

REPORT

BY

M R . H A L C O M B E ,

IMMIGRATION OFFICER.

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PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF  
HIS EXCELLENCY.

---

WELLINGTON.

—  
1872.



## REPORT BY MR. HALCOMBE, IMMIGRATION OFFICER.

MR. HALCOMBE to the Hon. J. D. ORMOND.

SIR,— Immigration Office, Wellington, 18th July, 1872.  
I have the honor to submit, for the information of the Government, the following report of the Immigration Department for the North Island.

This being the first report since the assumption of the sole control of the work of immigration by the Colonial Government, I propose to arrange the subject-matter of my remarks as follows, namely:—

1. The circumstances of the North Island with regard to immigration on the administration being assumed by the Colonial Government.
2. Arrangements made with the Agent-General and others for the introduction of immigrants to the North Island.
3. The action of the Department.
4. General observations on the subject.

1. *Circumstances of the North Island with regard to Immigration on the Administration being assumed by the Colonial Government.*

As compared with the Middle Island, the northern portion of the Colony was, at the time of the inauguration of the immigration policy, entirely unprepared for any large influx of population. For many years past, owing to the Native disturbances, no regular or systematized immigration had been attempted by any of the Provinces. While Canterbury and Otago had for some years been adding largely to their population by a most carefully organized system of immigration, all the North Island Provinces, with the exception of Auckland, had been solely dependent for any increase of their numbers on the natural increase of the settled population; and even in Auckland, the addition to its population was confined exclusively to an unaided migration of miners from other parts of the Colony to the gold fields at the Thames.

It follows, therefore, that whereas in the Middle Island the effect of the adoption of a great colonizing policy of immigration was to necessitate the enlargement of the existing system and appliances with comparatively little alteration, in the North Island the first duty devolving on the Department was to commence *de novo*, and create the necessary machinery to carry the new policy into practical effect.

There is, moreover, a material difference between the circumstances of the two Islands, which I may be pardoned for referring to, as it has a most important bearing upon the immigration question. The present population of the Middle Island having been able to occupy without hindrance the whole of the country, and being engaged as it is to a large and growing extent in agricultural operations, can absorb a much larger and more constant stream of labour than can the North Island settlers, with their present limited area, and the greater natural difficulties in the way of locomotion and agricultural operations which their country presents.

While, therefore, in the Middle Island, the work of the Immigration Department consists chiefly in aiding the different settlements to enlarge themselves, in the North Island it principally assumes the form of founding a number of small new colonies on lands where Europeans have hitherto been prevented from carrying on even the first ruder processes of colonization.

This difference is abundantly evidenced by the various recommendations from the several Provinces published in the Parliamentary Papers of 1871; the balance of the Middle Island requirements being in the direction of labour to be employed by the settlers already in the Colony, while those of the North Island refer chiefly to the promotion of special settlements in connection with public works in districts recently acquired from the Natives.

2. *Arrangements with the Agent-General and others for the Introduction of Immigrants to the North Island.*

The Provinces of Wellington and Hawke's Bay alone made specific recommendations for the introduction of immigrants, and these recommendations had special reference to the formation of new settlements in connection with public works. Auckland applied for the introduction of small farmers, nominated immigrants, and single women. Taranaki deferred the question, as dependent on the extent of territory acquired for settlement, recommending only the introduction of 20 Scandinavian families, as labourers in the Opunake flax mills.

In accordance with these recommendations, instructions were sent to the Agent-General, on the 25th November, 1871, that the following number of immigrants were to be shipped before the end of the year 1872, exclusive of nominated immigrants, immigrants for special settlements, and any workmen who might be introduced under arrangements with Messrs. Brogden, viz. :—

Auckland	...	...	...	...	...	...	...	800	adults
Napier	...	...	...	...	...	...	...	600	"
Wellington	...	...	...	...	...	...	...	1,000	"

Independent of the continuous immigration from Great Britain which has been commenced through the Agent-General and his sub-agents in the United Kingdom, contracts have been entered into with foreign firms, as follows—viz., with

Messrs. Knorr and Co., of Hamburg, for 2,000 German and Scandinavian immigrants—1,000 at least to be sent before the end of March, 1872.

Messrs. Winge and Co., of Christiania, for 3,000 adults from Norway and Sweden.

Messrs. Horneman and Co., of Copenhagen, for 1,000 Danish immigrants.

The distribution of these immigrants among the various Provinces of the Colony has yet to be decided from time to time; but as the following shipments for the North Island have already been notified by the Agent-General, it may be expected that a supply sufficient to meet the North Island requirements is likely to be maintained. The shipments are—

"England," London to Wellington, arrived	9 March ...	...	90 adults.
"Celestial Queen," London to Auckland, sailed	17 April ...	...	90 "
"Halcione," London to Wellington,	" 26 " ...	...	200 "
"Hodvig," Christiania to Napier,	" 1 June ...	...	325 "
A ship, Glasgow to Napier, to sail	... " ...	(about)	250 "
A ship, Hamburg to Napier, to sail	... " ...	"	250 "

The nominated immigration up to 30th June, 1872, has resulted in applications for 613½ statute adults, distributed as follows:—

Auckland ...	...	...	326½ adults.
Napier ...	...	...	123 "
Taranaki ...	...	...	10½ "
Wellington ...	...	...	153½ "

I will now briefly refer to the following special settlement arrangements, which form an important part of the immigration work of the North Island:—

(1.) Wellington.—Colonel Feilding's Purchase, Manawatu.

At the close of the year 1871, the Hon. Colonel Feilding, as representative of the Emigrant and Colonist's Aid Corporation, a colonizing society in England presided over by the Duke of Manchester, entered into negotiations with the Government for the purchase of a block of land for colonizing purposes. A portion of the Manawatu Block was suggested as suitable to the requirements of the Corporation, and I was ordered to accompany Colonel Feilding through this block and the adjacent country. The result of the visit was the purchase on behalf of the Corporation of 100,000 acres of land, at 15s. per acre, and an undertaking to place on it 2,000 immigrants within the next five years, the cost of whose passage would be defrayed by the Colony.

I am informed that the Corporation is already actively engaged in carrying out its part of the contract; and as the quality of the land selected is exceptionally good, and its position is especially advantageous in many respects, I have little doubt that as a colonizing operation this arrangement will ultimately prove a great success.

(2.) Dutch or Scotch Settlement, Fitzherbert Town, Manawatu.

The Provincial authorities of Wellington have made arrangements with Mr. Engels, a settler of Manawatu, for the sale and occupation by immigrants from Holland, or from Scotland, of blocks of bush land in the township of Fitzherbert, Manawatu; and the General Government has agreed to contribute a sum equal to £7 10s. a head for every statute adult for the introduction of 50 families under this arrangement.

(3.) Nova Scotian or Canadian Settlement, Seventy-Mile Bush.

The Provincial Government of Wellington has also arranged for the sale and settlement of a fine block of 40,000 acres of rich lightly-timbered land in the Seventy-Mile Bush, with immigrants from Nova Scotia or Canada. The details of this arrangement have not yet been finally agreed on.

(3A.) Scandinavian Roadmen's Settlements, Seventy-Mile Bush.

The Government has decided to plant villages of Scandinavians, probably six in number, on the main road line through the Seventy-Mile Bush from the Ruataniwha Plains to Masterton. Of these villages three will be on the Napier side and three on the Wellington side of the Manawatu Gorge, and will consist of from 50 to 70 families each. About 200 families will probably be located during the present year, the immigrants being placed on 40-acre sections of land, which they will purchase at £1 per acre. A further reference to the terms of settlement, &c., will be found below.

(4.) Special Scotch Settlement, by Ruataniwha Plains, Napier.

The Provincial Government of Napier has reserved a block of 10,000 acres of bush land abutting on the Ruataniwha Plains, for a special settlement, and instructions have been sent to the Agent-General to send out 100 families of Highlanders to take up the block.

(5.) Small Capitalist Farmers' Settlements, Tauranga and Patea.

The necessity of encouraging immigration of a higher class than labourers only having been recognized by the Government, instructions have been forwarded to the Agent-General to offer blocks of land, from 100 to 500 acres, at Tauranga and at Patea, on the West Coast, on easy terms of deferred payment, to small farmers of sufficient capital to occupy them with profit to themselves and the Colony. The lands to be set apart for this purpose are portions of the confiscated lands at Tauranga, and of those within the Taranaki Province. They offer special advantages for agricultural operations; and if the terms proposed by the Government are at all largely availed of, a most valuable addition to the agricultural population of the North Island will be made, with every prospect of the continuance of such an immigration, as new blocks of land, presenting similar inducements to the same class of settlers, are falling into the hands of the Government by purchase from the Natives.

The tracing accompanying this report shows roughly the position of all the special settlements to which reference has been made.

3. Action of the Department.

Having received the appointment of Immigration Officer, on the 15th December, 1871, the first action taken after visiting the Manawatu District with the Hon. Colonel Feilding, to which reference

has been made above, was to take measures for the organization of the Department in the various Provinces.

The first step was the adoption of the system in use in the Canterbury Province, which, after careful revision of the immigration systems of all the Australian Colonies, was found to be the simplest, and at the same time the most complete in all its details; and I have to acknowledge the valuable aid and information rendered me by J. E. March, Esq., the Immigration Officer of the Middle Island, to whom, I understand, is chiefly due the perfection to which the Canterbury system had been brought.

I was then instructed to accompany the Hon. Mr. Ormond on a visit to the different Provinces, with a view of providing the necessary barrack accommodation, &c., at the several ports for the reception of immigrants. As the result of that journey, it was found that the old military barracks at Wellington, Napier, Auckland, and Taranaki afforded ample accommodation, with little alteration, for the reception of 300 to 400 immigrants at a time, at either of those ports. These have all now been put into order for immigration purposes, and the cost of the necessary repairs and alterations has been as follows:—

Wellington	...	...	...	...	...	...	£762 17 0
Auckland	...	...	...	...	...	...	314 14 8
Napier	} Only a small expenditure required.						
Taranaki							

My attention was then directed to the selection of sites for special settlements in connection with the Public Works authorized by the General Assembly.

For the purpose of obtaining information on this subject, I made two journeys through the Seventy-Mile Bush, between Napier and Wellington. I also explored the Parce Karetu, a block of 47,000 acres lying between the Turakina and Rangitikei Rivers (see tracing) a report of which is attached. (Appendix A.)

The result of these journeys may be briefly stated. Three sites containing about 8,000 acres in the aggregate, distant about ten miles apart, and suitable for the location of about 200 families, have been selected in the Napier Province on the main trunk road line from the Ruataniwha Plains to the Manawatu Gorge. They are now being surveyed into forty-acre sections, on which it is proposed to place labourers, chiefly Scandinavians, and to give them the work of forming the road or tramway. It is expected that the whole of these sections will be occupied by the end of the current year; and as the settlements are in the neighbourhood of fine blocks of totara timber, sufficient employment, independent of the improvement of their land, will be found for the immigrants for some time after the road work is completed.

On the same road line from the Manawatu Gorge southward to Wairarapa, owing to the fact that much of the land through which the line passes is still in the hands of the Natives, only one site for settlement has yet been selected. This is 4,000 acres in extent, at the Wairarapa end of the bush. This block is also bush, and it is the intention to settle this in the same way as the reserves on the Napier side of the Gorge. Indeed the settlement of this may be said to have been already begun, the Scandinavian immigrants *ex* "England" having been temporarily located near the reserve, with the intention of placing them in occupation so soon as the sections shall have been surveyed.

The result of the journey reported in Appendix A., is only of importance at present as showing that a similar process of colonizing and opening up an important district on what must be a main high-road to the interior plains may hereafter be adopted.

The first and only shipment which has arrived for the North Island since the sole control of the immigration was placed in the hands of the Colonial Government, was that of 91 adults, chiefly Scandinavians, per ship "England," which arrived in Wellington on the 9th March last. On entering the port, it was found that small-pox had existed on board throughout the voyage from England, and that several of the passengers and crew were then suffering from the disease. Prompt measures were taken by the Board of Health, and owing to these, and a strict quarantine on Soames Island, the progress of the disease was stayed, and its spread from this source effectually checked.

The occurrence of this disaster hastened the action of the Government with regard to the establishment of quarantine stations. Permanent buildings are now in the course of erection at Soames Island, Wellington; and arrangements are being made at Auckland and Napier for the temporary reception on suitable sites for quarantine purposes of the passengers and crews of any infected vessels, should such arrive at either port before the erection of permanent establishments.

As the location of the immigrants *ex* "England" may be regarded as a precedent for future similar operations, I may be allowed to state somewhat in detail the arrangements made. Immediately after landing, they were taken up on foot to the site of their intended settlement near Masterton, Wairarapa. They were accompanied by a waggon carrying their baggage, a couple of large tarpaulins for temporary shelter, and a few necessary tools. On arrival, they immediately occupied themselves for about ten days in erecting temporary dwellings of split slabs. Their wives and families were then sent up in waggons to join them. Arrangements were made with a reliable neighbouring storekeeper to supply them, at their own cost, with provisions at moderate prices. The men were then set to work on small contracts to clear the bush from the line which is to be the main trunk road through the Seventy-Mile Bush, and on which, about four miles in, is the site selected for their settlement. The appended tabular statement (Appendix B.) shows their present liabilities to the Government for passage money, &c. These they will have to repay during the first two years, the amounts being deducted from their earnings by monthly instalments. These repayments made, they will then be called upon to pay for their land—40 acres—at the price of £1 per acre, by three equal annual instalments.

The party has now been at work more than two months; the majority, and especially the Norwegians, have made themselves thoroughly comfortable in their temporary location; they have earned very fair wages, have done their work more than ordinarily well, and with a few exceptions (among the Danish party), appear well satisfied with their position and prospects.

4. *General Observations on the Subject.*

No practical test of the labour requirements of the North Island having yet been applied, I am unable to speak positively on this point. Such labour as has arrived has been readily absorbed; and to carry out the public works projected, a large addition to the population will be requisite. There is a very general demand for female servants. It is also most desirable to promote special settlements of a class of persons able to employ themselves, or to hire labour.

Special settlement by companies or individuals responsible for the selection, location, and employment of the immigrants they introduce, is, under the present circumstances of the North Island, the most satisfactory form under which colonization can be carried on. Not only is a foreign agency thereby established which has a direct interest in sending out the best class of immigrants, but the Colony is relieved of much trouble and risk attending the settlement of immigrants dependent on the Government for employment.

I assume the "Feilding purchase" to be a type of what a special settlement arrangement should be, to offer a fair prospect of financial success on the one side, and a guarantee to the Colony on the other side that its requirements should be met. Divested of detail, this arrangement resolves itself into a gift to the Corporation of 100,000 acres of land, on condition of its being opened by a good road and settled within five years with a population drawn from outside the Colony numbering at least 2,000 adults. For although the Corporation pays £75,000 for the land, a direct return of £30,000 is made for passages of the Corporation's immigrants, and the road lines through the block to be made by the Colony will cost the greater part of the balance of the purchase money.

Viewed in this light, the transaction should be a profitable one to both parties. The colonizing company makes use of the power to grant free passages in order to sell its land to advantage, and the road work helps to employ its earlier settlers; while the Colony can look forward to an early and constantly increasing return in the shape of revenue from the imports and exports of the new settlers.

If any apology is necessary for me in making these remarks, it is to be found in the importance the question assumes when it is considered that the blocks of Native land now under negotiation for purchase by the Government, and likely to be from time to time falling into their hands, will certainly, for many years to come, offer opportunities quite as favourable as those presented by this Manawatu block for many similar operations; and as the Feilding contract, if performed, will do in five years what it has taken twenty years to accomplish in the neighbouring district of Rangitikei by the ordinary process of colonization, it is evident that judicious forcing by means of colonizing companies bringing foreign capital to the work, is worthy of every encouragement.

As regards the special settlements in connection with road works, though they certainly entail greater trouble upon the Government than either the nominated immigration or the special settlement by colonizing companies, they are nevertheless a most important branch of the present colonizing operations.

Hitherto the capital employed upon road works in new districts has generally fallen into the hands of men who left the locality so soon as the road was made. By such settlements as are now being made in the Seventy-Mile Bush, capital so expended is made the means of fixing the workmen upon the soil. A large portion of the earnings of the workmen will return to the Treasury either in the form of passage money repaid, or in moneys paid for the purchase of land, should the immigrants avail themselves of the right to buy the blocks upon which they are placed. The presence of small groups of labourers' families will moreover be a great encouragement to the employer of labour to take up the adjoining lands for agricultural or other industries which cannot be carried on without the occasional employment of a considerable number of hands.

The Scandinavian settlements at Palmerston, Manawatu, were the first experiments in this mode of colonization. The result already produced gives fair promise of success, notwithstanding that these people had exceptional difficulties to contend with. It is less than eighteen months since the first party was taken up there. At that time there was no sign of settlement in their neighbourhood. The land on which they were placed was dense bush. Their first winter was the wettest ever known. For many months the only road leading to their location was impassable, and the only means of transport was by canoe, at great risk, and at the cost of £7 10s. per ton from Foxton or £9 from Wellington. Yet now these people are, without exception, well satisfied and hopeful of their future. The married people, with only four or five exceptions, have built themselves good and neatly finished weatherboard houses, many with brick chimneys. Most of them have cleared small patches of ground, and they are now beginning to fall the bush extensively. Thirty-five out of fifty have already paid the first instalment of the purchase money of their land, at least ten more will do so next pay day, and 40 per cent. of the advances made by the Government has already been repaid. Considering the difficulties, more has, in my opinion, been done by these people than could have been expected, and a very valuable nucleus of a future population has been fixed upon the soil.

I augur well from this of the success of other settlements, where the same difficulties will not have to be encountered; but it is essential to that success that a large proportion of the people should be family men, for even with the same opportunities of earning money, and with much fewer demands upon their purse, the single men are not nearly as successful colonists; and whatever amounts may be expended on roads in a new country, it would be the means of fixing a far larger population, if earned by family men, than if thrown into the hands of workmen who have no family ties to bind them to any particular locality.

I have, &c.,

A. FOLLETT HALCOMBE,  
Immigration Officer.

The Hon. J. D. Ormond, Wellington.

## APPENDIX A.

Mr. A. F. HALCOMBE to the Hon. J. D. ORMOND.

SIR,—

Immigration Office, Wellington, 22nd June, 1872.

I have the honor to inform you that on the 5th inst. I proceeded from Marton, Rangitikei, in company with Mr. John Marshall and Mr. Charles Galpin, settlers of that district, for the purpose of exploring the block of land recently acquired from the Native owners, which is situate between the Turakina River and the Porewa Stream.

The objects I had in view in undertaking the journey were—

1. To ascertain the general character and quality of the block.
2. The facilities or otherwise of opening it up for settlement.
3. To find whether any favourable sites for special settlements along probable road lines existed.
4. Whether any line through the block could be found which might hereafter form part of a main communication from the settled district of Rangitikei to the Murimutu Plains.

We started on foot from the house of Mr. Galpin, which lies about three miles south of the northern boundary of the Rangitikei District, and travelling direct north from his house, reached the boundary line of the Rangitikei Block at the point indicated in the accompanying tracing.

From this point we travelled in a straight line northward and slightly by east, encountering very broken country as we were crossing at right angles tributary streams of the Turakina River. This course we continued for two days, until we arrived at what is evidently the main drain of the block towards the Turakina River. This is a small stream running through a narrow sandy valley, covered with coarse grass and manuka scrub. We could trace its course bearing S.W. for some miles down below the point where we reached it, and we observed its valley widening out, with alternations of small fern flats with manuka scrub and patches of white pine bush. From information gathered from the Maoris and from other sources, I learn that this stream receives the waters of nearly all those we had crossed, that it falls into the Turakina River about nine miles above the village, and that the valley maintains the same general features throughout.

The next day we ascended this stream for a few miles, when finding the valley contract, and walking in consequence difficult, we mounted a high ridge on the eastern side, and still keeping the general direction, found ourselves towards evening above a beautiful little lake about fifty acres in extent, completely buried among the high wooded hills. We named it Lake Marshall, and it is evidently the primary source of supply to the stream before referred to.

We camped at night on a very low, short, narrow saddle at the northern end of the lake, and about 15 ft. above it, and the next morning we were surprised to find a wide gully from 80 ft. to 100 ft. deep, opening out immediately behind us on to a large and comparatively open block—a confused jumble of low hills covered with fern and light scrub; these hills shedding their waters to the Turakina River through a gully running west and south, and circling round the other side of the hills which surround the lake on its western side.

Still travelling N.E., skirting this low-lying block for a short distance, we came on a very low narrow fern ridge or saddle, which is the watershed of the Turakina and Porewa Streams.

From this point we returned, and going S.E. descended by an almost imperceptible gradient through an open gully between fern hills till we made the valley of the Porewa, about five miles from the watershed saddle. Passing through a mile or two of flat bush, we came upon the Porewa Stream and the Native track, which is their high road to the interior, and found that we were about twelve miles above where the boundary line of the Rangitikei Block crosses the stream. Thence we made Marton again on the 11th instant.

As to the character of the block, it is extremely broken, although every part of it will be easily accessible from the main drainage stream up the different gullies. The only flat ground in the part we visited is a narrow strip in the main valley above mentioned, and a broader belt along the Porewa Stream.

Excepting in the valley of the Porewa, there is little heavy timber. The hills are covered with light scrubby bush as a rule, and we found not the slightest difficulty in making our way anywhere, not having to use our billhooks for more than a mile along the whole journey.

The soil is rich, light, and open, of rather a sandy character, and would be very easy and cheaply laid down in English grass. From the configuration of the country, it is naturally extremely well watered, and, although some of the hills appear high by comparison with their neighbours, the country as a whole lies low, so that the wind would not be much felt in any part of it.

It is a perfect paradise for the explorer or the pioneer settler. Stray cattle from the Rangitikei district have for the last twenty years been breeding undisturbed, and now roam everywhere in large mobs. The food supply we carried consisted of biscuit, with pepper and salt. The rifle or gun supplied us daily at eventfall with fresh meat, without going 100 yards out of our way to obtain it.

Regarding the probable road lines and prospects of obtaining good sites for settlement, I would observe,—

1. That the chief part of the newly-purchased block can be easily opened up by a very level and direct road, describing a semicircle from the western point of its southern boundary at the Turakina River; thence by the main drainage stream above referred to, either by Lake Marshall or through the low rolling hills (called *Parœ Karetu* by the Natives) to the low watershed of the Porewa; thence to and down the Porewa Stream to the eastern point of the southern boundary. Such a road would be about thirty miles in length, and would open up the whole block to Turakina on the one side, and to the Rangitikei, *en route* for Wellington, on the other.

2. The greater part of this road line would afford a continuous line of location for small farmers, and block settlements could be made in the *Parœ Karetu*, at the northern boundary of the block, and on another so-called "clearing," named the "Ongo," about five miles up the Porewa Stream from the south-east corner of the block.

3. The road suggested by the Porewa Valley from the settled district of Rangitikei will undoubtedly form a part of the shortest and best route to the interior plains. The point we reached is very nearly half-way to the open country under Ruapehu, and not only is there no difficulty in making a road so far, but peculiar facilities exist. The line is very direct; the land level; there is no stream of any consequence to deal with, and all up the Porewa Valley there is abundance of gravel. From the point reached we could see plainly that the road could be extended without any difficulty for four or five miles more among the low broken hills; and this would bring us within a very short distance of the rolling fern country which both Mr. Hogg and Mr Hales speak of as easy when they traversed it on their way down to the Turakina River from the plains. The Maoris of the district also assert the feasibility of such a line; and the lay of the country, as seen from where we were, confirms this view.

Though I have no doubt now upon this point myself, I much regret that want of time and the approach of bad weather prevented my going through to the plains; but I hope to be able in the early summer to place beyond a doubt this matter, which is of so great importance to the interests of the West Coast Districts, and the satisfactory solution of which will be the means of opening as extensive and fine a field for successful immigration as is to be found in this Island.

I have, &c.,

The Hon. Minister for Public Works.

A. FOLLETT HALCOMBE,  
Immigration Officer.

#### APPENDIX B.

##### INDEBTEDNESS of IMMIGRANTS *ex* "England," located near Masterton.

Names.	No. of Statute Adults.	Promissory Notes for Passage.			Cost of Location.			Advance for Tools, &c.			Total.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Wellington, John ... ..	2	...	...	...	3	0	0	1	17	2	4	17	2
Larsen, Peter ... ..	3	24	0	0	4	10	0	1	17	2	30	7	2
Mai, Petersen ... ..	3	24	0	0	4	10	0	1	17	2	30	7	2
Neilsen, Peter ... ..	3	24	0	0	4	10	0	1	27	2	30	7	2
Larsen, Neills ... ..	3	Cancelled.						Dead.			...		
Petersen, Jens. P. ... ..	13½	28	0	0	5	5	0	1	17	2	35	2	2
Halberz, Magnus ... ..	23½	28	0	0	5	5	0	1	17	2	35	2	2
Larsen, Rasmus ... ..	2	16	0	0	3	0	0	1	17	2	20	17	2
Amundsen, Ole ... ..	3½	28	0	0	5	5	0	1	17	2	35	2	2
Christensen, Gunder ... ..	2½	20	0	0	3	15	0	1	17	2	25	12	2
Olsen, Ole... ..	32¼	19	15	6	3	0	0	1	17	2	24	12	8
Ericksen, Christopher ... ..	42	13	2	4	1	10	0	1	17	2	16	9	6
Neilsen, Neills ... ..	32¾	19	11	3	3	15	0	1	17	2	25	3	5
Jespersen, Johann ... ..	3	24	0	0	4	10	0	5 <sup>3</sup>	14	4	32	4	4
Bosen, Ole ... ..	33¼	26	0	0	4	10	0	1	17	2	32	7	2
Larsen, Hans ... ..	33½	26	0	0	4	10	0	1	17	2	32	7	2
Andersen, Neills ... ..	2	8	0	0	3	0	0	6 <sup>3</sup>	7	2	14	7	2
Larsen, Thorsten ... ..	2	8	7	7	3	0	0	1	17	2	13	4	9
Jorgensen, Jens ... ..	1	8	0	0	1	10	0	1	17	2	11	7	2
Neilsen, Jorgen A. ... ..	1	8	0	0	1	10	0	1	17	2	11	7	2
Neilsen, Didrick ... ..	1	8	0	0	1	10	0	1	17	2	11	7	2
Cullen, William ... ..	2	} Ship's Crew			3	0	0	1	17	2	4	17	2
Aulin, Henry ... ..	2				3	0	0	6 <sup>3</sup>	7	2	6	7	2
Byers, Robert ... ..	1				1	10	0	1	17	2	3	7	2
Brand, John ... ..	1				1	10	0	1	17	2	3	7	2
Swenson, John ... ..	1				1	10	0	1	17	2	3	7	2
		365	16	8	81	15	0	51	6	4	498	18	0

<sup>1</sup> £4 remitted.

<sup>2</sup> £4 remitted.

<sup>3</sup> £2 remitted; child died on voyage.

<sup>4</sup> £4 remitted; wife died on voyage.

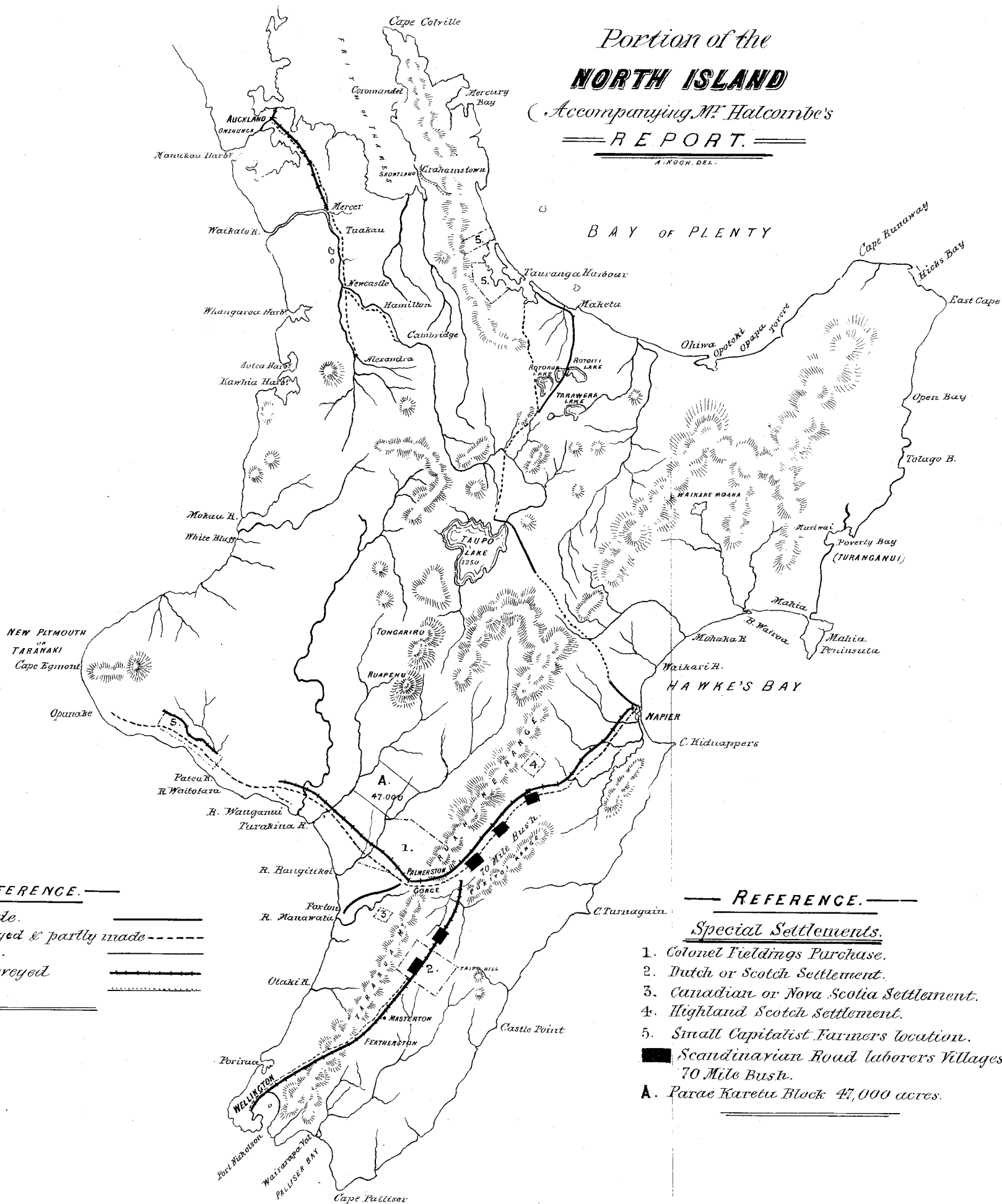
<sup>5</sup> Tools for son.

<sup>6</sup> Marriage certificate.



Portion of the  
**NORTH ISLAND**  
 (Accompanying Mr. Halcombe's  
 — R E P O R T. —

A. KOCH, DEL.



— REFERENCE. —

- Roads made.
- Roads surveyed & partly made.
- Horse roads.
- Railway surveyed.
- Water race.

— REFERENCE. —

Special Settlements.

1. Colonel Fieldings Purchase.
2. Dutch or Scotch Settlement.
3. Canadian or Nova Scotia Settlement.
4. Highland Scotch Settlement.
5. Small Capitalist Farmers location.
- Scandinavian Road laborers Villages.
- 70 Mile Bush.
- A. Parae Karetu Block 47,000 acres.

