will be good enough to say so in express terms; and we shall consider such new proposal without delay. In the meantime, our Collector will proceed with his arrangements for the collection of the duties in conjunction with your officer, as already intimated.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 16 January, 1872.

SIR,

I do myself the honor to acknowledge the receipt, this morning, of your letter of the 11th instant.

The only part of that letter which seems to us to call for remark at our hands is the following paragraph, namely—

We proposed to substitute an agreement under which New South Wales would receive the precise sum to which, by the investigation of her own officers, she proved to be entitled. This is the proposal which you consider leaves you no alternative but to have recourse to the actual collection of the duties.

We have already stated in our telegram to you of yesterday that no such proposal has ever been made, and we now repeat that statement, and again request you to say whether you are willing, as the above paragraph apparently implies, to leave the adjustment of the Border duty accounts to the officers of this Government.

I have, &c.,
JOHN ROBERTSON.

TELEGRAM

TELEGRAM from the Chief Secretary, Victoria, to the Colonial Secretary, Sydney, dated 16th January, 1872.

My letter of the 11th instant, of which the telegram was merely a *précis*, has reached you by this time, and explains my meaning. I did not, of course, propose that the account of duties should be taken exclusively by your officers, but by the officers of both Governments together. When I spoke of the investigation of your own officers, I meant their investigation in concert with ours, which is what has been meant by both parties throughout this investigation.

TELEGRAM from the Colonial Secretary, Sydney, to the Chief Secretary, Melbourne, dated 16th January, 1872.

The proposal you speak of in your telegram just received is very different from the proposal spoken of in your letter, and also in your telegram. An authoritative investigation by our officers is obviously not the same as an investigation by those officers which is to have no force unless your officers concur in it. As your meaning is now plain, we have no alternative but to abide by the Resolution of our Assembly, and collect the duties on imports which the law of this Colony imposes.

THE CHIEF SECRETARY, VICTORIA, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 19 January, 1872.

SIR,

In reply to your letter of the 16th instant, just received, I beg to say that the investigation of your own officers, to which I referred in my previous letter, was an investigation to be carried on by them in concert with the officers of this Government. It was an investigation of the nature indicated in your letter of the 15th December, in which you say—"to provide against misunderstanding, it may perhaps be necessary that an officer, appointed by this Colony, should be stationed at each of your Border Custom Houses, with authority to inspect and check the account; and that officers with like authority from your Colony should be placed at the Custom Houses on this side the river, and that weekly returns, signed by your officer and ours, should be sent to each Government."

I would willingly assent, on the part of this Government, to any reasonable proposal calculated to terminate this correspondence satisfactorily; but it is not usual, I believe, when a question is referred for arbitration, or even for inquiry, that one of the contending parties shall create or have under his sole control the tribunal which is to determine the points at issue. It is therefore impossible to agree to an arrangement by which the account of Border Duties shall be taken by your officers exclusively.

I have, &c.,
C. GAVAN DUFFY.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BORDER DUTIES.

(PETITION—RESIDENTS OF WAGGA WAGGA, &c., AGAINST RE-IMPOSITION OF)

Ordered by the Legislative Assembly to be Printed, 22 November, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Residents in the Town of Wagga Wagga and Murrumbidgee and Lachlan Districts,—

SHOWETH:—

That your Petitioners view with alarm the intention of the New South Wales Government to resort to the collection of duties on goods exported into this Colony from the Colony of Victoria across the river Murray.

That your Petitioners respectfully submit that the re-imposition of Border Duties will cause great hardship to the residents of the Riverine Districts, as, from their geographical position, and the difficulties and greater cost of carriage from Sydney, especially since the recent increase of rates by Railway, they are compelled to purchase their supplies in Victoria; and if the collection of Border Duties is again resorted to, your Petitioners will be subjected to double taxation on at least seventy-five per cent. of their trade with Victoria.

That from the large amount of Victorian capital invested in stock and stations in the Border Districts, and also the great and profitable market that Colony affords for sale of stock and produce of all kinds, and, as nearly the whole of the money circulating in these districts comes from Victoria, any interference with the present commercial relations of the two Colonies would be productive of general inconvenience and loss.

That the collection of the said duties along so extensive a line as the course of the river Murray would be not only difficult and expensive, but would also tend to demoralize the population, by holding out inducements to smuggling and evasions of the Law.

Your Petitioners therefore humbly pray that your Honorable House may be pleased to continue the existing Border Treaty with the Colony of Victoria until the end of the ensuing year, and during the interval to collect statistics to form the basis of a future agreement between the two Colonies.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 167 Signatures.]

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BORDER DUTIES.

(PETITION—WILLIAM THRELKELD, AGAINST REIMPOSITION OF.)

Ordered by the Legislative Assembly to be printed, 22 November, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Inhabitants of Hay and the surrounding district, in public meeting assembled,—

SHOWETH :—

That your Petitioners reside near the Southern Borders of the Colony, and are compelled, for geographical reasons, to have nearly all their mercantile and trade transactions with the Colony of Victoria.

That your Petitioners have heard with deep regret that certain imposts known as the "Border Duties" are to be reimposed in February next, in consequence of a disagreement between the Government of Victoria and the Government of New South Wales, as to the amount that the former Colony should annually pay to New South Wales for these duties, or for free trade across the Southern Border of the latter Colony.

That your Petitioners do not desire to pass any opinion as to the amount of money to be paid to New South Wales by Victoria, but your Petitioners have heard that no reliable statistics are at present to be had enabling the two Governments to fix the sums to be so paid.

That in the absence of such statistics, your Petitioners greatly regret that the offer made by the Government of Victoria has been refused, viz., that officers should be appointed, for the year 1872, to collect on the river Murray such data as are required for properly estimating the value of these Border Duties, so that the matter now in dispute might be amicably arranged, thus rendering it unnecessary to have Custom Houses along the river Murray.

That your Petitioners have heard with alarm that, in the event of the said duties being reimposed, it is the intention of the Parliament of Victoria to pass a measure taxing the cattle and sheep passing from New South Wales to Victoria, which would have a most disastrous effect on the pastoral interest—the main interest of the Southern Districts of New South Wales—and would tend to begin a system of legislation between the two Colonies adverse to the interests of both, and contrary to that enlightened spirit which governs the modern laws of the British Empire.

Your Petitioners humbly submit that the reimposition of the Border Duties would in many ways provoke hostile feeling between your Petitioners (the Southern Border colonists of New South Wales) and Victoria, who are people of one kindred nation, and under one Crown; the re-establishment of these duties would, among other evils, tend to demoralize the people of the Southern Border, by encouraging smuggling along the Murray frontier.

For the reasons given, and for other reasons which could be given by your Petitioners, they pray that the said proposal to ascertain the duties as aforesaid may be accepted, and that the said duties may not be reimposed until such time as the Government of Victoria refuses to pay to New South Wales her just dues in this respect.

And your Petitioners, as in duty bound, will ever pray, &c.

Signed pursuant to resolution of public meeting held in the Court House, Hay, on Friday, the tenth day of November, 1871.

WILLIAM THRELKELD,
Chairman.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BORDER DUTIES.

(PETITION—MAYOR, ALDERMEN, &c., DENILIKUIN, AGAINST REIMPOSITION OF.)

Ordered by the Legislative Assembly to be printed, 23 November, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Inhabitants of the town and district of Deniliquin, in public meeting assembled,—

SHOWETH :—

That your Petitioners reside near to the Southern Border of the Colony, and are compelled, for geographical reasons, to have nearly all their mercantile and trade transactions with the Colony of Victoria.

That your Petitioners have heard with deep regret that certain imposts known as the "Border Duties" are to be reimposed in February next, in consequence of a disagreement between the Government of Victoria and the Government of New South Wales, as to the amount that the former Colony should annually pay to New South Wales for these duties, or for free trade across the Southern Border of the latter Colony.

That your Petitioners do not desire to pass any opinion as to the amount of money to be paid to New South Wales by Victoria, but your Petitioners have heard that no reliable statistics are at present to be had enabling the two Governments to fix the sum so to be paid.

That in the absence of such statistics, your Petitioners greatly regret that the offer made by the Government of Victoria has been refused, viz., that officers should be appointed, for the year 1872, to collect along the river Murray, the southern boundary of New South Wales, such data as are required for properly estimating the value of these Border Duties, so that the matters now in dispute might be amicably arranged, thus rendering it unnecessary to have Custom Houses along the river Murray.

Your Petitioners have heard with alarm that, in the event of the said duties being reimposed, it is the intention of the Parliament of Victoria to pass a measure taxing the cattle and sheep passing from New South Wales into Victoria, which would have a most disastrous effect upon the pastoral interests—the main interest of the Southern Districts of New South Wales—and would tend to beget a system of legislation between the two Colonies adverse to the interests of both, and contrary to that enlightened spirit which governs the modern laws of the British Empire.

Your Petitioners humbly submit that the reimposition of the Border Duties would in many ways provoke hostile feeling between your Petitioners (the Southern Border colonists of New South Wales) and Victoria, who are people of one kindred nation, and under one Crown; the re-establishment of these duties would, among other evils, tend to demoralize the people of the Southern Border, by encouraging smuggling along the Murray frontier.

For the reasons given, and for other reasons which could be given by your Petitioners, they pray that the said proposal to ascertain the value of the duties as aforesaid may be accepted, and that the said duties may not be reimposed until such time as the Government of Victoria refuses to pay to New South Wales her just dues in this respect.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 109 Signatures.]

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BORDER DUTIES.

(PETITION—CERTAIN GRAZIERS, MERCHANTS, &c., ALBURY AND COROWA, AGAINST REIMPOSITION OF.)

Ordered by the Legislative Assembly to be printed, 24 November, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Graziers, Traders, Vinegrowers, Free Selectors, Artisans, and others, resident in the Albury and Corowa Districts,—

HUMBLY SHOWETH:—

That during the currency of the present Border Customs Treaty the prosperity and agricultural and commercial development of Riverina have largely increased by the existence of unrestricted trade with Victoria, and that this development ought still further to increase when the North-eastern Railway of that Colony approaches the Murray.

That, in view of the completion of that Railway, additional confidence has been imparted to commercial and other enterprise in Riverina, and large outlay of capital in mercantile, vinegrowing, squatting, and farming businesses has been made, and will, if undisturbed, continue to be made in such degree as to add materially to the wealth and importance of this part of New South Wales.

That an immense amount of agricultural and grazing settlement, under different clauses of the Lands Acts, has taken place in these districts, solely on the prospect of free access to the Victorian markets, which are here regarded as the natural and only practically available outlet for vinegrowing, agricultural, and pastoral products.

That your Petitioners have seen with alarm and dismay that a recurrence to a system of Border Customs collection is indicated by the memoranda presented to the late Intercolonial Conference by the Delegates from New South Wales and Victoria, and that negotiations have failed for renewing the existing Treaty, which has already secured so many advantages to this part of New South Wales, and therefore, in due measure, to the Colony at large.

That the peculiar geographical position of these districts entails exceptional hardship upon the inhabitants, if they are practically compelled to pay the charges of two Tariffs upon most of the goods imported over the Border,—an amount of taxation which, your Petitioners need hardly point out, would be directly caused by the cessation of reciprocal trade arrangements with Victoria.

That the stoppage of some of the most valuable industries of this part of the Colony, such as vinegrowing and the production of grain, &c., would ensue, and result in inevitable ruin to those concerned, by the imposition of Border Customs, while the calamities of such a system of collection would probably be further augmented by a retaliatory Victorian duty on New South Wales live stock.

That, in view of the evils above indicated as resulting from the stoppage of friendly commercial reciprocity between the two Colonies, your Petitioners pray that your Honorable House will be pleased to accord such relief as to your wisdom may seem best.

And your Petitioners will ever pray.

[Here follow 1,040 Signatures.]

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CUSTOMS.

(MINUTE RESPECTING BORDER DUTIES BETWEEN NEW SOUTH WALES AND QUEENSLAND.)

*Ordered by the Legislative Assembly to be printed, 22 November, 1871.**[Laid upon Table in compliance with Answer to Question No. 9 on Votes and Proceedings No. 37, Wednesday, 22 November, 1871.]*The Treasury, New South Wales,
22 December, 1870.*Customs' Duties leviable on goods crossing from this Colony into Queensland, and vice versa.*

UPON taking office, the Treasurer found bequeathed to him a difficulty with the Government of Queensland, in respect of Customs' duties on goods crossing from New South Wales into their Colony, demanding immediate attention.

It appears, from a perusal of the papers, that settlement of the question as to the collection of these duties has been a subject of attempted arrangement at various times since the year 1863.

On 24th October of this year, a letter from the Colonial Secretary of Queensland was received by the Colonial Secretary of the late Administration, in which the necessity of an agreement being arrived at is urged; and the proposal made that this Government should pay a sum of £12,000 annually "in lieu of all Customs' duties on goods imported in the regular course of trade over the Border." Mr. Palmer's letter concluded with an expression of trust that the matter would receive the attention of this Government "at an early period."

A month subsequently to receipt of the foregoing letter a reply was sent, conveying the opinion of my predecessor that the difference in traffic was inconsiderable, but suggesting that each Government should appoint an officer or person of high standing to ascertain as nearly as possible the "balance of trade" really existing, upon which some understanding or agreement might be arrived at. It is to be remarked upon the point as to the "balance of trade," that the Collector of Customs so far agrees in opinion with Mr. Samuel as to advise that the demand of £12,000 per annum ought not to be entertained.

On 30th November, the day following despatch of the reply, a telegram from Mr. Palmer came to hand, in which it was stated that, no reply having been received to his offer of 19th October, the same was cancelled. It was further intimated that Revenue officers would be placed on the Border, to collect duties according to the Queensland Tariff, on and after 1st January next. An effort was made to stay this proceeding, but without success.

It was at this stage that the present Treasurer was called upon to take up the subject. He telegraphed, in the first instance, for a month's delay, in order that his colleagues and himself might have an opportunity for consideration. This request has been refused, and as matters stand, the restrictions upon the Border traffic of the two Colonies, so suddenly to be imposed by the Government of Queensland, will take effect in a few days, namely, on 1st proximo.

The Treasurer must express equal surprise at the abruptness of the course adopted by the Government of Queensland, and the want of consideration shown towards himself; and his surprise is increased by the fact that that course is so opposed to the terms of a minute passed by the Executive Council of the sister Colony, of 2nd June, 1869, in which occurs the following paragraph:—

"If the latter course [the collection of the duties] should have to be adopted, it will be advisable, as a matter of courtesy to the Government, and in justice to the persons interested, to give three months' notice of the determination to do so; during which period the necessary arrangements for the collection of the duties may be made."

The proposal for a settlement of the difficulty upon a mutual basis having thus been rejected, and an opportunity of further consideration refused, the Cabinet concur in the opinion that the only course open to this Government, in the circumstances, is the adoption of like measures in respect of goods brought into this Colony, borderwise, from Queensland.

It is recommended, therefore, for the approval of His Excellency the Governor and the Executive Council, that the duties imposed by the New South Wales Tariff be levied on goods which, being subject to such duties, shall be brought across the Border, or by way of the Tweed River, from Queensland.

To give effect to this, the Treasurer likewise recommends that Customs Stations be established at Maryland and the Tweed River forthwith; the duties to be enforced from 1st January next.

GEO. W. LORD.

MINUTE OF EXECUTIVE COUNCIL.

THE Executive Council having carefully considered the subject herein set forth, with reference to the action of the Queensland Government in relation to Customs' duties leviable upon goods crossing into the Colony of Queensland from New South Wales, concur in the recommendation of the Honorable the Colonial Treasurer, and accordingly advise that authority be granted to levy, upon goods brought across the Border, or by way of the Tweed River, from Queensland, the duties imposed by the New South Wales Tariff.

The Council further advise that Customs Stations be established at Maryland and the Tweed River, and the same carried into effect forthwith.

ALEX. C. BUDGE,
Clerk of the Council.

Min. 70/54. 30/12/70. Confirmed, 4/1/71. Approved—B., 5/1/71.

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GUNDAROO POST OFFICE.

(PETITION FOR REMOVAL OF—CERTAIN INHABITANTS.)

Ordered by the Legislative Assembly to be Printed, 16 November, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Inhabitants of Gundaroo, in Public Meeting assembled,—

HUMBLY SHOWETH :—

That Gundaroo is a Government Village where a considerable number of allotments have been sold, and on which there are a number of business premises, besides private residences.

That in the same village are a Lock-up, a Court of Petty Sessions, a Pound, and the Government Land Office; the Government road to and from Yass, Queanbeyan, Gininderra, Gunning, Collector, and Goulburn, passes through its main street, and that the mail has been carried through the village.

That notwithstanding these facts, and that the road by Lake George has been cancelled, the Post Office is 4½ miles distant from the said village, and off the main road from Goulburn to Queanbeyan.

That on reference to the printed correspondence moved for by the Hon. W. Forster last Session of Parliament, it will be seen that all the Postmasters between Goulburn and Queanbeyan, excepting the Gundaroo Postmaster, certify to the superiority of Thompson's marked tree road over the road by Lake George, and that your Petitioners desire to draw the attention of your Honorable House to the incorrectness of the sketch of the roads as printed, and beg to refer your Honorable House to the accompanying sketch which your Petitioners certify to be correct; and also to the misstatements of Mr. Boake and Mr. Edgar that the village is at the extreme end of the district; the contrary being shown by the list of heads of families on page 7 of the said correspondence.

That your Petitioners humbly express their sense of the injustice done them by the Hon. Postmaster General, in refusing to make any alteration in the site of the Post Office, in reply to a letter from Mr. Fraser, before any facts were placed before the Government to justify the conclusions arrived at.

Your Petitioners humbly request the special notice of your Honorable House to the above statements, and to the resolutions passed at a late public meeting, whereby the action of certain interested persons, in holding a hole and corner meeting, and praying for the retention of the Post Office in its present site as the most central place, are condemned; as also to the reply of the Hon. Postmaster General of the 17th May, intimating the very decision arrived at, and communicated to Mr. Fraser on the 2nd of May.

Your Petitioners further beg to remind your Honorable House that Mr. Fraser is an interested person, having a store on private property in close proximity to the site of the present Post Office.

That with reference to Mr. Edgar's letter at page 8 of the said correspondence, he does not give the names of all the landholders, excepting the few residents on the township, as the list of heads of families on page 7 of the said correspondence will show; and that there are names added to the Petition sent by him of persons who have no connection with Gundaroo, and whose names are therefore wrongly appended; and that the township is not at the extreme end of the district, as the said list will show; and further, that the statement of the detention of the mails at the township is all a fabrication, and therefore that the proposed alteration cannot possibly cause any such confusion as predicted by Mr. Edgar. We would further remind your Honorable House that Mr. Edgar is also an interested person, having a public-house to let on private property, in close proximity to the site of the present Post Office.

That your Petitioners beg to refer your Honorable House to certain documents attached, which prove the falsity of the Memorial forwarded by Mr. Edgar.

That your Petitioners humbly request that your Honorable House will take steps to see that justice may be done, by authorizing the removal of the Post Office to its proper place in the village, as your Petitioners believe that all Government Offices ought to be in the public township, and not on the side of by-roads; and that your Honorable House will perceive, by the list on page 7 of the said correspondence, that if the Post Office was in the village, it would make the distance equal for the residents at each extreme end of the district, while there would still be a majority of 25 heads of families more on the northern than the southern side of the town, nearest to the present Post Office.

And your Petitioners humbly pray that, having regard to the premises, your Honorable House will take such steps as may be necessary to meet the justice of the case, and most for the public interest.

And your Petitioners, as in duty bound, will ever pray.

[Here follow 65 Signatures.]

1871.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL.

(COST OF SERVICE *VIA* SUEZ, FOR 1870.)

Ordered by the Legislative Assembly to be printed, 8 December, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, on the 21st November, 1871, That there be laid upon the Table of this House,—

“ A Return showing the total cost to each Colony (including all transit
“ charges) of the conveyance of Mails *viá* Suez, for the year 1870; and
“ also the entire cost of the Service to the Imperial and Colonial
“ Governments.”

(*Mr. Farnell.*)

POSTAL.

RETURN showing the total cost to each Colony (including all transit charges) of the conveyance of Mails *via* Suez, for the year 1870; and also the entire cost of the Service to the Imperial and Colonial Governments :—

Colonies.	Number of Letters Inwards and Outwards in 1869.	Service to Point-de-Galle.	Service between Point-de-Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Moiety of cost of Mail-boxes and Mail-bags.	Moiety of expense of Naval Agents in charge of Mails.	Proportion of cost of Special Packets between Dover and Calais.	Estimated number of Newspapers Inwards and Outwards <i>via</i> Southampton in 1869.	Egyptian Transit rate on Newspapers <i>via</i> Southampton	Totals.
1870.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Victoria	990,164	10,144 17 7	16,233 11 6	7,542 10 2	.....	120 4 5	129 4 8	50 1 10	1,871,923	1,308 15 6	35,529 5 8
New South Wales	414,446	4,246 5 1	6,794 14 10	3,157 0 3	2,655 15 4	50 6 5	54 1 10	20 19 4	702,447	491 2 2	17,470 5 3
South Australia..	221,936	2,273 17 8	3,638 12 2	.....	.....	26 18 11	28 19 4	11 4 7	404,791	283 0 10	6,262 13 6
New Zealand	559,046	5,727 14 11	9,165 7 9	4,258 9 10	3,582 7 3	67 17 6	72 19 4	28 5 7	1,098,465	768 0 2	23,671 2 4
Tasmania	71,206	729 7 1	1,167 1 10	542 8 2	.....	8 12 10	9 5 10	3 12 0	219,508	153 9 4	2,613 17 1
Queensland.....	178,351	1,827 6 2	2,924 0 3	1,358 11 7	1,142 17 5	21 13 1	23 5 7	9 0 5	277,865	194 5 8	7,501 0 2
Western Australia	35,774	366 11 6	586 11 8	.....	.....	4 6 10	4 13 5	1 16 3	73,369	51 6 4	1,015 6 0
	2,470,923	25,316 0 0	40,510 0 0	16,859 0 0	7,381 0 0	300 0 0	322 10 0	725 0 0	4,648,368	3,250 0 0	94,063 10 0

Half cost of Service to Imperial Government £94,063 10s.

NOTE.—The above particulars are furnished from a return received from the General Post Office, London; but since the date of that return the London authorities have intimated that the establishment, in May 1870, of the Service to the United Kingdom *via* San Francisco, and the consequent withdrawal of the greater portion of the New Zealand correspondence from the Suez route, have rendered necessary an adjustment of the account for that year. This has been effected in the account current for the present year, viz., 1871, the amount overcharged to New Zealand having been credited to that Colony and debited to the other Colonies concerned, the additional amount being divided amongst these Colonies, as follows, viz. :—

	£	s.	d.
Victoria	8,994	19	9
New South Wales	4,205	8	9
South Australia	1,012	7	7
Tasmania	589	2	3
Queensland	1,926	9	10
Western Australia	182	0	4

General Post Office,
Sydney, 8th December, 1871.

CHAS. NIGHTINGALE,
Accountant.

1871-2.

NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION.

(FURTHER CORRESPONDENCE RESPECTING.)

Presented to both Houses of Parliament, by Command.

SCHEDULE.

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STEAM POSTAL COMMUNICATION.

No. 1.

MR. H. H. HALL to THE POSTMASTER GENERAL.

U. S. Consulate,
Grafton Wharf,
Sydney, 29 May, 1871.

SIR,

As I am very desirous of fixing my Time-table of departures from Sydney, Fiji, Honolulu, and San Francisco, I have the honor to request that you will have the goodness to inform me, in the event of my obtaining a contract with your Government, whether there would be any objection to my leaving this port every fourth Saturday at noon.

I have, &c.,
H. H. HALL, U.S.C.

MINUTE OF SECRETARY TO POST OFFICE.

So far as the convenience of the public or the Postal Department is concerned, the day and hour named will, I have no doubt, be a suitable one for the departure of the Californian Mail.—S.H.L., 30/5/71.

No. 2.

THE POSTMASTER GENERAL to MR. H. H. HALL.

General Post Office,
Sydney, 31 May, 1871.

SIR,

I have the honor to acknowledge the receipt of your communication, dated the 29th instant, in which you request that you may be informed whether, in the event of your obtaining a contract with this Government for the conveyance of mails between Sydney and San Francisco, *via* Fiji and Honolulu, there would be any objection to your steamships leaving Sydney every fourth Saturday at noon.

In reply, I beg to state that, so far as the convenience of the public or of this department is concerned, the day and hour named appear to be suitable for the departure from Sydney of the Californian Mail; but I must at the same time inform you that, under present circumstances, this department does not assume any power of controlling your movements or the departure and arrival of the vessels you may employ.

I have, &c.,
J. DOCKER.

No. 3.

MR. D. LITTLE to THE POSTMASTER GENERAL.

Sydney, 1 June, 1871.

SIR,

Some time ago I made certain representations to your department in reference to the proposed Pacific Mail Service.

These were, in effect, that the recent application of the compound principle to steam-engines in marine navigation had effected so great a reduction in working expenses as to make it an absolute certainty that any tender now called for will be responded to on very much more moderate terms than anything we have hitherto been accustomed to, provided that time is given for the owners in England of the new class of boats to come forward.

Mr. Francis, one of the Victorian Ministry, stated in his place in Parliament some time ago, that his Government delayed negotiation on the Cape route, in order to inform themselves fully upon, and obtain the benefit of, the new system.

My object in again addressing you now is to bring under your notice the corroboration of my remarks afforded by the recent alterations of the ss. "Auckland." Although the compound system was only imperfectly adopted in her case, the alterations effected converted (according to her owners' published statement) an 8-knot boat, burning thirty tons per day, into a 10½-knot boat, burning fifteen tons per day.

With these facts prominently before you, I am sanguine that you will allow time in your tender for Home competition; and, anxiously awaiting information on the subject,—

I have, &c.,
DUG. LITTLE.

Read. Place with other papers on Ocean Postal Routes.—J.D., 2/6/71.

Memo.—A similar letter to the above was addressed by Mr. Little to the Colonial Secretary, Sydney, on the 1st June, 1871.

No. 4.

THE POSTMASTER GENERAL, NEW ZEALAND, to THE POSTMASTER GENERAL, NEW SOUTH WALES.

General Post Office,
Wellington, 24 April, 1871.

SIR,

I have the honor to transmit to you, enclosed herewith, a copy of the contract which has lately been entered into by the Government of this Colony for the conveyance of mails between New Zealand and San Francisco.

I have, &c.,
ELLIOT ELLIOT.
(For Postmaster General.)

[Enclosure in No. 4.]

MEMORANDUM of Agreement made this seventh day of March, one thousand eight hundred and seventy-one, at New York, in the United States of America, between the Honorable Julius Vogel, the Postmaster General of New Zealand, and a Member of the Executive Council of the Colony, acting on behalf of the Government of New Zealand, and hereinafter called the Postmaster General, for himself as such Postmaster General and for his successors in office, of the one part, and William H. Webb, Esquire, of New York, in the United States of America, shipowner, and Ben Holladay, Esquire, of New York, in the United States of America, hereinafter called the Contractors, for themselves, their heirs, executors, administrators, and assigns, of the other part, witnesseth that each of the parties doth severally contract, promise, and agree with and to the other parties respectively in manner following, that is to say:—

1. The Contractors shall and will establish a line of mail steam-vessels, to be called "The United States, New Zealand, and Australia Mail Steamship Line," to run between the port of San Francisco and New Zealand, to commence at San Francisco on the eighth day of April, in the year one thousand eight hundred and seventy-one, and to be continued for the term of ten years: Provided that it shall be lawful for the Postmaster General to determine this contract at the end of three years if the General Assembly of New Zealand shall refuse to ratify the same for a longer time, and notice of such refusal shall have been given in writing to the Contractors, or left with their agent in Wellington, hereby authorized to receive the same, within six calendar months after the first steam-vessel under this contract shall arrive at Wellington.

2. The Government of New Zealand shall and will use their best endeavours to obtain from the General Assembly a ratification of this contract for the full period of ten years.

3. The steam-vessels to be employed under this contract shall be the "Nevada," the "Nebraska," the "Dacotah," the "Moses Taylor," and such other vessel or vessels, including the "Santiago de Cuba," as may be required for carrying out the contract, and as shall be approved of by the Postmaster General: Provided that the "Moses Taylor" shall be used only in cases of emergency, no other of the said vessels being available, and that the "Santiago de Cuba" shall be used only if a vessel in addition to the "Nevada," the "Nebraska," and the "Dacotah" shall be required for the performance of the contract services, in which case, but not otherwise, the Postmaster General agrees to accept the said vessel for a period of twenty-four months and no more, on condition that she shall be thoroughly repaired in every particular to the satisfaction of Mr. Robert Mackie, Lloyd's Agent at the port of New York; and if any of the said vessels shall be lost or become unserviceable, another vessel or vessels, to be approved of in writing by the Postmaster General, shall be substituted.

4. It shall be lawful for the Contractors to substitute other vessels for those named, provided that such substitution shall be previously assented to in writing by the Postmaster General.

5. The steam-vessels to be from time to time employed in the performance of this Contract shall be always fitted out, furnished and provided with every requisite for rendering them constantly efficient for the service in every particular, as first-class mail and passenger steam-vessels.

6. One of the vessels to be employed under this contract shall leave San Francisco once in every twenty-eight days, and shall proceed thence to Port Chalmers by way of and calling at Auckland, Wellington, and Lyttelton, in New Zealand; and one of the said vessels shall leave Port Chalmers once in every twenty-eight days, and shall proceed to San Francisco by way of and calling at Lyttelton, Wellington, and Auckland.

7. In passing Hawke's Bay the vessel shall, weather permitting, call off Napier to deliver and receive mails to and from that place, the said mails to be delivered and received by a steam launch to be provided by the Postmaster General.

8. The said steam-vessels may call at two intermediate places, and no more, between Auckland and San Francisco, and between San Francisco and Auckland, and such two places may be at any of the Hawaiian, Society, or Navigator Islands, as the Contractors may think fit and appoint; and such ports, after being appointed, may be altered from time to time by the Contractors, and other ports in other islands substituted, with the consent of the Postmaster General, but not otherwise.

9. The time (including a period not exceeding forty-eight hours for coaling at the Sandwich Islands, and all other stoppages) allowed for the voyage between San Francisco and Auckland, and Auckland and San Francisco, shall not exceed six hundred hours; and the Contractors shall use all possible diligence and despatch to depart from Auckland, and thereafter to perform the voyage between Auckland and Port Chalmers within one hundred and ten hours, including stoppages, and shall forfeit the sum of two pounds per hour for every hour's unnecessary delay.

10. The Contractors shall once in every twenty-eight days run a steamer in connection with the aforesaid steamers, between Auckland and Sydney, in the Colony of New South Wales, and between Sydney and Auckland; and if required so to do by the Postmaster General, the Contractors shall, or at their own option they may, run the said steamer from Sydney to Melbourne, in the Colony of Victoria, and from Melbourne to Sydney and Auckland; but the Postmaster General shall not require the said steamer to be run from Sydney to Melbourne, unless the Victorian Government agree to pay a subsidy of thirty thousand pounds per annum, which sum shall be equally divided between the Government of New Zealand and the Contractors.

11. The vessel to be employed between Auckland and Sydney, or between Auckland, Sydney, and Melbourne, as the case may be, as provided in the preceding clause, shall be in all respects equal in character to the vessels employed between San Francisco and Port Chalmers, and not less than one thousand tons register, British measurement, and shall be approved of by the Postmaster General; and the whole time, including stoppages, allowed for the voyage each way between San Francisco and Sydney shall not exceed seven hundred and forty-four hours.

12. For the service hereinafter described, inclusive of the service between Auckland and Sydney, or between Auckland, Sydney, and Melbourne, as the case may be, the Contractors shall be paid by the Government of New Zealand at the rate of fifty thousand pounds for thirteen complete services to and from Port Chalmers and San Francisco, and to and from Auckland and Sydney, or Auckland, Sydney, and Melbourne, as the case may be; and all mails which the Postmaster General shall require to be carried by the Contractors during the continuance of the contract shall be carried free of cost.

13. If during the first six months after the date fixed for the commencement of the contract service, the Contractors are unable to run the vessel from Auckland to Sydney, or from Auckland to Sydney and Melbourne, as hereinbefore provided in clauses 10 and 11, the payment to be made to the Contractors by the Government of New Zealand during that period shall be at the rate of forty thousand pounds for thirteen complete services, and not at the rate of fifty thousand pounds as hereinbefore provided; and the Contractors agree to start the said steamer not later than six months after the commencement of the contract service.

14. During the first thirteen complete services between San Francisco and New Zealand, each way, the Contractors may cause the vessel arriving at Auckland from San Francisco to be run from Auckland to Sydney, or from Auckland to Sydney and Melbourne: Provided that they have at Auckland one of the contract vessels mentioned in clause 3 to proceed to Wellington, Lyttelton, and Port Chalmers; and provided further, that such vessel shall, on the next succeeding voyage, proceed from Port Chalmers to San Francisco by way of and calling at Lyttelton, Wellington, and Auckland.

15. After the completion of the first thirteen services between San Francisco and New Zealand, each way, the Contractors may, at their option, twice during each twelve months, run the vessel arriving at Auckland from San Francisco to Sydney, or to Sydney and Melbourne, in the same way as is provided by the preceding clause; but save and except as is provided by the preceding clause, and by this clause, the vessel arriving at Auckland from San Francisco shall proceed to Port Chalmers, and from Port Chalmers to San Francisco, as is provided by clause 6.

16. It shall be lawful for the Postmaster General, but not for the Contractors, to make any arrangements he may think fit with any of the Australian Governments, and with the Government of New Caledonia; and all sums payable under such arrangements shall be equally divided between the Government of New Zealand and the Contractors: Provided that no such arrangements shall be held to compel the Contractors, without their consent, to perform any service not provided for by this agreement.

17. The Contractors shall not, nor shall any person or persons with their consent or concurrence, run any steam-vessel to New Caledonia, or the Fiji Islands, or to any of the Australian Colonies, except from a port in New Zealand; and no mails whatever shall be carried on board any such steam-vessel or branch steam-vessel running from New Zealand, except with the consent of the Postmaster General in writing first obtained.

18. The days and hours of departure for the vessels employed under this contract shall be those specified in a table to be furnished by the Postmaster General: Provided that the Postmaster General may from time to time alter such days and hours on giving reasonable notice to the Contractors of the required alteration, provided that no such alteration shall render necessary the employment of an additional steam-vessel, except as is herein provided; and the altered days and hours shall be observed and kept as if the same had been provided for in this contract, and the Contractors shall pay the sum of two pounds per hour for every hour's delay in the departure of any vessel after the specified time.

19. The Postmaster General shall pay to the Contractors the sum of two pounds per hour for every hour that any mail shall be ready for delivery in the port of Auckland or San Francisco less than the contract time; and the Contractors shall pay to the Postmaster General the sum of two pounds per hour for every hour that shall be required for delivery of any mail in Auckland or San Francisco in excess of the contract time; but if good cause for any such excess be shown to the Postmaster General, the payment in respect thereof may be remitted at his discretion.

20. In respect to the steamer to be run from Auckland to Sydney, it shall be lawful for the Postmaster General to declare that, in addition to the provision made in the preceding clause for the ports of Auckland and San Francisco, a similar provision shall apply to the delivery of mails in the ports of Sydney and San Francisco; and in such case, this contract shall be read as though there had been inserted herein an additional clause, in the same words as the preceding clause, substituting throughout the word "Sydney," for Auckland.

21. All sums payable to the Contractors by way of subsidy shall be paid by monthly instalments, immediately prior to the departure of each steam-vessel on her return voyage from Auckland to San Francisco, to an Agent to be appointed by the Contractors to receive the same; and if default shall be made in the payment of any such instalment at the appointed time, the Contractors shall be entitled to receive as liquidated damages the sum of one hundred pounds, and an additional sum of one hundred pounds for every month during which such instalment shall remain unpaid.

22. All payments of premiums for the delivery of mails in less than the contract time, and of sums by way of penalty for delay in the delivery of mails, as for other breaches of this contract, shall be adjusted every twelve months, and the balance paid accordingly: Provided that all sums so payable to the Government of New Zealand may be deducted from any sum due to the Contractors by way of subsidy.

23. No mails whatever to or from any of the Colonies of Australia, or to or from New Caledonia, except as hereinbefore provided, shall be received on board or carried in any of the steam-vessels employed under this contract without the written consent of the Postmaster General; and for every breach of this stipulation with the consent or connivance of the Contractors, they shall forfeit the sum of five hundred pounds as liquidated damages, to be deducted from any sums then due or to become due by way of subsidy under this contract.

24. In pursuance of the Postal Convention existing between the United States Government and the Colonial Government of New Zealand, and in order to insure reasonable contributions from the Australian Colonies and New Caledonia for mail services to be performed for them, neither the Postmaster General nor the Contractors, without the joint consent of both parties, shall or will transmit or permit to be transmitted, and will use their best endeavours to prevent the transmission of all mails to or from any of the Australian Colonies, or to or from New Caledonia, unless such Colony or New Caledonia respectively shall enter into arrangements with the Postmaster General, as provided by clause fifteen; and in case of any wilful breach of this stipulation, the party breaking the same shall forfeit and pay to the other the sum of five hundred pounds as liquidated damages.

25. The Contractors shall abide by and conform to any regulations that may be made jointly by the United States Post Office authorities and the Postmaster General for the prevention of Colonies not contributing to the subsidies payable from participating indirectly in the advantages of the mail service established under this contract.

26. The term "all mails," throughout this contract, shall be taken to mean all letters, newspapers, books, printed papers, and other things usually transmitted by post, and the boxes, bags, and packages, in which the same are enclosed, and also all empty boxes, bags, and packages, and other stores and articles used in carrying on the Post Office service, which shall be sent to or from any Post Office; and no letters, newspapers, or printed papers other than books, shall be knowingly carried in any form or manner other than as mails, without the consent of the Postmaster General; but this shall not apply to letters from the Contractors to their agents: and for every breach of this stipulation the Contractors shall pay the sum of one hundred pounds, which may be deducted from any sum then or thereafter payable to them.

27. The Contractors shall provide, to the satisfaction of the Postmaster General, on board all steam-vessels employed under this contract, proper, safe, and convenient places of deposit for the mails, with locks, keys, and secure fastenings.

28. The Contractors shall also provide, to the satisfaction of the Postmaster General, all necessary and suitable accommodation, including lights, for the purpose of sorting and making up the mails on board the several steam-vessels employed under this Contract; and on being required to do so by the Postmaster General, shall or will, at their own cost, erect or set apart on each of the said vessels, a separate and convenient room for such purposes. The master or commander of each of the said vessels shall also, if required, provide assistance for conveying the mail between the mail-room and the sorting-room.

29. If the Postmaster General shall think fit to intrust the charge and custody of the mails to the master or commander of any vessel to be employed under this contract, and in all cases where the officer or other person appointed to have charge of the mails shall be absent to the knowledge of the master or commander of such vessel, such master or commander shall, without any charge other than that herein provided to be paid to the Contractors, take due care of, and the Contractors shall be responsible for the receipt, safe custody, and delivery of, the said mails.

30. The Contractors shall at their own expense deliver and take all mails to and from the Post Office in San Francisco, and the Postmaster General shall cause all mails in New Zealand and Sydney to be delivered at or taken from the ship's side, and such delivery shall be taken within two hours after arrival at the appointed place of delivery.

31. The Contractors, and all commanding and other officers in charge of the vessels employed under this Contract, shall at all times punctually attend to the orders and directions of the Postmaster General, his officers, or agents, as to the mode, time, and place of landing, delivering, and receiving mails, subject to the special provisions herein contained, and so far as such orders and directions are reasonable and consistent with the safety of the vessels.

32. The Contractors shall have no claim to any postage, nor to any payment on account thereof, for mails carried under this contract, except as herein provided.

33. The Contractors shall provide suitable first-class accommodation for a mail officer or agent and one assistant on board each of the vessels employed under this contract, who shall be at liberty to use such accommodation as may be required for the performance of their duties; and such officer or agent and assistant shall be victualled by the Contractors, as chief cabin passengers, without charge either for their passages or victualling.

34. Every such mail officer or agent and assistant shall be recognized and treated by the Contractors, their officers and agents, as the agent of the Postmaster General in charge of mails, and as having full authority in all cases to require a due and strict performance of this contract: Provided that no such agent, officer, or assistant, shall have power to control or interfere with any commander or officer in the performance of his duty; and every such agent, officer, and assistant shall be subject to all general orders issued by the master or commander for the good order, health, and comfort of the passengers and crew, and the safety of the vessel.

35. If the Postmaster General, or his officers or agents, shall at any time deem it requisite for the public service that any vessel should be detained beyond the appointed time of departure, it shall be lawful for the Postmaster General, his officers or agents, to order such delay—not exceeding forty-eight hours at San Francisco, and not exceeding twenty-four hours at one port in New Zealand, and not exceeding twenty-four hours in Australia—by letter addressed to and delivered to the commander of the vessel, or the person acting as such, or left for him on board the vessel, four hours at least before the hour appointed for departure; and in order to ensure the due carrying of the mail from San Francisco, the Contractors without any such notice shall delay any vessel (if necessary) forty-eight hours, to await the arrival of the mail there from New York, and in every such case the number of hours during which such vessel shall be so detained shall be added to the contract time.

36. The Contractors shall have power to assign this contract to a Company intended to be established by them for the purpose of taking over and carrying out the same; but this contract, or any part thereof, shall not be otherwise assigned, underlet, or disposed of by the Contractors, or by the Company to whom the same may be assigned, without the consent in writing of the Postmaster General first obtained for such purpose.

37. In case this contract is assigned, underlet, or disposed of, otherwise than in accordance with the provision hereinbefore contained, or in case of any wilfully gross or habitual breach of the same, or any part thereof, or of any covenant, matter, or thing herein contained, committed by or on behalf of the Contractors, their agents, or servants, and whether there be or be not any penalty or sum of money payable by the Contractors for any such breach, it shall be lawful for the Postmaster General, if he shall think fit, and notwithstanding there may or may not have been any former breach of this contract, by writing under his hand, or under the hand of the Secretary of the Post Office in New Zealand, to determine this contract, on giving three months' previous notice of his intention to do so to the Contractors, or their agents; and the Contractors shall not be entitled to any compensation in respect of such determination: Provided that on the Postmaster General giving notice that he proposes to determine the contract, he shall offer to the Contractors the alternative of an arbitration upon the whole ground of complaint, one arbitrator to be chosen by each party, the arbitrators to choose an umpire, if necessary, and their award to be binding upon both parties.

38. During the continuance of this contract, and so long as the same shall be faithfully carried out by the Contractors, no charge for pilotage, light-house dues, harbour dues, or other dues, taxes, or imposts, shall be made at any port in New Zealand, for any of the steam-vessels employed in carrying out this contract; and the Government of New Zealand will use their best endeavours to obtain for the Contractors similar exemptions at the port of Sydney, and (if necessary) at the port of Melbourne and at New Caledonia.

39. If the Contractors shall refuse or wilfully neglect to commence the mail service provided by this contract, or, having commenced the same, shall refuse or wilfully neglect to carry on the same, they shall be liable to pay to the Postmaster General, on behalf of the Government of New Zealand, the sum of twenty-five thousand pounds as liquidated damages.

40. The Contractors shall use their best endeavours to procure the mails carried under this contract to be taken to and from San Francisco and New York free from charge, under the Postal Convention between Great Britain and the United States; and so long as the freedom of charge shall not exist, the Postmaster General shall deduct from the payments to be made to the Contractors a sum at the rate of one thousand pounds per annum.

41. In order to encourage trade between the United States and the Australasian Colonies, the Contractors will use their best endeavours to obtain from the United States Government a concession that *Phormium tenax* fibre, the produce of New Zealand, and wool, the produce of New Zealand, and of any other of the Colonies that may make arrangements with the Postmaster General for the carriage of mails under this contract between San Francisco and Australia, shall be admitted duty free into the United States.

42. It shall be lawful for the Postmaster General, by writing under his hand, at any time and from time to time, to delegate any of the powers vested in him by virtue of this contract to such person or persons as he may think fit.

43. The Contractors may carry mails and mail matter between the United States and the Hawaiian Islands, or between those Islands and New Zealand, on such terms as they may see fit, and may receive such payment by way of postage or subsidy as may be agreed to be paid therefor; and for this special service the Contractors alone shall receive pay. But no mails shall be carried under this contract between the said Islands and New Zealand which do not originate in, or whose final destination shall not be, in said Islands.

44. The Contractors shall enter into a bond to the Postmaster General, with two sufficient sureties to be approved of by him, in the penal sum of twenty-five thousand pounds, conditioned for the faithful performance of this contract.

45. It is hereby understood and agreed that wherever the word "pounds" is used in this agreement, pounds sterling, lawful money of the United Kingdom of Great Britain and Ireland, are meant.

46. This agreement is entered into by, and is to bind the said William H. Webb and Ben Holladay, jointly and severally, both as co-contractors and as individuals.

In witness whereof the said parties have hereunto set their hands and seals, the day and year first above written.

(L.S.) JULIUS VOGEL,
 (L.S.) W. H. WEBB,
 (L.S.) BEN HOLLADAY,
 (by W. H. WEBB, Attorney.)

Scaled and delivered in the presence of—

[The words "United States," on the 23rd line of the 1st page, "may," on the 30th line of the 3rd page, being written on erasure, and the words "shall be," on the 19th line, and "knowingly," on the 21st line of the 10th page, and the words "upon the whole ground of complaint," on the 26th line of the 14th page, being interlined before execution.]

(L.S.) F. F. MARBURY, Junr.
 (L.S.) W. GRAY.
 (L.S.) J. B. M. STEWART.

United States of America. }
 State of New York. }
 City and County of New York. }

On this seventh day of March, in the year one thousand eight hundred and seventy-one, before me, Francis F. Marbury, junr., a Public Notary in and for the State of New York, duly commissioned and sworn, dwelling in the city of New York, personally came Julius Vogel and William H. Webb, to me personally known, and known to me to be the same persons described in and who executed the annexed agreement, and severally acknowledged to me that they executed the same: And at the same time the said William H. Webb acknowledged that he executed the said instrument also as the Attorney in fact of Ben Holladay, and executed the same as and for the act and deed of Ben Holladay therein described, for the purposes therein mentioned, under and by virtue of a power of attorney, duly executed and acknowledged by the said Ben Holladay, to him the said William H. Webb, bearing date the tenth day of February, in the year one thousand eight hundred and seventy-one.

Witness my hand and seal of office, at the city of New York aforesaid, the day and year last above written.

(L.S.) F. F. MARBURY, Jr.,
 Notary Public, N.Y.

Her

Her Britannic Majesty's Consulate, New York.

I, Edward Mortimer Archibald, Esq., Companion of the Most Honourable Order of the Bath, Her Britannic Majesty's Consul, do hereby certify that F. F. Marbury, junior, Esquire, whose true signature and seal are respectively subscribed and affixed to the certificate hereunto annexed, was, on the day of the date thereof, a Notary Public in and for the State of New York, duly commissioned and sworn, to whose official acts faith and credit are due.

In witness whereof I do hereunto set my hand and seal of office, at the city of New York, this seventh day of March, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.) By the Consul,
PIERREPONT EDWARDS,
Vice-Consul.

I hereby ratify and confirm the execution of the foregoing instrument as and for my act and deed.
Witness my hand and seal, this seventh day of March, 1871.

(L.S.) BEN HOLLADAY,
Per pro G. K. OTIS, Attorney.

Scaled and delivered in the presence of
(L.S.) F. F. MARBURY, Jr.

United States of America. }
State of New York. }
City and County of New York. }

On this seventh day of March, in the year one thousand eight hundred and seventy-one, before me, Francis F. Marbury, junior, a Public Notary in and for the State of New York, duly commissioned and sworn, dwelling in the city of New York, personally came George K. Otis, the Attorney in fact of Ben Holladay, known to me to be the individual described in, and who as such Attorney executed the annexed instrument of ratification and confirmation, and acknowledged to me that he executed the same as and for the act and deed of Ben Holladay as aforesaid, for the purpose therein mentioned, under and by virtue of a certain letter of attorney, executed and acknowledged by him the said Ben Holladay to him the said George K. Otis, and bearing date the twenty-second day of February, in the year one thousand eight hundred and seventy-one.

Witness my hand and seal of office, at the city of New York aforesaid, the day and year last above written.

(L.S.) F. F. MARBURY, JR.,
Notary Public, N.Y.

KNOW ALL MEN by these presents, that we, William H. Webb and Ben Holladay, of the city, county, and State of New York, in the United States of America, are held and firmly bound unto the Honorable Julius Vogel, Postmaster General of New Zealand, acting on behalf of the Government of New Zealand as such Postmaster General, in the sum of twenty-five thousand pounds sterling, lawful money of the United Kingdom of Great Britain and Ireland, as liquidated damages, and not by way of penalty or otherwise, to be paid to the said the Honorable Julius Vogel, Postmaster General, as aforesaid, or to his successor or successors in office, for which payment well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents.

Sealed with our seals. Dated this seventh day of March, in the year one thousand eight hundred and seventy-one.

The condition of the above obligation is such, that if William H. Webb and Ben Holladay, of the city of New York, or either of them, their or either of their respective heirs, executors, administrators, or authorized assigns, shall well and truly keep and perform a certain contract in writing, bearing even date herewith, made and entered into by and between the said the Honorable Julius Vogel, Postmaster General, as aforesaid, of the one part, and them, the said William H. Webb and Ben Holladay, of the other part, for the carrying of the Mails and for a Steam Service between San Francisco, New Zealand, and Australia, according to the true intent and meaning thereof, as by reference to said contract in writing may more fully appear, then the above obligation to be null and void and of no effect, and the obligors to be fully discharged therefrom. But if the said William H. Webb or the said Ben Holladay, or their representatives as aforesaid, or their said assigns, shall fail to keep and perform the said contract according to the true intent and meaning thereof, then the above-bounden William H. Webb and Ben Holladay, their heirs, executors, or administrators, shall pay or cause to be paid to the said the Honorable Julius Vogel, Postmaster General, as aforesaid, or to his successor or successors in office for the time being, the above-mentioned sum of twenty-five thousand pounds sterling, as aforesaid, liquidated damages, and this obligation to remain in full force and effect.

(L.S.) W. H. WEBB.
(L.S.) BEN HOLLADAY,
(By W. H. Webb, Attorney.)

Scaled and delivered in the presence of
(L.S.) F. F. MARBURY, jun.,
(L.S.) W. GRAY.
(L.S.) J. B. M. STEWART.

United States of America. }
State of New York. }
City and County of New York. }

On this seventh day of March, in the year one thousand eight hundred and seventy-one, before me, Francis F. Marbury, junior, a Public Notary in and for the State of New York, duly commissioned and sworn, dwelling in the city of New York, personally came William H. Webb, to me personally known to be the same person described in and who executed the foregoing Bond, and acknowledged that he executed the same. And at the same time, the said William H. Webb, as Attorney in fact of Ben Holladay, described in the said Bond, acknowledged that he executed the same as such attorney as and for the act and deed of the said Ben Holladay, under and by virtue of a certain letter of attorney, bearing date the tenth day of February, one thousand eight hundred and seventy-one.

Witness my hand and seal of office, the day and year last above written, at the city of New York aforesaid.

(L.S.) F. F. MARBURY, JUNIOR,
Notary Public, N.Y.

Her Britannic Majesty's Consulate, New York.

I, Edward Mortimer Archibald, Esq., Companion of the Most Honourable Order of the Bath, Her Britannic Majesty's Consul, do hereby certify that F. F. Marbury, junior, Esquire, whose true signature and seal are respectively subscribed and affixed to the certificate hereunto annexed, was, on the day of the date thereof, a Notary Public in and for the State of New York, duly commissioned and sworn, to whose official acts faith and credit are due.

In witness whereof I do hereunto set my hand and seal of office, at the city of New York, this seventh day of March, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.) By the Consul,
PIERREPONT EDWARDS,
Vice-Consul.

I HEREBY ratify and confirm the execution of the within instrument as and for my act and deed.

Witness my hand and seal, this seventh day of March, one thousand eight hundred and seventy-one.
(U.S.) BEN HOLLADAY,

Per pro G. K. OTIS, Attorney.

Scaled and delivered in the presence of—
(U.S.) F. F. MARBURY, Jr.

United States of America. }
State of New York. }
City and County of New York. }

ON this seventh day of March, in the year one thousand eight hundred and seventy-one, before me, Francis F. Marbury, junior, a Public Notary in and for the State of New York, duly commissioned and sworn, dwelling in the city of New York, personally came George K. Otis, the Attorney in fact of Ben Holladay, known to me to be the individual described in, and who as such Attorney executed the annexed instrument of ratification and confirmation, and acknowledged to me that he executed the same as and for the act and deed of Ben Holladay as aforesaid, for the purposes therein mentioned, under and by virtue of a certain letter of attorney executed and acknowledged by him, the said Ben Holladay, to him, the said George K. Otis, and bearing date the twenty-second day of February, in the year one thousand eight hundred and seventy-one.

Witness my hand and seal of office, at the city of New York aforesaid, the day and year last above written.

(U.S.) F. F. MARBURY, Jr.,
Notary Public, N. Y.

Acknowledge, and place with other papers relating to Ocean Mail Contracts.—J.D., 19/5/71.

No. 5.

THE POSTMASTER GENERAL, NEW SOUTH WALES, to THE POSTMASTER GENERAL, NEW ZEALAND.

General Post Office,
Sydney, 22 May, 1871.

SIR,

I have the honor to acknowledge the receipt of your communication, dated the 24th ultimo, forwarding a copy of the contract lately entered into by the Government of New Zealand for the conveyance of mails between that Colony and San Francisco.

I have, &c.,
S. H. LAMBTON.
(For the Postmaster General.)

No. 6.

THE COLONIAL SECRETARY, NEW ZEALAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Colonial Secretary's Office,
Wellington, 13 May, 1871.

SIR,

The Acting Postmaster General of New Zealand transmitted to you, on the 24th ultimo, a copy of the contract entered into by the Government of New Zealand with Messrs. Webb and Holladay, for the establishment of a Postal Service between New Zealand and England, by way of San Francisco.

The contract has been framed with a view to admitting the Australian Colonies to a participation in the service; and the New Zealand Government are very desirous that satisfactory arrangements may be made as soon as practicable for that purpose. This Government accordingly invite the co-operation of the Government of New South Wales in the attainment of that object, and will be glad to receive the expression of their views.

I have, &c.,
W. GISBORNE.

The Secretary to the Post Office. B.C., 11 July, 71.—H.H.

The contract was received by the Postmaster General from the postal authorities of New Zealand, and, I believe, was replied to. Ascertain what was done in the matter.—J.D., 12/7/71.

A copy of the contract was sent to this department by the Postmaster General of New Zealand, in a letter dated 24th April, 1871 (B 1866), the receipt of which was acknowledged by the Postmaster General on the 22/5/71. S.H.L.—12/7/71.

The receipt of this contract having been acknowledged departmentally, it remains for the Colonial Secretary to inform the New Zealand Government of the views of this Government upon the question of co-operation in the service which this contract was intended to establish. As an experimental service is now being carried out direct from Sydney to San Francisco, there could be nothing gained by acceding to the invitation to co-operate with New Zealand in the mail line that Colony is endeavouring to establish, even if greater advantages were offered to this Colony than are presented by the terms of this contract.

I would suggest that New Zealand might be informed that, when results and circumstances show it would be expedient to call for tenders for the purpose of establishing a mail line to San Francisco, which would meet the requirements of all those Colonies which might be expected to join, New South Wales will not be indisposed to invite the co-operation of New Zealand. J.D., 13/7/71.

The Principal Under Secretary. B.C., 14/7/71, S.H.L.

No. 7.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, NEW ZEALAND.

Colonial Secretary's Office,
Sydney, 18 July, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 13th May last, in which you refer to a copy transmitted on the 24th of the preceding month, by the acting Postmaster General of New Zealand, to the Postmaster General of this Colony, of the contract entered into by your Government with Messrs. Webb and Holladay for the establishment of a Postal Service between New Zealand and England by way of San Francisco, and invite the co-operation of this Government in the undertaking, and an expression of its views upon the subject.

2. In reply, I have the honor to inform you that when results and circumstances show that it would be expedient to call for tenders for the purpose of establishing a mail line to San Francisco, which would meet the requirements of all those Colonies which might be expected to join in the scheme, New South Wales will not be indisposed to invite the co-operation of New Zealand.

I have, &c.,
JOHN ROBERTSON.

No. 8.

ADDRESS FROM THE LEGISLATIVE ASSEMBLY TO THE GOVERNOR.

To His Excellency the Right Honorable SOMERSET RICHARD, Earl of Belmore, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,—

We, Her Majesty's loyal and dutiful subjects, the Members of the Legislative Assembly of New South Wales in Parliament assembled, beg to communicate to your Excellency the following Resolutions adopted to-day by this House:—

- (1.) That in the opinion of this House, the Government should be empowered to negotiate for the establishment of a Steam Postal Service between Sydney and Liverpool *via* San Francisco, provided that the mails be delivered both ways within forty-five (45) days, and that the contribution of this Colony do not exceed fifteen thousand pounds (£15,000) per annum, nor the period more than five years.
- (2.) That the above Resolution be communicated by Address to His Excellency the Governor.

W. M. ARNOLD,
Speaker.

Legislative Assembly Chamber,
Sydney, 16th May, 1871.

Presented.—B., 20 May, 1871.

The Postmaster General.—JOHN R., 31 May, 1871.

The Secretary to the Post Office. B.C., 2 June, /71.—H.H.

The sum of £7,500 has been placed upon an Additional Estimate for the year 1871, to enable the Government to carry out this resolution of the Legislative Assembly.—J.D., 6/6/71.

The Principal Under Secretary. B.C., 6/6/71.—S.H.L.

Submitted.

The Message with the accompanying Estimates, Additional for 1871, will be a reply to this Address.—
7 June, /71.

JOHN R., 10 June, /71.

No. 9.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 10 August, 1871.

SIR,

I have the honor to inform you that, by the Appropriation Act of last Session of the Parliament of this Colony, the sum of £7,500 was placed at the disposal of this Government to defray the cost of Steam Postal Communication with Great Britain *via* San Francisco, for the six months ending the 31st of December next, being at the rate of £15,000 per annum.

2. This appropriation was made with reference to a preceding resolution of the Assembly, to the effect that this Government should be empowered to negotiate for the establishment of a Steam Postal Service between Sydney and Liverpool, *via* San Francisco, provided that the mails be delivered both ways within forty-five days, and that the contribution of this Colony should not exceed £15,000 per annum, nor the period five years.

3. It has been estimated that the entire subsidy necessary for such a service will not be much less than £45,000 a year, from which sum must be deducted the amount received for postages; and it has been suggested that, in addition to a contribution of £5,000 per annum by the Government of the Sandwich Islands, and the £15,000 from this Colony, the Colonies of Victoria, South Australia, Tasmania, and Queensland might among them make up the balance required.

As

As it will be impossible for this Government to invite tenders until it ascertains whether those Colonies will contribute, I shall be glad to know from you, at your earliest convenience, whether your Colony is willing to pay any amount, and if so, how much, towards the service in question.

5. As there will in all probability be a Conference in Melbourne in September next on the question of the Border Duties, that might be a convenient opportunity for the arrangement of this matter.

I have, &c.,
JOHN ROBERTSON.

Memo.—Similar letters were also addressed on the same date to—

The Chief Secretary, South Australia,
The Colonial Secretary, Tasmania, and
The Colonial Secretary, Queensland.

No. 10.

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Adelaide, 4.45 p.m.,
23 August, 1871.

IN reply to your letter of the 10th instant, I wrote to following effect:—This Government consider it would be useless to ask the Legislature to vote any sum of money towards subsidizing another Mail Service to Great Britain, so long as the province is under the necessity of maintaining at its sole expense a branch line to King George's Sound in connection with the present contract with the Peninsular and Oriental Company. Upon this Government being satisfied that arrangements will be made for the calling of the ocean steamer at Glenelg, they will be prepared to submit a vote towards the maintenance of the San Francisco line.

MINUTE OF THE COLONIAL SECRETARY, NEW SOUTH WALES.

May be of use at the Conference. Forward to the Postmaster General.—JOHN R., 28 Aug., /71.
The Secretary to the Post Office.—B.C., 1 Sept., 1871. H.H.

No. 11.

MR. H. H. HALL TO THE POSTMASTER GENERAL.

Grafton Wharf,
Sydney, 19 September, 1871.

SIR,

I have the honor to inform you that the mail service carried on by me between this and San Francisco will be discontinued, pending the decision of the Conference now sitting at Melbourne.

I have, &c.,
H. H. HALL,
U.S.C.

Give the following notice to the public:—

It is hereby notified that the Mail Service between Sydney and San Francisco *via* Fiji and Honolulu is discontinued for the present.

JOHN ROBERTSON.
19/9/71.

No. 12.

THE SECRETARY, AUSTRALIAN STEAM NAVIGATION COMPANY, TO THE SECRETARY, GENERAL POST OFFICE.

Australian Steam Navigation Company,
Sydney, 11 September, 1871.

SIR,

On application to-day at the Treasury for the payment of the subsidy for the Californian Mail Service for September, we were informed that the necessary order had not been sent from your department; I do myself the honor therefore to ask you to be so good as to transmit the same at your earliest convenience, so as to facilitate the payment of the amount.

I have, &c.,
FRED. PHILLIPS,
Secretary.

Referred to the Under Secretary for Finance and Trade. No notification has reached this department of any intention to pay a subsidy for the Californian Mail Service.—12/9/71. S.H.L.

Telegram on subject sent by Under Secretary for Finance and Trade to Colonial Treasurer, who was absent, attending Conference at Melbourne.—13/9/71.

No. 13.

TELEGRAM from THE COLONIAL TREASURER, NEW SOUTH WALES, to THE UNDER SECRETARY FOR FINANCE AND TRADE, SYDNEY.

Melbourne, 5.24 p.m.,
13 September, 1871.

PAY monthly subsidy upon Hall's giving proper instructions.

No. 14.

THE SECRETARY, GENERAL POST OFFICE, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

General Post Office,
Sydney, 20 September, 1871.

SIR,

With reference to the subsidy on account of the Californian Mail Service, paid on the 14th instant, I am directed to request information of the sums, if any, which have been previously paid on this account, in order that all such payments may be noted in the books of this department.

I have, &c.,
S. H. LAMBTON.

Accountant.—21, H.L.

The undermentioned sums have been paid on account of the Californian Mail Service:—

12 August, 1871	...	...	...	£1,153	16s.	11d.
28 "	"	...	...	1,153	16s.	11d.
14 Sept.,	"	...	...	1,153	16s.	11d.

G.L.

The Secretary to the Post Office.—B.C., 21/9/71. H.L.

No. 15.

MEMORANDUM OF E. O. MORIARTY, Esq.—SINGAPORE MAIL ROUTE.

MEMO.—Having long regarded this question as one of the utmost importance to the interests of this Colony, I will take the liberty of submitting, for the consideration of the Honorable the Secretary for Public Works, the following few notes bearing upon it:—

1st.—The Dutch Islands and Singapore are situated directly in the main stream of traffic between Europe and India on the one side, and China, Japan, New Guinea, &c., on the other.

2nd.—At present there are at least two English mail steamers (the P. & O.) passing Singapore going east, and two going west, every month, in addition to which may be mentioned the French line of mail steamers; the large fleet of auxiliary screw steamers passing through the Suez Canal to and from the east, the China and Japan portions of which must necessarily call at Singapore; the Dutch Government mail steamers, and the local Dutch Company's vessels; all of which, if not starting direct from Singapore, are in close communication with it. Singapore being the nearest port at which these Colonies can connect with this now great and rapidly increasing stream of traffic and commerce, it is there from which should start the branch lines to Australia.

3rd.—The service between Galle and Singapore and the east is now regular and frequent, and every year must make it more complete as regards the carriage of passengers, mails, and light goods. The question then becomes practically this,—shall we take advantage of its great and increasing facilities and connect with the main line there, distant only 4,163 miles for vessels going north about from Sydney, or shall we continue to send our mails and passengers as at present all round the southern extremity of this continent to join the main line at Galle, a distance of 5,410 miles in all, or (say) 1,247 miles further than where we can reach it at Singapore. The inexpediency of adhering to the latter course will, I think, be apparent to any one who will take the trouble to compare the distances between Sydney and Galle by the northern and southern routes respectively.

4th.—The distances by the two routes are approximately as follows:—

With regard to the northern line the distance from—

Sydney to Cape York is	...	...	...	1,665	miles
Cape York to Singapore	...	...	...	2,500	"
Singapore to Galle	...	...	...	1,550	"

making the total run from Sydney to Galle, *via* Singapore, 5,715 miles. On the other hand, the distance from Sydney to Galle by the southern route as now followed is 5,410 miles, made up as follows:—

Sydney to Melbourne, say	...	...	...	590	miles
Melbourne to King George's Sound	...	...	...	1,400	"
King George's Sound to Galle	...	...	...	3,420	"

The whole distance therefore between Sydney and Galle is only about 305 miles longer for vessels going *via* Singapore; but by connecting our branch line with the main line, and stopping at that place, a saving of 1,247 miles of incessant steaming, or of over 2,494 miles on each round trip would be effected; that is to say, a distance nearly equal to that between England and America.

5th.—There would therefore practically be a saving of the cost of steaming that distance, say £1,390 for each month's service—£18,070 per annum—by adopting this route.

6th.—

6th.—Independently of the mere distance saved, the advantages otherwise to be derived by the adoption of the route by Singapore would be very great, a more direct communication would be established with China, Japan, and the Dutch Islands—and the produce of these countries, tea from China, rice and sugar from Java, and the spices and other products of the islands, all of which are of a character to bear steam carriage, would be brought by the mail steamer, and would go far to lower the cost of conveying the mails. A much smaller and therefore less expensive class of steamer would suffice for performing the service, because the coaling stations might be formed at more frequent intervals, and therefore less coals would be required for each. According to the present arrangements, steamers have to take in coals at King George's Sound to carry them to Galle, a distance of about 3,400 miles; whereas in the Singapore route the distances between the coal stations need not exceed 1,000 miles, so that much smaller vessels would be able to carry out the service; or if steamers of the size now employed should be used, two-thirds of the space allotted for fuel would be available for cargo; at all events, ample space could be spared for such a stock of coals as would admit of an increased consumption and a higher rate of speed being attained so as to counterbalance the trifling distance of about 300 miles by which the Singapore route exceeds that *via* King George's Sound.

7th.—Every experienced steam-boat engineer knows how very trying to the machinery is a long uninterrupted steaming passage such as that between King George's Sound and Galle. By following the Singapore route this risk would be much diminished. On the former line, at one season of the year, the full force of the south-east trades have to be encountered, and, on the other hand, the westerly winds between Melbourne and Cape Lewin have to be dealt with; while on the latter route there exists, for the most part, mild weather and calm seas.

8th.—The difficulties attending the navigation of Torres' Straits will of course be a matter for consideration should any mail scheme by this route be entertained; but from all I can learn after an attentive perusal of the charts and other documents to which I had access, a few light-houses and beacons would only be required to render the passage safe.

9th.—On looking over the charts, I found that a great mass of most valuable information had been collected by Captains Yule, Stanley, Stokes, Denham, and others; and if the question of the adaptation of this route be taken up, it would perhaps be advisable to appoint a Commission to examine and report to the Government specially as to this part of the subject.

10th.—If the navigation of Torres' Straits can be rendered safe by a moderate outlay for light-houses, buoys, and beacons, I think it cannot be denied that Singapore is the proper port from which the branch mail service for these Colonies should be started, and that Sydney should be the depôt for the Australian group of Colonies as well as for New Zealand. By being brought into direct and close communication with those countries where labour is abundant and cheap, we should be enabled to withdraw from their superfluity sufficient labour power for the supply of our own urgent wants, while by supplying them, on the other hand, with our meat, wool, and woollen goods, for which I am given to understand there is a large and growing demand, we should be opening out a new field for the products of the Colony.

E. O. MORIARTY.

Office of Harbours and Rivers,

23 August, '71.

Read. Place with other papers on Ocean Postal Services.—J.D., 28/8/71.

No. 16.

MR. A. FRASER TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Sydney, 8 August, 1871.

SIR,

I have the honor to hand you enclosed a memorandum containing proposals for the establishment of a regular monthly steam service between this port and Batavia, *via* Moreton Bay and Torres Straits, with terms and conditions on which I am prepared to enter into a contract with the Colonial Governments of New South Wales and Queensland for this purpose.

In support of the statement in the memorandum as to the share in the subsidy which the Government of Netherlands India is willing to bear, I have the honor to enclose for your inspection, Extract of Resolution of the Governor General of Netherlands India, dated Tjeparras, 21st May, 1871, No. 15, bearing upon the subject, accompanied by a legalized translation which I shall be obliged by your returning me at your leisure.

Trusting that my proposals may meet with the favourable consideration of the Government of New South Wales, and soliciting the favour of a reply,—

I have, &c.,
ALEX. FRASER.

[Enclosure No. 1.]

MEMORANDUM.

A monthly steam service between Batavia and Sydney, *via* Torres Straits and Moreton Bay, and back, with liberty to call at Timor, Cape York, and one or more northern ports of Queensland.

The steamers to be employed, to be of a burthen of about 1,000 tons, and to be propelled at an average speed of 9 knots per hour. The service to commence with January 1872, or January 1873, as may be determined by the several Governments.

This line offers the quickest mail route between all the Australian Colonies and Java, Singapore, China, and Japan, and opens up to Australia the trade with those rich and important Countries, with the port of Sydney as the terminus of each voyage.

The steamers would correspond at Singapore with the intermediate fortnightly mail steamer of the P. & O. Company, on their London and China line, by which means the eastern Colonies of Australia would obtain as nearly as possible a fortnightly postal communication with England, alternating with the present monthly service of the P. & O. Company *via* Galle.

The

The time occupied on the voyage between Batavia and Moreton Bay, exclusive of stoppages, would be about seventeen, and between Batavia and Sydney about nineteen days. Allowing three days for the voyage between Batavia and Singapore, and three days more for stoppages at all ports, and following the time-table of the P. & O. Company from and to Singapore, the mails *via* Brindisi should be delivered at Moreton Bay from London in fifty-six, and at Sydney in fifty-eight days.

Travellers with this line would enjoy fine weather at all seasons, and at Batavia or Singapore might choose their route homewards by any of the numerous lines of steamers radiating from these ports either *via* Galle, or *via* Calcutta through British India by rail to Bombay.

The amount of annual subsidy required to establish and maintain the service is £37,000, of which the Government of Netherlands India would contribute £10,000 if the Colonial Governments of Australia will provide the balance of £27,000.

The undersigned is prepared to enter into a contract with the Governments of New South Wales and Queensland for establishing the proposed service on these terms and conditions for a period of ten years, beginning with 1872 or 1873, subject to termination in five years by mutual consent, or on eighteen months' previous notice given by either of the contracting parties.

The division of the part of the subsidy of £27,000 to be borne by the Australian Colonies, as regards the contribution of each Colony, to be left for mutual arrangement between the Governments of New South Wales and Queensland, as well as all postal arrangements on the proposed line with New Zealand, Tasmania, Victoria, and South Australia.

Any agreement entered into on the footing of this memorandum with the several Governments interested, only to be binding when the sanction has been obtained of the respective Parliaments in Australia and Holland.

ALEXR. FRASER.

Sydney, 8th August, 1871.

[Enclosure No. 2.]

TRANSLATION.

Extract from the Register of Resolutions of the Governor General of Netherlands India.

No. 15.

Tjeparras, 21 May, 1871.

Read the letters,

a. &c., &c.

b. Of the Director of the Internal Government of 16th May, 1871, No. 3,582, intimating that he had made Mr. Fraser verbally acquainted with the chief contents of the ministerial despatch above referred to, whereupon that gentleman had come to the resolution of again proceeding to Australia entirely at his own expense, for the purpose of conferring with the several Governments there regarding the carrying out of a steam communication between Java and Australia.

That for the success of his efforts, Mr. Fraser considers as indispensable the possession of a document from the Governor General, embracing a communication such as is contained in this resolution.

Heard the Council of Netherlands India.

Is approved and resolved,—To inform Mr. A. Fraser, of Batavia, that the Indian Government take the greatest interest in the realization of the plan projected by him for a steam communication between Java and Australia, and that the Minister of Colonies proposes to open a head in the Budget for the year 1872, for the "costs of maintaining a regular steam communication with Australia," in order to prove that the Imperial Government also does not give up the idea of eventually being able to co-operate in obtaining a steam communication with Australia.

Extract of this Resolution shall be given to Mr. Fraser for his information.

Agrees with the above Register.—STORTENBEKER, Secretary of Government.

A true translation of the Dutch original,—

G. G. BATLER, Sworn Translator by Government appointment.

I hereby certify that the above signature is in the proper handwriting of George Guille Butler, Sworn Translator for the English and Dutch languages at this port, who is well known to me, Acting Consul.

British Consulate,
Batavia, 30 May, 1871.

(L.S.) W. T. FRASER,
H. B. M.'s Acting Consul.

The Honble. the Postmaster General.—JOHN R., 10 Aug., 1871. The Secretary to the Post Office. B.C., 10 Aug., 1871, H. H.

No. 17.

THE PRINCIPAL UNDER SECRETARY, NEW SOUTH WALES, to MR. A. FRASER.

Colonial Secretary's Office,
Sydney, 14 August, 1871.

SIR,

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 8th instant, forwarding a memorandum containing proposals for the establishment of a regular monthly steam service between this port and Batavia, *via* Moreton Bay and Torres' Straits; and to inform you that your communication has been brought under the notice of the Postmaster General.

I have, &c.,
HENRY HALLORAN.

No. 18.

THE PRINCIPAL UNDER SECRETARY, NEW SOUTH WALES, to MR. A. FRASER.

Colonial Secretary's Office,
Sydney, 28 August, 1871.

SIR,

Referring to my letter of the 14th, and to your communication of the 8th instant, submitting proposals for the establishment of a regular monthly steam service between Sydney and Batavia, *via* Moreton Bay and Torres' Straits, I am directed by the Colonial Secretary to inform you that, until the Conference on postal matters about to take place in Melbourne has been held, it is not considered desirable to express any opinion upon the route by way of Batavia.

2. The Government think, however, that your proposal, as a part of a general scheme, is well deserving of consideration.

I have, &c.,
HENRY HALLORAN.

No. 19.

MINUTE OF THE POSTMASTER GENERAL.

In reference to Mr. Fraser's proposal for the establishment of a regular Monthly Steam Service to Batavia, *via* Moreton Bay.

To enable the Government to afford due consideration to this proposition, it will be necessary briefly to pass under review the present position of the Colony in regard to Ocean Postal Services, involving our communications with Europe, America, with China, and what are generally known as the Eastern Settlements. It is the more necessary to do this, because existing arrangements will in some measure offer impediments to a speedy settlement of the question of postal communication with Europe, although events of almost daily occurrence show that some new arrangement will soon be imperatively forced upon the Colony. It will also be necessary to consider the time required for existing communications, and the expense to the Colony at which they are carried out.

At present the contracts, in existence for the carriage of mails from and to Europe, India, China, and the Eastern Settlements, are those made by the Imperial Government with the Peninsular and Oriental Company, to which this Colony is a party, with liberty to withdraw on certain conditions.

By these contracts, mails from and to Europe are conveyed to Ceylon once in every fourth week, by the vessels employed under the contract with the Peninsular and Oriental Company for the conveyance of the *India and China* mails; and from Ceylon to Sydney, and *vice versa*, by the same Company, under a contract dated the 17th November, 1865. The specified time for the performance of the service being, from Southampton—outward 57 days, and homeward 56 days, for six months in the year; and 57 days outwards and 58 days inward for the remaining six months.

The only means of communication with China and the Eastern Settlements is by this service *via* Ceylon, and by occasional sailing vessels, but there are no data from which any certain course of post could be stated.

The expense to the Colony for the service as far as Ceylon is based upon what is considered the proper proportion payable by the Australian Colonies of the contract price, such price being fixed at present at £450,000, the share of New South Wales being fixed for the year 1871 at £6,205; but this charge is a fluctuating one, as it varies with the number of letters dispatched, and also by the amounts contributed by the other Colonies.

The expense of the conveyance of the mails from Ceylon amounts under the contract to £130,000, divisible in equal portions between Great Britain and the Australian Colonies, the quota payable by each being fixed by the Imperial Government.

* This amount is also a variable one, from the same reason as shown in the last paragraph; but the amount assessed upon New South Wales for the current year is £15,427.

Both contracts are for an indefinite period, terminable by a notice of two years and a quarter (the withdrawal on the part of the Colonies requiring this notice to date from its arrival in England).

In addition to this expenditure, a sum of £15,000 has been placed by Vote of the Legislature at the disposal of the Government for the purpose of negotiating for a Postal Service with Europe *via* San Francisco, the Service to be performed between Liverpool and Sydney in forty-five days, at an estimated cost of £45,000. The Government has made a proportional payment based upon the Vote of the Legislature towards the expenses of an experimental service, which is now being carried on by a Colonial Company; but no contract has yet been entered into, as the concurrence of the neighbouring Colonies (without which the scheme could not be carried out) has not yet been obtained.

It will thus be seen that the expenditure of the Colony for this purpose, under existing arrangements, is £21,632 for a four-weekly service *via* Ceylon, and a liability for £15,000 for a probable alternating service *via* San Francisco, making a total (as at present apportioned) of £36,632, for a proposed fortnightly service.

The proposal under consideration offers a monthly service with Singapore *via* Batavia for the sum of +£27,000, payable by the Colonies.

It is presumed that, by the expression a "monthly service," a service of lunar months is intended; because as it is proposed to alternate with the service *via* Ceylon by the fortnightly boats of the Peninsular and Oriental Company on their London and China line, this could not be carried out if one was a service of lunar and the other of calendar months.

By the Time-table at present in force, the specified time from Southampton to Singapore is forty-one days; and as, according to Mr. Fraser's proposal, the time from Singapore to Sydney would be twenty-five days, the delivery of the mails would not take place under sixty-six days from Southampton.

But this proposal assumes three days from Batavia to Singapore, and three more days for stoppages between Batavia and Sydney.

The distance between Batavia and Singapore is 550 miles, and three days appears a long time to be occupied in running this distance; and it is conceived that the stoppages between Batavia and Sydney are unnecessary, and might be reduced by two days. Still, on this proposal the time could not be reduced by more than three days, making the period of delivery sixty-three days at the shortest.

This appears to be the disadvantage of this proposal.

On the other hand, its advantage would be, the opening up direct and certain communication with the Eastern Settlements and China, with the probable increase of commercial advantages. But a greater consideration would be the economical one.

Supposing

* NOTE.—As an instance of the fluctuating nature of this charge, I may mention that, in consequence of the diminution in the number of letters forwarded from New Zealand by the route *via* Suez, in the year 1870, owing to the opening of the new route *via* San Francisco, the Imperial authorities found it necessary to revise the apportionment of the subsidy paid by the Colonies towards the Suez line; and in this revision New South Wales was charged with a sum of £4,205 more than the amount it was contemplated that that Colony would be liable for when the apportionment of the subsidy for the year 1870 was first made.

† NOTE.—I have mentioned £27,000 as the tender to the Colonies for the performance of this service, because although the amount required is really £37,000, Mr. Fraser has shown conclusively that at least £10,000 would be contributed by the Netherlands Indian Government; and as our power of negotiation with foreign powers is limited, if not prohibited, I did not wish to embarrass the question by introducing more than would be a Colonial charge.

Supposing this Colony to take upon itself half the subsidy required from the Colonies, the amount it would guarantee would be £13,500, whereas the charge against it under the Ceylon contract is £21,632. But the uncertainty of payment would consist in our not being aware of the terms upon which the Imperial Government would place our mails at Singapore. It is true that by so doing it would not add one shilling to the burthen of Great Britain.

While the Australian Colonies have been charged a proportional amount of the Indian and China contract, it does not appear that China or Japan, or the Straits Settlements, are called upon to contribute.

The Batavian mails are also conveyed from Singapore by these contract vessels; but I have as yet been unable to ascertain upon what terms, although I am informed they are very low.

But all these arrangements would be divested of their complexity and assume a character of extreme simplicity if Great Britain would, for her share of the burthen, deliver our mails at Singapore, leaving to the Colonies to form their own engagements to bring them from that port.

But the greatest advantage of this route must be viewed in connection with the projected telegraphic arrangements. When the cable is laid to Port Darwin, in all probability telegraphic messages from Ceylon, brought on by the mail steamer, will not be thought of. In such a case any interruption to the land line across the Australian Continent would put a stop to telegraphic communication altogether. But if a mail line *viâ* Batavia is instituted, the delay would be comparatively small, and might well reconcile the Colony to the more prolonged postal service, even if not capable of being expedited.

In considering this proposal I have assumed (although it is not distinctly expressed) that the projector undertakes to deliver New South Wales mails at Singapore. If so, the question arises whether it may not be considered in conjunction with the projected line *viâ* San Francisco.

If these two lines can be carried out on the terms which have been respectively proposed, the Colony would have a fortnightly mail service at a rate of payment very little exceeding our portion of the subsidy to the four-weekly service *viâ* King George's Sound; with the additional commercial advantages to be anticipated from strengthening our relations and facilitating our intercourse with America, and China with the Eastern Settlements.

The impediments to our adopting such a course as soon as arrangements could be entered into with the adjoining Colonies arise from the manner in which the action of the Colonies is fettered by the conditions of the contracts entered into by the Imperial Government.

It is true that the Imperial Government has repeatedly expressed a wish that the Colonies would, in combination, take upon themselves the conveyance of their mails from Point de Galle.

In a minute of the Lords of the Treasury, dated 4th September, 1866, transmitted to the Governor by the Secretary of State for the Colonies, on the 22nd September of the same year, their Lordships state:— "It now becomes necessary to consider in what manner the service between Point de Galle and the Australian Colonies is to be provided for on the discontinuance of the present contract with the Peninsular and Oriental Steam Navigation Company. My Lords would be glad if the Australian Colonies would themselves, in combination, undertake to provide this service, in which case they would, as at present, be prepared, on behalf of the Imperial Government, to defray one-half of the reasonable cost of such service; and they would suggest that the Secretary of State for the Colonies should communicate with the different Colonial Governments with a view to such an arrangement being carried out. If, however, the several Colonial Governments should find it impossible to come to a common understanding on the subject, and to adopt a practicable arrangement, the Home Government will not refuse to undertake to make the necessary contract for providing the service between Point de Galle and Sydney; it must be, however, on the distinct understanding that they shall agree, each and all, to whatever arrangements the Home Government may consider most conducive to the interests of the Mother Country and of the Colonies collectively. My Lords, however, would much prefer that the Colonies themselves should, in combination, make the contract or contracts for the service in question."

On the 19th October, 1867, the Secretary of State for the Colonies, enclosing a copy of a letter from the Lords of the Treasury, states:—"It will therefore remain for the Governments of the Colonies concerned to consider whether they will undertake to provide in future for the postal service between Ceylon and Sydney on the terms mentioned in the Treasury letter." The terms of this letter are these,— "In making this communication to the Governors of the respective Colonies, my Lords would suggest that His Grace should again inquire whether the Colonial Government will be prepared to make the future necessary arrangements for the service between Ceylon and Sydney, on the understanding that the Mother Country will pay one-half of the *reasonable* expense; and if so, whether it be their wish that notice be given to the Peninsular and Oriental Steam Navigation Company to terminate the existing contract."

With a view therefore of clearing the way for entering into any arrangements of this nature, and to enable the Colony either alone or in concert with others to ascertain from the Imperial Government what assistance it would afford in placing the mails either at Galle, at Singapore, or at San Francisco, I think it would be expedient to take immediate steps for terminating the adhesion of the Colony to the existing contract.

It is quite certain that some step of this kind will shortly be forced upon us. New Zealand has almost terminated her connection with this route; South Australia has given the requisite notice. By the latest intelligence from Victoria, we learn that full powers have been transmitted to the Agent General of the Colony to conclude arrangements for a service *viâ* the Cape of Good Hope, which, if effected, will lead to the withdrawal of that Colony from the contract; and there can be no doubt that Queensland is only waiting the opportunity of joining in some other arrangement to escape from a burthen from which she derives so little benefit.

A question may arise whether New South Wales, having already given notice of her intention to withdraw, might not consider herself released from the obligation at any period when it suited her interest to cease her contribution.

On the 30th May, 1866, the notice of withdrawal from the arrangement in force was formally conveyed to the Imperial Government. No acknowledgment of the receipt of this notice having been received, the attention of the Imperial Government was again called to the previous proceedings, when a minute upon the subject, dated the 13th October, 1868, from the Lords of the Treasury, was forwarded by the Secretary of State for the Colonies, requesting that, pending the result of a further reference to the Colonies on the subject of the packet service, "the Government of New South Wales will consent to their notice of withdrawal being held in abeyance." The request was acceded to, by the despatch of His Excellency the Governor, of the 27th January, 1869; but the notice, though held in abeyance, has never been withdrawn.

This

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This impediment to free action being removed, it will be for the Cabinet (having ascertained the views of the other Colonies) to determine whether to enter into negotiations with the parties who have submitted the respective proposals for these services, or to call for tenders for the performance of them, and at the same time to communicate its opinions upon the question to the Imperial Government, with a view of ascertaining how far they may meet with its concurrence, and the degree of support which Great Britain may be disposed to afford to a service conferring mutual advantages to the Parent Country and to the Colonies.—J.D., 16/8/71.

No. 20.

MINUTE OF THE CABINET.

THE Cabinet, on a full consideration of the minute submitted by the Postmaster General, are of opinion that notice should be given by the next mail by the way of Suez, of the intention of this Colony to terminate its contract with the Peninsular and Oriental Company, without prejudice to the notice for the same purpose already given, and held in abeyance at the request of the Imperial Government.

The Cabinet are further of opinion that, before sending such notice, the Government of Victoria should be requested to say whether they intend to send the like notice, and if they state that they do not so intend, then that they should be at once informed of the intention of this Government in the matter.

With reference to Mr. Fraser's proposal, the Cabinet think that until the Conference on postal matters about to take place in Melbourne has been held, it is not desirable to express any opinion upon the route by way of Batavia. They think, however, that as a part of a general scheme Mr. Fraser's proposal is well deserving of consideration.—J.M., A.G., 24 August, 1871.

A minute to be prepared for the Executive, referring to the accompanying Cabinet minute upon a proposition of Mr. Alex. Fraser for the conveyance of mails *via* Torres' Straits, and to a minute thereupon of the Postmaster General. Say that I recommend, in pursuance thereof, that notice by the outgoing mail be forwarded to the Secretary of State for the Colonies of the intention of this Government to withdraw from the contract with the Peninsular and Oriental Company, at present in force for the conveyance of mails to and from this Colony *via* King George's Sound.

This notice, although now renewed in pursuance of the terms of the contract and previous correspondence with the Imperial Government, to be considered the final determination of this Government, and must be taken without prejudice to the previous formal notice transmitted by this Government on the 30th May, 1866, which at the request of the Imperial Government contained in the minute of the Lords of the Treasury, dated the 13th October, 1868, this Government consented should be held in abeyance, pending the result of a further reference to the Colonies on the subject.

JOHN R., 25 Aug.

No. 21.

MINUTE OF THE COLONIAL SECRETARY.

Colonial Secretary's Office,
Sydney, 28 August, 1871.

WITH reference to the accompanying Cabinet minute upon a proposition of Mr. Alexander Fraser, for the conveyance of mails *via* Torres' Straits, and to the minute of the Postmaster General on the same subject, I recommend, in pursuance of the determination arrived at by the Cabinet, that there be forwarded to the Secretary of State for the Colonies, by the next outgoing mail, notice of the intention of this Government to withdraw from the contract with the Peninsular and Oriental Steam Navigation Company at present in force for the conveyance of mails to and from this Colony *via* Suez; and that an intimation be at the same time made, to the effect that such notice, although now renewed in pursuance of the terms of the contract and previous correspondence with the Imperial Government, is to be considered as the final determination of this Government, and must be taken without prejudice to the previous formal notice transmitted by this Government on the 30th May, 1866, which, at the request of the Imperial Government, contained in the minute of the Lords of the Treasury, dated 13th October, 1868, this Government consented should be held in abeyance, pending the result of a further reference to the Colonies on the subject.

JOHN ROBERTSON.

No. 22.

MINUTE OF THE EXECUTIVE COUNCIL.

THE Executive Council approve of the course herein proposed, and accordingly advise that notice of the intention of this Government to withdraw from the contract with the Peninsular and Oriental Company be made by the outgoing mail in the terms herein indicated.

ALEX. C. BUDGE,
Clerk of the Council.

Min. 71/41, 29 Aug., /71. Confirmed, 2/9/71.

Appd.—B., 5/9/71.

Memo.—Secretary of State informed, in the despatch of the Governor, dated 5 Sept., 1871.

No. 23.

MEMO.—The subject of Postal Communication between Great Britain and Australia received consideration at a Conference of the Governments of New South Wales, Victoria, South Australia, Queensland, and Tasmania, assembled in Melbourne in September, 1871. *Vide* printed papers on "Intercolonial Conference."

No. 24.

THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Queensland,
Colonial Secretary's Office,
Brisbane, 14 October, 1871.

SIR,

I do myself the honor to inform you that, subject to confirmation by the Legislature of this Colony, I am authorized by His Excellency the Governor and the Executive Council to enter into a conditional agreement with Mr. Alexander Fraser, for a Mail Service from Sydney *via* ports in this Colony to Batavia, delivering mails at Singapore, on the terms contained in Mr. Fraser's memorandum (A), a copy of which is herewith enclosed, and subject to the modifications set forth in another memorandum (B) also transmitted for your information.

I now beg to invite the co-operation of your Government in this Service; and I would suggest that New South Wales should contribute one moiety of the amount agreed upon, Queensland taking upon herself the responsibility of the remainder.

It will be left to your Government to make the best terms possible with Victoria for a contribution from that Colony, whilst this Government reserves to itself the right of receiving any subsidy that may arise from New Caledonia or from any other connection with the line at and to the North of Moreton Bay.

It is hardly necessary for me to point out to you that, even in the event of Victoria declining to contribute in support of the Service, with the large amount of postage to be received upon letters carried to and from that Colony through New South Wales, added to the benefits to be derived from postal communication between New Zealand and the East, and the direct trade you already possess with China and Java, the advantages will very much preponderate on the side of New South Wales; but, in the hope of opening up a trade with Batavia and the Eastern Countries, this Government, notwithstanding, is willing to accept the responsibility of the moiety of the subsidy required from the Australian Colonies.

I would urge upon you the necessity of a speedy decision being arrived at in the matter; for, if the present opportunity of making a satisfactory arrangement is neglected, it is probable that a considerable period will elapse before we can hope to obtain the support of the Netherlands-India Government which is now promised us.

I may add that, with the assurance of support I have received, I have little doubt of obtaining the sanction of the Queensland Parliament to the agreement.

I have, &c.,
A. H. PALMER,
Colonial Secretary.

[Enclosure No. 1.]

A.

Same as Enclosure No. 1 in Mr. Fraser's letter to Colonial Secretary, dated 8th August, 1871 (No. 16).

[Enclosure No. 2.]

B.

MEMO.—Looking at the many great advantages to the Colony likely to accrue from a direct trade with Batavia, and through her with India, China, and the East; together with the facilities which would be given for more regular communication with the United Kingdom, and the advantages to be derived by the northern portions of this territory being placed in a more speedy and direct communication with other countries, and the probability of a mail line from New Caledonia connecting at one of the northern ports,—it is recommended that Mr. Fraser's proposal to run a line of steamers from Sydney to Batavia *via* Moreton Bay and Torres' Straits be conditionally accepted, subject to the approval of Parliament and the co-operation of the Governments interested, including that of Holland, and with the following modifications:—

1. The service to consist of thirteen (13) voyages or trips each way, annually, starting from Batavia and Sydney respectively, so as to form an intermediate mail service with the Suez line from Sydney.

2. The vessels employed shall on each passage call at the ports of Moreton Bay (in all cases coming up to the anchorage at the bar, and if possible to Brisbane), Gladstone, Bowen, Cardwell, and Somerset, for landing and receiving mails, passengers, and cargo.

3. The subsidy for the whole of the service not to exceed £25,000, of which it is proposed that Queensland shall contribute one moiety, and the Colonies of New South Wales and Victoria conjointly the other moiety, subject to any further reduction if necessary in the contribution by those Colonies that may be agreed upon and receive the sanction of the Queensland Legislature.

A. H. PALMER.

The Postmaster General.—JOHN R., 20 Oct., /71.

The Secretary to the Post Office. B.C., 20 Oct., /71. H.H.

Mr. Fraser has some written information relative to the advantages of this service to the Colony, which he wishes to communicate. Bring forward when it arrives.—J.D.; 23/10/71.

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No. 25.

MR. A. FRASER TO THE POSTMASTER GENERAL.

Sydney, 23 October, 1871.

MY DEAR SIR,

I have been unable as yet to establish by statistics the uniform detention of the Australian mails at Galle, owing to the late arrival of the China mails at that port. It is, however, a fact well known to all travellers from England that this detention occurs *as a rule*.

Mr. Jacob Montefiore, on his return from England to Australia, arrived at Galle in February last, on a Monday morning, and did not leave that port again till noon on the following Thursday, having been detained there for the mail steamer from China, which only arrived on the Thursday morning. I believe other travellers would testify to the same experience.

Mr. Henry Moore, the Agent of the P. & O. Co., has promised me to write Home on the subject; and I believe it will be found in the interest of the P. & O. Co. to accelerate the departure from Galle of the Australian mails by forty-eight hours, by leaving that port for Australia on arrival of the Suez steamer, without waiting for the China mails, which, in the event of the Torres' Straits line being established, would come down to Australia more quickly and more regularly by that route.

In a financial point of view, I believe the Government of New South Wales would also do well to accede to the proposal made by the Government of Queensland. The contribution asked for by Queensland for establishing and maintaining this line is, if I am well informed, about £12,500 per annum,—an amount which, without any exaggerated estimate of postage and Customs' revenue, might be expected to flow back to the Treasury from these sources.

£2,500 to £3,000 is certainly not a large sum to take in estimating the postages for letters to and from New South Wales, Victoria, South Australia, Tasmania, and New Zealand, which may come and go by this route; nor £10,000 a large estimate of Customs' revenue, when the steamers *viâ* Torres' Straits are equal to carry at least 13,000 tons of cargo annually to Sydney, which would mainly consist of tea, coffee, sugar, rice, spices, opium, &c., and represent a value of fully £300,000. These articles find their way at present mostly to Melbourne, from the Mauritius, Ceylon, and Calcutta. By the Torres' Straits steamers they would come to Sydney from Java, China, and the Straits Settlements. Sydney would derive a further benefit also from passengers arriving by this route; if, for instance, twenty passengers arrive by every steamer, and spend £100 each, in one year the aggregate disbursements of passengers would amount to about £26,000, of which 15 per cent. would probably flow into the Treasury under different heads of taxation.

I have, &c.,

ALEXR. FRASER.

Read. Place with other papers.—J.D., 25/10/71.

No. 26.

MR. A. FRASER TO THE COLONIAL SECRETARY.

Sydney, 3 November, 1871.

SIR,

With reference to the negotiations pending with the Governments of New South Wales and Queensland, for the establishment of a Postal Steam Service between Sydney and Batavia, *viâ* Torres' Straits, I have the honor to inform you that I have left a power of attorney with Messrs. Eldred and Spence, of this place, to act for me in my absence.

I have, &c.,

ALEXR. FRASER.

Seen. The Postmaster General should be informed.—JOHN R., 24 Nov., /71.

The Secretary to the Post Office.—B.C., 24 Nov., /71, H.H.

Read.—J.D., 27/11/71.

1871.

NEW SOUTH WALES.

TELEGRAPHIC COMMUNICATION WITH EUROPE.

(CORRESPONDENCE.)

Presented to both Houses of Parliament, by Command.

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TELEGRAPHIC COMMUNICATION WITH EUROPE.

No. 1.

ALEX. FRASER, ESQ., to THE COLONIAL SECRETARY.

Batavia, 30 April, 1869.

SIR,

On the 3rd of July, 1866, while visiting your Colony, I had the honor to address a letter to your predecessor in office on the subject of telegraphic communication between the Australian Colonies and Europe, by way of Java, with the view of ascertaining whether, in event of a definite proposal being made to carry out this connection, when the proper time arrived, I might be able to count upon the joint support of your Government, and that of the neighbouring Colonies, in subsidizing by a fixed annual payment, or in guaranteeing interest on the cost of such undertaking.

Since that date the principal difficulties in the way of effecting that communication have been removed, and the time seems now to have arrived for taking action in the matter.

The sea between Java and the north coast of Australia has been minutely surveyed by H.M.S. "Serpent" and "Salamander," with this result, that instead of a deep gorge, which was supposed to exist, the most suitable soundings have been discovered for the submersion of a telegraph cable in that direction.

The telegraphic land lines in Queensland, in connection with the general system of telegraphs in Australia, can at any time, on a few months' notice, be extended to Burke Town, at the head of the Gulf of Carpentaria.

The land lines of the Government of Netherlands-India, in the Island of Sumatra, are slowly progressing towards completion, and can at any time be pushed forward to Siak, which is proposed to be the point of connection with the European system.

You are no doubt aware that it is mainly owing to the enterprise and perseverance of the Telegraph Construction and Maintenance Company (Limited) of London, that the World is indebted for the ultimate success in laying a submarine cable between England and the United States of America, and that this Company is now engaged in laying a second cable to connect France with New York, 3,600 miles long.

Besides these works of magnitude, the same Company has also laid, in connection with the Indian communication, a second cable for the Anglo-Mediterranean Telegraph Company, between Malta and Alexandria, and has further contracted to lay by Christmas next another cable of 3,600 miles long, between Suez and Bombay, by which, when once laid, all uncertainty as to the correct and regular transmission of messages from India to England, and *vice versa*, will be at an end.

Between Bombay and Calcutta the telegraph land lines are now said to be in the best working order.

Between Calcutta and Moulmein the working of the land lines has been unsatisfactory, and these will now either be greatly improved or abandoned, and a submarine cable laid in this direction.

Further, from Moulmein the Telegraph Construction and Maintenance Company has undertaken to carry out, under concessions obtained by the Eastern-Asia Telegraph Company, and since made over to them,—

1. A land line to Bangkok (Siam), and a further extension under subsidy from the French Government to Saigon (Cochin China), whence to China it is proposed to lay a submarine cable; and—
2. To complete the communication between Moulmein, Penang, Malacca, and Singapore entirely by land, or partly by land and partly with submarine cable.

Both these works will be undertaken almost immediately.

Two links then only remain in the great chain of telegraphic communication between Europe and Australia, which have to be connected by submarine cable, and for the construction of which no arrangements have yet been made—one between Malacca and Siak, a distance of about 100 miles, partly in the Straits of Malacca and partly in the Siak River, which has been thoroughly surveyed by the Java Government for this purpose; the other link between Pampang Bay, about 15 miles from Banjoewangie, on the east coast of Java, and Burke Town, in the Gulf of Carpentaria, a distance of about 2,000 miles, with an intermediate station at Poeloc Semaauw, close to Timor Koepang; and should this be required by the Government of South Australia, another station can be established at a convenient point on their northern territories, in connection with the settlement proposed to be established there.

It is computed by the Telegraph Construction and Maintenance Company that the entire cost of laying these two cables, together about 2,100 miles long, will amount to between £550,000 and £600,000, for which a guaranteed interest of 7 per cent., or a fixed annual subsidy of £34,000 for thirty years, is required to procure the capital above stated; and their assistance and co-operation are pledged to me in obtaining this capital, and in laying the cables in question simultaneously with the other extensions before referred to, in event of my being fortunate enough to secure from the Government of Netherlands-India and the Colonial Governments in Australia suitable concessions for the purpose, on the terms above specified.

To the Government of Netherlands-India I have already applied for the necessary provisional concession for laying these cables within their territories, under an annual subsidy, or guaranteed interest of the actual cost, at their option, equal to one-half of the entire amount of subsidy, or guaranteed interest before stated; and my intention is, if this application is favourably received, of which I have every hope, to address the several Colonial Governments of South Australia, Victoria, New South Wales, and Queensland, for a joint concession of similar import, and under similar financial engagements.

My

My object at present is simply to give you notice of these proceedings, and to prepare you for the definite proposal which I hope shortly to be able to make to your and the other Colonial Governments; and, considering the important advantages involved in the project, I have every hope that my proposals, when formally made, may be well received, and lead to the early completion of this great work of international telegraphic communication.

I have, &c.,
ALEX. FRASER.

P.S.—This letter will be handed to you by my friend, the Honorable Alexander Campbell, M.L.C., to whom I take the liberty of referring you for information as to my position and standing.

A.F.

Postmaster General.—JOHN R.
The Secretary to the Post Office, B.C., 9 July, 1869.—H.H.
The Superintendent of Telegraphs, for report.—B.C., 13/7/69.—S.H.L.

I would recommend this Government to enter into an arrangement, in conjunction with the neighbouring Colonies, guaranteeing 7 per cent. interest on the cost of construction, if the Government of Netherlands-India will guarantee 7 per cent. for half the cost of the cable. I cannot recommend an annual subsidy, as, from calculations I have made, I believe the line will more than cover its working expenses and the 7 per cent. guarantee.

The only way to deal with this matter in its present stage, would be to invite the heads of the several Telegraph Departments to meet in Sydney, during the sitting of the Delegates on the Customs Union, to be held in October next, when some uniform plan for dealing with the whole matter could be devised.

21/7/69.

E. C. CRACKNELL.

The Secretary, General Post Office, B.C., 21/7/69.
Cabinet, with other paper on same subject.—D.E., 3/8/69.

Will it not be necessary to apprise the Chief or Colonial Secretaries of the other Colonies that this matter will be brought before the Conference? 9 Aug., /69.

Yes; prepare letters.—9/8/69.

It is contemplated shortly to have a conference in Sydney of the representatives of the Governments of the various Colonies, when this matter will be brought under consideration. Mr. Fraser may be so informed.—S.S., 4/8/69.

No. 2.

MEMO. FROM THE HON. ALEX. CAMPBELL TO THE HON. THE POSTMASTER GENERAL.

Sydney, 17 May, 1869.

MR. CAMPBELL will feel obliged by the Honorable the Postmaster General replying to his inquiry as to the Telegraph line *via* Java.

H.A., *pro* Secretary.

No. 3.

THE PRINCIPAL UNDER SECRETARY TO THE SECRETARY, POST OFFICE.

MY DEAR SIR,

The Colonial Secretary marked the letters respecting the proposed line of Telegraph between the Australian Colonies and Europe by way of the Indian Archipelago for the Cabinet during the recess, and it is now one of the very few papers on his Cabinet table. He asked for it a few days ago, and intends, I think, dealing with it instantly.

Yours, &c.,
HENRY HALLORAN.
20 May, 1869.

Inform Mr. Campbell, by direction of Postmaster General, that his letter (addressed to the Colonial Secretary, not to the Postmaster General) is at present under the consideration of the Government, and whose decision will be communicated to him with the least possible delay.—S.H.L., 21/5/69.

Hon. A. Campbell informed.—21/5/69.

No. 4.

THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS TO THE SECRETARY, GENERAL POST OFFICE.

Electric Telegraphs, Chief Office,
Sydney, 23 July, 1869.

SIR,

The extension of the Electric Telegraph to connect the several Australian Colonies with India, Europe, and America, having now assumed a more simple form, so that it can be easily dealt with, I would respectfully recommend, for the consideration of the Honorable the Postmaster General, that, to meet the difficulty in obtaining the desired co-operation of the several Colonial Governments, that representatives be invited from the Colonies of Victoria, South Australia, and Queensland, to meet in Sydney, at an early date, to discuss the matter in all its bearings, with a view of preparing resolutions for Parliamentary approval.

I consider it desirable that the representatives should consist of the heads of the Telegraph Departments in the above Colonies, as there are urgent matters in connection with the Intercolonial Telegraphic System which could then be taken into consideration.

I have, &c.,
E. C. CRACKNELL,
Superintendent of Telegraphs.

No. 5.

THE HON. A. CAMPBELL to THE COLONIAL SECRETARY.

Mercantile Bank of Sydney,
Sydney, 2 September, 1869.

SIR,

I have the honor to hand you herewith a letter addressed to you by Mr. Alexander Fraser, of Java, along with four enclosures, which I received by the mail steamer yesterday.

I shall be glad to have the views of the Government relative to the matter referred to therein at your earliest convenience, as I have been requested by Mr. Fraser to advise him the result as soon as possible, by telegram *via* Galle.

I have, &c.,
ALEX. CAMPBELL.

No. 6.

A. FRASER, Esq., to THE COLONIAL SECRETARY.

Batavia, 15 July, 1869.

SIR,

Enclosure No. 1.

With reference to my letter of 30th April last, I have now the honor to hand you a certified extract, with translation annexed, of a resolution of the Governor-General of Netherlands-India, dated 8th July, No. 1, from which you will observe that my Petition to the Netherlands-Indian Government for a concession for laying submarine cables between Java and Australia, and between the north-east coast of Sumatra and Malacca, for the purpose of effecting a through telegraphic communication between Europe and the Australian Colonies *via* Java, has been forwarded to the Imperial Government at the Hague, and that negotiations have been entered into with the view of obtaining the sanction of the Legislature in Holland to the terms of subsidy or guarantee specified in the preamble of the resolution.

This mode of procedure has been considered by the Java Government to be more regular than that of granting a provisional concession, as the main question, which is that of the subsidy or guarantee, has in every case to be sanctioned by the Dutch Parliament.

Enclosures Nos. 3 and 4.

In order that you may be informed of the terms on which the concession in question has been treated for with the Netherlands-Indian authorities, I beg to hand you, as additional enclosures with this letter, copies of the following documents:—

- No. 2. My Petition to the Java Government, dated 5th April, 1869.
- „ 3. Proposed conditions of the concession.
- „ Memorandum explanatory of these conditions.

These two last documents having formed enclosures Nos. 1 and 2 of my Petition to the Governor-General (here marked No. 2.)

Until the question of the subsidy or guarantee has been determined, the other conditions of enclosure No. 3 may, without inconvenience, be left for subsequent mutual arrangement. Articles 2 and 7, having been framed with the view to a fixed annual subsidy, will have to be modified if a fluctuating guarantee is preferred, and articles 11 and 12 will also have to be revised, as the right of purchase, if stipulated for at all by the Netherlands Government, will not extend beyond those portions of the cable within their own possessions,—say between Pampang Bay and Timor, and between Siak and Bangkalis.

You will observe that the Government of Netherlands-India is bound by Article 8 to maintain in working order the land lines between Pampang Bay and Siak, and a cable or cables across the Straits of Sunda; and to construct a special line, to be used exclusively for the transmission of the Australian messages; and an obligation to a similar effect would probably have to be undertaken by the Australian Governments, to ensure the prompt transmission of the European and Indian messages.

The uniform transit charge of 3*l.* or 5*s.*, for the transmission of each message of twenty words through the Netherland-Indian Telegraph Lines, stipulated for in Article 9, will, I believe, be considered moderate.

From the cordial support which my proposals have met with from all departments of the Java Government, and the favourable resolution which has been adopted by the Governor-General on the advice of his Council, I have every reason to anticipate an equally favourable reception in Holland. The only difficulty that is likely to be raised there in the way of an immediate decision on the proposals, is the uncertainty as to the adhesion of the Australian Colonies to the principle of an equal division of the guarantee of interest, or of bearing an equal share of the entire subsidy, which last for each of the two subsidizing parties, would be 200,000*l.* yearly, equal to £16,666 13*s.* 4*d.* of our money.

My

My letter of 30 April did not call for a reply, being merely intended to prepare you for the present communication; but with a view to further negotiations with the Government in Holland, where I propose to proceed by the overland steamer, leaving this on the 24th instant, it will be of the utmost consequence for me to know, as soon as possible, the views of your Government on the subject of my proposals; and I should feel greatly obliged by your addressing me a few lines to state whether, in event of the subsidy or partial guarantee before referred to, being sanctioned by the Dutch Government, the Government of New South Wales is prepared to submit to the Legislature of the Colony, proposals for pecuniary aid of the same amount or character, to be granted in concert with the Colonies of South Australia, Victoria, and Queensland, for effecting the telegraphic communication in question.

I trust that the importance of the subject, and my necessarily short stay in Europe, not to exceed two months, may be accepted as my apology for pressing this matter on your immediate attention, particularly as within the time specified it will also be necessary for me to make arrangements with the Telegraph Construction and Maintenance Company of London for the manufacture of the cable, and with them and others, for the formation of a Company to raise the capital for carrying out the proposed enterprise.

My address while in Europe is No. 17, Mincing Lane, London; but if equally convenient to you, the Honorable Alexander Campbell, M.L.C., of Sydney, will receive and forward any communication which you may be pleased to address for me to his care.

In conclusion, I beg to state that by the present mail I also address letters of similar import to the Colonial Governments of South Australia, Victoria, and Queensland.

I have, &c.,
ALEX. FRASER.

[Enclosure No. 1.]

Extrach uit her Register der Besluiten van der Gouverneur Generaal van Nederlandsch Indie.

No. 1.

Buitenzorg, der 8 July, 1869.

Gelezen,

1. Let rekesh gedagteekend Batavia 5 April, 1869, van A. Fraser, strekkende toh het bekomen van Concessio voor den aanleg van telegrafische vorlindingen, door middel van onderzesche kables, ter aansluiting der Nederlandsch Indische telegrafien met Australie en Britisch Indie, onder genot eener subsidie van het Nederlandsch Indische Gouvernement van f.200,000 'sjaars of wel van eene garantie der renten van 7% 'sjaars oer de gerunde hosten van dat werk ter Cedrage van f.7,000,000 gelycselyk te dragen tusschen de gouvernementen van Nederlandsch Indie en die der Australische Kolonien, een ander geelurende een tejdoadh van dertig jarten.

II enz. De Raad van Mederlandsch Indie gehoord is goedgeuonden en verstaan—

Eerstelijh. Aan den adresbart te kennen te geven dat ontrant de strekking van zijn oerzoek woorvan door de Regeering met de meeste Celangstelling is kennis genomen, met het opperbestuur en Nederland wordt in oerclig getreeden.

Ter Tweede, enz;—

Extrach dezes zal worden oerleend aan den adresbant tot informatie.

Accordeert met voorh Register de Gouvernementes Secretaris.

BOOL.

[Translation.]

Extract from the Register of Resolutions of the Governor-General of Netherlands-India.

No. 1.

Buitenzorg, 8 July, 1869.

Read,

1. The Petition of A. Fraser, dated Batavia, 5th April, 1869, for the purpose of obtaining a concession for effecting telegraphic connection by means of submarine cables, so as to join the Netherlands-India Telegraph with Australia and British India, under receipt of a subsidy from the Netherlands-Indian Government of 200,000f. per annum, or of a guarantee of interest of 7 per cent. per annum on the estimated cost of the work to the amount of 7,000,000f., this last to be borne equally between the Governments of Netherlands-India and the Australian Colonies, one or other, during a period of thirty years.

2. &c., &c. Heard. The Council of Netherlands-India is pleased to resolve—

First—To acquaint the Petitioner that, on the subject of his petition, which has been received by the Government with the greatest interest, negotiations have been entered into with the Imperial Government in Holland.

Secondly, &c., &c.—Extract of this Resolution shall be issued to the Petitioner for his information.

Agrees with above-named Register.

H. T. BOOL,
Secretary to the Government.

The above is a true translation from the Dutch original.

Batavia, 20 July, 1869.

G. G. BATTEN,
Sworn Translator.

I hereby certify that the above signature is in the proper handwriting of George Guille Batten, sworn translator at this port for the English language, who is well known to me, Acting Consul.

British Consulate,
Batavia, 22 July, 1869.

S. McLEAN,
H.B.M.'s Acting Consul.

[Enclosure No. 2.]

Alexander Fraser, Esq., to Governor-General of Netherlands-India, &c., &c.

The Petition of Alexander Fraser, landed proprietor, residing at Batavia,—
Humbly sheweth:—

That recent improvements in telegraphic science render the practicability of establishing the means of instantaneous communication between places and countries situated geographically at the greatest distance from each other no longer a matter of doubt or difficulty.

That the object of your Petitioner is to bring the possessions of Netherlands-India into direct telegraphic communication with Europe on the one hand, and Australia on the other, and to make Java, in that connection, the great Asiatic centre of telegraphic communication.

That preliminary measures have already been adopted to ensure, within a short space of time, the extension of the European system of telegraphs through British India, Burmah, and the Malay Peninsula, to Malacca and Singapore.

That the telegraphic system of land lines in Netherlands-India will also shortly be completed by extensions at present under construction, through Sumatra to Siak.

That the telegraphic system of land lines throughout the Australian Colonies, if not already extended to Burke Town, at the head of the Gulf of Carpentaria, will very soon reach that point.

That

That recent marine surveys have established the fact that, in the seas lying between the east of Java and the north coast of Australia, the safest and most suitable soundings exist for the submersion of electric telegraph cables.

That, on the extensions before referred to being completed, there remain two links to be constructed of submarine cable which, when connected, will complete the chain of uninterrupted communication between Europe, Java, and Australia; the one link being between Malacca and Siak (about 100 English miles long), and the other between Pampang Bay (Banjoe-wangee) and Burke Town, *viâ* Poeloe Semaauw (Timor Koepang), a distance of about 2,000 English miles.

That the object of this Petition is to obtain from your Excellency the permission necessary for laying, within the possessions of Netherlands-India, submarine electric telegraph cables for completing the connection above indicated, and also a provisional concession, on such terms of subsidy or guaranteed interest of capital for thirty years, as, with a concession on similar terms from the Australian Colonial Governments, will enable him to obtain at once the capital required to accomplish the proposed undertaking.

That for this purpose he respectfully refers to accompanying enclosures in English, with translations annexed, and marked Nos. 1 and 2, the former of these documents containing in fourteen articles the conditions on which he proposes that the Government of N. I. should grant to him a provisional concession, subject to confirmation by the legislative power in Holland; and the latter, a memorandum explanatory of these conditions and of the motives which have induced him to apply for the concession in question.

And your Petitioner, &c.,

Batavia, 5 April, 1869.

ALEX. FRASER.

[Enclosure No. 3.]

CONDITIONS of a Provisional Concession applied for to the Government of Netherlands-India, of an exclusive right for thirty years to lay Submarine Electric Telegraph Cables, to connect by Telegraph the Netherlands-Indian Possessions on the one hand with the system of Telegraphs in Europe, and, on the other hand, with the systems of telegraphs in the Australian Colonies.

ARTICLE 1.—The Government of Netherlands-India concedes to Alexander Fraser, landed proprietor in Java, and his heirs and successors, the exclusive right, for a period of thirty years from date of this contract, of laying submarine electric telegraph cables within the territories of Netherlands-India, for the purpose of connecting the Netherlands-India Possessions with the system of telegraphs in Europe on the one hand, and with the system of telegraphs in Australia on the other.

ARTICLE 2.—The Government of Netherlands-India binds itself to pay to the concessionaire, annually for the above term of thirty years, a subsidy of 200,000*fl.*, and that by quarterly instalments at Batavia, on 31st March, 30th June, 30th September, and 31st December of each year, the first payment to begin at either of the terms before mentioned happening after the cables specified in Article 4, hereunder, have been successfully laid, and that on the conditions hereafter specified.

ARTICLE 3.—The concessionaire binds himself, within three years from date of this contract, that—

- (a) The present terminus to the system of telegraphs in connection with Europe shall be extended to Malacca and Singapore in the Malay Peninsula.
- (b) The present terminus of the Australian system of Telegraphs shall be extended through Queensland to Burketown, in the Gulf of Carpentaria.

ARTICLE 4.—That simultaneously with the extension referred to in Article 3, the following submarine cables shall be laid by the concessionaire.

- (a) Between Malacca on the Malay Peninsula, and Siak on the Island of Sumatra, comprising a distance of about 100 English miles, with a station at Bangkalis, about 40 miles from Malacca and 60 miles from Siak.
- (b) Between Pampang Bay, on the East Coast of Java, about 15 miles from Banjoe-wangie to Poeloe Semaauw, close to Timor Koepang, a distance of about 552 miles, and thence to Burke Town, in the Gulf of Carpentaria, a distance of about 1,448 miles, or some other more convenient point on the north coast of Australia, to be afterwards indicated.

ARTICLE 5.—That the submarine cables to be laid shall be of the most improved construction, equal in all respects to those which have been successfully laid, by the Telegraph Construction & Maintenance Company, for the transatlantic lines between England and America.

ARTICLE 6.—The concessionaire to be at liberty to make any further agreements with the British or Australian Governments for additional subsidy or otherwise, without in any way altering or affecting the terms of this contract.

ARTICLE 7.—In event of interruption to the telegraphic communication through the cables above referred to, from *force majeure*, or other causes beyond control of the concessionaire, and not exceeding ten days each time, the subsidy shall not be withdrawn, but the concessionaire shall be bound to repair the cable so broken with all possible dispatch, and to adopt for this purpose the usual precautionary measures; and a period of thirty days shall be allowed to him in every year for repairs, without any deduction from payments in subsidy or otherwise.

ARTICLE 8.—The Government of N. I. binds itself that, simultaneously with the laying of the submarine cables specified in Article 4, the land lines at present in course of construction through Sumatra shall be completed to Siak, with the necessary submarine cable connections between Java and Sumatra; and for more effectually meeting the increasing traffic which may be expected in messages between Europe and Australia, the Government further binds itself, simultaneously with the laying of the submarine cables referred to in Article 4, or as soon thereafter as possible, to construct a special line of wires between Siak and Pampang Bay, to be used exclusively for transmission of messages to and from Australia.

ARTICLE 9.—The tariff for payment on all messages, whether Government or private, and whether in transit through or for places in N. I., to be regulated by the concessionaire, under approval of the Government. In event of the net profits of the traffic so regulated by tariff exceeding 20 per cent., and after a reasonable allowance for contribution to renewal fund, the tariff on messages to be reduced in proportion. The charge for the transmission of a through message on the land lines of the N. I. Government not to exceed 3*fl.* for each message containing no more than twenty words.

ARTICLE 10.—The messages of the Government of the Netherlands and of N. I. to have the preference for transmission by the cables before referred to over all private messages, and to be transmitted *pari passu* with messages of the British and British-Colonial Governments; and in like manner, the messages of the British and British-Colonial Governments shall have the preference for transmission over all private messages through the land-lines in N. I., and shall be transmitted *pari passu* with messages of the Government of the Netherlands and N. I.

ARTICLE 11.—The Government of N. I. to have the right of purchasing and assuming sole possession of the cables referred to in Art. 4, and of everything belonging to the same, inclusive of the reserve fund for renewal of the line, three years after the same shall have been completed, on one year's previous notice being given of its intention of doing so, at a price equivalent to thirty years' purchase of the net average earnings of the three years immediately preceding the date of purchase of the lines, and that whether the earnings arise from subsidy or other sources, after payment of all costs of maintenance and working expenses, and of the sums reserved for the renewal fund; but the concessionaire is not to be compelled to sell the line for less than its total cost.

ARTICLE 12.—In event of the right of purchase referred to in the article immediately preceding being exercised by the Government of N. I., said Government shall be obliged always to maintain telegraphic communication on the lines so bought up, and to take over all the concessionaire's engagements with Foreign Governments, except in case of war with a European power; and in this case the principle adopted in Arts. 9 and 10 for regulating the tariff for transmission of messages shall continue in force.

ARTICLE 13.—All stations to be established in N. I. by the concessionaire for working and maintaining the lines referred to in Art. 4, when completed, shall be approved by the Governor-General of N. I., and at all times accessible to N. I. telegraph functionaries.

ARTICLE 14.—This concession is provisional, and subject to the approval of the Imperial Legislative of the Netherlands. The approval not being obtained, the present provisional agreement to be of no effect or value.

[Enclosure

[Enclosure No. 4.]

MEMORANDUM, explanatory of the conditions of the provisional concession for laying submarine cables in Netherlands-India, applied for by Petition to His Excellency the Governor-General, dated 5 April, 1869.

THE undersigned having for some years taken a lively interest in the progress of telegraphy, and specially with the view of ultimately providing Europe, India, Australia, and China with the means of instantaneous communication, became in 1862 a Member of the direction of the Anglo-Australian and China Telegraph Company, formed at that time in London for the purpose of obtaining the capital necessary for effecting extensions of the European and Indian Telegraph systems, terminating in Rangoon (Burmah), by submarine cables or otherwise, thence *via* Penang to Singapore—and further, for carrying out simultaneously the provisions of a provisional concession granted by the Government of the Netherlands to Mr. F. Gisborne, for laying, in connection therewith, and with the existing system of telegraphs in Java, a submarine cable between Singapore and Batavia.

Owing to want of confidence at the time in the endurance of submarine telegraph cables, this Company failed to obtain the capital required for either undertaking, and became virtually defunct, when the provisional concession from the Netherlands Government also lapsed, never having been acted upon.

On his subsequent return to India, at the end of 1865, it became apparent to the undersigned that to render practicable the construction of land lines of telegraph in the Malay Peninsula, it was necessary to obtain not only the co-operation of the British Indian Government, in so far as those lines had to pass through British territory, but also to obtain the sanction and protection of the King of Siam, the Rajah of Ishore, and the other independent or tributary Princes through whose dominions it was proposed to carry those lines. For this purpose he united himself with a few friends at Singapore and Batavia, forming a Company under the title of the Eastern Asia Telegraph Company, by which the necessary concessions were ultimately obtained, and have now been made over to the Telegraph Constructing and Maintenance Company of London, which has undertaken to carry the same into effect without loss of time, and further to extend them to Saigon under a special agreement with and subsidy from the French Government, whence a submarine cable is proposed to be laid to Hongkong, in China.

During a visit to Australia in 1866 the undersigned had further the opportunity of becoming acquainted with the system of telegraphs existing in these Colonies, and with the extensions projected or in course of construction. He was also at the same time enabled to ascertain the views and intentions of the several Colonial Governments regarding a telegraphic communication with Europe when the proper time should arrive for bringing the project forward in a practical shape.

In consequence of the triumphant success with which a submarine cable was ultimately laid between England and the United States in 1867, the public confidence was fully restored, and the Telegraph Construction and Maintenance Company of London, before named, to whose persevering enterprise and energy the success of this important international work is mainly due, has since undertaken the following works of the same kind, some of which are already executed—others in course of construction:—

1. For the Anglo-Mediterranean Telegraph Company, a second submarine cable between Malta and Alexandria, now in operation.
2. For the French Transatlantic Telegraph Company, a cable 3,600 English miles long, to be laid within the next three or four months, between Brest in France and New York.
3. For the Victorian and Tasmanian Government, a cable shipped and now on the way, if not arrived, to be laid between those two Colonies, for which a guarantee of 7 per cent. has been given, extending over thirty years.
4. For the British Indian Submarine Telegraph Company, a cable, also 3,600 miles long, to be laid between Suez and Bombay, by the end of the current year.

It is only necessary to refer to the magnitude of these works, executed within the short period of two years, and of the capital involved, amounting to more than thirty millions of guilders, to show the ability of the Company above named to undertake and to execute successfully the works of minor magnitude forming the subject of the concession now asked for; and the undersigned begs respectfully to state that he would not have been bold enough to apply for the concession in question but for the assurance of the co-operation of this Company in carrying it out, as communicated to him by private letter from its Managing Director, Captain Sherard Osborn, R.N., dated 21 January last, and from which letter the following extracts will suffice:—

“Now of the ultimate extension of telegraphy, submarine or otherwise, to Java and Australia, there is no longer any doubt in this Country, and I feel confident that by the fall of the year 1870 we shall not only have put Bombay in direct communication with England *via* Suez, but also have carried a line from Calcutta to Singapore and Saigon. We are at present hard at work completing what must be the first section of this line, *viz.*, a direct communication between this Country and India *via* the Red Sea, and we hope in the course of a few weeks to have raised the necessary capital for this undertaking. (The whole capital has since been subscribed for.) That done, to connect India with Java, and Java with Australia, becomes an easy task. Mr. Paterson's concessions (those referred to above as obtained by the Eastern Asia Telegraph Company) are now being licked into shape by the lawyers, and I am very busy collecting data to satisfy us whether it will be better to go down to Singapore from Rangoon by a submarine cable, or to attempt land lines. One or the other of these two modes will unquestionably be carried out before long; and after careful perusal of your memoranda I think that such a concession as you propose from the Government of Batavia, with a certain working arrangement, would put us in a fair position for extending the line from Java to Australia. This Company does not buy concessions, but is always ready to find a large amount of capital for carrying out submarine telegraphs, and to assist gentlemen in whose *bona fides* they have perfect faith in bringing forward such undertakings. We are now very busy making a cable 3,600 miles long, to be laid across the Atlantic from Brest in France to New York, and I thoroughly believe that by next Christmas we shall be sending out a cable of a similar description to Bombay, for the Red Sea line. I shall only be too glad to work with you in effecting such a communication as you propose, the importance of which, commercially and politically speaking, is very great, both to the Dutch and English colonists.”

The survey recently made by H.B.M.S. “Serpent,” of the sea between Java and the north coast of Australia, to the south of the Eastern Islands, removes all doubt as to the existence of the best soundings for the immersion of a submarine cable for forming the proposed telegraphic connection.

With regard to the system of telegraphic land lines in Australia, all the Colonies between South Australia on the one hand and Queensland on the other are connected; and in 1867 the terminus of the system in Queensland had been brought as far north as Cardwell, whence to Burke Town, in the Gulf of Carpentaria, there are only 400 miles, which had at that time also been prospected, so that if this extension is not yet completed there is no doubt that it will be so within the time required.

With reference to the concession applied for, the following remarks are offered:—

The connection of Europe with Australia is quite practicable without passing through the Netherlands-Indian possessions; and a proposal has already been made to lay, for this purpose, a submarine cable from Galle to Perth, in Western Australia, about 3,200 miles long, whence to join the Australian land lines in South Australia is an easy matter. It does not need to be pointed out that if this proposal were carried out, the Netherlands possessions in the East would be virtually isolated from the World's great net of telegraphic communication, and lose all direct participation in the commercial, political, and financial advantages which this communication must bring with it; whilst, on the other hand, if the connection proposed in the concession now asked for is carried out, Java would at once become the centre of communication between Australia and Europe on the one hand, and all parts of the East, China, and Japan on the other.

The financial advantages arising from the transmission of messages over the Government land lines would in that case alone become a matter of considerable importance—if the calculations of the projectors of the British Indian Submarine Telegraph Company are to be depended upon.

This Company proposes a charge on all messages of twenty words between London and Bombay, of £3, or 36*s.* They estimate, on information from the most competent authorities, that at this rate there will not be less than 150 messages per day, averaging thirty words each, working 330 days in the year, and only twelve and a half hours per day—this estimate not including the additional traffic to be expected on further extensions of the Telegraph to Australia, Java, and China.

When

When it is now considered that the European population in British India does not exceed a few thousands, whilst the population in the several Australian Colonies is almost exclusively European, and still connected with Europe by the closest commercial and family ties, amounting in 1867 to 1,645,000 souls, with an export trade of upwards of 360, and an import trade of upwards of 400 millions of guilders,—it is hardly to be expected that, on a moderate tariff (say £5 from London to Sydney, which would be in proportion to the proposed charge between London and Bombay), telegraphic communication would be less frequent between these Colonies and Europe than between India and Europe; but for the sake of a safe calculation, taking the number of messages passing through Java to and from all quarters of the World at only one-half the number expected as a minimum between London and Bombay, or seventy-five messages of thirty words per day each way, working 330 days in the year, and twelve and a half hours each day, the revenue to the Government, at 3*l.* for each message of twenty words, would be annually 222,750*l.*, which, after deduction of working expenses, would probably cover the whole amount of the subsidy asked for in Article 2 of the proposed concession.

It is not to be anticipated that the concession now asked for can be otherwise than agreeable to the Imperial Government and the Legislature in Holland; the former having showed its interest in the matter by the concession granted to Mr. F. Gisborne, in 1862, with a subsidy of £8,500 for thirty years, for laying a cable only 525 miles long between Batavia and Singapore; and the latter body having signified its sense of the importance of a direct communication between Java and Australia, by assenting almost unanimously to a vote of 600,000*l.* per annum for the partial support of a monthly steam communication between Java and Australia, should any such be established. It is of course quite unnecessary to draw any comparison as to their relative importance between a monthly steam communication and the constant and instantaneous communication offered in the concession now applied for.

With reference to Articles 2 and 6, the intention is to require from the Australian Government a similar amount of support to that specified in Article 2. Should less favourable terms be obtained, the amount of the Java subsidy will be reduced in proportion. Should the amount obtained from Australia be larger, the Java subsidy will not have to be increased.

The capital required to carry out the proposed connections is estimated at about 7,000,000*l.*, to obtain which at once, a guaranteed interest of 7 per cent. per annum on this amount would be sufficient; and should the Government prefer this mode of support to that of the subsidy, dividing the guarantee equally with the Australian Colonies, the undersigned is quite prepared to accept of it.

The obligations undertaken by the undersigned, in Articles 3, 4, and 5, are based upon the promised support and co-operation of the Telegraph Construction and Maintenance Company of London, before referred to.

The other articles of the concession have been principally borrowed from the provisional concession, granted in 1862, by the Netherlands Government to Mr. F. Gisborne, and before referred to.

No. 7.

REPORT of E. C. Cracknell, Superintendent of Telegraphs, in reference to the establishment of telegraphic communication between Australia and Great Britain, as proposed by Mr. Alexander Fraser, of Batavia.

THE information contained in the accompanying letter and enclosures from Mr. Alexander Fraser, of Batavia, places the establishment of telegraphic communication between Australia and Great Britain in so simple and favourable a form to Australia, that there should be as little delay as possible on the part of the several Colonies in entering into negotiations for the speedy completion of so desirable an undertaking.

The matter now stands as follows:—The telegraphs in India are now working as far as Rangoon and Moulmein, leaving a gap to be filled up from either of the above places to Malacca or Singapore (say 1,100 or 1,200 knots), concessions for which were granted to the Eastern Asia Telegraph Company, who have now disposed of their interest to the Telegraph Construction and Maintenance Company, London, which Company has undertaken to carry the same into effect without loss of time, and to extend the line to Saigon under special agreement with and subsidy from the French Government.

The Netherlands-India Government have also granted the exclusive right to Mr. Alexander Fraser, of Batavia, to land submarine cables within the territories of Netherlands-India, for a period of thirty years, for the purpose of connecting with the telegraphs in Europe and Australia, subject to the approval of the Imperial Dutch Government.

The Netherlands-India Government further binds itself to pay to the concessionaire, for thirty years, the annual subsidy of 200,000 florins (equal to £16,666 sterling), provided that within three years the terminus of the lines connecting Europe shall be extended to Malacca and Singapore, and the Australian lines to Burke Town, Gulf of Carpentaria.

Simultaneously with the above, cables must be laid between Malacca and Siak, and between Pampang Bay to Poeloe, close to Timor, from thence to Burke Town, or other more convenient place on the north coast of Australia.

The Netherlands-India Government also binds itself that, simultaneously with the laying of these submarine cables, the land lines now in course of construction to Siak, with the necessary cable or cables across the Straits of Sunda, shall be completed, and that they will provide a special wire from Siak to Pampang Bay, exclusively for the transmission of Australian messages.

The Tariff over the Netherlands-India lines (say, 1,500 miles) is not to exceed 3*l.* (equal to 5*s.*) for each message of twenty words.

The Queensland Government have now called for tenders for the completion of their land lines to the Gulf of Carpentaria, to be handed over to the Government by the end of 1870.

This leaves a mere nominal responsibility to be undertaken by the Colonies respectively, amounting in all to about £17,500 per annum, to be contributed only in the event of the line not paying 7 per cent. interest on the capital; this would place the liability of this Colony, if the guarantee be divided on the basis of population, at £4,375 per annum.

Mr. Fraser's proposal appears to me a *bonâ fide* one, and the concession on the part of the Netherlands-India Government most liberal; and I feel satisfied, from the manner in which Mr. Fraser is spoken of by several highly influential residents in this city, who have known him and transacted business with him for a number of years, that he is in a position to carry out in every particular the proposals set forth in his letters and enclosures, if supported by the Governments of the Australian Colonies, subject, of course, to the approval of the Government at the Hague, where Mr. Fraser is personally urging their favourable consideration.

The

The other proposals which have been placed before me to report upon, are not, in my opinion, to be compared to those of Mr. Fraser's for cheapness, either in first cost, or the advantages to be derived after completion.

The propositions of Mr. Sherard Osborn, the Managing Director of the Telegraph Construction and Maintenance Company, are too expensive, being for the most part deep-sea lines—that *via* Ceylon to cost £1,100,000, with an annual subsidy of £55,000, which must be defrayed by the Australian Colonies. Another proposal to carry a line *via* King George's Sound is still more objectional, and would necessitate the construction of a land line by a Company, of 2,560 miles, without a single *paying* intermediate station; whereas the northern Queensland line to the Gulf of Carpentaria may now be considered an accomplished fact, leaving only the submarine portion to be provided for; and Mr. Fraser possessing, as he now does, the exclusive right to land cables in Netherlands-India, will render it necessary for the King George's Sound advocates to find another route, which can only be *via* Keeling's Islands to Ceylon, which I fear will prove too expensive a luxury to be indulged in at present.

As it appears to me desirable to carry the line through Northern Australia as far as practicable by land, which would have the effect of opening up and developing the resources of that portion of the continent, I would prefer that Port Darwin be made the terminus for the submarine cable from Java. Although the cost of working and maintenance will, by shortening the submarine cable, be increased, it is more than counterbalanced by the saving of interest, which will be seen by the following statements:—

Cost of submarine cable and laying from East Java to Gulf of Carpentaria, varying the construction of the cable according to depth of water and sea bottom, £494,000, or in round figures—say	£	£
		500,000
By terminating the submarine line at Port Darwin, reducing length of the cable to 1,000 miles... ..	266,000	
Land line from Port Darwin to the Gulf, about 900 miles, at £60 per mile	54,000	
		<u>320,000</u>

Reducing the cost of construction, in favour of the combined submarine and land line, by... £180,000

Working expenses, submarine line, Java to Gulf of Carpentaria, including Port Darwin—4 stations:—

	<i>Two terminal stations.</i>		£	£
2 electricians, at	500	1,000		
2 operators	250	500		
2 do.	200	400		
	<i>Two intermediate stations.</i>			
2 operators, at	250	500		
2 do.	200	400		
Stores—say		1,000		

Working expenses, submarine line, terminating at Port Darwin:—

	<i>Two terminal stations.</i>			
2 electricians, at	500	1,000		
2 operators	250	500		
2 do.	200	400		
	<i>One intermediate station.</i>			
1 operator... ..		250		
1 do.		200		
Stores—say		750		

Land line, Port Darwin to Gulf of Carpentaria:—

9 stations—salaries and stores, at £570 each £5,130 £8,230

Working expenses of submarine line the entire distance—Java to Gulf of Carpentaria £3,800

Showing an annual saving on working expenses, in favour of the through submarine line, of £4,430

This saving is only apparent, as the interest at 7 per cent. per annum on the cost of land line, say £54,000, will only amount to £3,780, against the interest saved on the cost of the cable from Port Darwin to the Gulf of Carpentaria, 7 per cent, on £234,000..... £12,600

Deduct interest on land line..... £3,780

Difference on working expenses 4,430

8,210

Balance against the through submarine line £4,390

Saving of £4,390 per annum by constructing the land lines as far as Port Darwin, with the additional advantage of opening up a good pastoral country on the Roper River and other places *en route*.

This arrangement, however, rather complicates the matter, as it will be difficult to arrange how the land line from the Gulf is to be provided for, and by whom maintained. The major portion of it will run through territory under the control of the South Australian Government, who will be naturally jealous of any outside interference in the construction of telegraphs in their province; and I am by no means sanguine that they will undertake the work themselves.

On the whole, I consider that Mr. Fraser's scheme for completing telegraphic communication between Australia and the civilized World is more practicable, and will prove by far more advantageous to the interests of the Colonies generally than any propositions which have been placed before the public; and with the arrangements he has now made with the Netherlands-India Government, will for many years be the cheapest route for the dispatch of telegrams to India, China, Europe, and America.

I must not conclude without again urging the Government to invite co-operation of the neighbouring Colonies, so that a Conference may be arranged for at an early date.

22nd September, 1869.

E. C. CRACKNELL,
Superintendent of Telegraphs.

No. 8.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

(Queensland.)

Colonial Secretary's Office,
Brisbane, 26 November, 1869.

SIR,

At the instance of the Postmaster General of this Colony, I have the honor to forward to you the enclosed memorandum, drawn up by the late Postmaster General, Mr. Douglas, and yourself, upon the subject of the proposed telegraphic communication between the Australian Colonies and Europe, by way of Java, and to inform you that such memorandum, amended by the omission of that portion of it relating to the continuance of the land line from the head of the Gulf of Carpentaria to Port Darwin, has received the formal sanction of His Excellency the Governor in Council.

I have, &c.,
CHARLES LILLEY.

MEMO:—

Telegraphic communication between Great Britain and Australia must now shortly be accomplished. The Telegraphic Maintenance and Construction Company, having successfully laid three cables across the Atlantic, are now engaged in connecting Suez with Aden and Bombay.

Captain Sherard Osborne has lately been in correspondence with Mr. Verdon, and advocates alternative routes based upon subsidies to be borne entirely by the Australian Colonies, and varying in amount from £55,000 to 47,000 per annum.

Mr. Fraser, of Batavia, has also addressed the Governments of the Australian Colonies on the same subject, and has furnished them with detailed information in connection with his project.

His scheme involves an outlay of half a million, and for the purpose of obtaining this money it is proposed that a guarantee should be granted, to be equally divided between the Dutch Government and the Governments of the Australian Colonies.

Mr. Fraser is at present in London, and anticipates that the Dutch Government will grant him the concession he requires, which has been recommended by the Government of Netherlands-India.

The views entertained by the Governments of the Southern Australian Colonies, in reference to the respective merits of the rival schemes, are at present not quite in accordance with those held by the Governments of New South Wales and Queensland, but it is believed that an examination of the conditions attached to both will result in the conviction that the proposed line *via* Queensland and Java, recommends itself as at present the most practicable and economical.

To remove, however, any hesitation which may be felt by the Southern Colonies, and as a recognition of the confidence which the Governments of the Colonies of Queensland and New South Wales have in Mr. Fraser's project, it is suggested that these two Colonies should, if necessary, undertake the joint responsibility required—such guarantee not to exceed £17,500 per annum.

This should be done, not for the purpose of securing any exclusive benefit, but for the purpose of facilitating the arrangements subsequently to be entered into with Victoria, South Australia, and Tasmania, with a view to the establishment of a rateable and proportionate guarantee, to be borne by them on a scale graduated in accordance with the business transacted on their behalf.

It is agreed that the Government of Queensland undertake the construction of the land line to Normanton, or some other point on the shores of the Gulf of Carpentaria, to be afterwards determined on.

It will, of course, be necessary that the guarantors should have a voice in fixing the scale of charges payable on the section between Australia and Java, to be from time to time subject to revision.

The views embodied in this memorandum, it is agreed by Mr. Robertson and Mr. Douglas shall be submitted to their respective Cabinets.

Sydney, 6 October, 1869.

JOHN R.
J. DOUGLAS.

No. 9.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF NEW SOUTH WALES.

Downing-street,
7 April, 1870.

MY LORD,

I transmit to you for information copies of a correspondence which has passed between the Chairman of the British-Australian Telegraph Company and this Department.

Coy. 26 Jan., 1870.
C. O. 16 Mar., 1870
Coy. 31 Mar., 1870

You will observe that this Company is desirous of acquiring suitable accommodation at Singapore and at Port Darwin; and also requests permission to erect land lines from that port to Burketown, so as to connect the Company's cable with the overland telegraph system of the other Australian Colonies.

From the reply which has been returned to Lord Monck you will learn the conditions on which Her Majesty's Government is prepared to assist telegraphic enterprise in connection with the Crown Colonies, and you will perceive that, as regards the Colonies with responsible Governments, it has been suggested to His Lordship that he should make direct application to the local Governments.

I have, &c.,
GRANVILLE.

[Enclosure No. 1.]

Viscount Monck to Earl Granville.

British-Australian Telegraph Co. (Limited),
100, Palmerston-buildings, Bond-street, London, E.C.,
26 January, 1870.

My Lord,

I have the honor to lay before your Lordship the prospectus of the British-Australian Telegraph Company.

The Company has been formed for the purpose of connecting Singapore, Java, and Australia with the line of telegraph communication between England and Singapore, to be provided by the Falmouth, Gibraltar, and Malta, the Malta and Alexandria, the British-Indian, and British-Indian Extension cables.

For the project which has been undertaken by the Company the whole of the capital has been subscribed, and a contract concluded with the Telegraph Construction and Maintenance Company for cables to connect Singapore and Java, and Java with Port Darwin in Australia, and for land lines thence to Burketown.

The order for the cables has been given, and the first instalment of sixty thousand pounds has been paid.

I cannot doubt that the project now submitted will receive the same countenance and support that your Lordship has already afforded to the associated undertakings for connecting Ceylon with Singapore and China.

I venture therefore, on behalf of the Company, to ask the permission of Her Majesty's Government to land the cables and to acquire suitable accommodation at Singapore and Port Darwin, with permission to erect land lines between Port Darwin and Burketown; and furthermore, that every possible facility may be afforded to the Company in conducting its operations.

The Company will be prepared to make due provisions for the punctual transmission of messages on Her Majesty's service, and to observe the conditions usually imposed, as far as they are compatible with the obligations rendered necessary by our international position in connecting British with Dutch possessions.

I have, &c.,
MONCK,
Chairman of the Board of Directors.

[Sub-enclosure.]

THE BRITISH-AUSTRALIAN TELEGRAPH COMPANY (LIMITED).

In connection with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, the British-Indian Submarine, the British-Indian Extension, and the China Submarine Telegraph Companies (Limited).

See map appended.

Capital, £660,000.

In 66,000 shares of £10 each, of which £120,000 will be taken in fully paid shares by the Contractors, leaving for subscription 54,000 shares.

Deposit, £1 on application, and £2 on allotment.

The balance, £7 per share, to be paid by instalments not exceeding £3 per share at intervals of not less than three months, commencing 1st July, 1870.

Directors:—The Right Hon. Viscount Monck, Chairman; Lord Wm. Montagu Hay, Chairman of the Anglo-Mediterranean Telegraph Company; The Right Hon. William Nathaniel Massey, Chairman of the British-Indian Extension Telegraph Company; John Pender, Esq., Chairman of the Falmouth, Gibraltar, and Malta, the British-Indian Submarine, and the China Submarine Telegraph Companies; Sir James Anderson, Managing Director, Anglo-Mediterranean Telegraph Company, &c.; Wm. McArthur, Esq., M.P. (Messrs. W. & A. McArthur), Coleman-street; Charles Wm. Earle, Esq., Managing Director.

Consulting Electrician:—Fleeming Jenkin, Esq.

Engineers:—Latimer Clark, Esq.; Henry Charles Forde, Esq.

Bankers:—The Consolidated Bank, 52, Threadneedle-street.

Solicitors:—Messrs. Freshfields, 5, Bank Buildings, London.

Secretary (pro tem):—T. H. Weddell, Esq.

Offices:—100, Palmerston Buildings, Old Broad-street, E.C.

THIS Company has been formed to establish telegraphic communication with the Colonies of Australia, Tasmania, and New Zealand. It is considered that such an enterprise can only be successfully undertaken in connection with the Companies, who will be the proprietors of the direct submarine telegraph lines between England, India, and Singapore, and accordingly exclusive arrangements have been made with them for working the whole line between England and Australia at through rates, and under such management as will practically place the conduct of the traffic throughout in charge of a single Committee of Directors, comprising representatives from all the Companies concerned.

It is anticipated that by these means undue competition will be avoided, and the business be carried on to the satisfaction of the shareholders and to the public.

It

It is proposed to lay a cable, 563 miles in length, from Singapore, the terminus of the British-Indian Extension Telegraph Company, to Batavia, from whence the Dutch lines extend to the south-eastern extremity of Java. From this point in Java, the second section, consisting of a cable 1,163 miles in length, will be laid to Port Darwin, in Australia, touching at Timor. From Port Darwin to Burketown in Queensland, a distance of 800 miles, a land line will be constructed to connect this Company's cable with the telegraph system of Queensland, New South Wales, Victoria, South and Western Australia, and Tasmania. Soundings have been taken along the whole route and are perfectly satisfactory.

A contract has been entered into with the Telegraph Construction and Maintenance Company on the usual conditions of their contracts for the manufacture and laying by the latter of the cables required, and the construction of the Australian land line. The contract includes stations, station fittings, and instruments, and the contractors are to transfer to the Company the steamship "Investigator," with her tanks and machinery as a maintenance ship.

The Telegraph Construction and Maintenance Company also guarantee interest at the rate of 5 per cent. per annum upon the paid-up capital of this Company, payable half-yearly until the date fixed for the opening of the entire line.

The contract price is £634,000, of which £120,000 is to be taken in fully paid shares—£20,000 on the shipment of the cable, and £100,000 to be reserved until the Company's engineer has certified that the line has been completed in good working order.

Upon this certificate £50,000 will be paid, and the remaining £50,000 will be retained until the cables have continued in working order for thirty days.

The cables and land line are to be complete in 1871.

This Company has acquired the right to purchase for £70,000, within one year after the line to Burketown is completed, the telegraph cable recently laid, and now working between Melbourne and Tasmania, and upon which the Tasmanian Government guarantee £4,200 per annum on the terms stated in the contract with that Government, of which a copy may be seen at this Company's office.

The land lines in Java, which are proposed to be used for this Company's traffic, are in a very efficient state, and negotiations are in progress with the Dutch authorities for landing this Company's cables at Java and Timor, and for a tariff for messages passing over the local Dutch lines. In the improbable case of the Dutch Government not granting the facilities asked for, it is intended to raise such additional capital as may be requisite for establishing a direct line to Australia, by cable, from Singapore to Port Darwin. The contract with the Telegraph Construction and Maintenance Company contains the necessary provisions for effecting these alterations of route.

The cables for this Company are to be of a similar type to those of the British-Indian Extension and China Submarine Telegraph Companies.

The traffic arrangements entered into with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, the British-Indian Submarine, and the British-Indian Extension Telegraph Companies, provide that these Companies shall allow the same rebate upon their through rate on all messages forwarded over their lines and this Company's cables from or to the Dutch Possessions, Australia, Tasmania, and New Zealand, as they have granted to the China Submarine Telegraph Company.

The rate which, on through messages, will, according to the intended tariff, belong to this Company, is £2 10s. per message of twenty words between Australia and England, and £1 1s. between the Dutch Islands and this country.

It is calculated that twenty messages each way may be expected daily from Java and the surrounding Dutch Islands, and sixty-five messages each way, at the outset, from the Australian Colonies.

The annual revenue of the line, reckoning each message at thirty words (this being the average length on the Anglo-Mediterranean and other lines), and assuming 330 working days, may be estimated as follows:—

Messages from and to Java, &c.	£20,790
Messages from and to Australasia.....	160,875
Together	181,665
Deducting £15,000 Reserve Fund, and £45,000 for working expenses and maintenance	60,000
There remains an annual profit of	£121,665

Being upwards of 18 per cent. upon the capital, exclusive of local and Chinese traffic.

Copies of the Memorandum and Articles of Association and Contracts can be seen at the offices of the solicitors of the Company, Messrs. Freshfields, 5, Bank Buildings, E.C., or at the offices of the Company.

Applications for shares on the accompanying form should be left at the Company's Bankers. The deposit will be returned if no allotment is made, and if an allotment is made, will be applied on account of the amount payable on the shares allotted.

The deposits and any subsequent payments will be liable to forfeiture if any instalment on the shares is not duly met.

The subscription list will close on Thursday, the 6th instant, for London, and on Friday, the 7th, for the country.
3rd January, 1870.

The following is a copy of the Memorandum of Association:—

1. The name of the Company is "The British Australian Telegraph Company (Limited)."
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are:—

The contracting for, constructing, acquiring, leasing, maintaining, dealing with, and working lines of telegraph between the Straits of Malacca, Singapore, or the Malay Peninsula, and the Australian Continent, Tasmania, and New Zealand, and any places or points in or adjacent or near thereto respectively, or forming or intended to form part or parts of any telegraphic route or routes between those places, or any of them, and (as and when authorized by extraordinary meetings of the members) branches from and extensions of any of those lines to such countries or places as the Company think fit; the establishment of telegraph stations, and generally carrying on the business of a Telegraph Company; the applying for, acquiring, selling, leasing, using, and disposing of such lands, telegraph lines, vessels, concessions, leases, privileges, licences, and letters patent, and any shares or interest therein respectively, as may be useful or desirable for the purposes aforesaid, or any of them; the doing of all or any of those matters or things in conjunction with any other Company or person; the registration or constitution of the Company abroad as a Société Anonyme or otherwise; the subscribing for and acquiring shares of, or amalgamating with and sharing in the business or undertakings of any other Telegraph Company or Companies, and the making and carrying into effect of working traffic and other agreements with Governments, Railway, Steamboat, Postal, Telegraph, and other Companies and authorities, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.

4. The liability of the members is limited.
5. The capital of the Company is £660,000, in 66,000 shares of £10 each.

The following contracts have been entered into:—

3rd January, 1870.—Articles of contract between the Telegraph Construction and Maintenance Company (Limited and reduced) of the one part, and the British Australian Telegraph Company (Limited) of the other part.

3rd January, 1870.—Agreement between the Falmouth, Gibraltar, and Malta Telegraph Company (Limited); the Anglo-Mediterranean Telegraph Company (Limited); the British-Indian Submarine Telegraph Company (Limited); and the British-Indian Extension Telegraph Company (Limited), of the one part; and the British-Australian Telegraph Company (Limited) of the other part, comprised in letters of this date.

THE BRITISH-AUSTRALIAN TELEGRAPH COMPANY (LIMITED).

No. *Form of Application.—To be retained by the Bankers.*

To the Directors of the British-Australian Telegraph Company (Limited).

Gentlemen,
Having paid to your Bankers the sum of £ being a deposit of £1 per share, I request that you will allot me shares of £10 each, in your Company, upon the terms of the Prospectus and Memorandum and Articles of Association; and I hereby agree to accept the said shares, or any smaller number which you may allot to me, and to become a member of the Company; and I request you to place my name on the register of members in respect of the shares which may be allotted to me.

I am, Gentlemen,
Your obedient Servant,

Name in full—

Address in full—

Date— January, 1870.

THE BRITISH-AUSTRALIAN TELEGRAPH COMPANY (LIMITED).

No. *Banker's Receipt.—To be retained by Applicant.*

RECEIVED the sum of £ day of January, 1870, on account of the British-Australian Telegraph Company (Limited), from pounds, being a deposit of £1 per share on application for shares of £10 each.

For the Consolidated Bank (Limited).

[Enclosure No. 2.]

Mr. Herbert to Viscount Monck.

Downing-street,
16 March, 1870.

My Lord,

I am directed by Earl Granville to acknowledge the receipt of your letter of the 26th January, enclosing prospectus of the British-Australian Telegraph Company, and requesting, on behalf of that Company, the permission of Her Majesty's Government to land their cables and acquire suitable accommodation at Singapore and Port Darwin, with permission to erect land lines between Port Darwin and Burketown; and furthermore, asking that every possible facility may be afforded to the Company in conducting their operations.

In reply, I am to inform your Lordship that so far as Singapore is concerned, Lord Granville is prepared to accede to the application of the Company on the following conditions:—

1. That the Company undertake to lay their cables before the close of the year 1871.
2. That priority be given to all Government messages.
3. That Her Majesty's Government have the power of taking possession of the cable in the event of emergency arising, subject, however, to the Company being entitled to reasonable compensation.
4. That the Company engage not to dispose of their undertaking to any Foreign Government, or to any other Company, without the assent of Her Majesty's Government.

On your signifying the assent of the Company to these conditions, the Secretary of State will forward copies of correspondence to the Governor of the Straits Settlements for his guidance, and will instruct him to afford every assistance in his power to the Company; but he reserves to himself full power to afford similar facilities to any other Company or Companies, if at any time he may think it expedient to do so.

With regard to the request of the Company to be allowed to land their cable at Port Darwin, and to erect land lines between that Port and Burketown, I am to state that it is not in Lord Granville's power to grant such permission. The control of such matters rests entirely with the local Governments; but his Lordship will forward to the Governors of South Australia and Queensland a copy of your Lordship's letter, and the prospectus of the Company, and will put them, as well as the Governors of the other Australian Colonies, in possession of the views of Her Majesty's Government as to the conditions on which it is desirable that facilities for telegraphic communication should be granted.

I am, &c.,
R. G. W. HERBERT.

[Enclosure No. 3.]

Lord Monck to Earl Granville.

100, Palmerston Buildings,
London, E.C., 31 March, 1870.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's letter of the 16th instant, specifying the conditions upon which the permission of Her Majesty's Government will be granted to this Company to land a cable, and acquire suitable accommodation at Singapore.

I have now to state, that the British-Australian Telegraph Company (Limited) assents to the conditions therein imposed; and I beg to convey to your Lordship the thanks of the Board for the assistance you propose to give to their enterprise by communications with the Governors of the Straits' Settlements and the Australian Colonies.

I have, &c.,
MONCK,
Chairman of the British-Australian
Telegraph Company (Limited).

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No. 10.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Colonial Secretary's Office,
Brisbane, 23 May, 1870.

SIR,

I have the honor, by direction of the Colonial Secretary, to acknowledge the receipt of your letter of the 6th May instant, asking for a reconsideration of the grounds on which the determination of the Queensland Government to withdraw from all postal and telegraphic arrangements, referred to in previous correspondence, was based; and to inform you, in reply, that as soon as circumstances connected with the change in this Government will admit of it, your proposal will meet with due consideration, when a further communication will be made to you on the subject.

I have, &c.,
H. H. MASSIE,
Under Colonial Secretary.

No. 11.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, QUEENSLAND.

Colonial Secretary's Office,
Sydney, 28 July, 1870.

SIR,

With reference to your letter of the 23rd May last, I have now the honor to request that you will favor me, at your earliest convenience, with the further communication thereby promised, with regard to my request for a reconsideration of the grounds on which the determination of your Government to withdraw from all postal and telegraphic arrangements, referred to in previous correspondence, was based.

I have, &c.,
CHARLES COWPER.

No. 12.

W. B. TOWLER, Esq., to THE GOVERNOR OF NEW SOUTH WALES.

41, King William-street,
Adelaide, South Australia,
19 May, 1870.

MY LORD,

I have the honor to lay before your Excellency, for the consideration of your Government, the enclosed proposals from the promoters of the Eastern Oceanic Telegraph Company, London, as a basis for carrying out an entire scheme of telegraphic communication between Australia and Ceylon.

It is not requisite for me to say anything in favour of telegraphic communication with Europe, the necessity for which is universally recognized, and has become more than ever urgent, since the regular working of the cable joining Europe with America.

As arrangements have already been made for the establishment of one line of telegraph *via* Brisbane, the North Coast, and Port Darwin, the promoters are of opinion that their proposed line *via* the South and West Coasts should be protected from any other competing line by that route for a certain number of years, because they feel assured if there were more than two lines to Australia the business would be so divided that for many years none of the lines would be likely to pay.

I have the honor, furthermore, to inform your Excellency, that arrangements have been actually made for the construction of the cables, conditional upon the concessions being obtained, and that the Company will be prepared forthwith to carry out their scheme, as set forth in the said proposals, at the cost of £840,000.

I would further state, that I am empowered by the Company to enter into negotiations with your Government relative to any alterations or modifications of such proposals, and I have also authority for saying that it is almost certain that the Government of Western Australia will join in the scheme, and give their guarantee to the extent of 1 per cent.

Feeling assured that these proposals will receive prompt and favourable consideration at the hands of your Government,

I have, &c.,
W. B. TOWLER,
Electrical Engineer, E. O. T. C.,
Late Chief Line Inspector, Telegraph Department, S. A.

[Enclosure in foregoing.]

London, 97, Cannon-street, E.C.,
23 February, 1870.

EASTERN OCEANIC TELEGRAPH COMPANY—(LIMITED).

The undersigned beg to submit the following conditions for concession for telegraphic communication between New South Wales, Victoria, South Australia, Tasmania, and Western Australia with Ceylon.

1. The Australian Governments to grant an exclusive concession for 30 years, terminable on terms hereafter expressed.
2. To guarantee to supplement the net profits to the amount of 6½ per cent. per annum, on total cost of cables and land lines,—5½ per cent. to be paid in dividends to shareholders, and 1 per cent. to be invested, to form a reserve fund, to be used only for new cable, if required—otherwise to belong to the Company. The guarantee not to commence until the cables are

are

are laid and in working order,—30 days in each year being allowed for repairs and interruptions over which the concessionaires have no control; if stoppage does not exceed 10 consecutive days, such stoppage not to count, but beyond that period a proportion of the guarantee to be deducted.

3. In the event of the Company working and maintaining the line, and communication being interrupted for 2 years continuously, the guarantee and concession to be terminated at the option of the Governments, subject to 6 months' notice.

4. The traffic rates to be fixed by the Australian Governments.

5. One moiety of the profits over 10 per cent. to be added to the reserve fund in addition to the 1 per cent. of the guarantee, for accumulation, and the other moiety to be divided equally between the Australian Governments and the Company. The guarantee not to be claimed except the profits are less than 6½ per cent.

6. The guarantee to be paid half-yearly; and the 1 per cent. for reserve fund, together with the moiety over 10 per cent. profits, and all interest thereon, to be invested from time to time in Government securities until the reserve fund is 50 per cent. of cost of cables, and then the above moiety to be divided between the Australian Governments and the Company.

7. The Company to work and maintain all lines, and keep a creditor and debtor account—duplicates of which to be furnished to the Governments, half-yearly, duly certified; but should it be desired, the Governments are to work and maintain all lines, and keep a creditor and debtor account,—duplicates of which shall be furnished to the Company, half-yearly, duly certified.

8. The working expenses shall not exceed 25 per cent. of the net income of the Company. All repairs to be charged to working expenses.

9. The Company undertake to construct land lines from Port Augusta to Fowler's Bay, and from King George's Sound to Perth, and to construct and lay cables from Fowler's Bay to King George's Sound, from Perth to Java Head, and from thence to Ceylon; and to construct any additional lines, within the first 10 years, desired by the Australian Governments, on the above terms.

10. The Company shall form the connection with Adelaide and Ceylon in three sections, as follows, viz.:—

	Description of cable.
1st Section.—From Adelaide to Perth.....	3 wires.
2nd " " Perth to Java Head.....	1 wire.
3rd " " Java Head to Ceylon	1 wire.

The whole to be completed in 3 years from date of concession.

11. The guarantee shall commence to be in operation on the completion of each section, in proportion to the cost of such section.

12. Special through wires to be constructed from New South Wales, Victoria, and Adelaide to Perth, and connected with the three wires of the first section cable.

13. The Governments to grant 500 acres of land free, for each station, situate on or near waste lands of the Crown, and the right to cut timber and use other materials.

14. The Australian Governments to have the option of purchasing the property of the Company, after the expiration of each 10 years, at the original costs, on their giving 12 months' previous notice of their intention so to do.

15. The Company propose that the tariff shall be—

From Perth.....	to Ceylon	20s.
" Adelaide	"	25s.
" Melbourne	"	30s.
" New South Wales	"	35s.
" Tasmania	"	35s.

for messages of 20 words, exclusive of address.

CHARLES CURTOIS,
W. B. TROMP,
H. B. RICHARDSON, } Promoters of the Company,
and proposed Concessionaires.

To the Col. Sec.—B., 1/6/70.

The Treasurer,—

With telegrams from Adelaide.—C.C., 7 June.

No. 13.

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY,
NEW SOUTH WALES.

Adelaide, 9:53 p.m., 4 June, 1870.

REFERRING to your letter of 10th August, 1869, this Government will instruct their delegates, at the approaching Conference, to be held at Melbourne on 20th instant, to solicit the co-operation of those of New South Wales, Victoria, and Tasmania, for constructing and working a direct line of telegraph from a point to be mutually agreed upon, near Wentworth, to Port Darwin, to join the European, to be landed there. I shall be glad if your delegates are instructed in this matter. Please reply by telegram.

No. 14.

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY,
NEW SOUTH WALES.

Adelaide, 8:40 p.m., 6 June, 1870.

SINCE communicating with you on Saturday, important telegram from Agent-General of South Australia, stating that British-Australian Telegraph Company agree to terms proposed by this Government to land cable at Port Darwin, but require an undertaking that overland line shall be constructed by end of next year. Desirous of receiving your reply to former telegram, which, if favourable, we propose taking immediate action.

Colonial Secretary,—

I am of opinion that this Government should not entertain any proposition, either for guaranteeing or subsidising any telegraphic lines to connect with Europe *via* Western Australia. It appears quite certain that telegraphic communication with Europe will shortly be established, *via* Port Darwin, a preferable route, and that in all probability will be more than sufficient, for some time to come, to meet the requirements of these Colonies. It is undesirable, therefore, to afford encouragement, at present, to any other undertakings of this character.—S.S., 7/6/70.

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No. 15.

THE PRINCIPAL UNDER SECRETARY, NEW SOUTH WALES, to W. B. TOWLER, Esq.

Colonial Secretary's Office,
Sydney, 8 June, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of the 19th ultimo, to the address of His Excellency the Governor, submitting proposals from the promoters of the Eastern Oceanic Telegraph Company, London, as a basis for carrying out an entire scheme of telegraphic communication between Australia and Ceylon.

2. In reply I have the honor to inform you that this Government is not prepared to entertain any proposition, either by guaranteeing or for subsidising any telegraphic lines to connect this Colony with Europe *via* Western Australia. It appears quite certain that telegraphic communication with Europe will shortly be established *via* Port Darwin, a preferable route, and one that in all probability will be more than sufficient for some time to come to meet the requirements of these Colonies; and it is considered undesirable therefore to afford encouragement at present to any other undertakings of this character.

I have, &c.,
HENRY HALLORAN.

No. 16.

TELEGRAM FROM THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Brisbane, 11.3 p.m., 7 June, 1870.

I SEND copy of telegram from Douglas. Will your Government guarantee half the amount required?

[Enclosure in foregoing.]

Telegram from Mr. Douglas, London, to The Colonial Secretary, Queensland.

Adelaide, 9.55 p.m., 4 June, 1870.

(Through Reuter, Galle.) Telegraph Company will lay cable to Normantown if Queensland will guarantee 5 per cent. on additional cable. Company must know by 7th August, otherwise will probably accept offer from South Australia.

No. 17.

MEMORANDUM FROM SUPERINTENDENT OF TELEGRAPHS, SYDNEY, to CAPTAIN NOEL OSBORN, R.N.,
ADELAIDE.

It is reported that you have concluded an arrangement with the South Australian Government for terminating submarine line from Java at Port Darwin—that Government to carry land line across continent. Is that the case? If so, it has taken every one by surprise that such an arrangement should have been made without first ascertaining what proposals the Eastern Colonies were prepared to make.

Sydney, 9 June, 1870.

No. 18.

CAPTAIN OSBORN, R.N., to THE COLONIAL SECRETARY.

(Private.)

213½ Macquarie-street,
7 November, 1870.

MY DEAR SIR,

I called at your office to-day, but was not fortunate in finding you in.

I enclose a copy of the correspondence which has passed between my brother and the Managing Director of the British Australian Telegraph Company, in reference to Mr. Douglas' telegram of the 14th May, 1870, and by it you will see that at least our proceedings in this transaction have been quite straightforward.

I send you the enclosed privately, but of course you can make what use you wish of it.

Yours obediently,
NOEL OSBORN.

[Enclosures.]

Telegraph Construction and Maintenance Company (Limited),
Offices, 38, Old Broad-street,
London, 6 September, 1870.C. W. Earle, Esq.,
British Australian Telegraph Company.

Dear Sir,

I enclose you a copy of Commander Noel Osborn's official letter from Brisbane. In a 'private letter he sends me the enclosed printed matter, and adds—"When I called on the Governor here, I was astonished to find that the British Australian Company had been negotiating with Queensland, through their Agent General, and, if I am to believe the telegram from him, have made a formal offer to this Government to lay a cable to Normantown. I am very sorry I was not informed of this, as it has put me in rather an awkward position in reference to this Government, for I had to own to them that I was not aware of this offer."

If

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If the telegram as published in Queensland is correct, I shall feel obliged by your letting me know, at your earliest convenience, the exact terms of your proposal, for Commander Osborn's information.

He will, in the meantime, acting upon instructions already forwarded to him, use every endeavour to induce the Queensland Government to extend its lines and connect at the Roper with the South Australian line; but I fear, from what he says, that such is the jealousy existing in the Colony, that they would rather be without telegraph communication than co-operate with the South Australians. As I must write to-morrow, I shall be glad of an early reply.

Yours very truly,
SHERARD OSBORN.

British Australian Telegraph Company (Limited),
66, Old Broad-street, London, E.C.,
6 September, 1870.

Captain Sherard Osborn, R.N., C.B.,
Telegraph Construction Company.

Dear Sir,

I am in receipt of your letter of this date, enclosing copy of Commander Noel Osborn's letter of the 11th July, and extract from a local paper. I can assure you we are as much surprised as your brother must have been to see Mr. Douglas's telegram.

We have said nothing that can give the least justification to such a message, and I am at a loss to understand upon what authority Mr. Douglas assumed the responsibility of telegraphing in such terms to his Government.

I regret to observe the feeling existing in Queensland with regard to co-operation with South Australia.

I am, &c.,
C. W. EARLE,
Managing Director.

No. 19.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL SECRETARY,
QUEENSLAND.

Sydney, 7 June, 1870.

FAVOURABLE to your proposition relative to guarantee for extra cable; but cannot finally decide till after Conference at Melbourne on the 20th instant. Hope your Government will be represented there.

No. 20.

TELEGRAM FROM COLONIAL SECRETARY, NEW SOUTH WALES, TO COLONIAL SECRETARY, SOUTH
AUSTRALIA.

Sydney, 7 June, 1870.

DELEGATES from this Colony to Conference at Melbourne on the 20th instant, will be prepared to consider matters relating to telegraphic communication generally, and the various propositions involved. Cannot at present consent to your proposition. It should be left to be considered at the Conference.

No. 21.

THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Colonial Secretary's Office,
7 June, 1870.

SIR,

Referring to my telegram of 7th instant, I have now the honor to enclose copy of a communication to this office from the Superintendent of Telegraphs, relative to the telegram received from the Agent-General for this Colony, respecting a proposed extension by the British-Australian Telegraph Company, and stating that the Company would agree to extend their cable from a suitable point, such as Cape Van Diemen, Melville Island, to the mouth of the Norman River, about 900 miles, instead of constructing the land line intimated in their prospectus, from Port Denison* to Burketown, provided the Queensland Government agreed to guarantee 5 per centum per annum on the outlay for the additional length of cable.

It is estimated that the total cost of this additional cable would not exceed £200,000, and the annual guarantee therefore £10,000.

Viewing the importance of the proposed telegraphic line to the Colony of New South Wales, equally with Queensland, I have now the honor to invite your attention to the matter, with the special object of ascertaining if your Government are prepared to share the responsibility required from this Colony in giving a guarantee of 5 per centum per annum on the proposed outlay, a responsibility that is considerably lessened when it is borne in mind that the Company who propose to carry out the extension would only require payment of this 5 per centum in the event of the receipts for telegraphic messages falling short of the estimated interest at the same rate on the outlay for which the guarantee is required.

I have, &c.,
A. H. PALMER.

[Enclosure in foregoing.]

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 6 June, 1870.

Sir,

In accordance with instructions, I have the honor to report on telegram received by last mail from the Agent-General, London, with reference to the proposed extension by British-Australian Telegraph Company, and stating that the Company would agree to extend their cable from (say) Cape Van Diemen, Melville Island, to the mouth of the Norman River, about 900 miles, instead of constructing a land line, as stated by their prospectus, from Port Darwin to Burketown, should the Queensland Government agree to guarantee 5 per cent. per annum on the outlay for the additional length of cable.

I am not exactly aware of the cost of the cable used by the British-Australian Company, but I think that £220 per mile is ample to allow, particularly as a lighter cable, similar to the one now in use by this department, which cost £100 per mile, would answer equally well in the Gulf of Carpentaria.

This would make the total cost of additional cable £200,000, and annual guarantee £10,000.

The British-Australian Company, in their prospectus, estimated that from Australia there would not be less than sixty-five messages each way per day, or (say) a total of 40,000 per annum. This estimate cannot be considered excessive.

By this means the guarantee of £10,000 per annum would be secured by a tariff of 5s. for each message transmitted by the cable. It should be borne in mind, that with the amount of business, as above estimated, the additional revenue to be derived by this department for passing messages for other Colonies over lines already constructed, at a tariff of (say) 8s. from southern boundary to Normantown, would be not less than £16,000 per annum.

In order to provide for this business some additional wire would have to be erected, and a few more operators employed; but this would all tend to increase the efficiency of the department, and the outlay would be small.

I would also wish to point out, that in this Colony the country beyond Norman town is very unsuited for the construction of telegraph lines; no timber of sufficient size for poles being available it would be necessary to procure iron poles, and the cost of constructing a line from Normantown to Burketown—110 miles—would not be less than £11,000; and the line from Burketown to the South Australian border would cost £13,000.

The contract now being carried out by us provides for construction of line from Normantown to a point suitable for landing the cable on the Gulf shores.

I have always regarded the route now proposed as the most desirable, as, although more expensive to construct in the first instance, it is more durable, and the cost of maintenance will not be so great.

It is clear from the vigorous efforts already made by the Government of South Australia, that they will use all means in their power in order to terminate the work of the British-Australian Company at Port Darwin; and if their project of allowing this Colony to join by a branch line, at or near the Roper River, were carried out, it would be in their power to make their own terms as to tariff for business by our branch, in order to compel the use of their direct line, at any rate, by the adjacent Colonies.

It must be borne in mind that the Company would only require payment in the event of the receipts not coming up to the amount of 5 per cent. on the outlay; and in my mind there is no doubt but that the business will far exceed that amount. There would therefore be little if any responsibility, and in any case this department would gain by the revenue derived by passing business for other Colonies over our lines.

There is no doubt that, if required, the Colony of New South Wales would agree to share any responsibility; but in negotiation much valuable time might be lost.

It should be made a provision that the guarantee take effect from the date on which the cable is laid, and remain in force only so long as the cable is maintained in working order; also, that if any branch from another Colony in Australia be permitted to join the British-Australian Company's lines, so as to cut out the section guaranteed, the guarantee on the part of this Colony shall cease.

Looking at the whole circumstances, and the active competition which is likely to embarrass the British-Australian Company, and delay the completion of this work, I would strongly recommend that this Government agree to guarantee to the extent of 5 per cent. on the outlay, as the Company requires.

Should you deem it desirable to communicate this reply to the Agent-General by telegram—Galle to London—so as to reach London by July the 10th, I have means of providing for its transmission, if forwarded before outgoing mail.

I have, &c.,

W. J. CRACKNELL.

For the Treasurer's perusal, if he has not already seen it. All this correspondence should be put together, as it will have to be printed and laid before Parliament.—C.C., 29 July. Seen.—S.S., 2/8/70.

No. 22.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL SECRETARY,
QUEENSLAND.

Sydney, 9 June, 1870.

THIS Government still prepared to adhere to the principle of the agreement made with Robertson and Douglas, when on his way to England. See letter, 7th January last.

No. 23.

TELEGRAM FROM THE COLONIAL TREASURER, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY, NEW
SOUTH WALES.

Adelaide, 4-21 p.m., 28 Sept., 1870.

BRITISH-Australian Telegraph Company urge us to arrange with other Colonies for alternative line of telegraph from Port Darwin, promising however to act in most complete good faith towards us. We stand on our agreement with the Company, and are asking Parliament for full powers to confirm the same. What are your views? Please to consult Government of Queensland.

No. 24.

THE GOVERNOR OF SOUTH AUSTRALIA TO THE GOVERNOR OF NEW SOUTH WALES.

Adelaide, 28 September, 1870.

MY DEAR BELMORE,

I do not know how far you have interested yourself in the project of the Government of Queensland with respect to the British Australian Telegraph Company's proposed line to Port Darwin. This Colony at once offered to the Company to make the line overland to Port Augusta, instead of giving facilities to them to do so to Burketown. The correspondence printed by the Melbourne Conference shows that the Company accepted our offer, provided we gave sufficient guarantees for the completion of the work by 1st January, 1872. We have taken the most energetic measures to ensure this, and I may say with some confidence that it will be done.

Queensland,

Queensland, however, did not feel inclined to acquiesce in the line reaching her *viâ* Adelaide, or to take advantage of the willingness, which this Colony from the first expressed, to allow her to connect with our line at or near the Roper; and, backed by New South Wales, offered to guarantee 5 per cent. on the cost of a cable from Port Darwin or some other point to Burketown, on condition of the South Australian route being abandoned.

From various motives,—*e. g.*, the interest of the Construction Company to bring about this latter scheme, the obstacles which they might oppose to the rebate from their contract with the British Australian Telegraph Company on account of their abandoning the land section between Port Darwin and Burketown, and perhaps the preference of an entirely submarine route,—the Company seem to have been disposed to accept this proposal of Queensland backed by New South Wales, and at one time to have thought themselves free to do so, owing to our acceptance of their terms having arrived a few days late through the detention of the homeward mail in July. But the receipt of our despatches by that mail must have shown them that this would be at least a questionable proceeding, and I make little doubt that our agreement is legally binding on them, while morally it is completely so.

They ask, however, certain further conditions, not previously specified, and these this Government is asking Parliament to agree to and confirm, seeing that they are in the spirit of the more general terms already fixed. I may say that, having incurred irretrievably very great expense on account of the overland line, and our parties being at this moment on the ground with all the material at various points of the interior,—we will not forfeit our position, and will at all hazards hold the Company to their bargain, and supply what is wanting to ensure this.

But the Ministry feel that the Companies have, to some extent, been playing off one Colony against the other. While anxious to gain for South Australia all the advantages which would accrue from the establishment of a telegraph line *viâ* Port Darwin through the interior, with periodical stations as the bases of settlement, they have never tried to exclude Queensland from direct connection, and they would much prefer to arrive at an understanding whereby our joint interests may be served. They have therefore telegraphed to your Colonial Secretary on the subject, asking him to reply after conference with Queensland, and hope to receive a favourable and friendly reply.

By request I have sent my brother and Private Secretary to Sydney, with instructions, if necessary, to go on to Brisbane, so that he may communicate personally to you on my behalf, and unofficially of course on the part of my Ministers, in the event of the telegrams proving insufficient. I hope your Government and that of Queensland will recognize the friendly spirit which prompts our approach, and that we may by harmonious action save the Colonies the consequences of being driven into competition, which may suit the Telegraph Companies very well, but must be injurious to all our interests.

If the Governments of New South Wales and Queensland think more direct communication than can be had *viâ* Adelaide essential, an extension of the Queensland lines either to the Roper or through their more settled country to some point further south would combine our resources and lessen the cost to both Colonies. Their interests might be secured either by an agreement between us for the fair order of transmission of all messages as consigned, the doubling of the wire on the common portion of the line, or possibly the joint proprietorship of it.

I have mentioned that I think our success most probable. We have contractors at work on the northern and southern sections of 500 miles each; and have some time since sent out five separate parties, who will, working directly under Government, commence simultaneously on successive sections of the space—600 to 700 miles in length—lying between the sections contracted for. Some months previously, a strong surveying party was dispatched from Beltana, 500 miles north of Port Augusta, under a man who is already acquainted with a large part of the interior, to lay down the best route for the line; and he will meet the working parties at or near Mount Margaret next month, in order to point out the line of their operations. The Government Resident at Port Darwin was sending out a similar surveying party in July last to fix the line to the Roper.

May I ask you to advise my brother whether he should proceed to Brisbane, or whether the negotiations can be conducted at Sydney. At present you will understand that he is not entrusted with these, but is to be on the spot in case of his services becoming necessary. Should we receive a positively unfavourable answer to our telegram from your Colonial Secretary, I shall recall him from Melbourne.

I must apologize for the roughness of this letter, but it has been written in great haste to save the mail steamer, after a conference with the Ministers this forenoon.

Believe me yours very sincerely,

JAMES FERGUSSON.

No. 25.

REPORT OF SUPERINTENDENT OF TELEGRAPHS, DATED 5TH OCTOBER, 1870.

His Excellency Sir James Fergusson's proposal for connecting the South Australian land line with the Queensland Telegraphs on the Roper, will give the former a duplicate route at the expense of the other Colonies, and compensate, in a great measure, for their imperfect and hurriedly constructed line from Port Augusta to Port Darwin.

I see no serious objection to this Government joining Queensland, upon equal terms, in the construction of a submarine line from Normantown to the Roper, with the understanding that the South Australian Government shall carry their line to the mouth of that river, instead of taking a southerly course at the Strangways, 70 miles from the mouth of the Roper, which would leave 400 miles only of submarine line across the Gulf of Carpentaria to be provided by New South Wales and Queensland jointly.

I can only recommend that this be complied with, in consideration that one half of the business accruing from Victoria and Tasmania (and eventually New Zealand) shall be passed over the New South Wales and Queensland circuits, or that the latter Colonies be credited with one-half the gross proceeds from such business.

I would have preferred a submarine line from Normantown to Port Darwin, as it would prove much less liable to interruption; but the prime cost would be about £270,000, which at 5 per cent. would be £13,500 per annum to be provided by this Colony and Queensland; but if the South Australian line is to be brought to the mouth of the Roper, a cable costing £120,000, or £6,000 per annum interest would only be chargeable against New South Wales and Queensland. After

After careful consideration, I do not think that this Colony should be requested to contribute a larger proportion than one-half the expense of connecting the Queensland lines with the cable, and that a line from the Gulf to Java should not be undertaken, unless the terms proposed for the division of the Victorian, Tasmanian, and New Zealand business be disregarded, and the South Australian Government refuse to extend their line to the mouth of the Roper.

I mention New Zealand only in the event of that Colony being connected by submarine telegraph *via* Tasmania.

E. C. CRACKNELL.

No. 26.

MINUTE OF THE GOVERNOR OF NEW SOUTH WALES.

It occurs to me that a joint purse, as far as messages beyond Australia are concerned, would be the fairest plan. The profits to be divided on an agreed scale, based (say) on the mileage possessed by each Colony concerned, irrespective of the route over which the messages may have passed.—B., 25 Oct., 1870.

No. 27.

TELEGRAM FROM THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Brisbane, 5.26 p.m., 29 September, 1870.

We have heard from Douglas that B. A. Co. decline to take cable to Normantown, and that they ask for a payment of five (5) per cent. on their outlay, free of deduction. Would it not be better for New South Wales and Queensland to raise money and construct line themselves, in proportion of two-thirds New South Wales, one-third Queensland? We think a line of two thousand (2,000) miles from Normantown to Java could be laid for £350,000, which would, at five (5) per cent., be £6,000 Queensland, £12,000 New South Wales, per annum. New Zealand would probably take a share. Say whether you will submit such a project to your Parliament.

No. 28.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL TREASURER, SOUTH AUSTRALIA.

Sydney, 4 Oct., 1870.

HAVING fully considered the matter, this Government is not disposed to take any action at present.

No. 29.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL SECRETARY, QUEENSLAND.

Sydney, 4 October, 1870.

We consider it not desirable to have competing lines from Java, but that the preferable plan would be to connect with South Australian line from Port Darwin. The Queensland Government would be almost certain to have the messages, if, as is expected, the South Australian line from Port Darwin to Port Augusta proves a failure. But we do not feel justified in joining in the construction of a second line.

No. 30.

TELEGRAM FROM THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

5 October, 1870.

OBLIGE by reserving your decision until receipt of my letter of to-day. I hope you have not communicated with South Australia. We are positively determined not to connect at the Roper.

No. 31.

THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Queensland,
Colonial Secretary's Office,
Brisbane, 5 October, 1870.

SIR,

I have the honor to acknowledge the receipt of your telegram of the 4th instant, intimating that you did not consider it desirable to have competing telegraphic lines from Java, as suggested in my telegram of the 29th ultimo, and you express an opinion that it would be more advisable to connect with the land line of South Australia from Port Darwin to Port Augusta, than to have a second line landed within the Queensland territory, in the construction of which you did not feel justified in joining.

As connection with the South Australian line in any way whatever is totally opposed to our views, I should be glad if you would take into consideration the enclosed copy of a letter, addressed by the Superintendent of Telegraphs to the Postmaster General, before you come to a final determination on the matter, as I am in hopes it may induce you to alter your opinion.

I have, &c.,
A. H. PALMER.

[Enclosure

[Enclosure in foregoing.]

The Superintendent of Electric Telegraphs to the Postmaster General.

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 3 October, 1870.

Sir,

I have the honor, by direction, to report on a telegram received by the Honorable the Colonial Secretary from the Chief Secretary, Adelaide, informing this Government that the British-Australian Telegraph Company has consented to their proposition to terminate their works at Port Darwin, and at the same time urging the Government of South Australia to arrange with the other Colonies for an alternative route.

Before doing so, however, I may remark, that although the Company was formed for the purpose of connecting Singapore with the Queensland system, the representative of the Telegraph Construction and Maintenance Company, on arriving in Australia, placed himself in communication with the South Australian Government, and without reference to the Eastern Colonies entered into a provisional arrangement with them to terminate the Company's works at Port Darwin, provided that Colony would undertake to construct a land line across the Continent to Port Augusta. This has since been approved of by the Company in the face of a letter dated 25th January, 1870, from Captain Sherard Osborn, R.N., Managing Director of the Telegraph Construction and Maintenance Company, to the Secretary of State for the Colonies, in which he states that the line would be carried out in extension of the Queensland system; also a letter of the same date from Captain Sherard Osborn to His Excellency the Governor, urging that this Government would lose no time in completing the line to Burketown, so as to be prepared to meet their works.

The proposal of the Queensland Government for this Company to lay a cable from Normantown to Coepang, under a 5 per cent. guarantee, is declined in the present state of the money markets.

I do not think that the proposal emanating from the Company for us to extend our lines from Normantown to connect with the South Australian main line at the Roper, when the probable outlay and doubtful benefit is duly considered, can seriously be entertained. In a letter, dated 16th June last, to the Governor of South Australia, Lord Monck, Chairman of the British-Australian Telegraph Company, says—"In view of the loss that would arise both to the Australian Colonies and the Company were the cable to be landed at Port Darwin before the completion of the land line to Port Augusta, I would beg to call your attention to the question whether it would not be advisable to commence the construction from Port Darwin as well as from Port Augusta?—at the same time, inviting the co-operation of Queensland, by simultaneously extending her system towards the proposed points of junction. By this means, should the whole line between Port Darwin and Port Augusta not be complete by the time of landing the cable, there would still be a connection between the cable and the centres of Government and commerce *via* Queensland."

For this purpose, and during interruptions on their direct line, the proposed connection would no doubt prove of great convenience both to South Australia and the Company; but at no other time could we expect a fair share of the business to and from the neighbouring Colonies, as in the event of their line working well it is but natural that they should secure all the traffic possible. This might be done by a protective tariff between our junction station and Port Darwin, or in other ways.

The length of a line from Normantown to the proposed junction on Stuart's track, near the Roper, would be about 700 miles, and the cost of construction, including station buildings, would be about £80,000. In order to secure constant communication, station buildings would be required at distances not exceeding 50 miles, and the total annual cost for maintenance and working might be stated at £10,000, which, added to the interest on cost of construction, would make this line a total annual charge of about £15,000.

Under these circumstances it would be preferable to be in a position to fairly compete with the South Australian line, and in the event of our offer to the British Australian Company of a guarantee of 5 per cent. per annum on the cost of a cable from Coepang to the Norman not being at once taken up, I would recommend the desirability of the Governments of New South Wales, New Zealand, and Queensland, entering into a contract for laying a cable from the Norman to East Java, and then relying on the line of the Netherlands-India Government for connection with Singapore.

The total distance from East Java to the Norman is 2,000 miles, and the total cost of laying a serviceable cable would not exceed £350,000; this at 5 per cent. would give an annual cost of £17,500. The annual cost for maintenance and working, would be about £5,500, making a total annual cost of (say) £23,000, which might be provided by the three Colonies, and the receipts divided accordingly.

This cost would be made up of a traffic of twenty-five messages each way, or a total of fifty messages each day for 307 days during the year, at a tariff of 30s. each message. I have little doubt but that if the means of communication were available, the amount of business would far exceed general anticipation, as the competition of trade would compel its use.

In conclusion I may observe that, should this proposal meet with the approval of the Governments interested in opening up the communication, it will be necessary to send a competent person to England, without delay, to make arrangements and overlook the manufacture of the cable, in order that it may be laid as soon as possible after the completion of our land line to the Gulf, which I have every reason to hope will not be later than April next.

I have, &c.,
W. J. CRACKNELL,
Superintendent, Electric Telegraphs.

No. 32.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, QUEENSLAND.

11 October.

MY DEAR PALMER,

This affair of the telegraph cable is now in rather a complicated state, but we think that after all a little negotiation in a friendly spirit may prevent some mischief. You may remember that when Robertson was with Lilly, at the first conception of the idea of connecting Australia with India or Java, his idea was to land at Port Darwin.

Lilly thought then, as you appear to do now, that strong objection existed to the cable being landed there, and Adelaide gave way; but since then, South Australia has made a compact with the Company, and though we were led to hope, if not believe, that Douglas had secured our interests, it does not now appear that he succeeded in doing so. The Company angled between South Australia and Queensland, and, as we anticipated, have got themselves into a position which causes them some anxiety. South Australia, also, finds that she has entered into engagements of a very onerous kind, and that unless she can obtain *our* co-operation, her plan may not only be a failure, but that she will have expended large sums without any remunerative return.

Now although you write to us that Queensland will have nothing to do with the South Australian scheme, we wish you to reconsider this determination. If the Company will construct the cable to Port Darwin, and the South Australian Government complete its overland line to *some point* on the Roper which may be agreed upon, will you not consent to negotiate for our connection with the South Australian line, upon terms to be arranged. We strongly advise your doing so; and, as we have so far co-operated in this great object, let us yield something to prevent its breaking down. If you are willing to accept this suggestion, we will go further into the matter. The South Australian Government and the Company have sought our mediation, and the points of difference seem very much narrowed. As

As to the scheme of a submarine cable from Java to Normantown, we think it important, and we are disposed to think the difficulties of an overland line are very much exaggerated.

We wish to carry you with us in anything we may do, but we do not like the idea of breaking down altogether in respect to a great undertaking, when those who once thought they could act independently of us are now brought to seek our co-operation in a spirit very different to that which they originally manifested.

Robertson is also writing to you. Please give us an early reply, and by all means let it be favourable.

Yours sincerely,
C. COWPER.

No. 33.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Brisbane,
21 October, 1870.

MY DEAR COWPER,

I have yours and Robertson's letters of 20th instant.

We have no wish to connect with line on South Australian territory; we still believe that the British and Australian Telegraph Company must connect with us, but not to be too obstinate, may or rather will give our very attentive consideration to any reasonable proposition you may be authorized to make. You will see from official communication which I make you to-day, that the South Australian people ask us to suggest, which I decline: it is their business to suggest.

I have sent you two memorandums from Cracknell to me, which pretty well represent our views. I know that Captain Noel Osborn, who seems to have already gained your ear, will represent that a cable in those latitudes and in that depth of water will not work. * * * We have our own experience in very shallow water in both Wide Bay and Moreton Bay, which is worth very much more than Captain Osborn's opinion.

As a basis, we think that you and Victoria, or you alone should be at the expense of laying the cable, if the British and Australian Company will not do it. Our land line from your border to Cardwell stands us in £95,000; your line from Sydney to your border £33,000, so that we shall have done £62,000 worth more of line than you.

We (that is, New South Wales and Queensland) should have guaranteed the whole of the Queensland and New South Wales messages, one-half at least of Victoria and Tasmania, and all New Zealand.

The South Australian Government should be bound to connect at the mouth of the Roper, and to keep the line open, &c.

If you can submit any reasonable project of this sort, we shall give it our special attention.

Yours very truly,
A. H. PALMER.

No. 34.

REPORT OF THE SUPERINTENDENT OF TELEGRAPHS.

Anglo-Australian Telegraph.

Mr. Palmer, at the end of his letter, suggests that any reasonable project for connecting the Queensland telegraph system with the British-Australian submarine cable will receive special attention.

I beg to submit the following proposals for the approval of this Government:—

1st. That the Queensland Government shall complete their land lines to Burketown without delay.

2nd. That the Governments of New South Wales and Queensland shall guarantee (say) 5 per cent. for the construction and maintenance of a submarine cable from Bourketown to the mouth of the Roper, which guarantee will not exceed £6,000 per annum, or £3,000 per annum chargeable to each of the above-mentioned Colonies; in consideration of which, the South Australian Government should be requested to complete their land lines to the mouth of the Roper, and agree to divide the proceeds of the Victorian and Tasmanian business equally.

If the Queensland Government will not agree to these proposals, they should be left to their own devices for connecting their Colony with the proposed cable, although such a course would leave this Colony and Victoria entirely dependent on the South Australian scheme. Such a decision on the part of Queensland would, however, be most suicidal to their own interests, as it would render their long lines in the north almost without support.

I urge the cable from Bourketown in preference to a land line, in consideration of its comparatively small annual expense for guarantee, and its annual working expenses being almost nominal.

E. C. CRACKNELL,
24/10/70.

[Enclosures.]

[Enclosures.]

Anglo-Australian Telegraph.—Australian division.

DIVISION of Receipts as suggested by Mr. Cracknell, showing proportion to each Colony on basis of population.

	Total	South Australia.	Queensland.	New South Wales.
	£	£	£	£
South Australia	1,900	1,900	.....	.....
New South Wales	5,000	.....	2,500	2,500
Victoria	7,000	3,500	1,750	1,750
Tasmania	1,000	500	250	250
Queensland	1,300	.....	1,300	.....
	16,200	5,900	5,800	*4,600

* This Colony not having constructed so large a proportion of new line, cannot fairly demand a greater share of the receipts.

Anglo-Australian Telegraph.—Australian division.

DIVISION of Receipts, showing proportion of one-third to each Colony, on basis of population.

	Population.	Probable Revenue.
		£
South Australia	190,000	1,900
Victoria	700,000	7,000
New South Wales	500,000	5,000
Queensland	130,000	1,300
Tasmania	100,000	1,000
	1,620,000	16,200
		one-third 5,400

Equal to one-third to each Colony interested—South Australia, New South Wales, and Queensland.

Anglo-Australian Telegraph.—Australian division.

DIVISION of Receipts in accordance with mileage of line available for Anglo-Australian messages.

South Australia.

From the Roper to the boundary of New South Wales, below Wentworth..... 1,700 miles.

*New South Wales.*Boundary below Wentworth to Maryland, on the Queensland boundary..... 1,500 }
Proportion of Gulf cable..... 225 } 1,725 "*Queensland.*Maryland to Normantown 1,651 }
Proportion of Gulf cable..... 225 } 1,876 "

Which would give nearly one-third division for each Colony.

No. 35.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Colonial Secretary's Office,
Brisbane, 21 October, 1870.

SIR,

Referring to previous communications on same subject, I now forward copies of telegram from South Australian Government, with my reply thereto, to which I have not yet received any answer. I have also the honor to enclose copies of two memorandums from our Superintendent of Telegraphs with reference to the same subject, and

Am, &c.,
A. H. PALMER.

[Enclosures.]

No. 1.

Telegram from the Chief Secretary, South Australia, to the Colonial Secretary, Queensland.

Adelaide, 30 September, 1870.

BRITISH-AUSTRALIAN Telegraph Company consent to land cable at Port Darwin, to join our overland line, on terms which we are prepared to agree to. They at the same time urge us to arrange with other Colonies for an alternative line. We have no objection to negotiate on an equitable basis for an alternative land line, for which our deviation to the Roper is admirably adapted. What are your views on this subject? We have telegraphed to New South Wales Government—asked them to confer with you on the subject.

No. 2.

Telegram from the Colonial Secretary, Queensland, to the Chief Secretary, South Australia.

Brisbane, 7 October, 1870.

I HAVE laid your telegram of 30th ultimo before the Cabinet. Pending communications from New South Wales, we decline any present action. We don't understand meaning of deviation to the Roper. Do you mean to come down to mouth of river, or us to connect on Stuart's track?

No. 3.

Electric Telegraph Department,
Superintendent's Office,
15 August, 1870.

Memo. to the Honorable the Colonial Secretary.

WITH reference to my letter of the 3rd instant, to the Honorable the Postmaster General, reporting on the proposed extension of the Queensland telegraph system to connect with the South Australian trunk line at the Roper, I have the honor, in accordance with your request, to pass a few remarks relative to the nature of the country between the Norman and Roper, and the probable cost of construction, &c.

I am informed by the Surveyor General that the country the proposed line would traverse offers few facilities for the construction of the telegraph, and in several localities, impracticable for the passage of drays. I learn from Mr. Gregory's valuable Report (which he has kindly placed at my disposal) on the proceedings of the Exploring Expedition under his command in 1856, that the timber in North-western Australia generally is small, crooked, and decayed at the heart, and that the country between the Roper and the Albert was found to be extremely barren, consisting for the most part of rocky sandstone hills or sandy table-land covered with scrubs. Should this route be followed, so far as at present known no timber suitable for telegraph poles can be found, excepting in the vicinity of the Roper.

In Leichhardt's description of the coast country he explored between the above rivers in 1845, I see nothing to lead to the belief that the timber materially differs from the kind met with in other localities on the southern shores of Carpentaria, where very little is found available for construction purposes.

I roughly estimate the average cost of the proposed line at £100 per mile, which cannot be thought excessive when the nature of the country is duly considered. The iron poles alone, exclusive of land carriage, would cost half this amount.

£7,000 has been allowed for erecting thirteen station buildings, and £3,000 for supervision, instruments, stores, and incidental expenses, making the total cost for erecting the 700 miles of line, £80,000. I do not believe a servicable line can be erected for a less amount, unless better country can be discovered than at present known.

Thirty-nine officers would be required to work the line, as it will be necessary to place three men at each station for protection from the blacks, who are both hostile and numerous.

The officers in charge would be allowed £300, and the line men £150, per annum; total for salaries, £7,800. This, with an amount of £2,200 for provisions, stores, maintenance, and carriage, would make the total annual working expenses £10,000, which could not be reduced until the country becomes settled, or police protection provided.

This Colony can hardly be expected to expend so large a sum in constructing and maintaining a line that will be useless for local purposes for many years to come; but should the neighbouring Colonies deem the proposed connection desirable, in order to secure a double means of communication with the Northern Coast, there can, I think, be no objection to allow them to carry out the proposal by means of a submarine cable between the Rivers Norman and Roper at their own cost, leaving Queensland free to make arrangements for a direct line when opportunity offers.

W. J. CRACKNELL.

No. 4.

Memo.

The Honorable the Colonial Secretary,—

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 20 October, 1871.

DISTANCE from mouth of Norman to mouth of Roper, allowing for slack, say 425 miles; cost of cable, with expenses of laying, say £80,000; annual cost for maintenance and working expenses, say £2,000.

The principal advantages of a cable from the Norman to the Roper, over the construction of a land line, are, the less cost of working expenses and maintenance, and certainty of its construction within a given time. The construction of a land line would take a long time, and should seasons prove unfavourable it would be hard to say when it could be completed.

Should it be determined to treat with South Australia as to this line, there should be a specific undertaking on their part that they will build the line to the mouth of the Roper within a given time, also, that they will satisfactorily maintain the line in proper order through their territory.

It should also be first agreed that the charge from Port Darwin to the Roper is reasonable, also, that our branch line should receive a certain share of business, say all Queensland and New South Wales, and half of Victorian and Tasmanian business.

The distance and costs of lines in Queensland are as follow:—

New South Wales Border to Brisbane	179 miles	£16,000
Brisbane to Cardwell	1,032 ,,	57,000
Cardwell to Normantown	440 ,,	22,000
Total	1,651 miles	cost, £95,000

£33,354.

Sydney to Queensland Border, 527 miles; owing to an interruption on line in New South Wales I have not yet been able to ascertain cost of construction.

Sabine, in work published in 1867, describes Mr. Hooper's cables as follows:—

"Mr. Hooper's method consists in covering the copper conductor first with a coating of pure Indiarubber, then with a coating of Indiarubber worked up with oxide of zinc, and lastly with a coating of Indiarubber worked up with flower of sulphur.

"This triply-coated core is then baked for four hours in a temperature of about 250 degrees Fahrenheit, by which the Indiarubber jacket becomes vulcanized, and sufficient sulphur penetrates the interior mass to make the whole into a compact and possibly a durable insulator."

The "Mechanics' Magazine" of February last states that the following cables have been laid with Hooper's core:—India and Ceylon; Persian Gulf, second cable, 505 miles; England and Denmark; Danish and Prussian cable, one section; Scotland and Norway; Sweden and Russia; and at that date the Company which had lately been started to carry on and enlarge the works had contracted to manufacture a cable to be laid between China and Japan.

W. J. CRACKNELL.

No. 36.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE CHIEF SECRETARY,
SOUTH AUSTRALIA.

Sydney, 26 October, 1870.

In the event of this Colony and Queensland consenting to lay a cable from Burketown to the mouth of the Roper, will you agree to continue your line from Port Darwin to the mouth of the Roper,—the portion of the line from Darwin to the Roper to be maintained by the three Colonies of South Australia, Queensland, and New South Wales jointly? Proposal respecting division of receipts to be made hereafter.

No. 37.

TELEGRAM FROM CHIEF SECRETARY, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY, NEW
SOUTH WALES.

Adelaide, 3-36 p.m., 16 December, 1870.

News just received from Government resident, Palmerston, dated twenty-sixth (26th) October. Telegraph exploring party returned to Port Darwin, having reached latitude fourteen, twenty, south, on the Chambers; all well; saw two of Stuart's camps; very fine country—eligible for telegraph line; two sections sixty miles finished; twenty-eight (28) miles of line working. By tenth (10th) November one hundred (100) miles will have been completed. "Gulnare" to sail 5th November, for survey of entrance of Roper. Natives friendly. Everything going on satisfactorily.

No. 38.

25

No. 38.

MESSRS. ELDBRED & SPENCE TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Sydney, 27 December, 1870.

SIR,

We have the honor to inform you that by the last mail we received information from Mr. Fraser, of Batavia, that telegraphic communication was now established between London and the eastern end of Java, and he has authorized us to contract, on behalf of the Netherlands-India Steam Navigation Company, for the conveyance of a telegraphic mail, monthly and alternately with the P. & O. Company, between Sourabaya and Normantown, thus bringing the Colonies within ten days' communication with England, or about half the time now occupied by the route *via* Galle.

The subsidy would not be oppressive if the other Colonies were to join in a scheme of such great convenience and importance, at a period when there is so earnest a desire, and probable necessity, for speedy information.

We shall be happy to wait upon you to give any information you may require if you be disposed to entertain the proposal, and

Have, &c.,
ELDBRED & SPENCE.

Postmaster General.—JOHN R., 28 Dec., /70.

Obtain all papers bearing upon the subject.—J.D., 30/12/70.

No. 39.

THE COLONIAL SECRETARY, NEW SOUTH WALES, TO MESSRS. ELDBRED & SPENCE.

Sydney, 29 December, 1870.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 27th instant, stating that information had been received from Mr. Frazer, of Batavia, that telegraphic communication has been established between London and the eastern end of Java, and offering to contract on behalf of the Netherlands-India Steam Navigation Company for the conveyance of a telegraphic mail, monthly and alternately with the P. & O. Company, between Sourabaya and Normantown, and to inform you that your communication has been brought under the notice of the Postmaster General.

I have, &c.,
HENRY HALLORAN.

No. 40.

MEMORANDUM FROM THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS.

Re Anglo-Australian Telegraph.

THE South Australian Government did not reply to telegram in reference to the line from Burketown to the Roper, and it does not appear they intend to.

At present the matter stands thus:—In a few months (say June at the latest) the Queensland Government will have the line completed to the Gulf of Carpentaria (Normantown).

South Australia proposes to have their land line completed from Port Augusta to Port Darwin by the 1st January, 1872, at which time the British-Australian Telegraph Company intend to have their cable laid, and in working order.

In the meantime this Government, together with the Government of Queensland, propose to lay a cable jointly from Burketown to the mouth of the Roper, on certain conditions, if the South Australian Government will carry their land line to the mouth of the latter river.

E. C. CRACKNELL, 13/1/71.

No. 41.

THE SECRETARY, GENERAL POST OFFICE, TO THE SUPERINTENDENT, ELECTRIC TELEGRAPHS.

Mr. Cracknell will please furnish the Postmaster General with a return showing the number of messages received at Adelaide *via* Galle, addressed to the several Australian Colonies, and the number despatched from Adelaide by the several Colonies each month.

Urgent.

S.H.L., B.C., 28/2/71.

No. 42.

THE ASSISTANT SUPERINTENDENT OF ELECTRIC TELEGRAPHS TO THE SECRETARY, GENERAL POST OFFICE.

The number of messages received at Adelaide *via* Galle, and addressed to the several Australian Colonies average 35 per month, and the number despatched 25, but this should not be taken as the average number of telegrams by each mail, as *numerous messages* are forwarded through Messrs. Greville & Co., and other private agencies, of which the Department has no record.

B.C., 3/3/71.

For and in absence of the Supt.,
P. B. WALKER.

For the information of the Honorable the Colonial Secretary.—J.D., 6/3/71.

No. 43.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Queensland,
Colonial Secretary's Office,
Brisbane, 6 February, 1871.

SIR,

As it is desirable that the Australian Colonies should avail themselves, with as little delay as possible, of the telegraphic communication already established between Europe and East Java, I have the honor to submit, for the consideration of your Government, the following proposal, which, if acceded to, will secure at a comparatively small cost to each of the Colonies joining in the undertaking, immediate and rapid communication with Great Britain, reducing the number of days in transmitting telegraphic messages, as at present received *via* Galle and South Australia, from twenty-three to thirteen days, with the prospect shortly of a still greater reduction.

As soon as the co-operation of your own and the other Colonies hereafter mentioned is secured, we propose to connect Queensland with East Java *at once*, by running the steam-ship "Governor Blackall" between Cardwell and Sourabaya, for the purpose of carrying telegrams.

This steamer has only just been built for the Queensland Government, and is in all respects well adapted for the service in which it is proposed to employ her.

As soon as the line between Cardwell and Normantown, already in a state of considerable progress, is completed, the latter place, situated at the head of the Gulf of Carpentaria, will probably be considered the most convenient point of departure from Queensland, and a saving of three days in time will thereby be effected.

The distance from Cardwell to Sourabaya in round numbers is 2,200 miles, and the probable length of voyage each way will be twelve days.

The cost of the service is estimated at £1,500 a month, towards which it is proposed that the Colonies of Victoria, New South Wales, Queensland, and Tasmania, should contribute in the following proportion, subject to such adjustment as may hereafter be agreed upon:—

Victoria, four-tenths	£600
New South Wales, three-tenths	450
Queensland, two-tenths	300
Tasmania, one-tenth	150

South Australia will also be invited to co-operate with the other Colonies in promoting the establishment of the proposed telegraphic communication, as it will obviously be to the advantage of that Colony to do so until the overland line from Port Darwin is completed.

In the event of South Australia consenting to join in the proposed arrangements, the liabilities of the other Colonies will be lessened proportionately by the amount of her contribution.

There is also reason to believe that, considering the spirit in which the Government of the Netherlands-India proposed to join the postal route *via* Torres Straits, their co-operation in the projected service may be relied upon.

This, however, is a matter for after consideration, and one upon which it will be necessary to communicate with that Government.

I think it may be confidently anticipated that South Australia and Tasmania will take advantage of the means of telegraphic communication now offered them, by contributing their fair share to the service; but in the event of either of these Colonies declining to do so, then I trust that arrangements will be made on a satisfactory basis by which New South Wales, Queensland, and Victoria, may be enabled to carry out the proposals now submitted for the consideration of their respective Governments.

I have, &c.,
A. H. PALMER,
Colonial Secretary.

No. 44.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, QUEENSLAND.

Sydney, 16 February, 1871.

LETTER of 6th instant received, and shall have prompt attention.

No. 45.

MINUTE OF THE COLONIAL SECRETARY.

In referring this communication to my honorable colleague the Postmaster General, I desire to call his attention to the following points in favour of our stipulating that the steam communication would be better to the Norman than to Cardwell:—

- 1st.—A saving of three days each way in steaming.
- 2nd.—Far less risk of casualty.
- 3rd.—Less expense for coaling, inasmuch as for the shorter voyage all the coal could be shipped at Java, where it would be much more economically and expeditiously obtained than at Cardwell.
- 4th.—That with the shorter distance there would be a certainty of securing a fortnightly service, which there would not be by the longer line.
- 5th.—The necessary time taken for keeping the engines, &c., of the steamer in order would be secured, and thus the expense thereof reduced.

No

No doubt there is an objection in that the line of telegraph is not yet completed to the Norman; but it is, however, to the Gilbert River,—a distance of little more than 100 miles from the Norman. The Queensland Government might be pressed to push on the work, so as to complete it speedily; and in the meantime arrangements could be made to carry the messages on horseback from Norman to the north-western end of the present Queensland telegraph line.

The advantage we would derive, in a pecuniary point of view, from the undertaking, would be the income that would be derived from the extended utilisation of our 1,600 miles of telegraph wire.

JOHN R.,
20 Feb., /71.

No. 46.

MINUTE OF THE POSTMASTER GENERAL.

I HAVE given earnest attention to the despatch from the Colonial Secretary of Queensland of the 6th instant, on the subject of telegraphic communication with London *via* that Colony and Java, and also to the minute of my honorable colleague, attached thereto.

To assist in the consideration of the subject I have obtained a report from the Superintendent of Electric Telegraphs (annexed).

However convincing the arguments of the Honorable the Colonial Secretary may be in favour of connecting East Java with Normantown in preference to Cardwell, I yet think the advantages are completely neutralised by the fact that the lines of Queensland are not completed to that point. Although three days may be gained in the sea voyage, yet two will certainly be lost in the land journey; thus reducing the difference of time between the two Queensland termini to one day, if the proposal as originally worded is carried out, and equalising the time, if we adopt the estimated period in the fifth paragraph.

Until, therefore, the line from Gilbert River to Normantown is completed, I think we must dismiss this part of the proposal from consideration, and confine our attention to the original proposal,—making Cardwell the point of arrival and departure.

Our present means of telegraphic communication with Great Britain are by wire to Galle, by steam voyage to Adelaide, and therefrom by wire to Sydney. These communications can arrive once in twenty-eight days, bringing intelligence on the average of twenty-one days from London.

The proposal of the Queensland Government would, if carried out in its integrity, deliver messages from London in thirteen days,—once in every twenty-eight days.

The period of arrival could be arranged to alternate with that *via* Galle and Adelaide,—thus securing to Sydney a fortnightly communication with Great Britain; by the one route conveying intelligence twenty-one days, and by the other thirteen days old.

The cost of the respective services must be taken into consideration. On messages received *via* Adelaide the sole charges are those incurred by the use of the cable and the wire, the expense of the sea voyage being included in the annual contract for the conveyance of mails. Messages received *via* Java and Cardwell, in addition to the charges for the use of the cable and wire, will be subjected to an additional rate for the sea voyage,—estimated by the Superintendent of Electric Telegraphs at from 25s. to 30s. per message.

The estimated cost of the service by the Colony of Queensland is £1,500 per month, of which it is proposed that New South Wales should bear three-tenths, or £450, per month. If this monthly rate is to be calculated on the complete voyage of twenty-six days, it being proposed to make thirteen trips in the year, the contribution of this Colony will amount to £5,850 per annum.

The minute of the Queensland Government does not touch upon the question in what manner the revenue to be derived from the transmission of messages is to be accounted for, or whether it is to be applied in a *pro rata* diminution of the proportions of expenditure apportioned to each Colony. If so, the contribution of this Colony would be diminished (if we accept the minimum estimate of the Superintendent of Electric Telegraphs) by three-tenths of £9,750, or by the amount of £2,925 per annum, to which might be added the special rate of 5/- per message upon those passing over the lines of the Colony, which, adopting the proportion of messages assumed by Queensland, would be five-tenths, or one-half, yielding to the Colony £975 per annum. Thus, supposing the proposition of the Queensland Government to be agreed to by all the Colonies named in the minute, and the service to be realized to the extent estimated by the Superintendent of Electric Telegraphs, the Colony would have to pay £2,000 per annum for the acceleration of telegraphic intelligence by fourteen days.

It is possible for circumstances to arise which might render it desirable that this Colony should incur this expenditure, in order to obtain official intelligence from Great Britain; but it is yet to be ascertained whether the Imperial Government would incur the expense of transmitting telegraphic messages conveying matter which, from the tone of recent despatches, we may infer it would consider of primary importance to the Colony alone.

Under all circumstances, I do not think it would be expedient for the Colony to be committed to any engagements at present; certainly not until it is known what course the other Colonies are likely to pursue in this matter.

J.D.,
28/2/71.

[Annexure to the foregoing.]

Electric Telegraph,
Sydney, 28 February, 1871.

I do not consider that the Cardwell and Normantown line can be utilised at present, sufficient progress not having been made to render it available for traffic; the necessary horse communication for completing the connecting links will absorb more time than the extra steaming to Cardwell. If two steamers were employed the route could be made serviceable for the conveyance of mails, passengers, and freights, by working them through to Brisbane, Newcastle, and Sydney, where coals could be procured at minimum rates, and the earnings of each vessel would assist in reducing the subsidy.

It

It is of course very difficult to form even an approximate estimate as to the probable number and value of messages; but I think that from 300 to 400 telegrams each way per trip might be expected, to and from the whole of the Colonies, for which 25/- to 30/- each would be readily paid, in addition to the telegraph charges.

The only pecuniary advantage to be derived by this Colony would be the charges for the through messages over the New South Wales lines, for which a special rate might be demanded (say) of 5/- each.

E. C. CRACKNELL,
28/2/71.

The Principal Under Secretary.—S.H.L., B.C., 1/3/71.

No. 47.

MINUTE OF THE CABINET.

CABINET are of opinion that until the Queensland Government are in a position to inform this Government that the Colonies of Tasmania and Victoria have agreed to the proposals made to them, they cannot properly come to any determination in this matter.—J.M., A.G., 6 March, 1871.

No. 48.

TELEGRAM FROM THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY,
NEW SOUTH WALES.

11.2 a.m., 1 March, 1871.

No portion of line workable between Cardwell and Norman. We expect to have the whole line completed in July or August. My offer is to run the steamer from Cardwell until the line is completed. Are you going to reply?

No. 49.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL SECRETARY,
QUEENSLAND.

Sydney, 2 March, 1871.

THIS Government is aware of the purport of your offer; but having been called upon by the Colonial Treasurer of Queensland, who desired to confer with me on this subject generally, we thought it desirable to obtain from your official sources answers to the queries telegraphed to you by your Treasurer, who desired that the answers should come direct to me, as he was about to leave Sydney for a short time. This was arranged in order to save time when the subject comes before Cabinet; indeed, our meeting for its consideration has been postponed, mainly that we might have the answers. It never occurred to me that you could have any objection to grant that which your Treasurer agreed with me it was desirable and proper that we should have.

No. 50.

TELEGRAM FROM THE COLONIAL SECRETARY, QUEENSLAND, TO THE COLONIAL SECRETARY,
NEW SOUTH WALES.

Brisbane, 12.27 p.m., 3 March, 1871.

No objection to give any information, but can't see what use it can be. Our offer is to run steamer from Cardwell; distance from Cardwell to mouth of Norman is three hundred and sixty-eight (368) miles. Two hundred and twenty-eight (228) miles have been cleared; one hundred and twenty-four (124) miles of poles erected; one hundred and sixteen (116) miles of wire stretched. No portion of the line is workable; and we should decidedly object to open any portion of it until the line is complete. A temporary line might be run up hastily, but we decidedly object to running the risk of giving our line a bad name by running any such risk.

No. 51.

THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE COLONIAL SECRETARY, QUEENSLAND.

Sydney, 8 March, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 6th ultimo, in which you put forward a proposal for securing more rapid telegraphic communication with Great Britain by running the Queensland Government Steamer "Governor Blackall" between Cardwell and Sourabaya, for the purpose of carrying telegrams,—the expense of the service (estimated at £1,500 a month) being borne in certain proportions by the Colonies of New South Wales, Queensland, Victoria, and Tasmania; and South Australia also being invited to co-operate in the undertaking.

2. In reply I have the honor to inform you, that until the Government of Queensland is in a position to assure that of New South Wales that the Colonies of Tasmania and Victoria have agreed to the proposals made to them in connection with the above project, this Government cannot, they consider, properly come to any determination in the matter.

I have, &c.,
JOHN ROBERTSON.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Queensland,
Colonial Secretary's Office,
Brisbane, 8 July, 1871.

SIR,

The Colonial Secretary of South Australia having intimated to me that he had addressed a letter, under date the 23rd May last, to the Governments of New South Wales and Victoria respectively, of which also a copy was transmitted for the information of this Government, on the subject of the construction of the Australian section of the Anglo-Australian Telegraph, I have the honor to enclose copy of a letter from the Postmaster General in reply; also, of a letter addressed to him by the Superintendent of Telegraphs, Queensland.

I have, &c.,
A. H. PALMER.

[Enclosures in foregoing.]

Postmaster General's Office,
Brisbane, 28 June, 1871.

Sir,

I have the honor to forward herewith a communication addressed to me by the Superintendent of Electric Telegraphs, Queensland, with reference to the Report of the Superintendent of Telegraphs, South Australia, taking exception to certain remarks made by Mr. Cracknell, in his Annual Report for 1870, on the overland line now being constructed from Adelaide to Port Darwin.

A copy of Mr. Todd's report has been sent to the Governments of the neighbouring Colonies, accompanied by a letter from the Colonial Secretary of South Australia, in which it is alleged that such remarks are calculated to mislead, and that assertions have been made through the press that the policy of the South Australian Government was to prevent an alternative line from being constructed; in refutation of which it is stated that, at the Intercolonial Conference of June, 1870, the Government of South Australia "brought the matter forward, and wished the co-operation of the other Colonies in carrying out and maintaining this work, the decision of the Conference being, that it was inexpedient to consider the question at the present time, as South Australia and Queensland proposed carrying out the work."

I may here observe, that two months before the Conference sat, in 1870, the South Australian Government had already induced the representative of the British-Australian Company to depart from the object of his mission to Queensland, which was to superintend the necessary works connected with a line to be made between *Singapore and Burketown, in this Colony.*

Commander Noel Osborn called at Adelaide on his way to Queensland ostensibly for the purpose of soliciting permission from the South Australian Government for the construction of the Burketown line through their territory at Port Darwin, and while there it transpired that a new line was to be constructed from Adelaide to Port Darwin direct, which line was then heard of for the first time; and Mr. Todd, in his report on the proposed line, dated 18th April, 1870, pointed out that this line would secure the *whole* of the traffic to South Australia, and that the Telegraph Company would be pledged to terminate their works at Port Darwin.

As Mr. Todd's last report has been widely circulated, and as the Colonial Secretary of South Australia, by his correspondence with the neighbouring Colonies, evidently wishes to enlist their sympathies, in consequence of what he terms "the unfounded statements made by Mr. Cracknell," it appears expedient, at this stage of the proceedings, to give a short *resumé* of the history of the lines now being constructed in Queensland and South Australia, in order that the true bearings of the case may be brought prominently forward, and that the entire transactions in connection with these lines may be viewed in a clear and impartial manner. In doing so, I feel compelled to remark that, as yet, I fail to see the slightest reason for the interference on the part of the South Australian Government with the original scheme of the Telegraph Construction and Maintenance Company; and I must add that I do not think Mr. Cracknell has exaggerated the difficulties to be contended with in the South Australian line, more particularly as, on account of similar difficulties, he proposed substituting a submarine cable, where practicable, in lieu of a land line through unsettled country, and it was therefore considered inexpedient to make a land line from Burketown or Normanton to the Roper, at a cost of about £80,000, through 700 miles of country, a great portion of which is uninhabited, the maintenance of which line would fall on this Colony. If he did not consider himself justified in recommending the adoption of the latter line in connection with this Colony, on account of the difficulties to be contended with, it was much more imperative upon him to point out the difficulties to be met with in a line of over 1,800 miles through an almost unknown country; and I must say that he is fully justified in commenting on the South Australian line, by the fact that it is evidently anticipated by South Australia that the Queensland line could, if joined at the Roper, be made an alternative one; and therefore Mr. Cracknell has, by a sense of duty, been constrained to show, as far as possible, that although under such circumstances the Queensland line would be made a secondary one, yet that owing to the difficulties pointed out by him the Queensland line would probably be the only reliable one.

Mr. Cracknell's letter speaks for itself.

I will now, in as brief a manner as possible, give the history of both undertakings.

At the Conference which took place in Melbourne early in 1867, the question was mooted of the overland line from Port Denison, in this Colony, to the Gulf of Carpentaria, where it was intended that it should unite with the submarine cable of the Anglo-Indian Telegraph Company. Subsequently, in June and July, 1869, resolutions were passed by the Legislative Council and Legislative Assembly of Queensland, that it was expedient to extend the line accordingly; and an *ad interim* agreement, dated 6th October, 1870, was entered into with New South Wales that the Government of Queensland should undertake the construction of a land line to Normanton. At this time, the line from Port Denison to Cardwell, being part of the scheme, was in course of construction, and was completed in December, 1869. Operations were begun in February, 1870, on the eastern section of the Carpentaria extension, commencing at Cardwell.

Meanwhile, correspondence in connection with this subject took place in London between Captain Sherard Osborn, the manager of the Telegraph Company, and the Secretary of State for the Colonies, copies of which were forwarded to Queensland, in which Captain Osborn distinctly stated (*vide* letter, dated the 25th January, 1870) that the Telegraph Line Construction and Maintenance Company had "entered into a contract, and received the order, for constructing a system of submarine and land telegraphs for connecting Singapore with the adjacent Colonies," and that the "land lines in Australia will be carried out in extension of the Queensland Colonial lines, which terminate at Burketown, at the Gulf of Carpentaria, to Port Darwin, on the north-western extreme of the territory which is said to be provisionally placed under the jurisdiction of the South Australian Government"; and Captain Osborn further requested that Lord Granville would be pleased to move the Governments of Queensland and South Australia to grant the necessary permission and countenance in the execution of this undertaking. Letters were also addressed by Captain Osborn, the manager of the Company, to the Governments of Queensland and South Australia, on the same subject, in which permission was sought for the erection of the line alluded to, and accrediting Commander Noel Osborn as the representative of the Company, who was to superintend the carrying out of the necessary works.

On this correspondence the Superintendent of Electric Telegraphs, Queensland, furnished a report, dated 10th May, 1870, in which he stated that the line to Normanton was being vigorously pushed on, but also stating that Commander Noel Osborn had arrived in Adelaide by the April mail, to treat with the Government of South Australia for permission to erect a land line through their territory from Port Darwin to our western boundary; and that the Superintendent of Electric Telegraphs, South Australia, had since recommended that that Colony should construct a line of telegraph from Port Augusta (near Adelaide) to Port Darwin. This recommendation was adopted by the Government of South Australia, and the Company communicated

communicated with. Mr. Cracknell, in remarking thereon, pointed out distinctly that the proposed route offered few facilities for the construction of a line—that the cost would be considerably more than was estimated—that the distance was greater than was supposed—that, in fact, it was impossible to form a reliable estimate, and adding, that it is a question of little moment to Queensland whether the South Australian proposal is carried out or not, provided the existing arrangements as regards this Colony are not interfered with; and he also stated that this would seem to be their purpose, was evident by their attempting to induce the British-Australian Telegraph Company to terminate their works at Port Darwin, and he commented in strong terms on the action taken by the South Australian Government in the matter, in the face of the arrangements already made. On this report (a copy of which was furnished to Mr. Todd) South Australia was silent.

On the 7th April, 1870, Earl Granville transmitted copies of a correspondence which passed between the Chairman of the British-Australian Telegraph Company and his department, in which permission was requested to erect land lines from Port Darwin to Burketown, so as to connect the Company's cable with the telegraph system of the other Australian Colonies. In this correspondence Lord Monck distinctly stated that "for the project which has been undertaken by the Company, the whole of the capital had been subscribed, and a contract concluded with the Telegraph Construction and Maintenance Company, for a cable to connect Singapore and Java, and Java with Port Darwin in Australia, and for land lines thence to Burketown."

A telegram was received from the Agent-General for Queensland, dated the 14th May, 1870, as follows:—"British-Australian Telegraph Company will lay cable to Normanton, in Queensland, if Australian Colonies will guarantee 5 per cent. on additional cable. Company must know by 7th August, otherwise will probably accept offer from South Australia." Mr. Cracknell recommended that this Government should agree to guarantee. The Colonial Secretary of Queensland accordingly guaranteed, subject to the approval of Parliament, 5 per cent. on the cost of the cable, by telegram to Agent-General, dated 11th June, 1870, and also communicated by letter.

This offer was refused by the British-Australian Telegraph Company on 22nd July, and the Agent-General forwarded copies of correspondence, by which it was plainly seen that the Telegraph Company had decided on entering into an agreement with South Australia for direct lines from Port Augusta to Port Darwin, while this Government was committed to the Northern line from Port Denison to Normanton, a large portion of which had been already constructed.

Under date of 30th September, 1870, a telegram was addressed by the Chief Secretary, Adelaide, to the Colonial Secretary, Brisbane, as follows:—"British-Australian Telegraph Company consent to land cable at Port Darwin, to join an overland line, on terms which we are prepared to agree to; they at the same time agree to arrange with the Colonies for an alternative line. We have no objection to negotiate on equitable terms for alternative land lines, for which our deviation to the Roper is admirably adapted. What are your views on the subject? We have telegraphed to New South Wales Government; asked them to confer with you on the subject." To which the following reply was sent on 7th October:—"I have laid your telegram before Cabinet. Pending communication from New South Wales, we decline any present action. We don't understand meaning of 'deviation to the Roper.' Do you mean to come down to mouth of river, or us to connect on Stuart's track?"

To this telegram no reply whatever has been received from the South Australian Government.

Having thus briefly reviewed the history of the negotiations, which, although originally intended for the completion of the line to Burketown to connect with the Queensland line, have been taken advantage of by the South Australian Government for the purpose of monopolizing the communication, leaving to this Colony the position of providing a quasi-alternative line, by a junction to the Roper, through 700 miles of country, a great portion of which is uninhabited.—I would wish to point out again, that Commander Noel Osborn *en route* to Queensland, called at South Australia for the apparent purpose of simply asking the consent of the Government of that Colony for permission to bring a line through their territory at Port Darwin, to connect with the Queensland line at the Gulf of Carpentaria, and that while there he was induced to omit Queensland from the negotiations, and to conclude a very different agreement with that Colony from what he was originally commissioned to do, judging from the correspondence hereinbefore quoted, the inducement being, that his Company would be relieved of the cost of construction and maintenance of the line from Port Darwin to Burketown.

That the action of South Australia is fairly open to comment in this matter I submit must be apparent to everyone.

The remarks of the Superintendent of Telegraphs, which were made with so much force in his report dated 10th May, 1870, and passed uncontradicted by the Superintendent of Telegraphs, Adelaide, have been endorsed in his late report in a spirit of criticism, which it will be seen is perfectly just, and to which every important work, and more especially one which is of so much interest to the whole of the Australian Colonies, must be liable; and I cannot see that these remarks are founded on an erroneous basis, as the Chief Secretary of South Australia would seem to wish the neighbouring Colonies to understand in his circular, while, at the same time, he informed them that the line from Port Augusta was brought forward at the Intercolonial Conference in June, 1870, and that from the correspondence it would be seen that Queensland was permitted to join the line at the Roper, and that this Government declined to entertain the proposal. I will only add, with reference to this, that the telegram, dated 7th October, 1870, which is fully given in this correspondence, showed that this Government merely declined any present action, pending communication with New South Wales, and asked for the meaning of the proposal to join at the Roper, to which no reply was given. It will be observed that the most important part of this telegram is omitted by the Chief Secretary of South Australia.

After very mature consideration I have arrived at the conclusion that it would be unwise for this Colony to construct and maintain a larger extent of line than that we undertook in 1867, and I fully agree with Mr. Cracknell that a cable from Normanton to Melville Island, near Port Darwin, or, still better, to Java, would make the most, if not the only reliable alternative line. It was on these grounds alone that it was considered expedient to have a submarine cable from Melville Island to Normanton, and for which purpose a guarantee was given in the telegram dated 11th June, which was declined by the British-Australian Telegraph Company.

In conclusion, I would wish to quote the following arguments which were used by Mr. Todd in his report dated 18th April, 1870, when strongly recommending the adoption of a line from Port Augusta to Port Darwin, viz.:—"That this line would secure the whole of the traffic to South Australia," while if they connected with the Queensland line at the Roper or Nicholson, they would have to divide receipts equally with Queensland, and that if they failed to accept the terms now submitted, they must be prepared to leave to Queensland the exclusive honor of having, through her own unaided enterprise and energy, afforded to the Australian Colonies the immense advantages of telegraphic communication with the whole civilized world, and that their geographical position and intelligence alike prohibited this. Comment on this is unnecessary.

I have, &c.,

THOS. L. MURRAY PRIOR,
Postmaster General.

The Honorable the Colonial Secretary, Brisbane

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 15 June, 1871.

Sir,

I have the honor, by direction, to report on a letter received from the Chief Secretary of South Australia, enclosing copy of letter addressed to the Governments of Victoria and New South Wales, and a report by the Superintendent of Telegraphs, South Australia, taking exception to the following paragraphs in my last annual report, viz.:—

"The overland line from Port Augusta will follow Stuart's track to the Roper, thence by as direct a course as possible to Port Darwin. The country this line will traverse between Lake Torrens and Newcastle Water, extending over fourteen degrees of latitude, is described as scarcely better than a desert, where little or no timber can be obtained for construction purposes, and during dry seasons is, for the most part, devoid of permanent surface water, and feed for cattle cannot be obtained. In wet seasons many localities on the route are evidently subjected to inundations, and the country generally may be considered difficult for transport of material and stores required for construction and maintenance purposes. On the other hand, the Queensland lines traverse settled country throughout; they have been severely tested in all seasons, and prove to work both regularly and well; they are better cleared and more substantially built than those in course of construction by the Government of South Australia, and therefore less liable to interruption. Although the most strenuous efforts are apparently being made in order to open up communication with Port Darwin by the end of the current year, at present there seems to be little prospect of the work being completed for many months after the expiration of that period. All hopes of working a line of this description with anything like regularity must, I fear, be abandoned, at any rate until the country is thoroughly opened up and permanently occupied."

"Under

"Under these circumstances it will readily be perceived that the interests of the Australian Colonists and their correspondents throughout the world will be best served for some time to come by extending the cable to the terminus of the Queensland system at Carpentaria, thereby securing regular communication, as by this route the land lines in Australia traverse settled country throughout, and are at all times accessible for working and repairs."

The Superintendent states that my remarks are evidently calculated to mislead, and that it is much to be regretted that through zeal I should have spoken so positively and disparagingly of works carried on in South Australia without first ascertaining facts. With regard to the nature of the country traversed, and for information generally as to the interior of this Continent, I have read very carefully the journals of Sturt, Stuart, Leichhardt, A. C. Gregory, and M'Kinlay, and have had conversations on the subject with Messrs. A. C. Gregory and Landsborough before making the statement objected to. It is true that Stuart states, in the summary of his journal, that, with the exception of two nights during his journey across the Continent, he was never without a sufficient supply of water; but when in the journal he describes his return, we find him astonished at the evaporation which had taken place, and that he and members of his party were camped many nights during the journey without water,—on numerous occasions had to dig into the sandy beds of water courses, and after much labour obtained barely sufficient for his party, although well acquainted with the greater portion of the route.

The Rev. J. E. T. Woods, F.R.G.S., in his work on the "History of the Discovery and Exploration of Australia," when speaking of Stuart, says,—“He left the settled districts in January, 1862, and the early part of his journey was much delayed for want of water, and on several occasions very perilous advances had to be made.” The same writer says, when speaking of Stuart's having crossed to the north of the Continent:—“Of the triumph thus secured to Australian discovery, it is needless to speak; no man had laboured so long and so perseveringly to obtain it. It may be doubted, indeed, whether the route thus opened will be always practicable, except in its northern part; indeed, we may admit that the country between Lake Torrens and Newcastle Water is only one degree removed from a desert.” Again, when speaking of Stuart's return:—“The return journey was marked throughout by a great scarcity of water. Most of the holes which they had relied upon in their outward course were found perfectly dried up. On one occasion the horses had to be pushed through one hundred miles of country without finding water.” In another place,—“Stuart was encountered by large tracts of spinifex grass and stately gum-trees, apparently liable to occasional floods.” Again, in speaking of the centre of the Continent:—“Apart from the arid nature of the climate, the soil is in places little better than a mere drift of red sand.”

It is not possible in a document of this nature to enter fully into the subject, but full information can be obtained from the explorer's journals. It is a theory advanced by many, and it is by no means improbable, that the desert interior is at times visited by inundations, there being no apparent outlet for the heavy tropical rains which must fall in some seasons.

In the *South Australian Register* of 16th March last, some extracts from private letters were published, showing the difficulties encountered by one of their construction parties in travelling between the Finke and Macdonnell Ranges—the great scarcity of water even in a good season, the stony and sandy nature of the country, and the scarcity of timber. Indeed, it was stated lately, in the same paper, that the contractor of the first section of 500 miles, for the last 300 miles was carting timber for poles an average distance of 260 miles.

An article was published in the *South Australian Register* of July 1st, 1870, in which some information is given relative to the nature of the work now being carried out between Port Augusta and Port Darwin. This article, which has not been contradicted, states, that “the conditions and specifications under which contractors are asked to tender for the construction of the trans-continental telegraph, discloses to some extent the plan of operations decided upon for carrying out this great undertaking,—the work to be let in six sections, the Government providing the wire and insulators.” Specification, as stated therein, given below.

The specification for the line now in course of construction, and which is almost completed, between Cardwell and the mouth of the Norman River,—and indeed the same description would apply to the Queensland lines generally—is shown as under, with that of South Australia, viz. :—

QUEENSLAND.

Clearing.—All timber is cleared to a width of eighty (80) feet, and any timber beyond that distance likely to endanger the line is removed.

Poles.—Posts, which are of the best description of hardwood (ironbark and bloodwood being used almost exclusively), not less than five (5) inches in diameter at the top, and not less than nine (9) inches in diameter at 5 feet from the butt, and twenty-five (25) feet in length, the top being properly hooped and the butt properly charred and tarred, and placed five (5) feet in the ground.

Number of poles per mile.—These are erected at the rate throughout of not less than twenty (20) posts to the mile, with the following modification for the line in the locality of the Norman, where suitable timber is not available, and Messrs. Oppenheimer and Co.'s patent galvanized wrought-iron poles have been procured—fifteen (15) poles to the mile to carry one wire, and thirty (30) to the mile to carry two or more wires. They weigh 166 lbs. each, and are 24 feet in length.

Insulators.—The insulators used are the best manufactured, and the wire is the best description made by Messrs. Johnson and Nephew.

If the specifications are compared further comment is unnecessary.

The South Australian Superintendent, in his report dated April 18th, 1870, estimates the distance between Port Augusta and Port Darwin as, at the outside, 1,600 miles,—three or four stations being deemed necessary, the total cost being stated as £120,000. In his report of 19th May last, the distance is stated as 1,800 miles; and that it is intended to place stations every 150 or 180 miles, nothing being said as to additional cost. The increase in the number of stations will tend to make the line more reliable, but it should be borne in mind that throughout this Colony the distance between stations does not exceed sixty miles, and that therefore repairs could be more speedily effected. As regards the statement that, were it necessary or desirable, he might retort by referring in detail to the lengthened interruptions occasioned by floods on the Queensland lines, and going on to refer to the slow progress made with the Cardwell and Normanton section. Early in last year, before the crossing at the Burdekin River was completed (owing to supply of suitable material for spanning this river not being obtainable in the Colonies), we were visited with a flood and hurricane, which carried away the temporary wire; but since that time the permanent line has been erected, and, as an additional precaution, a cable has been trenched across the bed of that river, to be made use of in case of accident. There is, therefore, no reason to fear a similar interruption. Repairs could have been effected much earlier, but it was not thought necessary to incur expense on a line carrying a small amount of business. As to the slow progress on the Gulf section, communication could have been established some time since had it been necessary to do so. There is no great reason why the work should be hurried; up to the present, we have not arranged with anyone beyond the Colony to complete the line within a certain time, and the whole work, line and stations, is being properly and substantially carried out; had the work been hurried it would have cost a much larger sum, and might not have been so well performed.

Under favourable circumstances it may be possible for South Australia to stretch a temporary line across the Continent by the end of the current year; but building a permanent line is a different matter, and there is little prospect of the work being completed for many months after the expiration of that period.

It was not my intention to disparage the work now being carried out by the South Australian Department, which all must admit shows energy and enterprise; my only endeavour was to clearly point out, that having the best of materials at our hand,—as with the exception of the distance near the Gulf, for which iron poles have been procured,—the timber throughout is excellent; and passing through a suitable and settled country, the transit of material and stores being regularly provided for, and the stations placed at short distances, we had constructed a line of better material, and were able to maintain it in a greater state

SOUTH AUSTRALIA.

Clearing.—The clearing is stated as fifteen (15) feet in width.”

Poles.—Poles might be either approved saplings twenty (20) feet in length, or square pieces of wood of the same length. That where timber might be scarce it was permitted to scarf two pieces together, the lower being of extra stoutness and not less than fourteen (14) feet long. Permission is given instead of the upper portion to use a length of strong gas piping.”

Number of poles per mile.—Twenty (20) poles are the ordinary allowance for the mile; but where good material can be obtained sixteen (16) will be passed as sufficient. Three thousand iron poles nineteen (19) feet in length, and weighing twenty-eight (28) lbs. each, were to be supplied. Sixteen of these are required to the mile.”

“Four station buildings were to be erected.”

state of efficiency than could be practicable on a route such as Stuart's track. The Superintendent of the South Australian Department states that the greater part of the Queensland lines, for a considerable distance south of Cardwell, traverse unoccupied country; it is almost unnecessary for me to inform you that such is not the case, as the Queensland lines traverse settled country throughout. He also states that their direct line will be worked under more favourable climatic conditions than the lines of this Colony. We have never experienced any difficulty in working our lines, and for telegraphic purposes a climate could not be more favourable than that of Queensland.

The action taken by the South Australian Government in this matter is much to be regretted, as telegraphic communication with India and Europe might easily have been opened up, *via* the eastern lines, by the present date; and I think that no time should be lost in communicating with the Governments of New South Wales, Victoria, and Tasmania, as to the advisability of taking steps to secure, without delay, communication by submarine cable between the Norman River and Java, in which case the Colonies generally would not suffer inconvenience in the event of interruption on the South Australian overland line.

I have, &c.,

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

The Honorable the Postmaster General.

The Postmaster General.—JOHN R., 20 July, /71.

Read.—These papers may be placed with those bearing upon the question of Ocean telegraphy. In the present position of the discussion between the two Colonies, it does not appear expedient to express any opinion upon the question.—J.D., 24/7/71.

APPENDIX.

No. 1.

ROYAL SOCIETY OF NEW SOUTH WALES.

ANGLO-AUSTRALIAN TELEGRAPH.

At a meeting of the Royal Society, held last night, at the Australian Library, Bent-street, Mr. E. C. Cracknell, Superintendent of Electric Telegraphs, read a paper "On the Electric Telegraph between England and India, and how to connect the Australian Colonies with the telegraphic systems of Europe and America." The meeting was numerously attended by gentlemen who are accustomed to take an interest in questions of social and scientific character, and the chair was occupied by the Patron of the Society, the Earl of Belmore. His Excellency was accompanied by the Countess of Belmore, Miss Gladstone, and Captain Beresford. On a number of tables, forming a semicircle in front of the audience, there were placed electric batteries, representing the principal repeating stations on the proposed circuit between Sydney and London. The stations so represented were Sydney, Brisbane, Norman Town (at the Gulf of Carpentaria), Banjowangi (a southern point of Java), the straits of Malacca, Rangoon, Calcutta, Kurrachee, Fao, Constantinople, Vienna, and London. The line of route was further indicated by a large diagram, to which Mr. Cracknell made repeated references; and there were also shown diagrams illustrative of the telegraphic alphabet, and one or two other minor matters connected with the subject.

The minutes of the last meeting having been read and confirmed, and the name of Mr. G. A. Mansfield having been proposed for membership, the Chairman called on

Mr. E. C. Cracknell, who said:

The time having now arrived for the joint and energetic action on the part of the Australian Colonies to secure to themselves the benefits to be derived from telegraphic communication with the whole World, I propose to place before you this evening, in as concise a form as possible, the progress already made, and what remains to be done to attain the object we are all more or less interested in.

As you are aware, the telegraph has for several years been in operation between England and our East Indian possessions, as far as Rangoon and Moulmein, and of late, so satisfactorily, that telegrams have been despatched from Calcutta and Bombay, arriving in London within a few hours. Now, as the lines in daily work cover more than four-fifths of the distance between England and Australia, but little is required of us, and that little, as I will presently show, can be secured at a mere nominal outlay.

To commence with—there are three distinct means of communication greater part of the way to India, one of which we will call the Submarine Company's Circuit, *via* Paris, Turin, down the eastern coast of Italy, Brindisi, or Otranto, across the Adriatic to Valona, and Salonica to Constantinople.

Another, the Electric and International route, that Company's messages being transmitted through one of their cables to the Hague, from thence either *via* Berlin or Frankfort to Vienna, Belgrade, and Constantinople.

The third route is through Russia, which at present is, I believe, but little patronized. The messages by this circuit find their way to Berlin through one or other of the Russian circuits to Tiflis, and on through the Persian system to Bushire.

But to return to Constantinople, where the telegrams transmitted by the two English Companies converge, they are then taken in hand by the Indo-Ottoman Convention, and are sent on by an exclusive wire to Diarbekir, Bagdad, and Fao, at the head of the Persian Gulf, or by an alternative land line through Teheran, Ispahan, to Bushire.

The Persian Gulf cable then completes the distance to Kurrachee, from which point the messages are distributed throughout the Indian system, those for Australia being sent to Galle, where they are posted to Adelaide for retransmission over our Intercolonial lines,—a most unsatisfactory process, occupying now as many days as will presently be performed in fewer hours.

I have roughly travelled over the existing lines as far as they are available, and will now explain more fully how the telegrams are conveyed from station to station, or circuit to circuit. A telegram handed into the Lothbury Office in London, to be forwarded over the International route, is first transmitted direct without a break or stoppage either to Frankfort or Berlin; then it is copied and sent on by hand to Vienna, where it is again repeated by hand to Belgrade, at which place it falls into the hands of the Turkish authorities, who send it to Constantinople.

The Submarine Company's messages undergo a similar process, and are repeated first in Paris, then Turin, again at Otranto or Valona to Constantinople.

I may mention there are alternative routes available for the messages of both these Companies as far as Constantinople, but as a rule the lines marked on the diagram are preferred.

The telegrams having reached the Indo-Ottoman administration, it may be interesting to know how they are treated while passing over that section, which will explain how some of the vexatious delays have occurred, to the disgust of all who, for business or other purposes, have been compelled to use the lines.

Major Champain writes the following to the Under Secretary of State for India in 1865:—"The organization of the Turkish lines is defective, and in my opinion will continue so unless some decided step, such as an opposition route, be taken." In another paragraph he states:—"In some measure, however, I can account for delays of late in consequence of the cholera panic, which frightened the telegraph clerks from their posts."

Mr.

Mr. Walton, the director of the Persian Gulf Cable, also writes that the messages from Kurrachee to Fao, and *vice versa*, average seventy-four minutes, and that the Bagdad men report seventy or eighty messages on hand, send twelve or fifteen, and then smoke hookahs, or say their prayers for two or three hours, during which time Fao hears nothing of them.

I have reason to believe that this state of things no longer exists, as telegrams between England and India occupy a much less time than formerly, but there is still room for a vast improvement. Neither the Turks, Armenians, nor Greeks are fit for telegraphists, being quite unable to understand the necessity for *immediate* action, and the requirements of the telegraph service to render it perfect. To remedy this evil the Electric and International Company tried the Russian route, *via* St. Petersburg and Moscow, with the following result, which I have copied from the evidence of the Hon. Mr. Grimston, the Chairman of the Company, taken before a Committee of the House of Commons in 1866. Mr. Grimston says:—"I am sorry to say we were on one occasion induced to send our messages *via* St. Petersburg when the Turkish lines were broken down. From inquiries we made, we found that they went perfectly well through Russia, but when they got to Persia no further trace could be obtained of them, and I suppose that Jonsdab the son of Rechab lit his pipe with them, as they never reached India at all; although we paid the Russian and Persian Governments their proportions, we had to refund the whole charges collected to the senders."

The lines throughout India were also at this time in very bad order; they had been very roughly constructed in the first instance, badly insulated, and after the Indian mutiny had to be very hurriedly put in temporary working order for military purposes. The lines connecting Kurrachee with the rest of India were not adequate for the European business brought to them when through communication was established; and perhaps the greatest defect in the entire system was the employment of underpaid and uneducated natives as signallers at the several stations where the messages had to be repeated, which rendered them almost useless from the unintelligible and mutilated form in which they were delivered.

It soon became obvious that this unsatisfactory state of affairs could not be allowed very much longer to exist; so in 1866 a Select Committee of the House of Commons was appointed to take evidence, with a view to the improvement of East India communications, from which report I have received considerable assistance in the preparation of this paper. The evidence taken before the Committee, showing as it did, the necessity for improved telegraphic communication with India, which would be as much as possible under one administration, two proposals soon presented themselves to the public, one chiefly a submarine company, to work through Italy and Sicily, under a concession already granted by the Italian Government, thence to the African coast, joining the Malta and Alexandria cable at Benghazi, from whence a duplicate cable has been already laid to Alexandria, and by land line to Suez. An additional wire to be placed on the Viceroy of Egypt's line, from Cairo to Suakin, or Massawah, when a new cable will be laid to Aden, Macallah, Kooria, Moorja Islands, calling at Muscat and Kurrachee, and on to Bombay, or as an alternative route by the Syrian line *via* Jerusalem, Damascus, to Diarbekir, where it will join the present Asiatic-Turkish system already referred to. By the last mail I was informed that the prospectus of this company has been withdrawn for the present.

The other proposal is that of Messrs. Siemens, Brothers, the well known telegraphic material manufacturers and contractors, of London and Berlin. The Russian and Persian Governments have allowed the above firm or company to construct a line through their separate territories; and the Prussian Government have constructed a two-wire line from Norderney to Thorn, on the Russian boundary, leaving Messrs. Siemens' company to provide the instruments and electricians. This will establish a line, exclusively under one management, worked by English operators, from London to Teheran, in Persia, passing through Thorn, Warsaw, Odessa, Kertch, Poti, Tiflis, and Teheran; then through the Persian line to Bushire.

The cable between Kertch and Poti will contain three wires, one of which will be set apart exclusively for Russian messages. This work is now drawing towards completion. On this line a considerable reduction will be made in the tariff from London to India, it being proposed to charge only £2 for ten words, and £3 10s. for twenty words, which is a very great reduction on the Indian rates *via* the Persian Gulf, where, until lately, a minimum charge of £5 1s. has been demanded.

Before alluding in any way to the proposals for completing the telegraph to Australia, I may perhaps still further illustrate the great difficulties which have presented themselves in working the lines through foreign States, where they have insisted on employing their own operators and clerks, and how the works now under construction will effectually remove these difficulties.

I will take, by way of example, the Malta and Alexandria line. When this line was first laid, many of the messages occupied fourteen days from London to Malta and Alexandria, and when received were perfectly useless. These delays were caused chiefly on the Italian circuits, through the apathy of the operators employed by the Italian Government. A concession was then granted to the late firm of Messrs. Glass, Elliott, and Company, who were lessees of the cable, allowing them to employ English telegraphists for working through the business brought by the Alexandria and Malta line. A great improvement in speed and accuracy was soon evident, and answers were received in Alexandria from London in forty-eight hours, the revenue at the same time increasing from £200 to nearly £3,000 per week. This improvement, however, lasted but for a comparatively short period—the Italian Government getting jealous of the English clerks, the Company had to remove them, when the usual delay and mistakes again occurred, and the receipts fell again to £700 weekly.

The cause for this unsatisfactory state of affairs can only be traced to a bad system of management. Mr. Glass says that on one occasion a message from Sir Charles Wood was sent from Alexandria to Malta in five minutes, but although a message of great importance on business of the State, it took the whole day to send it from Malta to the first Italian station. The only satisfaction that could be obtained was that it must wait, as they had their own State messages to dispatch, which in many cases may have been some clerk asking another clerk, at another station, some unimportant question.

Then again, the through messages are often delayed a whole day or more, being considered subordinate to local business. With the Turks and Egyptians matters are still worse, as they are known to retard the dispatches entirely through wilfulness or idleness. A clerk will perhaps watch the instrument, smoke his cigarette, and say, "Let them call," if he is not too lazy even to make that remark; and to show to what extent this is carried in Egypt, the Viceroy, although he has the whole thing in his own hands, and his own clerks, prefers paying the Malta and Alexandria Company some £200 to £300 a-year for his private messages, rather than send them by the State lines. Now with such material, is it to be wondered at that the telegraph system between India and Europe has been the laughing-stock of the World? In spite of this, between Constantinople and Fao, a distance of 1,950 miles, there were in 1866 only two English and two French inspectors—the rest of the staff, including instrument clerks, were Greeks and Armenians.

Happily, however, this wretched apology for a telegraphic organization is nearly at an end, the lines already alluded to being in a forward state, and when open for traffic will be worked under one management, and entirely by English electricians and operators. An improved system of automaton repeating will also be adopted, so that the transmitting clerk in London, at one operation, will be able to forward the message direct either to Calcutta or Sydney.

This ingenious arrangement, although by no means new, I will explain more fully presently. I do not wish you to understand that the direct signalling will always be made use of, nor would it be always expedient to do so, as in that case the entire line would in some instances be occupied with a message, perhaps between two intermediate stations, when, by dividing it into sections, several local or short distance messages could be going at the same time. It is also necessary for long circuits, or where a system consisting of many circuits is worked as one, to transmit much slower and firmer than when working over a few hundred miles of line.

Not only will the new lines in progress be the means of augmenting the speed of telegraphic communication between India and England, but they will stimulate the representatives of the several administrations at present in operation to increased vigour, and will, I have no doubt, cause the French and Austrian Governments to give additional facilities and perhaps special wires for the through business, rather than lose the tolls now charged for messages passing over their lines. The charges have already been considerably reduced, and as competition is sure to follow, a further reduction may be anticipated.

There is also an additional reason why English messages should, if possible, be confined entirely to lines under British control and worked by English operators. It is pretty well known that all telegrams passing through France are liable to inspection, and if considered of sufficient importance, copies are retained, which are placed before the Director-General of Telegraphs, and not sent forward until he gives his consent. This is a matter of very serious moment where State telegrams of the utmost consequence are concerned, perhaps referring to the very Government through whose hands they have to pass. It may be said they could send their messages in cipher, but cipher messages are anything but safe, as the alteration of a single letter may alter the sense and meaning of the whole despatch.

The working of the lines through India has been by no means satisfactory, as may be gathered from the official reports of the Director-General of Telegraphs in Calcutta. The average time occupied in the transmission of messages between Bombay and Calcutta was forty-eight hours; now this to me appears perfectly incomprehensible, unless the operators try all they can to retard the business instead of facilitating it.

In these Colonies—take the Northern circuit for instance, from Sydney to Townsville, nearly the same distance—I have seen replies to messages received in Sydney within the hour by hand-repeating at Tentfield, and this may be considered a busy circuit, there being only one wire for the whole of the business between this Colony and Queensland and the intermediate messages for thirty-four stations.

There is certainly one very great difficulty which presents itself even on well conducted lines—that is, in bad weather, or during atmospheric disturbances—the impossibility of making the instruments record the signals correctly. The atmospheric wave, when a thunderstorm is near, will completely neutralize the battery current, causing the letters every now and then to be jumbled up in a most grotesque manner, turning A's into T's, M's into L's, 9's into 5's, &c.; so that, unless the instrument clerk is assisted a little by the context, the messages would be sent out very similar to those which have passed over the Indo-European lines.

If this difficulty exists with highly-trained English telegraphists, what must it be with badly-educated foreigners, who do not understand a word of our language? Then the lines are not sufficiently insulated, the line men not understanding the circuits, or the difference between conductors and non-conductors, so that you will frequently see the main wire tied on to an iron bracket, or perhaps an iron post with a piece of galvanized binding wire, which, being a good conductor, renders the line utterly useless, all the messages being at once conveyed down the post to earth. In the early days in this Colony similar stupidity was practised, the line sometimes tied up to a post with rope, which in wet weather would become a conductor, and carry off the current to earth.

The line from Calcutta to Rangoon and Moulmein, where the Indian telegraphs at present terminate, has been liable to many interruptions, more particularly during the S.W. monsoons,—the line, in my opinion, having been carried too near the coast; but I was informed by Major Murray, the Deputy Director-General of Telegraphs in India, that the Government intended making very considerable repairs to the land line, or perhaps lay a submarine cable direct from Rangoon to Calcutta, which latter would perhaps better meet the difficulty.

This now brings us to the first gap to be filled up, from Rangoon or Moulmein to Malacca, a distance of about 1,000 miles. This section I never considered the Australian Colonies should have anything to do with, the cost of which should be chargeable, partly to the Indian Government and partly to the proposed line to China and Japan. It is a circuit we are completely shut out from by the intervening Netherlands-India telegraphs, and a work over which we can have no control.

There are two proposals, however, for this section—one by Mr. Gisborne, for a submarine cable touching at King's Island and Penang to Singapore, forming a portion of the line to connect Saigon, Hainan, Hongkong, Amoy, Foochoo Foo, Shanghai, and Japan; this cable will be about 1,200 knots in length, and estimated to cost about £500,000—the other by the Telegraph Construction and Maintenance Company, who have undertaken to carry out concessions obtained by the Eastern Asia Telegraph Company, which have since been made over to them, to complete the communication between Moulmein to Penang, Malacca, and Singapore, entirely by land line, or partly by land and submarine cable, also a land line from Moulmein to Bangkok in Siam, and a further extension to Saigon—both lines to be undertaken immediately. So that all doubts as to this section not being filled up may now be set at rest.

This leaves only a short length of cable of about 100 miles from Malacca to Siak to connect the lines in Sumatra and Java with the line down the Malay Peninsula; a provisional concession has been applied for from the Government of Netherlands-India, by Mr. Alexander Fraser, of Batavia, which, if granted, will give unbroken communication from London to Banjowangi, on the east coast of Java.

There now remains the portion which may be styled the Australian section, to be dealt with, and I think I shall be able to show that with a little combined action how very inexpensively this great work can be completed.

The Telegraph in Queensland will, at the end of this year, be in operation to Cardwell, Rockingham Bay. The Government of that Colony, to whom great credit is due, have cautiously but persistently pushed their works northward, almost before the requisite population for its support had formed the tract. The Gilbert Gold Fields will, I have no doubt, give the construction of the line towards the Gulf of Carpentaria additional impetus, and we may expect to be able to speak the Gulf of Carpentaria before the end of 1870.

The cable, which forms the last link in our chain, if taken from Normantown, will be about 1,900 miles in length, and will cost, when laid, about £500,000; and I do not think a good cable suitable in every way for the sea in which it is to be deposited could be successfully laid for less; the soundings, except in a few places, are good, and the coral reefs can be avoided.

From a letter received from Mr. Alexander Fraser, dated Batavia, April 10th, 1869, it appears application has been made by that gentleman to the Government of Netherlands-India, for a concession to land a cable on the east coast of Java, to connect Australia, at the head of the Gulf of Carpentaria, under a subsidy or guarantee, at the option of that Government. If this is granted, which he has every reason to believe it will be, he proposes to ask a similar guarantee of 7 per cent. per annum from the several Australian Governments on the cost of construction, which, I think, may be set down at £500,000, instead of £550,000 to £600,000, as proposed by Mr. Fraser—one-half of the guarantee to fall on the Java Government, and the other half on the Colonies jointly; this would leave for the Colonies a mere nominal sum of £17,500 to be subscribed annually, which might for the first year be taken rateably on the basis of population, or in accordance with the proportions paid by each Colony for postal communication *via* Suez, until it could be ascertained to what extent the line was availed of by each community. The proportion for this Colony would be the small sum of £4,375 per annum, which I feel sure we should never be called upon to pay, as the traffic will more than cover the 7 per cent. after paying working expenses; so that we simply have to run the risk of being called upon to pay £4,375 per annum, to obtain those inestimable benefits which we have already secured to ourselves on a small scale, by our Intercolonial system of telegraphs, but which will be of ten-fold importance when we are within a few hours' speaking distance with the civilized World.

We shall find, by going back a few years, that we have already promised to do even more than this. When Mr. Gisborne visited Australia in 1860, the Legislature of this Colony and that of Victoria passed resolutions with a view of providing an annual subsidy of £22,625, for the purpose of connecting Moreton Bay with Java by a telegraph cable, but the Home Government having refused all encouragement to the scheme the proposal fell through, and owing principally to the small prospect until lately of the Rangoon and Singapore section being undertaken, the entire matter has been in abeyance.

Mr. Gisborne's line from Brisbane to Java was not well supported either in Victoria or South Australia. Mr. M'Gowan, the General-Superintendent of Telegraphs in the former Colony, having been in favour of a line *via* King George's Sound, and Mr. Todd holding a similar position in South Australia, having favoured a line from Adelaide, following Stuart's track, through the centre of the Continent to Northern Australia. Neither of these routes appeared at the time feasible, nor do I think even at this date, lines of telegraph could be cheaply constructed or maintained over an uninhabited country. A new aspirant has lately advocated the King George's Sound route, with the view of forming a company for a line to Western Australia and on to Java, but his calculations and distances are so absurd that he has met with little or no support, and I think both the gentlemen above alluded to have now arrived at the conclusion that the Queensland route is the best.

As regards the burden to be borne by the several Colonies, even supposing they are called upon to pay, will be so insignificant that it will scarcely be felt; but as all main trunk cable lines have proved more than self-supporting, and in nearly every instance returned very high rates of interest, I am of opinion that no portion of the annual guarantee will be required. In support of which, I will quote the three large cable undertakings now working, and show their gross earnings:—

Name of Cable.	Length in Knots.	Cost.	Annual Revenue.	Interest on Capital.	Weight in Tons per Knot.
Malta and Alexandria	1,330	£480,000 0 0	*£96,200 0 0	per cent. 20	2.13
Persian Gulf	1,176	400,000 0 0	96,000 0 0	24	3.06
Atlantic Cable	3,748	1,200,000 0 0	400,000 0 0	33½	1.75 { 1865 1.50 { and 1866

* The receipts vary so much on this line, and the revenue therefore can only be taken as an approximation.

The working expenses are a mere trifle, to be paid out of these sums, except when the cables are injured, when a considerable outlay is required; but even then the maintenance expenses are not very much felt, as they are generally paid out of reserve funds for renewals, the same as adopted by large ship companies.

The imports and exports to and from Australia are also so extensive as to warrant our guaranteeing the whole 7 per cent. even without the contemplated assistance from Java. The Australian imports and exports amount annually in value to nearly 40 millions pounds sterling, with a gross tonnage of 1,121,424 tons. The commercial transactions, induced by this enormous sum annually, would be sufficient to pay an ample dividend, without falling back on the guarantee.

30,000 messages per annum through the cable would more than pay the working expenses and the 7 per cent. interest; that would be proportioning 30s. as a fair charge for the submarine line.

The charge for messages of ten words to England, I think, might be approximately calculated at £4 19s., to be divided in the following manner:—

	£	s.	d.
†United Kingdom to India.....	2	0	0
India to Siak	0	10	0
Java and Sumatra Lines	0	5	0
Java and Australian Cable	1	10	0
Sydney to Gulf of Carpentaria.....	0	14	0
Total	4	19	0

This cannot be considered too high a charge for a distance of 13,676 miles, as under—

London to Berlin	591	miles
Berlin to Vienna	580	"
Vienna to Constantinople	919	"
Constantinople to Fao	1,950	"
Fao to Kurrachee	1,176	knots, or 1,872 "
Kurrachee to Rangoon	1,500	"
Rangoon to Malacca	1,000	knots, or 1,166 "
Java lines, say	1,500	"
Banjowangi to Normantown, Gulf of Carpentaria.....	1,900	knots, or 2,216 "
Normantown to Cardwell.....	360	"
Cardwell to Sydney	1,572	"
Total number of miles	13,676	"

The Government of South Australia will, I have no doubt, negotiate for a station at Port Darwin, in their northern territory, and may be induced to construct a land line to the Queensland boundary; this would shorten the submarine portion very considerably, but the annual charge for working expenses and maintenance of the land-line would perhaps cost more than the 7 per cent. on the outlay for the cable.

It is curious to take a glance at the nature of the business transacted by the Telegraph, and how large consignments are disposed of, in some cases, before the vessels have left the port of departure. Take for instance a shipment of cotton from India, say 500 bales, consigned from Madras to a firm in London or Liverpool. The shipper telegraphs to the consignee, "I have shipped 500 bales of a certain class of cotton," and authorizes his agent to sell at once on the water. This is done, and a reply is sent to the Madras shipper, who, instead of waiting weeks and months for the return of post, repeats the operation, knowing the fate of the first consignment. Therefore he can do a much larger and safer business with less funds. So that a manufacturer in England could order his cotton or silk from India or China, and could be advised of the purchase and shipment, and have the satisfaction of knowing he had been drawn upon for the amount, all within a few days.

The banking business between India and Europe is now very largely conducted by telegraph. Advances are received of remittances and drafts to be provided for very often several weeks in advance of the arrival of the mails.

I could multiply examples of the uses of the Telegraph *ad infinitum*, but think it would scarcely come within the province of this paper, so will now conclude with a short description of the kind of cable I would recommend for the Australian section. I have here a very good sample as to general manufacture and strength, but would prefer that the copper conductor should be not less than 250 lbs. to the nautical mile, the gutta-percha and Chatterton's compound for the insulation, 300 lbs. to the mile, the outer coating-wires could be increased or diminished in thickness, according to the depth of water, which in some places varies considerably. (*Vide* soundings taken by H.M.S. "Salamander.")

The outside covering consists of two layers of a bituminous compound, composed of mineral pitch, silica, and Stockholm tar, with two servings of hemp or jute, the whole passed under heavy rollers when in a plastic state.

I will now explain how the through circuits by automaton repeaters are worked, so that a new and independent circuit is brought into operation, forming sections of from 600 to 1,000 miles. I have endeavoured to place this matter before the meeting in as simple a form as possible, with a hope that it will further a work which I have lost no opportunity of promoting, and trust that it may be taken up with that spirit which the people of this Colony have constantly displayed in pushing forward reproductive and useful undertakings, such as railways and telegraphs.

Mr. Cracknell then showed by the batteries and instruments on the tables before him how a through circuit is worked by automaton repeaters, by which new battery power was picked up; and, for the purpose of demonstrating how slight was the retardation to the electric current, he caused it to fire a small piece of gun cotton placed at the end opposite to that from which the current was transmitted. The ignition of the cotton was almost instantaneous. He also illustrated the method of detecting breaks in the line by means of the electrical balance.

Mr. Smalley, the Government Astronomer, moved a vote of thanks to Mr. Cracknell for his valuable paper, which he said was one of unusual interest, and on a subject of the greatest practical importance. It would, no doubt, attract attention throughout the World.

Dr. Bedford seconded the resolution.

The Chairman said that he heartily joined in the vote, and it was thereupon unanimously agreed to.

Mr. Cracknell having appropriately acknowledged the compliment, His Excellency then left the chair, and with the rest of the company spent some time in the examination of the instruments.

No. 2.

AUSTRALIAN TELEGRAPH CABLE.

H.M.S. "Serpent," Point de Galle, Ceylon,
9th March, 1869.

Sir,

I have the honor to forward herewith, for the information of the Lords Commissioners of the Admiralty, the results of my investigations on the sea-bed between Java and Timor, obtained under the following circumstances:—

2. I was ordered, in May, 1863, by Vice-Admiral the Hon. Sir H. Keppel, K.C.B., Commander-in-Chief of the China Station, to proceed from Japan, *via* Hong Kong, to the Eastern Archipelago, for the purpose of taking deep-sea soundings eastward of Java, as a preliminary to the extension of the electric telegraph by a submarine cable, if practicable, to Australia.

At the same time I received instructions for my guidance from the Hydrographer of the Admiralty, by command of their Lordships, together with charts on which were denoted the routes which were deemed most desirable to be examined.

3.

† "Telegraphic communication with India," by F. Gisborne, 1866.

3. I left Hong Kong accordingly on the 27th June, and, arriving on the ground about the time the S.E. monsoon had abated, found no difficulty in performing successfully the service required, which was completed in November last.

4. I have now the honor to transmit a report thereon, with plans and sections, exhibiting the depths, nature, and gradients of the sea-bed between Java and Timor (by the south), as follows:—

Plan 1. Charts showing depths and section.

Plan 2. Chart of Baly Strait, Java.

Plan 3. Plans of Pampang Bay, Baly Strait.

5. I have also made a collection of specimens of the bottom from all depths, which I have retained on board until my arrival in England.

6. In conclusion, I am desirous of recording my high appreciation of the assistance rendered me by Senior Lieutenant Charles Vernon Anson and Navigating Lieutenant Edward Scobell Clapp.

The proximity of the land necessitated our taking soundings at average intervals of twenty miles. This entailed considerable labour, both by night and day; but the spirit with which these officers entered on their task, their untiring energy and intelligent zeal, command my thanks and approbation.

I have, &c.,

CHAS. BULLOCK;

Commander.

The Secretary of the Admiralty.

REPORT on the Extension of the Telegraph by a Submarine Cable from Java towards Australia.

Introductory.

1. The growing national importance, both politically and commercially, of connecting Australia with Great Britain by means of the electric telegraph, having been recognized, and the time arrived for taking the first steps towards that end, Her Majesty's ship "Serpent," under my command, was ordered by the Lords Commissioners of the Admiralty to be detached from the China Squadron for the purpose of taking deep-sea soundings eastward of Java, as a measure preliminary to the laying of a submarine cable, if practicable, between that island and Australia.

Routes proposed.

2. For this purpose their Lordships' Hydrographer furnished me with instructions concerning the routes proposed to be examined, which included (1) a line direct from the S.E. point of Java to Roti Island, off Timor; and (2) an alternative line from Java to Celebes, and thence to the N.E. point of Timor, which latter was only to be examined in the event of the depths over the direct line being found so great as to be unsuitable for laying a cable, or of circumstances occurring to prevent their being satisfactorily obtained.

Route adopted.

3. The result of the examination of the direct line was unexpectedly favourable. The depths were found moderate, instead of being, as was apprehended, excessive. In consequence, any consideration of the alternative routes was rendered unnecessary.

Report and plans.

4. This Report, therefore, refers exclusively to the direct line through the Indian Ocean from Java to Timor, and is illustrated by the accompanying plans:—

Plan 1. Chart of the route, showing the deep-sea soundings, with sections.

Plan 2. Chart of Baly Strait.

Plan 3. Plan of Pampang Bay, the landing-place of the shore end of the cable.

Method of examination.

5. Unlike ordinary oceanic routes, where a single continuous line of soundings, taken at regular intervals, satisfies the conditions of examination, the route in question passes along a chain of islands, at some parts almost touching its prominences, at others receding considerable distances from the land. It appeared to me, therefore, that the ordinary system of sounding would not furnish sufficient reliable data from which to deduce the best course for laying a cable, but that it would be necessary so to conduct the sounding as to obtain sections of the dip of the coast at the various points that the cable approached somewhat closely.

Objections to a more extended examination.

6. The weather being highly favourable, I studied to carry out this object, deviating as little as possible from the route laid down in my instructions. Lest, however, it should be advanced that the examination might with advantage have been of a more elaborate and complete character, it behoves me to say it would not have been expedient, nor did the terms in which my orders were expressed point to any extended examination of the bed of these seas; on the contrary, they rather implied that a limited number of soundings was all that could be expected, and would be deemed satisfactory.

Further, if the western part of the route had proved unsuitable (and the very deep, though not known to be erroneous, soundings on the chart gave reason to apprehend that it would), the loss of time would have been both vexatious and unprofitable.

Connection with previous explorations.

7. As this work was commenced from the east, I shall here follow the whole order of description from east to west. Roti Strait was first examined, also Semaou Strait, leading to Timor Koepong. In both the bottom proved suitable for a cable. I then extended the soundings eastward, within a moderate distance of the western soundings obtained by H.M. "Salamander," and imagined there was a satisfactory connection; but a new chart recently published by the Admiralty places a sounding of 75 fathoms coral midway between our terminal soundings. This utterly breaks the contiguity, and moreover, raises a doubt as to whether the north-western extension of the Sahul bank be not connected with the coast of Timor.

Before any cable can be laid, I am of opinion that this point should be cleared up; for if it passes over a bank of coral knolls there would be great probability of failure.

Conjecture as to depth of no value.

8. The great depth (1,120 fathoms) found near the south coast of Roti, countenances the presumption that there does exist a deep channel between Timor and the Sahul bank, and I should incline to that view, had not experience decisively taught that conjecture is always at fault, and an opinion so formed valueless.

Timor to Australia.

9. Referring to the route from Timor to Australia, a careful study of the chart, combined with long experience, leads me to the opinion that the laying of a cable through the Arafura Sea is a precarious undertaking, for the shallow sea-bed appears to be strewn with coral knolls, to avoid which it would be necessary that another vessel should precede the paying-out vessel, keeping her lead continually going, to ascertain the nature of the bottom, and give warning of coral, if encountered.

With this precaution, with a cable better protected than that used west of Timor, and choosing the fine months of the year to lay it, the conditions of success will be raised to a maximum.

Seasons for laying the cable.

10. The favourable season in autumn for laying the cable is March and April, at the end of the N.W. monsoon; in spring, October, November, and half December, at the close of the S.E. monsoon. Of the latter season only have I had experience; the weather was then fine, with a light S.E. monsoon, and the swell in the Indian Ocean only slight.

Difficulty of repair.

11. The extreme difficulty and attendant expense of effecting the repair of a cable at so remote a part of the World, would justify, as a measure of prudence, any additional first outlay which would tend to guarantee certainty in result by security against possible injury. The lamentable failure of the Singapore and Batavia and of the Red Sea lines are traceable to the neglect of precautions.

Roti

Rotti Strait.

12. The cable may, if considered advisable, to save distance, be carried through Rotti Strait.

The depths are sufficient (70 to 90 fathoms); to obviate possible injury from the heavy ground swell caused by the S.E. monsoon or trades, and a mud bottom may be in all probability ensured, but I should advise the same precaution as mentioned in par. 9.

Intermediate Station at Timor Koepang.

13. If it be resolved to have an intermediate station between Java and Australia, Timor Koepang should be the place selected. The cable would then enter Rotti Strait by the west, and pass up Semao Strait, the shore end being landed at a suitable place on the eastern (Timor) shore of the latter strait, equally protected from S.E. and N.W. winds, which blow with great violence in their alternate seasons. In Koepang Bay the only practicable place for landing the shore end is the head of the bay, Koepang roads being exposed to the gales of the N.W. monsoon, which render the anchorage precarious during that season, during which vessels are compelled to anchor over at Boorong, the coal depot, on the north side of the bay.

Cable route near Rotti.

14. If Koepang be adopted as an intermediate station, it would probably be laid between Savu and Rotti, arriving at Koepang direct from the westward. Thence it would pass down Semao Strait, and leave Rotti Strait by its eastern entrance. If the cable be laid direct, it will be a question for the projectors of the line whether they will lay it through Rotti Strait, or to the southward of Rotti.

15. The Islands Savu, Banjoar, and Hocky, are situated on a bank. The section (on G. H. I., plan 1) shows Hocky, which is an upheaved coral reef, to rise from an inclined plane at the depth of 700 fathoms sand. I would, therefore, recommend the cable being laid outside Hocky in a depth exceeding 800 fathoms. The island is surrounded by a sea-bottom composed of coarse coral sand, coral debris, and corallines, which become finer in character as the distance from the island is increased.

Direct line.

16. South of Sumba the cable should pursue the course indicated on plan 1, by the double red line. The single red line is perfectly direct, and 4 miles shorter, but impracticable on account of its close proximity to the island of Hocky.

17. It crosses the deepest water south of Sumbawa in 1,850 fathoms, but the slight deviation proposed reduces the depths 200 or 300 fathoms.

The contours of the sea-bottom appear here to be remarkably regular, and to run nearly parallel to the general line of coast.

18. The charts show, near this locality, depths not obtained with 2,000 and 2,980 fathoms of line, but they are imaginary, and probably the results of circumstances which were unfavourable. There can be no question of the accuracy of the present soundings, all of which were taken from a boat; indeed the probability is in favour of their being always less than is indicated on the plan.

19. Baly Strait, through which the cable must be taken to sea, required almost a re-survey, on account of the difficulty experienced in ascertaining the ship's position—a matter of importance in laying the cable in the narrow, serpentine, deep water channel of the strait, where alone an ooze bottom can be found.

The variation of the compass proved to have been the chief impediment, as it was subsequently observed to be a degree more easterly than shown on the charts. Some care will be necessary in following the proposed cable route out of the strait, and I should recommend that advantage be taken of the period of neap tides. The tides and currents are most complex and irregular, and not to be learned readily by a stranger.

20. This deep water channel is contracted to 2 miles width near the entrance of the strait, by rocky ground on either side, which may be seen by reference to plan No. 2.

The Baly ledge on the east side appears to be an extension of the Baly shore; it is of coral, and may have less water than shown on the chart, as it was not examined. The same remark may apply to the Java ledge, which is of rock, and is evidently a plateau extending from the shore, over which was found a uniform depth of 218 fathoms. Higher up the strait, the Prince of Orange coral bank divides the channel into two, the northern of which is to be preferred, as the wider and more direct.

Serpent Bank.

21. It will also be seen, by reference to plan No. 2, that the bed of the strait rises suddenly, forming a plateau having a slight incline and steep declivity.

The character of the bottom is one highly injurious to the proper preservation of a cable (and appears to be of rock overlaid with sand, mud, gravel, corallines, and hard black angular stones, resembling lava), especially at the edge of the plateau. After several days' search one spot was found at which the bottom was of a less unfavourable nature; and here, at 10 miles east of Mount Ikan, the proposed line has been drawn on the plan.

Towards the entrance of Pampang Bay the ground is chiefly sand and mud, varied by a little coarse sand and stones.

Pampang Bay.

22. The western shore of Pampang Bay has been selected for landing the shore end of the cable; the reasons for its selection being, that it is the only place protected from the heavy swell which the S.E. monsoon rolls into the strait, and that the shore is soft mud, overlaid here and there by fine black sand, admirably adapted for the purpose, as also is its approach. The coast between Pampang and Banyu-Wangie, the present terminus of the electric telegraph, is, in addition to being thus exposed, exceedingly rocky, whilst the distance between the two places is only $14\frac{1}{2}$ miles, or about 17 by the road, which is gained from Pampang Bay by a bridle-path along the shore. Pampang is a small Javanese or Malay village, and has the character of being very unhealthy, especially at the changes of the monsoons.

23. *Plan No. 3* illustrates how the cable should be laid. Starting from the creek south of the village, it is carried directly across the wide mud flat fronting the shore as far as low-water mark, which leads sufficiently wide of the usual anchorage of small craft off the village. Thence it crosses the bay diagonally, on a line marked by two white beacons, until the western extreme of Mount Ikan bears south, whence it advances westward in a long sweep across the "Serpent" Bank. The beacons should be large and conspicuous, to indicate where it would be illegal for a ship to anchor.

24. All the sand is black, and contains iron, which is also found in all specimens of the bottom, in the vicinity of Baly and Lombok and Java.

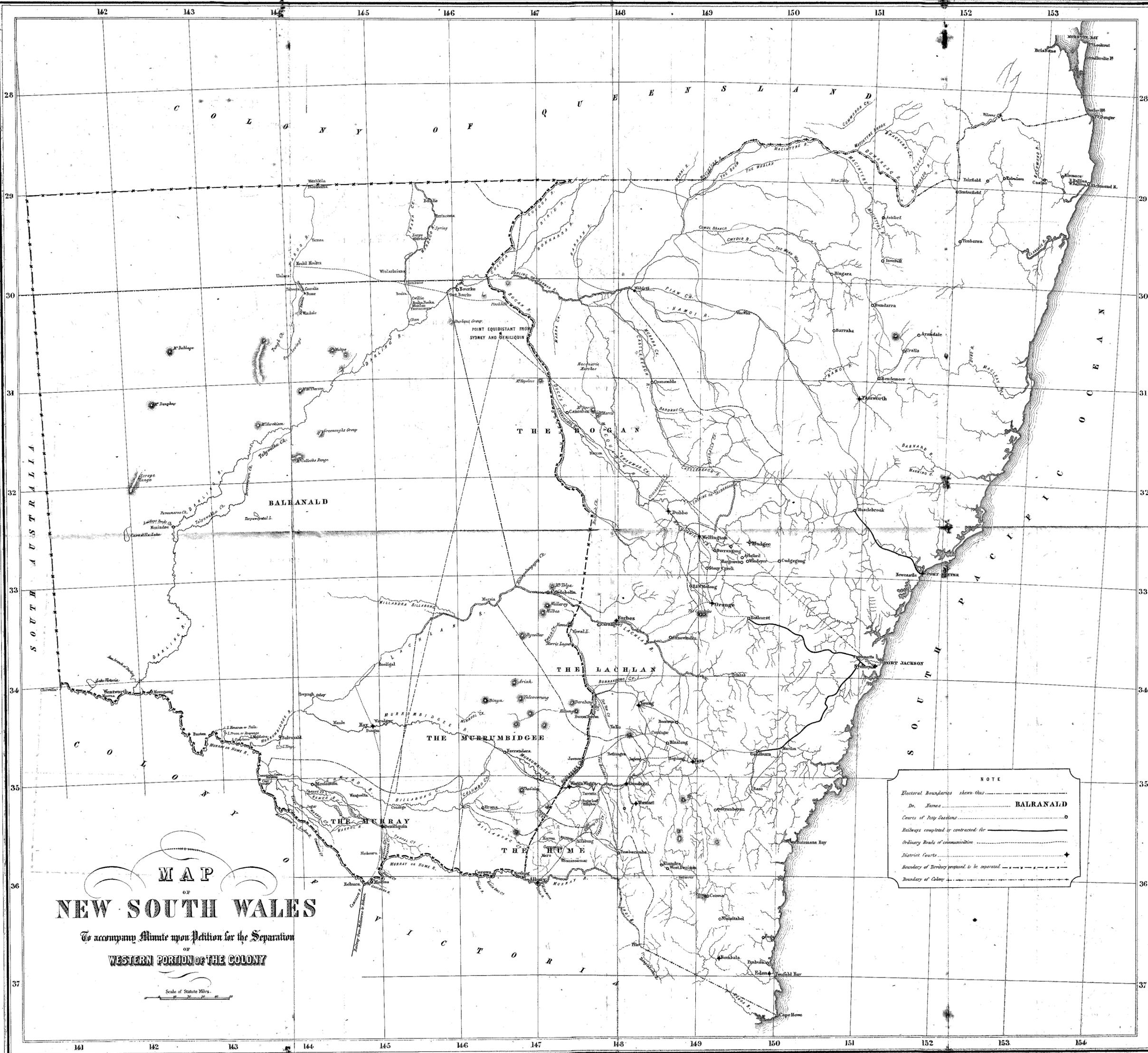
Specimens of the bottom.

25. A collection of specimens has been made from all depths, especially from the "Serpent" Bank in Baly Strait. They will be retained on board till the "Serpent's" arrival in England.

CHAS. BULLOCK,
Commander, R.N.

Her Majesty's Ship "Serpent,"
Point de Galle,
10th March, 1869.

[One map.]



MAP
OF
NEW SOUTH WALES
To accompany Minute upon Petition for the Separation
OF
WESTERN PORTION OF THE COLONY

Scale of Statute Miles.

NOTE

Electoral Boundaries shown thus: ————

Do. Names **BALRANALD**

Courts of Petty Sessions ○

Railways completed or constructed for ————

Ordinary Roads of communication - - - - -

District Courts +

Boundary of Territory proposed to be separated - - - - -

Boundary of Colony - - - - -