

**Immigration and
Emigration
in the Hawaiian
Sugar Industry**



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IMMIGRATION AND EMIGRATION
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INDUSTRY



Several weeks ago I received an invitation to speak to this group on the general subject of Filipino immigration as related to the plantations and the procedures which have been set up to carry out the obligations incurred in the bringing of these people to the Territory. In my initial studies it soon became evident to me that, in order that the significance of the move on the part of the plantations to import these laborers might be fully comprehended, it was necessary to develop the complete picture — to briefly review the history of labor importation into these Islands and to assess the plantations' responsibilities, or lack thereof, in this connection. The success or failure of the plantations in meeting their responsibilities should then be examined. And finally, the procedures which have been established for implementing the carrying out of our responsibilities might profitably be reviewed. This is the approach which I shall attempt to develop.

Research into the history of labor importation into the Kingdom of Hawaii is a fascinating project. The first accounts of the world-wide search for necessary labor, the awareness of the government of the need for such workers, and the difficulties encountered and overcome in the securing of the laborers provide vivid pictures of the life and times of early Hawaii. For the history of the sugar

industry is inextricably interwoven into the history of the Islands — and the importation of plantation labor is probably the greatest single chapter in the history of sugar in Hawaii.

It was recognized as early as 1850 that additional labor was required by Hawaiian sugar and rice plantations if they were to expand. The Kingdom recognized that it would be greatly benefitted economically by the building up of these industries and took an active interest in the importation of labor.

To supervise and coordinate the importation of foreign labor, the government of the Kingdom, in December, 1864, established a Board of Immigration, under the Minister of the Interior. Soon afterward a law was passed forbidding the introduction of laborers into the Kingdom without the express license of the Board of Immigration. The reports of this Board provide a great fund of information concerning this activity. The desirability of the several nationalities and races as laborers on Hawaiian plantations is exhaustively evaluated. Records of various shipments, broken contracts, possible new sources of labor, all are chronicled in the reports made by the Board. An example of the awareness of the government of the advantages to be gained by immigration is contained in the biennial report of the Honorable W. N. Armstrong, president of the Board of Immigration, dated March 31, 1882. In estimating that planters needed some 4,000 additional laborers, he writes: "Four thousand men, with three thousand women and four thousand children would make eleven thousand persons, whose transportation would cost about \$800,000. The cost of transporting men would cost \$350,000. The cost of transporting the women and children would be about \$450,000. Whether a part of this amount should be imposed on

the employers is a serious question. The argument for imposing the expense of the women and children on the government is a very strong one. Every immigrant becomes a taxpayer. He and his family are creators of wealth. They are producers, and their labor is wealth. If the Portuguese immigrants now entering the Kingdom shall amass property in a similar way (to some 155 Portuguese residing in Honolulu at the time), it will be a most profitable experiment for the government to pay the entire passages of all immigrants."

In 1882, the "Planters' Labor and Supply Company" was organized and a charter granted by the government. This Company, out of which grew the H.S.P.A., collaborated closely with the Board of Immigration "in the matter of immigration, especially in the subject of transportation and in gathering information on the subject of labor."

As early as 1802 some Chinese came to the Islands in vessels owned by Kamehameha the Great. One brought a stone sugar mill and attempted to establish a plantation on Lanai. The number of Chinese in the Islands slowly increased until 1851, when the Royal Hawaiian Agricultural Society made the first recorded efforts toward the organized recruitment of foreign labor. The Society employed a Captain Cass of the bark *Thetis* to bring in 180 Chinese coolies under special contract. For their passage and advanced wages they were engaged at \$3 per month in addition to food, clothing, housing and medical attention. This group arrived in the Kingdom on January 3, 1852. The Society was so gratified with the results of the experiment that it was repeated again and again.

With the negotiation of a Reciprocity Treaty between the United States and the Kingdom of Hawaii in 1876, tremendous

impetus was provided to local industry. The demand for labor was greatly increased. Professor W. D. Alexander writes that "during the last five months of 1880, 2,239 immigrants arrived, and the next spring five tramp steamers came from China in quick succession, bringing nearly 700 passengers apiece. The Hawaiian Government was obliged to telegraph Hong Kong to stop the invasion.

In 1883 Chinese immigration was suddenly resumed and, in a period of twenty days, five steamers arrived from Hong Kong bringing 2,352 passengers; following these the next month were 1,100 more, with news that an additional several thousand were ready to embark.

In 1892 an act was passed which authorized the Minister of Foreign Affairs to issue permits to enter the Republic of a limited number of Chinese laborers under conditions binding them not to engage in any other occupation while here and to leave this country as soon as they ceased to follow their vocation as agricultural laborers or domestic servants.

China provided the best source of labor between the years 1852-1885; but the Hawaiian Government very early recognized the desirability of bringing in labor of races cognate to the Hawaiians. In 1868 an act was passed authorizing the Board of Immigration to bring in Polynesians of both sexes and to bind them out to service under contract. Accordingly, the following year Captain English was sent in command of the Mauna Loa on a cruise to the South, returning with 84 Manahikis from Rierson's Island and Humphrey's Island. The following September, Captain English was sent again and brought back 42 Bukabukas, so called, from Danger Island. These last people turned out

to be very unsatisfactory and most of them were sent home. But the efforts to introduce Polynesian laborers persisted and in 1877, Captain Mist made trips to Micronesia, the New Hebrides, Fiji and New Zealand. Professor Alexander writes, "During 1878 and the following six years, nearly 2,000 Polynesians, mostly from the Marianas, and with a sprinkling of black Melanesian cannibals, were introduced into this country. It was a costly experiment. Neither as laborers or citizens did they give satisfactory results and nearly all of them have returned to their homes." The South Sea Islanders were not adaptable to plantation conditions and the government of the Kingdom recognized that special assistance for them was required. Therefore, in 1880, Mr. H. Bingham was appointed "Protector of the South Sea Islanders." It was largely through his efforts that these people were returned to their homes. In one of his annual reports he writes, "The government has done its duty. Ten companies, numbering about 900, have been returned." Of the people of the New Hebrides the Honorable W. N. Armstrong, president of the Board of Immigration, writes in his biennial report dated March 31, 1882: "These made excellent laborers, but the conditions under which they are usually obtained, make it impossible for the Board to make further efforts in this direction. These people are still savages, and their islands cannot be approached with safety. There is much reason to believe that kidnaping is constantly practiced in securing them. If only legitimate means were resorted to, few could be obtained."

Many were the plans which were conceived to augment the labor supply. As an example, Kamehameha III endeavored to obtain permission from the British government to move all the inhabitants from Pitcairn's Island to

Hawaii, to be settled as tenants on the crown lands. This project failed, however, because the British government would never allow them to transfer their allegiance and become Hawaiian subjects.

Efforts were also made to increase the number of Caucasians in the Islands. The census of 1872 shows some 395 Portuguese, nearly all of whom had been sailors on whalers. These people had fitted into the community and were considered desirable citizens. Toward the end of 1876, a local man, Senor J. Perreira (Jason Perry) who was considered the consular agent for Portugal, advanced a plan for procuring immigrants from Madeira. Government officials became interested and wrote to Dr. W. Hillenbrand, a former resident of Honolulu who happened to be staying in Madeira, and through his efforts the first recruited group of Portuguese, numbering 180 persons, arrived from Funchal, Madeira, on September 30, 1878. The second group of 419 arrived in August of 1879. The Honorable A. Marques writes in the Hawaiian Annual of 1911, that "between 1878 and 1899 total Portuguese immigration amounted to 12,780 including 5,362 men, 2,486 women, and 4,930 children."

In the year 1880, the Board of Immigration agreed to assist the mission of Captain L'Orange to Norway to procure immigrants by paying half the passage of women and the full passage of children under 12 years of age. Two groups of 392 and 223 arrived in February and May of 1881.

In November, 1880, Hackfeld & Company were authorized to procure immigrants from Germany on the same terms granted the Norwegians. On June 18, 1881, 124 passengers arrived from Bremen for Lihue Plantation. In October, 1882, 183 arrived, and in

1883, 595 more were imported. The records reveal that slightly in excess of 1,000 Germans came in between 1881 and 1885.

The second major source of labor, Japan, was opened as a result of successful negotiations carried on between the Hawaiian and Japanese governments in 1884, at which time consent was finally obtained from Japan for the immigration of its subjects to these Islands under certain conditions. The first company, numbering 956, arrived on the City of Tokyo on February 9, 1885. (An earlier attempt had been made to obtain the permission of the Japanese government for the immigration of Japanese labor. Mr. Eugene Van Reed, representative of the Hawaiian government in Tokyo, obtained clearance to forward 350 persons in 1868. Due to a change in government, the permission was cancelled. However, 148 persons were already aboard the vessel and these were introduced into Hawaii in that year. The confusion caused by the departure of these immigrants and the reports of misrepresentation and mistreatment which were circulated in Japan by a number of the laborers were probably responsible for the closing of Japan to emigration for the sixteen years between 1868-1884). Despite many difficulties between the two governments, the immigration of Japanese reached unprecedented proportions in the next few years and continued until 1908, when the Emigration Bureau of Japan announced a new policy prohibiting the emigration of Japanese to Hawaii, the United States, Canada and Central and South America.

Between 1900 and 1909 efforts continued to interest non-Asiatics in plantation work in the Islands. Puerto Ricans first arrived on December 23, 1900. Ten additional groups arrived in the next several years. In 1901, some 200 Tennessee Negroes were brought

in, mostly for the Maui plantations. Mr. T. G. Thrum writes in the Hawaiian Annual of 1908 that, "through the philanthropic efforts of Mr. Jas. B. Castle there arrived on February 19, 1906, a colony of the Molokan sect of Russians from Los Angeles, comprising 100 men, women and children for settlement on Kapaa lands of the Kealia Plantation, Kauai." This experiment was termed an expensive error. Within six months most of the Molokans had returned to California.

Immigration from Japan, which had been providing the great majority of the labor for a number of years, was stopped in 1904, due to the Russo-Japan War. To fill this void, the government looked toward Korea. In June, 1903, there were but 505 Koreans in the Territory. In the next biennium this number had increased to approximately 7,000. Most plantations found Koreans not as adaptable to plantation conditions as were the Japanese, and at the close of hostilities in Japan, the immigration of Koreans was discontinued.

In 1905, the Territorial Government created a new Board of Immigration and immediately work was started in the introduction of non-Asiatic laborers. As a result of these efforts late in 1906, and early in 1907, there arrived in the Territory some 5,000 Portuguese and Spanish immigrants from Azores, Madeira, and South Spain. These people were not brought under contract and were perfectly free to accept any occupation as laborers or to take up lands or to do other work which they desired. Small groups of Spaniards continued to immigrate to the Territory until 1913.

The Foreign Immigration Act of 1907, put a stop to the work of the Board in this direction by prohibiting the introduction of European immigrants by means of private

contributions made to state or Territorial Boards of Immigration by corporations. Shifting its emphasis, the Board opened a recruiting office in New York City. By October of 1908, three lots of immigrants, totaling 100 persons, were brought in through this medium. These laborers were highly undesirable and the New York office was closed. Shortly after the San Francisco earthquake and fire of 1906, the Board attempted to induce former Hawaii residents in that area, mostly Portuguese, to return to the Islands. Approximately 500 such persons were returned under this plan.

Mr. Richard Ivers, president of the Board of Immigration, in a report prepared for the Federal Immigration Commission, in 1909, writes, "The exact numbers of these immigrants are difficult to obtain, but from figures compiled by Mr. L. A. Thurston in 1906, after a search of all data in the possession of the Customs House, the Board of Immigration, the Planters' Monthly, Thrum's Annual and other records, and by revising these figures by adding thereto the arrivals since 1906, the following can be assumed to be approximately correct: Number and Nationality of Labor Immigrants to Hawaii 1852-1909, both inclusive:-

Koreans	6,925
Chinese (including Manchurians)	45,064
Japanese	140,457
South Sea Islanders	2,450
Norwegians	615
Germans	1,279
Italians	84
Austrians (Galicians)	372
Portuguese	14,670
Spanish	2,299
Puerto Ricans	5,200
Negroes	200
White Americans	100
Russians (Molokans)	110
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Total	219,825

Mr. Ivers further states, "It is certainly conservative to estimate that within the past 30 years (1879-1909), \$10,000,000 has been spent on immigration."

By 1908, the immigration of Chinese, Japanese and Koreans had been stopped either by law or by mutual agreement between the United States and Japan; the Chinese were becoming too old for plantation work and many of the younger generation were leaving the plantations to engage in other pursuits. The Koreans had not worked out well. The Japanese were leaving the Territory at the rate of about 200 a month, many to return to their homeland, but the greater number left Hawaii for the mainland of the United States and Canada. The railroads and other mainland industrial enterprises maintained recruiting agents here to induce local labor to accept jobs with them. This practice was so prevalent that, as one authority writes, "during the years 1904, 1905 and 1906, it became an impossibility for the regular steamship lines operating between this port and San Francisco, and between this port and Vancouver, B. C., to accommodate the applicants for passage so that special steamers were chartered for this sole purpose." Largely due to this mainland recruiting Hawaii found it impossible to maintain a permanent labor supply from the usual sources. Government and individual enterprise had turned toward other sources but without notable success. In 1908, 201 Hindus were brought in, but three-fourths of these had migrated to the mainland before twelve months had elapsed. (For many years India had been considered as a possible major source of labor. In 1866, Dr. Hillenbrand tried unsuccessfully to develop it. Again in 1876, Mr. J. H. Wodehouse espoused such a plan. At one time representations were made to the English crown.) Official records

of the Board of Immigration do not reveal under whose auspices these Hindus were obtained. The Hawaiian Annual of 1909 says only that, "Hawaii has been visited by several bands of Hindu laborers, but so far they appear to be of a restless disposition."

Russians from Siberia and Manchuria were also recruited. On October 21, 1909, some 50 families, numbering 255 persons, arrived from Harbin, in charge of A. L. C. Atkinson, special agent of the Board of Immigration, and A. W. Perelstrous, through whom this source of labor was inaugurated. In the next three years some 2,000 more Russians were brought from Siberia. These people were extremely satisfactory but the number wishing to migrate was very limited. The report of the Board of Immigration in 1909, concludes that, "The only available source of such a (permanent labor) supply and the only hope for the future under the existing laws lies in the Philippine Islands."

As has been pointed out, all immigration prior to 1909 was under the sponsorship of the government. The legislatures had appropriated funds to defray either full or partial expenses for immigrants. There were many arrangements made between planters and the Board of Immigration whereby certain costs would be borne by each party. But the final responsibility always rested with the government. In the early days immigrants were what is commonly called "contract labor." They were bound to an employer to work for a specified period of time. Laws were enacted for the punishment of laborers who "jumped" contract. In many cases they were picked up by the police and returned to the employer. Later, as has been noted in several instances, immigrants were free to accept jobs provided or to take up land, establish their own business, etc. But in these

latter cases, there was no provision for return transportation.

The pattern changed with the recruitment of Filipinos. For the first time the Hawaiian Sugar Planters, through their Association, assumed responsibility for all phases of the program.

On December 20, 1906, 15 Filipinos were brought in by Mr. Albert Judd. These men were primarily on a tour of investigation, looking into housing and general plantation conditions. They eventually returned to their homeland after spending some time at Olaa Plantation. Small groups arrived in 1907 and in 1908. The first group of Filipinos directly recruited by the H.S.P.A. arrived in the Territory on July 20, 1909. There were approximately 45 in this group. A total of 639 Filipinos arrived in that year. The program was stepped up with the establishment of the H.S.P.A. Manila Office in 1909, and between that year and 1934, when the Tydings-McDuffie Act terminated the immigration, approximately 118,449 Filipinos were forwarded through the Manila Office.

The early contracts signed by Filipinos provided only for free transportation from the Philippines to Honolulu and the plantation to which assigned. In 1915 the contract was changed to provide free return transportation to Manila upon satisfactory completion of the terms of the agreement. In 1920 the contract was again changed to provide free return transportation to Manila and the town from which recruited.

In 1921 the Honolulu Labor Agreement was authorized as a result of negotiations between the planters and Mr. Francisco Varona, Special Labor Commissioner of the Philippine Government. These contracts were given primarily to the old-time Filipinos who arrived prior to 1915 and who had no

contract granting free return transportation. They were also given to men who had already broken their original three-year agreement, giving them a second chance at fulfillment. In 1926, this same contract was given to independents who came to Honolulu at their own expense. In the summer of 1937, Mr. Varona again visited the Territory on behalf of President Quezon to investigate the condition of Filipinos. As a result of his visit, it was again agreed to allow Filipinos who had previously failed to fulfill the requirements of their contracts, an opportunity to reestablish a contractual relationship. "The Varona Agreement of Employment 1937-38" made provision for free return transportation to employees on both sugar and pineapple plantations who worked for the period specified in the agreement. Our records show that approximately 6,500 persons signed these contracts.

In 1927 recruiting of Filipinos was largely discontinued. From this time on Filipino men came almost entirely at their own expense while the Association continued its policy of bringing to the Territory at its expense "the wife and not to exceed two minor children of laborers already settled here and whose position and conduct were such that the plantation manager made a favorable recommendation to the Association." As many of you know, volunteers who came to Hawaii after 1927, were screened through the H.S.P.A. office in Manila, given physical exams, etc. When they were forwarded through this office, they were guaranteed jobs on the plantations on arrival. In 1927 and 1928 there was a movement started in the Philippines to charter ships and bring in people to Hawaii, thereby by-passing the Manila Office. The ship *Consuelo* made two such trips and the *Sandviken* made one trip. A total of 1,951 persons arrived on these three voyages.

Both the Governor of the Territory and the Labor Commissioner of the Philippine Government recognized that this procedure would be detrimental to the Filipino people for they would be stranded in Honolulu with no jobs and very little money. Through a wide-spread educational campaign in the Philippines, this type of immigration was discouraged. All those persons who arrived aboard the *Consuelo* and *Sandviken*, who could pass physical examinations, were eventually given employment by the plantations.

Filipinos continued to voluntarily come to the Territory in increasingly large numbers until 1931, when the numbers permitted to come were reduced, owing to the fact that there was evidence of a sufficient labor supply here; and in the early part of 1932, the bringing of men was definitely discontinued, although Manila was instructed to still send forward any people specifically asked for by the plantations here.

As previously noted, importation of Filipinos was halted by law in 1934.

At the close of World War II, the plantations were extremely short of labor and we again looked to the Philippine Islands. Under the terms of the Tydings-McDuffie Act provision was made that the specified immigration quota should "not apply to a person coming or seeking to come to the Territory of Hawaii who does not apply for an immigration or passport visa, but such immigration shall be determined by the Department of the Interior on the basis of the needs of industries in the Territory of Hawaii." Under regulations governing the importation of Filipino citizens into Hawaii which were issued by the Secretary of the Interior and following representations made by the H.S.P.A. and the Pineapple Growers' Association showing that a critical shortage

of agricultural labor existed in the Territory, the Governor issued an order on August 11, 1945, authorizing the H.S.P.A. on behalf of its members and on behalf of the members of the Pineapple Growers' Association to bring to Hawaii 6,000 male laborers and their wives and children, if any. Clearance of the program in the Philippines was obtained from President Osmena and Gen. Douglas MacArthur. Mr. Slator Miller went to Manila in September of 1945 to activate the program. A cuartel was established at Vigan, Ilocos Sur, and the long and tedious task of recruitment began. Vigan was practically untouched by the war, being the only town of size to come through undestroyed. Buildings were found to be available, and transportation facilities were fairly adequate. Probably very few of the laborers recruited realized the tremendous difficulties which were encountered in the operation of the cuartel. The most difficult factor in the entire program was the lack of rapid communication between Manila and Vigan and between Vigan and San Fernando, which was the nearest point with telephone communication to Manila. Mail service was slow, letters taking from a minimum of five days up to ten days to go from Vigan to Manila. The providing of some 600,000 meals to applicants and their families was also a terrific undertaking in those days of inadequate supplies. Despite all these difficulties the project was a complete success, resulting in the forwarding of 6,000 adult males, 446 wives, and 915 children. A full account of this project is contained in Mr. Slator Miller's "Report to the Hawaiian Sugar Planters' Association on the 1945-1946 Filipino Emigration Project." If you have not read this informatory report, it is commended to you.

The Hawaiian sugar planters are fully cognizant of the responsibilities which they

have assumed in bringing to the Territory approximately 125,000 Filipinos. Every effort has been made throughout the years to discharge these responsibilities fairly and equitably. Special arrangements have been made from time to time to provide those sick and infirm persons who wish to return to their homeland with free transportation, even in the absence of any legal requirement. The Division of Filipino Affairs of the H.S.P.A. has, for many years, maintained records of all Filipinos brought to the Territory. It has been vested with the responsibility of seeing that our obligations to Filipinos are completely fulfilled. And it has additional duties in the providing of assistance to those employees who are returning home after completing contracts. Throughout the discussion of the contractual arrangements between the H.S.P.A. and Filipino workers the word "contract" has been used because of its common usage on the plantations. It must be stressed that these are "agreements of employment" which are binding only upon the H.S.P.A. There is no legal obligation on the part of the laborer to perform. The H.S.P.A. guarantees to provide certain perquisites, wages, working conditions, as long as the laborer works on a sugar plantation up to the time specified by the agreement. Upon satisfactory completion of the terms of the agreement by the employee, the H.S.P.A. guarantees return transportation. These workers are, in no sense, contract laborers as were those persons who were brought to the Islands in the early years of the migration.

For a good many years the H.S.P.A. maintained an Immigration Station in Honolulu to facilitate the incoming and outgoing Filipinos. Through the cooperation of the United States Public Health Service, the required physical examinations were given at the

station. The immigrants were kept at the station, housed and fed, until the ships were available to take them to the plantations to which assigned. Persons returning to the Philippines were brought in from the plantations on regular schedule and kept at the Immigration Station until the ships left for Manila. This station provided a very satisfactory solution to the many problems connected with the mass importation and exportation of people. It was not until the beginning of the last war that these services were discontinued, due to the complete termination of communication between Hawaii and the Philippines. Although the operation was expensive, costing in excess of \$100,000 per year during its most active years, the sugar plantations continued to provide this service as long as a real need for it existed.

Despite the fact that no further recruitment of labor is being carried on, the H.S.P.A. is fully aware of the responsibilities which it has toward those Filipinos who are employed on the plantations and to those who have completed contracts, whether or not they are presently in the employ of the plantations. It is for this reason that the Manila Office and the Division of Filipino Affairs in Honolulu are maintained. Of course, the emphasis and direction of the work of these two offices have been changed to meet current requirements. And the emphasis is on service and assistance.

I should like to review for you some of the activities of these offices so that you will fully realize the extent of their operations.

The Division of Filipino Affairs is responsible for determining whether or not Filipino employees have lived up to the conditions of their contracts and have earned the right to free transportation to the Philippines. In

connection with travel to the Philippines, it is also concerned with identifying the Filipino or certifying as to his legal entry into this Territory. The basis of all these activities are fingerprints of each man taken at the time of entry, or in the case of the so-called "W" contract Filipinos who arrived on the four trips of the Maunawili in 1946, a set of fingerprints taken in the Philippines at the time his employment agreement and certificate of identification were issued. Since fingerprints form the basis of our identification procedure, any "W" Filipino who cannot match the fingerprints taken in the Philippines will have to take his chances with the U. S. Immigration Service as he is not legally in the Territory. Since all 1946 Filipinos entered the Territory under the special provisions of the Tydings-McDuffie Act and not under the rules and regulations of the U. S. Immigration Service, the Service does not maintain, for these persons, the same detailed records which are kept for the ordinary immigrant, therefore, if a "W" man wants to apply for a reentry permit prior to departure to the Philippines, he must satisfy the U. S. Immigration that he is legally in the Territory. The Division of Filipino Affairs assists these Filipinos and also the U. S. Immigration Service by issuing what we call letters of certification, which state that the man arrived under this Act and he was issued an employment agreement and also a certificate of identity. The letter also shows his right hand fingerprints.

Before we were able to start this practice of identification, the U. S. Immigration Office inspected our files and convinced themselves that this method of identification was acceptable to them. In order to assure accuracy in this work, we request that both the certificate of identity and the employment agreement

be sent to us by the plantation for comparison of fingerprints.

With the application for free passage for completion of contract, we request the plantation to provide us with the man's name, plantation bango number, date of arrival, if possible, contract number, if possible, his right hand fingerprints, and the part of his work record which falls within the contract period. Since all contracts call for so many days work per annum, these records are submitted in total number of days per month and not hours. If the employee only worked during part of the contract period on one plantation, the Division of Filipino Affairs contacts other plantations on which the employee claims to have worked, to be sure that all the possible employment history has been assembled before a determination of eligibility is made. When the complete work record has been assembled and checked against the provisions of his employment agreement, the plantation filing the application is notified of the employee's eligibility to free passage.

For outside island plantations we book these Filipinos in accordance with their requests, but confirmation or change in booking must naturally come from the steamship company direct.

The applicant will receive his free transportation from us in the form of an order on either the steamship company or airlines company, which again shows his right hand fingerprints, but prior to receiving his actual ticket he must convince the airlines office or the steamship company office that all regulations are complied with. He must have a Federal tax clearance, a certificate of inoculation properly stamped by the U. S. Public Health Service, and a registration card issued by the Philippine Consulate. If any of these

documents are missing, he will not be given passage. These documents are again checked prior to boarding the ship or plane. In the case of a man traveling by air, we, of course, guarantee only the rate of surface steerage passage towards his plane ticket and he must pay the difference himself.

It is also very important that he pick up his reentry permit prior to departure if he plans to return. Only in emergency cases will the Immigration Office have his permit forwarded to the Philippines.

Regulations require that the applicant personally take delivery of all the aforementioned papers and documents. Our office is glad to assist him in directing him to the proper places and checking with him to ascertain that he has complied with all the requirements.

Our Division of Filipino Affairs also offers the service of transmitting savings to the Philippines in the form of a draft protected by fingerprints, which can only be cashed at our Manila Office. We have found this system more useful now than ever before, because of the exchange control exercised by the Philippine Government. The men holding these drafts, copies of which are sent to our Manila Office by air mail, have no difficulty getting their money. They can go to our office immediately upon arrival and cash their drafts without having to apply for a license to exchange dollars into pesos. Furthermore, in cashing these drafts the Manila Office credits the employee with the established rate of exchange.

I believe you would be interested in knowing that a considerable number of persons have availed themselves of this service. Last year some 925,000 pesos were paid out by the office in Manila to 270 persons who chose

to transmit their funds through this convenient arrangement.

This Division also assists local Filipinos who desire to bring their wives to Hawaii. If the Filipino is a U. S. citizen this matter is comparatively easy and requires only to file with the U. S. Immigration Office a petition for non-quota visa, which if granted will be forwarded to the American Consulate in Manila through Washington.

To assist the wife in the Philippines in applying for a visa, and necessary travel papers, affidavits of support and earning power, permanency of employment and willingness to have her come should be executed, all of which we will send to our Manila Office.

In the case the wife is Hawaiian born, she needs to apply for a U. S. passport issued by the American Consulate, and our Manila Office can appear as witness for her only if our office here can furnish them with information and possibly fingerprints pertaining to her Hawaiian birth and date of departure for the Philippines. If such records exist, the procedure is very simple.

If the Filipino here is an alien and his wife is also an alien she can come only under the quota, which takes a long time. The man has to apply at the U. S. Immigration Office for certification of entry which in time is forwarded to the American Consulate in Manila. Further, the Filipino here must execute the same types of affidavits as mentioned before. However, these affidavits are acceptable only a short time prior to the issuance of the quota number. There is always a long waiting list and the quota for the Philippines is only 100 persons for each year for the whole of the United States.

Earlier we mentioned the issuance of let-

ters of certification for "W" Filipinos. This type of letter can also be issued for application for American citizenship.

We also issue letters establishing the age of Filipinos, which is often required by the Social Security Board or by plantations for their retirement plans.

Since 1909 the Manila Office of the Hawaiian Sugar Planters' Association has been responsible for relations between this organization and the government of the Philippines. The high regard in which it is held is prima facie evidence that those relations have been conducted on a high plane and characterized by integrity and sincerity. For many years its primary function was the recruitment and screening of applicants for jobs on Hawaiian sugar plantations. Since 1934 the Office has been most occupied with the providing of services to those persons returning from Hawaii and to those who hold reentry permits and wish to come back to Hawaii.

A review of the monthly reports of this office evidence the fact that its activities are many and varied.

For the record it should be noted here that our employment agreements with Filipinos do not require that they apply for return passage upon completion of contract or within any specified period of time. We cannot insist, even though they appear on the public relief rolls, that they return to the Philippines. Recently an exhaustive examination of the unemployed in Honolulu revealed that several hundred unemployed persons were entitled to return transportation. These obligations will, of course, be fulfilled upon application. In the meantime, there is no way in which pressure can be brought to expedite such application.

The Hawaiian Sugar Planters' Association has shown the Filipino that it is his friend,

upon whom he can rely. I believe by its actions the H.S.P.A. has demonstrated its good will, and in return, it is believed that a mutuality of confidence has resulted.

In summary: Hawaiian industry, primarily the sugar plantations, directly and with the assistance of the several governments, has brought to these Islands from many parts of the world some 350,000 immigrants, at a cost of untold millions of dollars. An additional fabulous sum has been expended in the return of Filipinos to their homeland following successful completion of contracts, or due to illness, old age and the like.

We have seen that many of the immigrants returned to the countries from whence they came. We have also seen that many left to work in other places.

But a great many remained in Hawaii, to make these Islands their home, to bring up their families as citizens of a new country, to acquire property, to hold high public position — in short, to become respected and valued members of a progressive American community. The sugar industry can well be proud of the part which it has played in this metamorphosis.

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