Arrivals
in
Australia
from 1788

an Unlock the Past
guide book…

Kerry Farmer

About the author

Kerry Farmer

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Preface

Migrating to a new country was one of the most dramatic life changes anyone undertook and it certainly affected the lives of their descendants.

Family historians looking for records of that move may be able to locate documentary evidence of the voyage or may need to date the journey using alternate sources. This publication discusses the records that might be available and the factors that influence where (or whether) those records might be found.

However there are more issues to answer than just the date of travel. Why did they migrate? Why then and why there? The answers to some of these questions can perhaps only be surmised, but researching the history of the place left behind as well as the destination—as well as any relevant migration schemes that might have provided an incentive—can aid our understanding as to plausible reasons for the undertaking.

Thanks to Alan Phillips for his ongoing support—and for encouraging me to write this book. Thanks to my parents for giving me a love of family and family history (and for answering all those questions) and especially (and always) thanks to my husband, David, for his editing assistance—and everything else.

Kerry Farmer
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Abbreviations

ACT	Australian Capital Territory
Ag.L	Agricultural labourer
AJCP	Australian Joint Copying Project
AP	Absolute pardon (convict)
b.o.b.	born on board
BT	Board of Trade
CF	Came Free or else Certificate of Freedom (convict)
CP	Conditional pardon (convict)
d.o.b.	died on board
DS	Domestic servant
FS	Freed by servitude (former convict)
GS	General Servant—else could be Government Servant (a convict employed by the government)
HMAS	Her or His Majesty's Australian (Naval) Ship
HMS	Her or His Majesty's (Naval) Ship
HS	House servant
Lab	Labourer
LDS	Church of Jesus Christ of Latter-day Saints
LMA	London Metropolitan Archives
NAA	National Archives of Australia
NAS	National Archives of Scotland
NLA	National Library of Australia
NSW	New South Wales
NT	Northern Territory
PROV	Public Record Office Victoria
QLD	Queensland
RMS	Royal Mail Ship
SA	South Australia
SS	Steam Ship
TNA	The National Archives UK
TOL	Ticket of Leave (convict)
UK	The United Kingdom of Great Britain and Northern Ireland
VDL	Van Diemen's Land (Tasmania)
VIC	Victoria
WA	Western Australia

See also
www.abbreviations.com/acronyms/SHIPS
http://familysearch.org/learn/wiki/en/UK_County_Abbreviations

Introduction

Migration was a huge undertaking, and involved significant risks. This was especially true in the days of long sea voyages, with the dangers of shipwrecks and the unlikelihood of seeing families and friends back in 'the old country'—it was not a decision taken lightly.

Sometimes accessible sources contain no apparent record of arrival for a particular migrant. Researchers must then deduce when it must have been, based on available records for the original location and the destination.

Even when an individual arrival was noted, there are several reasons why such a record might not be found. Not all documents are indexed or available online. Sometimes there were spelling variations, false names or lies about ages—some or all of these might prevent identification of a particular migrant.

Nevertheless, as an increasing number of historical records are indexed and made available, a major reason for not finding a particular arrival might be because the researcher is looking in the wrong place (or time).

Records of arrivals in Australia are not all held in one location—when, where and how they arrived affect where (and whether) relevant records can be found. Understanding categories of arrivals and the immigration schemes in place as well as general principles of where to look can give researchers more confidence that they have looked in all the right places.

This publication provides an introduction to the history of migration into Australia from the time of the First Fleet into the twentieth century.

Chapter 1, 'Discovering a migrant ancestor', introduces the categories of migrants who came to Australia as well as many of the terms and concepts that are relevant to all regions. Later chapters provide further details about how these concepts were applied in the particular colonies or states.

Chapters 2 to 4 refer to particular groups of migrants—convicts, crew and military—with their own specific records to consult.

Chapters 5 to 11 cover the records of arrivals into particular colonies/states in the period prior to Commonwealth controlled immigration. (The chapters are largely in the order of colonisation.) Chapter 12 introduces and surveys immigration into Australia under the Commonwealth government.

A glossary of terms is followed by the concluding appendices, containing background information (including extracts from the 'Immigrants' Guide' of 1853 and the *Passengers Act* of 1855) and then some lists of reference books and online resources for those interested in further reading.

1. Discovering a migrant ancestor

Family history research involves starting with your own records and then proceeding to those of your parents and gradually extending back one generation at a time. Except for those with exclusively indigenous ancestors, anyone researching Australian family will sooner or later find an ancestor who migrated to Australia in the period from 1788.

The researcher may or may not know that ancestor's origin or when they arrived in Australia—and so begins the search for immigration records.

Because migration documents are not held all in one place, researchers need to assess how, when and where the migrant might have arrived in order to determine where to look for records.

How did they get here? That in turn leads to subsequent questions, such as:

- were they a convict?
- were they crew?
- were they in the military?
- did they pay all their own costs or not?
- what other useful records might be available?

This chapter contains discussion of immigration topics that are relevant to all regions of Australia—including:

- which government authority administered the immigration?
- which route did the migrant take to reach Australia?
- what differences are there between the records of domestic (coastal) and international shipping?
- where did the migrant come from?
- naturalisation, citizenship and passports
- births (and marriages and deaths) at sea
- risks of long voyages
- newspapers and diaries as sources of information

Were they a convict?

Convicts were amongst the most documented of any migrants arriving in Australia. As the authorities monitored miscreants, generally good records were kept of individuals entering and leaving the convict system, and where they were at any point of time. Convicts were identified by their ship and year of arrival. More will be said about convicts in Chapter 2.

Were they crew?

Generally crew were not included on passenger lists and the majority of transcribed lists available now do not include those who worked their way to Australia. So there are far fewer records of crew than passengers. Also captains who had difficulties staffing their

ship may not have checked whether a crew member was travelling under a false name. More will be said about the records of crew and where to find them in Chapter 3.

Were they in the military?

Ships' passenger lists may have included officers of regiments travelling to Australia, but there were few references to those of lesser ranks. Chapter 4 discusses some sources of information about military arrivals.

Did someone help with their migration costs?

It was a shorter journey and consequently much cheaper for Europeans to travel to North America than to Australia. At times when Australian governments wanted to attract more migrants, incentives (of free or subsidised passage or land grants) were offered to potential migrants of suitable ages, who had the skills that were in demand.

When the economy was struggling or in times of war, governments cut back on spending aimed at attracting migrants. During the gold rushes, large numbers of hopefuls were willing to pay their own fares to come, so there was less need for government subsidies—until consequent labour shortages.

Assisted migrants had some or all of their costs paid by someone else. This might have been the government, an individual (such as a family member or future employer) or an organisation (such as a charity or a migration society)—or some combination of the above. (Those who paid their own passage in exchange for a land grant may be counted by the government as 'assisted'.)

In addition to government-organised schemes, governments sometimes specified the criteria (such as age and occupation) of the prospective migrants they were prepared to sponsor and then paid a subsidy or 'bounty' to others who brought the migrant to the colony. That recipient of the bounty might be:

- settlers already in the colony—nominating a family member or desirable employee and perhaps paying part of the travel costs
- a charitable organisation (which may also have paid or lent the difference of costs not covered by the government bounty)
- a shipping company or ship's captain making an income from transporting migrants

Sometimes the term 'bounty immigrant' is loosely applied to refer to all assisted migrants.

Records of migrants sponsored by non-government entities may or may not have survived. These arrivals may not be included in the government lists of 'assisted migrants' **if that 'assisted' list contains only those assisted by governments**. Such migrants may be named amongst unassisted passengers or they may have arrived in anonymity, perhaps represented only in the count of steerage passengers. Or they might have 'worked their passage' (as crew) rather than travelling as passengers.

Researchers should check carefully the title of any given list, to see if it includes only '**government**-assisted' arrivals.

Between 1830 and 1850 about one third of those who arrived in the Australian colonies paid their own way.

In addition to the cost of their ticket, passengers needed to outfit themselves for the journey. Handbooks for immigrants listed the items needed to be brought, for life overseas and during the journey. (Appendix 1 contains extracts from one such 1853 handbook.) Even on government-assisted passages to Australia where meals were supplied, emigrants were advised to supplement their food. Sometimes these additional costs were also subsidised.

As a general rule there are more surviving details about government-assisted passengers. Governments determined in advance the categories of migrants for whom they were willing to pay, and then sought evidence that those applying met the criteria. Also governments tended to store relevant documents.

Those wanting to emigrate would probably have considered schemes that offered free or subsidised passage. Such schemes generally stipulated certain conditions, such as age or occupation. Not surprisingly people sometimes **lied in order to meet the selection criteria**. Some migrants took advantage of an offer of assistance to one place in Australia, and used that as a **stepping stone** before then travelling on to their preferred destination.

The **British Government** paid for the passage of **convicts**, **paupers**, **the military** and **civil servants**. Most other government-assisted migrants were paid for by the relevant Australian government administering immigration to the region at that time. (For more information on this topic see the later section about 'Which government authority?')

Some migrants might not have been listed by name anywhere—this is especially true of those who did not receive government support.

Some migrants may originally have arrived in Australia (and been listed) under some assisted passage scheme, then subsequently travelled home to accompany the migration of other family members. As their second journey to Australia was probably not assisted, they may not be listed as arriving that second time.

Indexes of arrivals have been compiled from the **shipping notices** that appeared in newspapers. Often newspapers listed by name those who travelled in 'cabin class' but then concluded the notice with the numbers only of those who travelled as passengers in steerage. This was especially true for those who travelled by coastal or domestic shipping between the Australasian ports.

Unlike family historians, governments were far more interested in the numbers of those arriving in the colony rather than their names. Governments needed to know how many people were arriving, how likely they were to be employed and how much bounty was due to those who arranged their passage. Remember this when you cannot find your family member listed by name and wonder whether they might be amongst the '43 in steerage'.

In the very early years of the colonies there are no surviving records of many who arrived as free settlers. Also in the height of the Victorian gold rush (early 1850s) sometimes when ships arrived in Port Phillip Bay everybody left the ship and rushed to the goldfields, perhaps before immigration officials arrived to check for names. Only later did governments insist on lists of all those on board. Some Queensland records from the 1860s were lost to floods.

More will be said about such colony- or state-specific issues (and finding the records of assisted or unassisted arrivals) in Chapters 5 to 11, which describe the records of each colony or state, including specific migration schemes.

Why did they come?

Motivations for migration were generally either '**push or pull**'. Most migrants were either pushed from their previous home or pulled to the new location—or a combination of both. 'Push factors' include wars and persecution, epidemics, economic reasons (depression, famine, unemployment, loss of home) or personal loss (perhaps the death of a parent or the family breadwinner).

'Pull factors' to a new location tend to be the opposites of the above, such as perceived safety from persecution, better health or economic prospects or reunion with family. The catalyst for migration might be a 'major event' (such as the discovery of gold), some factor making migration more attractive than it was before (such as offers of cheaper fares or land grants in a new colony) or a very personal combination of factors.

Often one family member went ahead and then wrote back suggesting that others follow. So do not consider a migrant ancestor in isolation. Check if other family members travelled to the same place—family migrations often happened in **clusters**. When someone travelled so far away, they may have chosen a particular location because they knew somebody already there.

Determining the likely motivations of an individual migrant requires an understanding of:

- the personal family situation (such as the death of a bread winner)
- the historical events in both the place they left and their destination
- the migration schemes that might have been in place at the time

When did they come?

Start by deducing approximately when an ancestor migrated, based on when they were definitely in 'the old country' (perhaps for their marriage) and when they must have been in Australia (perhaps for the birth of a child).

The person's death certificate might provide a clue. Death certificates in most Australian states and territories include space for the place of birth and how long the deceased was resident in the region. (Western Australia only asked 'where born' from 1896, Tasmania from 1897, South Australia from 1907, Northern Territory from 1949. Tasmania never requested length of residency.)

Of course, just because the information was requested does not mean that the informant knew the answer—so the answer might have been guessed or approximated. (An answer ending in a '5' or '0' may be a clue that the informant was guessing.)

Some death certificate forms only asked for 'how long in [that colony]' and leave open the possibility that maybe the deceased lived in another Australasian colony prior to the one named. (Note that 'Australasian colonies' may include New Zealand.)

New South Wales burial certificates prior to civil registration (1856) sometimes included the name of the ship of arrival.

Where born and how long in the Australasian Colonies or States

Essex England

Forty years in New South Wales

Figure 1: NSW death certificate

When a convict married, both parties may have listed the ship of arrival, even if one party 'arrived free'.

Old age pensions in Australia began in July 1909, while national invalid pensions started in December 1910. (These replaced state age pensions, which were introduced in NSW and Victoria in 1900 and in Queensland in 1908.) The age pension required evidence that the person had lived in Australia for 25 or 20 years while the invalid pension required 5 years of residence. Some passenger lists are annotated, indicating that the shipping information was cited as evidence of residence in a pension application.

Also look for obituaries in newspapers, which may provide details about when the deceased migrated. Newspapers or police gazettes might also include such information, for example in notices about 'missing friends'.

The name of the ship or number of years of residence may also be recorded in various other records—such as hospital or (benevolent or mental) asylum admission registers, prison registers and inquest documents. Such documents are most likely to be found in the relevant state's government archives.

Which government authority?

From the earliest days of the Australian colonies, immigration was administered by the government authority at the **first port of call**.

Federation occurred in 1901 and at that time the various colonies joined to become the states and territories of the Commonwealth of Australia. Commonwealth governments tried to formulate a national policy of immigration, but the issue was not resolved before World War I. So the Commonwealth Government handled advertising and recruitment, medical examination and transport of migrants, while the state governments continued to handle reception, settlement and aftercare. Importantly **from the time of first settlement in that colony until 1922 overall control of immigration (and the most accessible records) belonged to the relevant colonial or state government**. After October 1923 the Australian Commonwealth government controlled most immigration to Australia (and its records).

Nevertheless **even after 1923 the states administered certain migration schemes** with Commonwealth Government funding. These include youth migration schemes as well as some post World War II schemes. Surviving case files for migrants who settled under those schemes are held be the respective **state** government archives.

Determining which government administered the 'first port of call' needs to take into account **boundary changes** as well as shipping routes. When the First Fleet arrived on the Australian continent in 1788, Governor Arthur Phillip claimed for Britain all the land eastwards of the 135° East of Greenwich meridian (including the islands of New Zealand) and called that whole region New South Wales. (The 135° East meridian is roughly halfway across Australia.) On 16 July 1825 that western border of New South Wales was extended back to 129° East (roughly the current Western Australian border). This means that almost everywhere east of Western Australia was originally administered as part of New South Wales.

This historical legacy is important when considering immigration records, because if a ship arrived in a port where immigration was at that time under the authority of the government of New South Wales, records of that arrival are now held in the archives of the NSW Government—that is, the State Records Authority of New South Wales, otherwise known as NSW State Records.
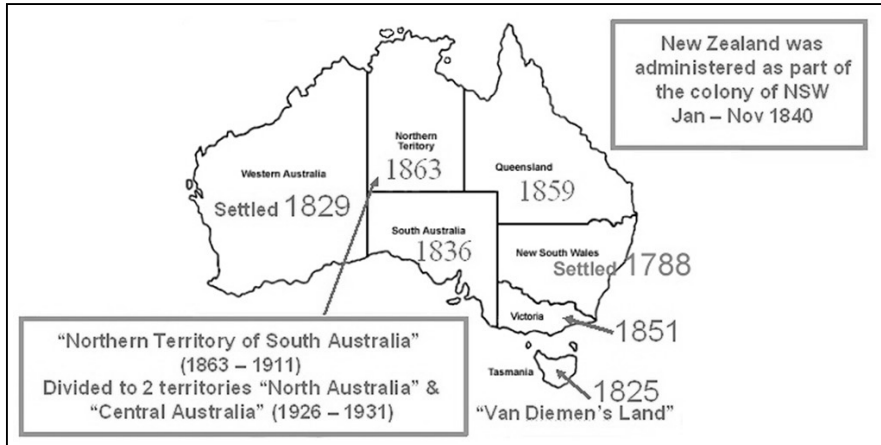
Figure 2: Settlement or separation from NSW

For example, if someone arrived in Melbourne (now part of the state of Victoria) after its foundation in September 1836 but before Victoria's proclamation as a separate colony from New South Wales on 1 July 1851, they arrived in Melbourne, Port Phillip District of the colony of New South Wales.

Likewise if someone arrived in Brisbane prior to Queensland's proclamation as a separate colony on 6 June 1859, that person arrived in the Moreton Bay District of the colony of New South Wales.

So in both these cases researchers should look to NSW records.

It may be that there is **also** documentation for those immigration records in the government archives of the current state. But as a general rule there is likely to be more information available in the NSW records if that was the government administering the port at the time.

Which route?

The **great circle route** or clipper route was the traditional sailing route followed by ships travelling between the UK and Europe to the Far East and Australia and New Zealand in the 19th century.

Basically the route involved sailing with the winds, from northern Europe, southwards down the east Atlantic Ocean to the Equator, then south through the western South Atlantic, following the winds until crossing the Greenwich meridian at about 40° South, around the Cape of Good Hope and then taking advantage of the strong westerly winds of the Roaring Forties, which blow from west to east around the globe. The return journey to Europe continued travelling eastwards, around Cape Horn.

The great circle route involves the shortest route from the Cape of Good Hope to Australia and curves down to 60° South—this route also has the strongest winds. However the further south a ship travelled the greater risk of encountering icebergs, so captains had to compromise between faster journeys and increased risks.

Following the great circle route, ships only travelled north (leaving behind the winds) when they must, so the first stop on the Australian continent was most commonly

Melbourne or Sydney. Although some ships travelled directly to Hobart, more commonly even passengers to Tasmania typically travelled first to Melbourne or Sydney.

> Despite being at sea for over four months, it was the practice not to stop on route for fresh provisions. This was partly for economic reason—the quicker the voyage the greater the profit. It was also because, from experience, sea-weary passengers were often inclined to leave the boat at the first opportunity, say in Rio or Cape Town.
>
> **http://talesfromcolonialqueensland.blogspot.com.
> au/2012/03/first-german-immigrant-ships-arrive.html**

The **Suez Canal** opened in 1869, providing an alternate route from Europe to the east. However the great circle route took better advantage of the winds and so was faster for sailing ships. The first steamships sailed when they could and only steamed when they must. Consequently until the 1880s most ships travelled from Europe around the Cape of Good Hope to Australia. Later more vessels took the shorter route through the Suez Canal. By 1900 there were genuine choices, either around the Cape or via the Suez Canal.

The Western Australian colony did not prosper until the gold rushes of the 1890s—and Fremantle

Figure 3: Great circle route

Harbour was closed for redevelopment from 1892 until May 1897. So despite being located on the west of the continent, Fremantle did not become a common Australian 'first port of call' before 1898.

Domestic or international shipping?

Domestic or coastal shipping was the main way people travelled long distances between ports around the Australian coast before the 20th century. Before 1901, even travel to and from New Zealand was also regarded as 'coastal' or 'domestic' shipping.

Passengers often travelled on one ship for their long voyage to Australia and then perhaps continued on coastal shipping to their eventual destination.

From 1852 it became mandatory for all passenger lists to be handed to immigration officials—including those for vessels arriving from other Australian ports. **The National Archives of Australia** holds passenger lists from 1852 to 1973. Many of these have not been copied or indexed.

If passenger lists for shipping between the colonies were not required by immigration officials, such lists remained the property of the shipping company. Some such documents have been lost or destroyed.

Currently there are far more passenger lists available for international voyages to Australia than documents of those travelling on coastal shipping.

Newspapers' Shipping Columns (and the indexes created from these) can be checked and may list coastal shipping passengers—especially those travelling cabin class. However often there is only a count of additional domestic passengers travelling in steerage—for example 'and 43 in steerage'.

As passengers may not be named in a subsequent journey by coastal shipping to their final destination, researchers should also check records of other states for a family member's international arrival.

Where did they come from?

There are far more indexes of passenger lists for those who travelled on ships from ports in the United Kingdom (UK) to Australia than from anywhere else.

Those travelling by sea from England most commonly departed from Liverpool, London, Hull, Bristol, Plymouth, Southampton or Newcastle. Liverpool was by far the most common departure point until the early 20th century when many shipping companies moved their main departure point to Southampton.

Common Scottish emigration ports were Glasgow, Greenock or Leith. The most common emigration ports in Ireland were Queenstown (Cork), Dublin, Londonderry and Belfast, although many Irish travelled to Liverpool (England) to take ship. Most Welsh emigrants travelled via the English ports of Bristol or Liverpool.

If the ship started in a UK port and then picked up passengers at an intermediate port such as South Africa, these 'intermediate port of origin' passengers may be included along with the passengers from UK.

After the UK, the port of origin most represented in available passenger lists is **Hamburg (Germany)**. Intending migrants often travelled from elsewhere in Europe to a UK port or Hamburg, to begin their voyage to Australia. Migrants from Scandinavia usually travelled via Hamburg.

The websites of the various state governments' archives offices often hold guides dedicated to the migration history of major ethnic groups to that state. Their stories vary, particularly as to when they came, where they settled and the skills they brought. However such stories often include **chain migration**—a male relative would arrive first, establish himself and then sponsor the passage of his wife, children, siblings and others from the same area, including others with similar skills. As word of new opportunities spread, others would follow—often looking to settle near friends or relatives.

While the National Archives of Australia holds passenger lists from 1852, until these are all indexed and made available it may be difficult to find records of those who arrived from other than UK or German ports (for example, those who travelled from or via North America).

However it may be possible to trace part of those journeys. People did not necessarily travel once and then 'stay put'. It may be possible to find an emigrant leaving UK and travelling to North America and then perhaps locate them in a US or Canadian census, even if it is difficult to find a record of their eventual arrival in Australia.

Some people journeyed more than once to Australia. They may have **arrived then travelled back home and later returned** to Australia.

Many migrants relocated from their original point of arrival. The death certificate suggesting someone lived 'forty years in NSW' does not say that he or she did not live in Victoria for some years before that! This is a common reason researchers may not find the

arrival record they seek—they assume the migrant must have arrived in the same place where they are known to have lived later or else they do not look in a wide enough range of years.

Passengers from UK

Many migration schemes were created to attract British migrants to Australia. From the 1850s governments in Australia appointed recruitment agents in Britain to encourage migrants to their colonies. Local emigration societies assisted the passage of those who could not pay their own way.

Further information can be found in the following chapters about the categories of migrants, dates and destinations. In general more migration information is to be found in the archives held by the various Australian state and national government archives. However certain documents created by the British Government may need to be consulted.

Researchers should consider **both ends of a journey**—for additional information and also to challenge assumptions. Perhaps a passenger boarded the ship at an intermediate port, rather than at the ship's port of origin.

Not all original passenger manifests have survived. **The National Archives UK** does, however, hold a collection of passenger lists in the series **BT 27** for voyages from all ports in Britain (England, Scotland and Wales) for intercontinental voyages (beyond Europe) for the years 1890 to 1960. Prior to 1921, passengers from all Irish ports are included, but after 1921 only Northern Irish ports are listed. The title of the BT 27 collection at The National Archives UK is 'Board of Trade: Commercial and Statistical Department and successors: Outward Passenger Lists'.

This collection has been indexed and digitised and is available on the subscription websites findmypast (where the record set is entitled 'Passenger Lists Leaving UK 1890-1960') and Ancestry.com (that collection is entitled 'UK, Outward Passenger Lists, 1890-1960').

The amount of detail for each passenger varies over time, but generally there is more information in later years. The records for each passenger may include age, occupation, address in UK and intended destination.

Passengers disembarking at intermediate ports en route are generally listed; however passengers who boarded at an intermediate port may or may not be included. Note that the intended destination listed is that of the passenger, rather than the ultimate destination of the ship.

BT 27 contains records from passenger ships, rather than Merchant or Royal Naval vessels or troop ships. Typically the name of the captain or master is given but generally not the names of all the crew.

Note also that these are lists of **passengers rather than necessarily migrant**s. Some people travelled to and from Australia or UK several times, either for work, on holidays—or for some other reason. Consequently researchers should check lists of arrivals into and departures from the UK, even for family members known to have migrated long before the collection's 1890 starting date—and do not stop looking when you find the first arrival record.

While it is beyond the scope of this publication to discuss records of arrivals at international destinations for passengers departing from Australia, one set is worth noting because it is the converse of the above-described BT 27. This is The National Archives UK series **BT 26**, 'Board of Trade: Commercial and Statistical Department and successors:

Inward Passenger Lists'. This collection includes passenger lists for those entering UK ports between 1878 and 1960. This collection has been indexed and digitised and is available on Ancestry.com, under the title of 'UK, Incoming Passenger Lists, 1878-1960'.

The **British Government paid for the passage of convicts**, **paupers** from various Poor Law Unions, **the military** and **civil servants** as well as some schemes **shared with Australian governments**. Records of those paid for by the British Government are to be found at The National Archives UK and can be searched using the Discovery portal. For example, records of the poor sent from a particular county can be found by searching Discovery using terms like 'emigration' 'new south wales' and perhaps also the relevant county name.

The House of Commons Parliamentary Papers include reports and correspondence relating to emigration from the United Kingdom to Australian colonies, especially details of British Government settlement and migration policies, but also reports from Australian colonial administrators back to the British Government. These Parliamentary Papers are now digitised and searchable online as part of ProQuest. This subscription collection is freely available to Australian residents through the electronic resources of the various state libraries and the National Library of Australia, using the relevant library card. Search the collection using keywords such as 'emigration', 'assisted migration' and 'Australia' (or colony name).

The Emigration Commission (1831–1832), the **London Emigration Committee** (1833–1836), the **Dublin Emigration Committee** (1834–1836) and the **Cork Emigration Committee** (1832–1836) were committees of philanthropic influential men who worked with British government-appointed Emigration Agents to organise government-sponsored female migration to the colonies of NSW and Van Diemen's Land.

> All the postmasters in the kingdom had been directed to place placards in the most conspicuous parts of their offices, and to distribute copies among the clergy and parochial authorities …The placard stated that "His Majesty's Government, in order to encourage the emigration of single women and women and widows of good character, to Van Diemen's Land, where the number of females as compared with the entire population is greatly deficient …has authorised the Emigration Committee to grant a free passage to such single females between 15 and 30 years as age, as the committee may ascertain to be likely to conduct themselves creditably and usefully in the colonies."
>
> 1836 'ENGLISH EXTRACTS.', *Sydney Gazette and New South Wales Advertiser*
> (NSW : 1803 - 1842), 3 December, p. 4, **http://nla.gov.au/nla.news-article2208087**

The women needed to provide references and be interviewed for suitability. For those selected, the British Government paid all the costs of their migration, but made no provision to help them find work or accommodation on their arrival. See Liz Rushen's website 'Female Migration to Australia in the 1830s' for further information.

The **Colonial Land and Emigration Commission** (also known as the Colonial Land and Emigration Board and after 1856 as the Emigration Commission) was an organisation established in 1840 to manage land sales in the colonies and use the proceeds to provide information and to promote and regulate migration to those colonies. The National Archives UK series CO 386 contains not only the names of those assisted by such schemes but also evidentiary documents about age, marital status and suitability of the migrants, but is not indexed by name. (CO 386 has been microfilmed as part of the Australian Joint Copying Project and the films are available in the national and state libraries around

Australia.) By 1873 the commission's responsibility for emigration functions had all been transferred to the relevant colonies.

Most **child migration programs** to Australia began in the 1920s and are discussed in Chapter 12—despite the fact that the schemes may have been administered (and so records held) by the states.

Also discussed in Chapter 12 are records of British migrants that are held by the National Archives of Australia, which are mostly those later than 1920.

See The National Archives UK guide to Emigration for further information about the emigration records held by the British Government.

Passengers from Hamburg

Findmypast has a collection entitled 'Emigrants from Hamburg to Australasia 1850–1879'. Information for the passengers listed includes their name, age, occupation and former place of residence.

> The departure lists are those which shipping companies were required to submit to the Hamburg authorities of all emigrant passengers on ships leaving Hamburg with 25 or more passengers. As the emigrants left Hamburg, their names and details were recorded in a series of registers. From 1855, a list was kept for each ship and appears to record the passengers in the order in which they boarded the ship. Prior to 1855, however, the details are recorded in a series of lists, one list for each letter of the alphabet. Within each list, the passengers are recorded in family groupings along with the former place of residence (or sometimes the birth place), an occupation (usually only for adult men)… Unfortunately, in the family groups, it is often only the husband who is named, the rest of the family being described as wife and 3 children from 2 to 7 years, for example.
>
> In general, if a ship carried fewer than 25 emigrants no copy of the departure list was kept. Sometimes, the newspaper reports which were printed at the time of arrival provide names of some of these passengers missed by the Hamburg lists.
>
> **www.findmypast.com.au/articles/world-records/full-list-of-australia-and-new-zealand-records/travel-and-migration/emigrants-from-hamburg-to-australasia-1850-1879**

These lists include emigrants destined for all colonies in Australia except Western Australia, as well as to New Zealand. Ships travelled directly from Hamburg to Australia. Passengers also travelled from elsewhere in Europe to board a ship in Hamburg bound for the Australian colonies, so this collection could be helpful to researchers looking for migrants from, for example, Scandinavia or central Europe as well as from Germany.

Passengers from Bremen

Passenger lists of those departing from Bremen (Germany) were kept from 1832 although due to lack of space and war damage most 19th century lists were lost. 'Bremen Passenger Lists' is a website containing transcriptions of the surviving lists (most are from 1920 to 1939).

The Danish Emigration Archives

The Danish Emigration Database comprises emigration lists compiled by the Copenhagen Police from 1869 to 1940. The lists provide the name, last residence, age, year of emigration and first destination of the emigrant from Denmark. Records are available for the period from 1869 to 1908 (394,000 emigrants).

National Archives of the Netherlands

'Emigrants from the Netherlands' is a searchable database of 19th century emigrants from that country. Another database, 'VOC voyagers', contains the names of crewmen with the Dutch East India Company.

Naturalisation and citizenship

From the earliest days of the Australian colonies only those who were **British citizens** or who held the rights of **British subjects** were allowed to **vote, hold government positions or acquire legal title to land**. 'British' included those born in the British Empire (including Australia, Ireland, Canada, India and South Africa) but not 'aliens' born 'outside the British Empire' (such as the United States of America or China).

The Australian Nationality and Citizenship Act which came into force on 26 January 1949 introduced the **new concept of Australian citizenship**, and the idea of belonging to Australia rather than to Britain. Under the Act, as with other countries in the British Commonwealth, citizens would remain British subjects while at the same time having citizenship of their own country. In 1984 an amendment to the Act removed the status of 'British subjects' from Australian citizens.

Naturalisation was the process by which '**aliens**' gained the rights and privileges of citizens. Typically naturalisation documents include information not only about an applicant's name, age and occupation, but also native place and the date and ship of arrival. As naturalisation has never been compulsory, there is no guarantee that a record of naturalisation will exist.

For those who wish to read more about the history of British citizenship, see The National Archives UK guide to 'Naturalisation and British citizenship'.

Naturalisation replaced an earlier process of 'denization' (in NSW in 1849, in South Australia in 1846 and in Tasmania in 1861). **Denization** required an Act of Parliament, which allowed the Governor to issue a Letter of Denization to the named aliens, granting them limited rights of citizenship. Denization allowed the holder to purchase or inherit land but not to receive a land grant or hold public office.

Under British law, children whose fathers were or became naturalised British citizens would themselves be regarded as natural-born subjects. A subsequent Act extended this principle to children of the children of British born or naturalised fathers, as well as to spouses. These rules extended to the Australian colonies.

Citizenship and naturalisations were administered by the individual colonies or states until the end of 1903, after which they became functions of the Government of the Commonwealth of Australia.

Consider as an example a migrant from Germany who had arrived in Tasmania in the 19th century and lived there for some years before wanting to buy land. If they were not a British subject, they needed to be naturalised in Tasmania before being allowed to purchase land. If they subsequently moved to New South Wales and wanted also to buy land there, they would need to be **naturalised again** in NSW before they could purchase land in that colony.

For the years up to (and including) 1903, naturalisation records are held by the state government archives of the relevant state or colony—with the exception that even 19th century Victorian and South Australian naturalisation documents are held now by the National Archives of Australia (NAA).

For information about the policies of the different colonies to Chinese, see the page 'The Chinese in Australia' on the website of the Australian Bureau of Statistics.
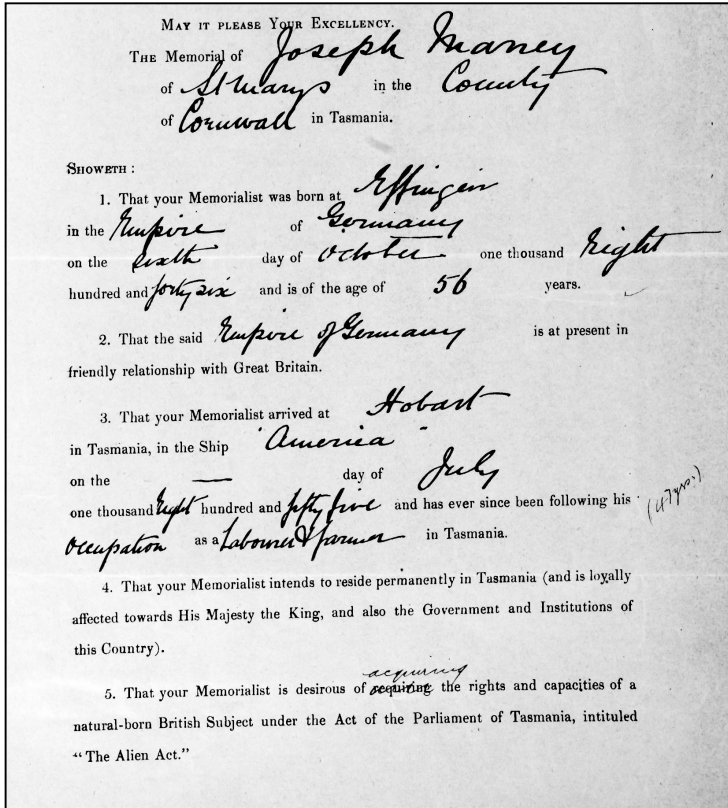
Figure 4: Naturalisation document
Tasmanian Archive & Heritage Office, reference CSD22/1/67-88 page 387

The Immigration Restriction Act (1901) was enacted by the new Parliament of Australia in order to limit those permitted to enter and reside in Australia and formed the basis of the **White Australia Policy**. This act allowed immigration officers to choose who they would accept, because permission to migrate required passing a dictation test, which could be given in any European language (not necessarily English). The White Australia Policy is discussed further in Chapter 12.

After the *Commonwealth Naturalisation Act 1903* (enacted 1 January 1904) naturalisations were administered by the Government of the Commonwealth of Australia, so an 'alien' only needed to be naturalised once—and was then allowed to vote or purchase land anywhere in Australia.

The *Commonwealth Naturalisation Act 1903* explicitly excluded 'natives of Australia, Africa, Asia and the Pacific' from naturalisation (except New Zealand). Applicants needed to be able to read and write English and successful applicants were required to renounce their own nationality.

Records of naturalisations from 1904 are held by the National Archives of Australia (NAA). Those wishing to read more about citizenship and naturalisations in Australia should read the guide written by David Dutton (and now published on the NAA website) *Citizenship in Australia: a guide to Commonwealth Government records*.

Passports

Until 1858, United Kingdom passports could be issued to those of all nationalities—not only British. Early passports were essentially letters of introduction for travellers, requesting the protection of the UK while travelling, rather than a means of identification. Comparatively few people had passports as most countries did not require them.

The first truly British passports were established from 1846 and were issued for a single journey.

Passports were not compulsory for British travellers until 1915. World War I and the fear of enemy aliens led Britain and her Empire to impose registration restrictions to limit enemy aliens entering the territory.

The National Archives UK holds Entry books of passes issued by the Secretaries of State (1674–1794), Registers of British passport applications (1795–1948), Passports (1802–1961) and case papers (1916–1983) as well as Indexes of British passport applicants (1904–1916).

The subscription website findmypast holds a collection entitled 'Indexes of British passport applicants (1851–1903)'.

While Australian passports were issued from 1901 they were not initially compulsory. Remember 'Australian citizenship' was a new concept introduced in 1949—before then **Australians had the rights of British subjects**. (Australian passport covers still included the word 'British' until 1967.)

> The right to leave the Commonwealth was more qualified. The Emigration Act 1910 imposed controls over the exit of Aboriginal people, and passports and immigration legislation during and shortly after the First World War introduced controls over the exit of both aliens and British subjects. …The passport became the crucial document for exiting as much as entering Australia.
>
> …In Australia passports were issued concurrently by the states and the Commonwealth until 1915, but in that year the Commonwealth took sole responsibility for the issue of passports and made regulations under the War Precautions Act in 1916 which prohibited the entry or exit from Australia without a passport. …Requirements for visas were introduced shortly thereafter to provide the government with the power to permit or deny each individual act of a person crossing the Commonwealth's external border.
>
> While it is often believed that the passport is a right of citizenship this is not the case. The Commonwealth refused to issue passports to certain people for political reasons during the inter-war years and the Cold War, and at various points passports have also been refused for 'moral' reasons.
>
> **http://guides.naa.gov.au/citizenship/chapter4/movement-passports.aspx**

Under the *Passports Act 1920* it became compulsory for all Australian residents to have passports when leaving the country (other than those younger than sixteen years, defence forces personnel on active duty, merchant seamen, holders of exemption from the dictation test, and persons travelling to New Zealand, Papua or Norfolk Island).

Australian and New Zealand citizens travelling between those two countries did not require passports until 1973. From 1981 passports became compulsory for all travellers entering Australia.

The National Archives of Australia (NAA) hold documents relating to passport documents of aliens entering Australia as well as Australians leaving the country. In addition the various states' archives offices generally hold some documentation about the travel documents of aliens entering their territory. For example, Queensland State Archives has an online index entitled 'Passport registers 1926–1939', which covers documents relating to immigrants arriving in that state. Again, for more information see the guide to 'Citizenship in Australia' written by David Dutton and published on the NAA website.

Born at sea

When tracing an event that occurred at sea, remember that the laws of more than one country might apply. For example, the law of the country where the ship was registered may be different to the laws of the next port of call.

> Details of births and deaths at sea aboard British-registered ships … since the introduction of British civil registration (1 July 1837 in England and Wales, 1 January 1855 in Scotland and 1 January 1864 in Ireland) were required to be sent to the appropriate General Register Office depending on the nationality or normal place of residence of the father of the deceased. (Note: records relating to foreigners were, from 1875, sent to the GRO for England and Wales.)
>
> …Each General Register Office maintains a Register of Marine Deaths with a separate index: most of these indexes are now online…
>
> The primary record of a birth or death at sea is the ship's official documentation. This usually means the ship's official log, which was introduced in October 1851, but in the early 1890s may be found on the back of crew lists, including those of passengers.
>
> **www.rmg.co.uk/researchers/library/research-guides/general-introduction/research-guide-a3-tracing-family-history-from-maritime-records**

The event may be registered in more than one place, such as within an English maritime list of births and also in an Australian state's registers.

Typically births and deaths at sea were registered at the **next port of call** and are generally included in lists that might be called 'Maritime births' or 'Maritime deaths' for the relevant state Registry of Births, Deaths and Marriages. When you obtain the relevant certificate, the location (of birth or death) may be expressed in latitude and longitude. The following are relevant:

- for maritime births or deaths when NSW was the 'first port of call', look at the 'Mariners and Ships in Australian Waters' website
- for Queensland see the historical index of births, deaths and marriages with the code of 'MAR' (marine) via 'Queensland Births, deaths, marriages and divorces—family history'
- for South Australia see the South Australian Shipping and Migration Directory. In addition, the National Archives of Australia (Adelaide office) has a volume entitled 'Register of ships' crew and passenger deaths at sea 27 January 1893 to 26 January 1922 includes indexes 1869-1922'. The series reference is D7, volume 1.
- for a Victorian first port of call, see the Marine Index available via the website of Births, Deaths, Marriages Victoria
- State Records Office Western Australia maintains registers of births and deaths at sea

- for UK records of maritime births, deaths and marriages, see the guide by C.T. & M.J. Watts *Tracing births, deaths and marriages at sea*, published in London by the Society of Genealogists in 2004

There may also be 'Consular Returns of Births' (or deaths) if the next port was non-British and the event was registered with the local consular representative, for example so that a child could be classed as British. See also the subscription site 'BMD registers UK' for (British) 'Registers of Births, Deaths and Marriages of Passengers at Sea'.

For details about surviving ships' logs, see Ian Nicholson's books *Log of logs* (3 volumes). (For more information about those books see the later section entitled 'Diaries'.)

Sometimes a child born at sea might be given the name of the ship or its captain, as a middle name. The ship's name might also have been given to the next child born, to commemorate someone who died at sea.

Despite public perception, marriages at sea on British ships were rare unless there was a strong reason why the marriage must take place before the next port of call. Nevertheless there are lists of 'Marriages at Sea' held by The National Archives UK (in BT158/1-4 for 1854–1906, which were then copied to and continued in BT 334/117) for the period 1854–1972. These have been transcribed and are available online on The ShipsList website.

Figure 5: Quarantined & fumigated mail
www.auspostalhistory.com

Risks of long voyages

In addition to **human errors, storms** at sea and collisions with ice or rocks were among the risks that contributed to shipwrecks. 'Batten down the hatches' meant no light or ventilation—especially to those in steerage class, which was generally below the water line. Think of candles and oil lights, cramped conditions, straw mattresses, timber ships and hemp (rope) and tar caulking and it is easy to see the high risk of **fire**. These also contributed to **shipwrecks**. At the time there was little chance of rescue at sea and few could swim.

Long voyages brought increased risk of **scurvy**. Sometimes those on board convict and immigrant ships were issued with lime or lemon juice to avoid scurvy—but as not everybody believed in the causes of scurvy, such preventative measures were not always available.

People packed together in close proximity for extended periods also increased the likelihood of spreading **contagious diseases** such as dysentery, typhus, cholera or smallpox. (Indeed typhus was also known as 'ship fever' and was believed by doctors of the time to be caused by miasma, or foul air. In fact it was spread by poor hygiene.) These disease risks extended to those who came into contact with the migrants at their destination and were often catastrophic to the indigenous population.

Whether convicts transferred from hulks or prisons, inmates from workhouses or just poor people with inadequate food and nutrition, their poor living conditions contributed to the chance of disease being brought to the ship.

The word '**quarantine**' derives from the Italian word for 40—with 40 days the common period of isolation imposed on ships' passengers and crew who had been exposed

to an infectious disease, to see if they become ill. This practice of isolation to prevent the spread of disease from seafarers began in seventeenth century Venice during a recurrence of the Black Death plague.

The earliest ships to the Australian colonies were under government control so automatic quarantining could be imposed when necessary. Some protection was needed when independent merchant ships began arriving in the colonies.

When the convict ship *Morley* arrived in Sydney on 3 March 1828, the ship brought whooping cough to the colony. When the disease spread, belatedly the governor quarantined the ship on the north side of Sydney Harbour—but it was too late. The resultant epidemic killed many children, including the infant son of the governor. Later that year the *Bussorah Merchant* arrived in Sydney carrying smallpox, so Governor Darling ordered the ship and all those on board to be quarantined at some distance from Sydney's population—at North Head, Manly. North Head remained as Sydney's Quarantine Station until 1972.

Following a cholera epidemic in Great Britain in 1832, Governor Bourke passed an act enforcing quarantine on all vessels which travelled to NSW from any part of the United Kingdom which had cholera or any other infectious diseases. The ships were to remain at 'Spring Cove' (the Quarantine Station at North Head, Manly) and no people or boats were to enter the Quarantine area while any vessel was there flying a yellow flag.

In 1881 an outbreak of smallpox in Sydney spread fear and panic. Facilities at the Quarantine Station were inadequate to deal with the numbers, so patients who could afford to pay for daily visits of doctors were quarantined in their homes. Quarantine control was removed from the NSW Treasury and instead a 'Board of Advice' was established (later renamed the 'Board of Health'). This Board advised and assisted the NSW Government in the prevention of the spread of smallpox and administration of quarantine control in NSW.

Records of the North Head Quarantine Station (dating from the 1830s) are held in the Sydney Office of the National Archives of Australia. The NAA has a fact sheet (number 143) entitled 'North Head Quarantine Station, Sydney'—see the link at the end of this chapter. 'Death register sheds light on those laid to rest' is an article written about records held by the National Archives of Australia. A digital copy of the Register of Deaths at Quarantine Station is available on the NAA website. A link to the register is given at the end of this chapter. For further information about Sydney's North Head Quarantine Station, see the article of that name listed amongst the websites at the end of this chapter. See also the article 'The Ship *Minerva* in Quarantine, 1838'.

From 1828 **quarantine stations** were gradually introduced at each major port of entry to Australia, initially under the administration of the colonial treasury departments.

For the history of quarantine and quarantine measures undertaken in Australia (and Queensland in particular) see the article 'Notes on the History of Maritime Quarantine in Queensland, 19th Century'.

> The Lytton Quarantine Station was established in 1913-1914, to accommodate newly arrived immigrants and persons considered to be at risk of causing infection to the general population.
>
> …There were no human quarantine facilities at Moreton Bay during the penal era 1824-42 as all immigration came via Sydney. Following the opening of the district to free settlement in February 1842, a quarantine station was formed in 1844 at Dunwich, on Stradbroke Island, at the site of a former goods transfer depot established by convicts in the late 1820s. From 1864, Dunwich served as both quarantine station and benevolent asylum. The quarantine station was relocated briefly to St Helena Island in Moreton Bay in 1866-67, along with the newly erected

gaol there, but was soon returned to Dunwich. From 1874 to 1915 Peel Island in Moreton Bay served as Brisbane's human quarantine station.

www.heritage.gov.au/cgi-bin/ahpi/record.pl?QLD601347

Information about quarantine (and some ships quarantined) at Peel Island (Queensland) is available on the website operated by the Friends of Peel Island Association. Queensland State Archives holds the records of the Dunwich Benevolent Asylum (which also operated as a Quarantine Station). On the QSA website is a guide to the Dunwich and Eventide Records.

The Point Nepean Quarantine Station at Sorrento (Victoria) is described in an article on the website of the Nepean Historical Society. See also the article 'Quarantining the fever ships: The story of Point Nepean'.

South Australia had the Torrens Island Quarantine Station, at the mouth of Adelaide's Port River. 'Torrens Island Quarantine Station, South Australia' is the title of Fact sheet 228 on the website of the NAA.

Woodman Point Quarantine Station was established in the 1880s south of Fremantle on the Western Australian coast to isolate immigrants while they were cleared of the diseases that were rife in much of the rest of the world at that time. See the 'Woodman Point Quarantine Station' website for further information.

In 1884, a State maritime quarantine station was established at Bruny Island, Tasmania. For more information see the Bruny Island Quarantine Station website. For records of other Tasmanian quarantine stations, search the Tasmania's Heritage website for "quarantine station" (including quotation marks).

From 1909 quarantine passed from the states to Commonwealth control. Once airlines began bringing large numbers of passengers to Australia in the 1950s airline passengers who arrived without adequate vaccination certificates could also be subject to quarantine.

Newspapers

Many newspapers had shipping columns, so researchers can search the Trove collection of digitised newspapers—for both the name of the passenger and the name of the ship. Newspaper reports often provided details of the voyages, including stops along the way, storms, shipwrecks, stories and more.

EXTRACOLONIAL PASSENGERS.
ARRIVALS IN SOUTH AUSTRALIA.

Per LADY ELIZABETH, from London – Mrs. Lever, infant, and nurse, in the saloon.

DEPARTURES FROM SOUTH AUSTRALIA.

Per PARRAMATTA : For London – Mr., Mrs., and Miss Alexander, Misses and Master Burnett, and Messrs. Lanyon and P. T. Halfey, in the saloon.
For Colombo – Mr. B. J. Petra.

1893 'EXTRACOLONIAL PASSENGERS.', *South Australian Register* (Adelaide, SA : 1839 - 1900), 27 June, p. 3, **http://nla.gov.au/nla.news-article48520631**

Figure 6: Newspaper shipping column

Newspapers may also name overland passengers as well as passengers from elsewhere in Australia.

<div style="border:1px solid black;">

OVERLAND PASSENGERS TO ADELAIDE.

The following passengers left Melbourne for Adelaide by the express yesterday:-

Messrs, Elder, France, Goller, Neilson, Dilly, W. Patterson, Maddock, Mrs. Neilson, Mrs. Cohen, Miss Haseltine.

1889 'OVERLAND PASSENGERS TO ADELAIDE.', *The Argus* (Melbourne, Vic. : 1848 - 1957), 5 September, p. 7, **http://nla.gov.au/nla.news-article6276457**
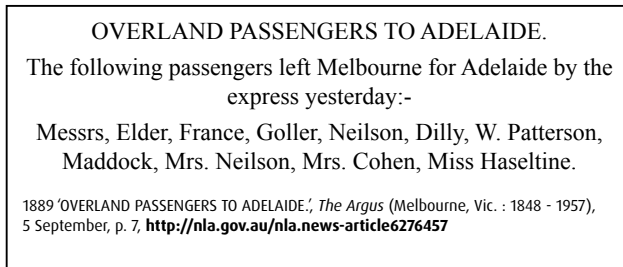
</div>

Figure 7: Newspaper overland passenger announcement

The same website, Trove, also has a tab to an index of 'Pictures, photos, objects'. Pictures of ships are held by numerous repositories and Trove provides a way for finding many of them.

Also look for obituaries in newspapers, which may provide details about when the deceased migrated.

British newspapers can also be consulted for reports of voyages and also advertisements offering (sometimes free or assisted) passage on vessels departing for Australia. Some of these newspapers are freely available online via the electronic resources of Australian state and national libraries. These include the Gale collections of newspapers including the Times Digital Archive, the 17th and 18th Century Burney Collection, the 19th Century British Library Newspapers—and more.

Australian state libraries offer free library cards to residents and the National Library of Australia offers a free library card to all Australian residents. With those cards researchers can freely access at home many electronic resources that would otherwise only be available to paying subscribers.

The subscription website findmypast has a collection of British Newspapers 1710–1953 that can also be searched for the names of vessels and voyage descriptions.

Diaries

In addition to newspaper reports, many travellers wrote diaries documenting the long journey to Australia. Captains and ships' surgeons kept journals, passengers kept diaries and fortunately many of these have survived and can be consulted for more information about the journeys.

The three volumes of Ian Nicholson's *Log of logs* provide a summary of sources for each voyage. (Because no single volume is complete for all ships and all voyages, all three volumes need to be checked.) The books give the ship's name, type of vessel and owner as well as voyages undertaken, perhaps with some details about the ship's history. In addition the volumes record surviving diaries, journals and books relevant to that particular journey. These extremely useful books are now digitised and downloadable.

On Trove, in addition to digitised newspapers, another tab links to 'Diaries, letters and archives'. Many immigrant diaries are held by the National Library of Australia, as well as by the various Australian state libraries. Some of these collections are indexed

online—for example, the State Library of New South Wales has a 'Ships pictures index' which previously was only available on cards but is now online and searchable on the State Library NSW website. On that website, search the 'Manuscripts, oral history & pictures' collection, looking for 'Records with images'.

Researchers should also check directly for journals and immigrant diaries held by the Australian National Maritime Museum and also the Royal Museums Greenwich (especially the Archive Catalogue).

Again some of these diaries are being digitised and available online. For example, searching the State Library NSW website 'Manuscripts, oral history & pictures' collection, some immigrants' diaries have not only been digitised but also transcribed and can be keyword searched, including for mention of events and even other passengers.

The National Archives UK has a collection entitled 'Surgeons at Sea', containing Royal Navy Medical Officers' journals (1793–1880) some of which are digitised and freely available online. There are also four free podcasts (online lectures) discussing the records—however these are large files and may not be suitable for those with limited internet data allowance. The subscription website Ancestry.com has a collection entitled 'UK Royal Navy Medical Journals, 1817–1857' and 'UK Surgeon Superintendents' Journals of Convict Ships, 1858–1867'. These can be found amongst the Australian Convict Collection on the Ancestry.com.au site.

Subscription websites Ancestry.com and findmypast

Throughout this publication many resources are mentioned that are available on the subscription websites Ancestry.com and findmypast. Researchers wishing to access these collections do not necessarily need personal subscriptions to check these resources, as library editions of these websites may be found at many libraries and genealogical societies.

Why can't I find them?

From 1852 captains or masters of all passenger ships (and later aircraft) arriving at or leaving an Australian port were required to deposit lists of all passengers on board. Before then the only passenger lists routinely collected were those of ships bringing government-assisted immigrants.

In 1948 cards filled out by passengers were introduced and gradually the 'full list of passengers' requirement was phased out. From 1924 details of crew also must be listed on passenger lists. These passenger lists and cards are now held by the National Archives of Australia (NAA), generally in the NAA office in the relevant state. Many of these lists and cards have never been indexed.

From 1924 a copy of each passenger list was forwarded to the Commonwealth Bureau of Census and Statistics and these are now held by the National Archives of Australia in the Canberra office.

Many passenger lists and collections of names are gradually being indexed and made more readily available in various forms, online and offline.

Researchers should anticipate some errors and not expect spelling to be exactly the same then as now. Imagine clerks recording the names as they heard them—from speakers with a wide variety of accents. Consider whether the name being sought could ever have been pronounced in such a way as to reflect the name as written in the record.

For various reasons, some passengers gave incorrect or incomplete information to the clerks. A migrant might have lied about their age or occupation in order to qualify for subsidised passage—or even come on a ticket prepared for somebody else. Foreign immigrants might have anglicised their names, while married women might have travelled under their maiden names or alternatively lied about their age or marital status.

In an article entitled 'The Case of the False Identity' (*Inside History*, July-August 2013, pp 42-45), Judy Webster cited a Colonial Secretary's Office in-letter at QSA which suggests another reason for not finding an ancestor's arrival record:

> Now I understand that an immigrant, previous to being accepted, has to produce a certificate of good character. It is therefore possible by the above questionable practices for a person who may be unable to produce good references, or who may be a jail bird for all one knows, to go up to an agent and be accepted simply by the latter giving him the ticket of one who has not come forward, and by representing himself as such.
>
> QSA, COL/A369, 83/4753, item ID 847100

A passenger might have travelled using the ticket prepared for (and in the name of) someone else.

Some passengers were not listed by name but only by occupation or status, such as 'Mr Jones and family' or 'Miss Smith and servant' or even '12 Germans in steerage'. Some passengers might never have been recorded.

There is also the risk of indexing or transcription errors as the hand writing of immigration officials is deciphered for modern lists.

Unfortunately the names of some migrants may never be found. Researchers will need to estimate when they arrived by considering when they were last known to be in their country of origin and when they can be found in Australian records.

Websites mentioned in Chapter 1

- Ancestry.com **www.ancestry.com**
- Australian Bureau of Statistics **www.abs.gov.au**
  - The Chinese in Australia **http://bit.ly/ChineseStats**
- Australian National Maritime Museum **ww.anmm.gov.au**
- Births, Deaths, Marriages Victoria **www.bdm.vic.gov.au**
- BMD registers UK **www.bmdregisters.co.uk**
- Bremen Passenger Lists **www.passengerlists.de**
- Bruny Island Quarantine Station **www.bica.org.au/brunyquarantinestation**
- Deficiency disorder: evidence of the occurrence of scurvy on convict and emigrant ships to Australia 1837 to 1839 **http://bit.ly/scurvy2Aust**
- Danish Emigration Archives **www.udvandrerarkivet.dk/forside**
- Emigrants from Netherlands *(under 'Collection', see 'Indexes')* **www.gahetna.nl/en**
- Female Migration to Australia in the 1830s **www.rushen.com.au/index.html**
- findmypast **www.findmypast.com**
- LINC Tasmania **www.linc.tas.gov.au**
- *Log of logs* Volumes 1, 2 & 3 **http://bit.ly/LogOfLogs**
- Mariners and Ships in Australian Waters **http://marinersandships.com.au**
- Marriages At Sea (The ShipsList) **www.theshipslist.com/Forms/marriagesatsea.html**

- *Nationality and Citizenship Act 1948*
  http://foundingdocs.gov.au/item-sdid-97.html
- National Archives of Australia   **www.naa.gov.au**
    - Citizenship in Australia
      http://guides.naa.gov.au/citizenship
    - Death register sheds light on those laid to rest
      http://bit.ly/DeathRegisterQuarantine
    - North Head Quarantine Station, Sydney—Fact Sheet 143
      www.naa.gov.au/collection/fact-sheets/fs143.aspx
    - Register of Deaths at Quarantine Station 1881–1925
      (Select 'RecordSearch', do an advanced search, select 'Series' and enter Series number C526)   **www.naa.gov.au**
    - Torrens Island Quarantine Station (SA)—Fact sheet 228
      www.naa.gov.au/collection/fact-sheets/fs228.aspx
- (The) National Archives UK   **www.nationalarchives.gov.uk**
    - Emigration   **http://bit.ly/TNAemigration**
    - Looking for records of a passport   **http://bit.ly/TNApassport**
    - Naturalisation and British citizenship   **http://bit.ly/TNAnaturalisation**
    - Surgeons at Sea: Royal Navy Medical Officers' journals
      www.nationalarchives.gov.uk/surgeonsatsea
- National Library of Australia   **www.nla.gov.au**
    - eResources   **www.nla.gov.au/app/eresources**
    - Immigrant diaries (1822–1895)
      www.nla.gov.au/manuscripts/immigrant-diaries
- Nepean Historical Society: Quarantine Station
  http://nepeanhistoricalsociety.asn.au/history/quarantine-station
- North Head Quarantine Station
  www.environment.nsw.gov.au/resources/parks/V220-26.pdf
- Notes on the History of Maritime Quarantine in Queensland, 19th Century
  http://bit.ly/QldQuarantine
- Peel Island Quarantine Station (Friends of Peel Island Association)
  www.fopia.org.au/Qstation_pop.html
- Public Record Office Victoria   **http://prov.vic.gov.au**
- Quarantining the fever ships: The story of Point Nepean
  http://bit.ly/NepeanFeverShips
- Queensland Births, deaths, marriages and divorces—family history
  http://bit.ly/QldBDMhistory
- Queensland State Archives   **www.archives.qld.gov.au**
    - Dunwich and Eventide Records   **http://bit.ly/QSADunwichGuide**
- Royal Museums Greenwich, Archive catalogue
  http://collections.rmg.co.uk/archive.html#!asearch
- (The) Ship *Minerva* in Quarantine, 1838 *(see 'Historical Articles')*
  http://bit.ly/HistoryManly
- South Australian Shipping and Migration Directory
  www.familyhistorysa.info/shipping
- State Library of New South Wales   **www.sl.nsw.gov.au**

- State Library of Queensland (ships and their journeys)
  http://bit.ly/SLQshipping
- State Library of South Australia (Immigration diaries and letters)
  http://guides.slsa.sa.gov.au/content.php?pid=99525&sid=747030
- State Library of Victoria (Manuscripts, letters and diaries)
  http://bit.ly/SLVmanuscripts
- State Library of Western Australia, Private Archives
  www.slwa.wa.gov.au/find/wa_collections/private_archives
- (The) State Records Authority of NSW (NSW State Records)
  www.records.nsw.gov.au
- State Records of South Australia   **www.archives.sa.gov.au**
- State Records Office of Western Australia   **www.sro.wa.gov.au**
- Tasmania's Heritage (including State Library holdings)
  www.linc.tas.gov.au/tasmaniasheritage
- Trove   **http://trove.nla.gov.au**
- Woodman Point Quarantine Station   **www.woodmanpointquarantinestation.com**

2. Convicts

More than 160,000 convicts in total were sent to Australia:

- about 79,000 convicts were sent to NSW, arriving from 1788 to 1850
- around 76,000 convicts were sent to Van Diemen's Land (Tasmania), arriving between 1803 and 1853
- about 9700 male convicts were sent to Western Australia between 1850 and 1868
- around 2200 convicts were sent from NSW to the Moreton Bay district (now Brisbane, Queensland) between 1823 and 1839
- about 1750 'exiles' were sent from England to the Port Phillip District (now Melbourne, Victoria)
- nearly 1500 juvenile offenders—boys aged from 12 to 18 years—were transported to Australia and New Zealand from Parkhurst Prison between 1842 and 1852. These were called the Parkhurst Boys

By 1850 around 332,000 immigrants had arrived in Australia, of whom about 146,000 (44%) were convicts.

It is beyond the scope of this publication to detail all the convict records that are available, however convicts were a sizeable portion of the early immigrants to Australia and are well documented, especially as to their transport ship. While in the convict system, convicts were identified by their ship of arrival—for example, George Best (Stratheden) .

Complications arise when there were more than one ship of the same name—in those cases a Roman numeral after the name of the ship identifies which ship of that name it was. Thus *Mary I, Mary II* and *Mary III* refer to three ships named Mary that transported convicts to Australia. When the same ship undertook several transportations, those voyage numbers are identified by a number in brackets. Thus **Mary III (2)** means the second convict transportation voyage by the third ship called Mary. In the following example, convict Robert Mills had arrived on the second transport voyage of the ship Manlius.
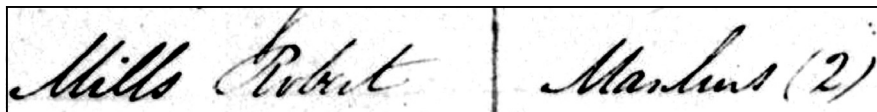
Figure 8: Convict identified by transporting ship and voyage
Tasmanian Archive and Heritage Office, (Convict) Petitions for Marriage, CON52/1/1 p 115

Having convict ancestry used to be considered a slur. However since Australia's Bicentennial (1988) and the re-examining of the early European colony, having a convict in your family history is now considered desirable by many Australians. This wish (plus the existence of more records about convicts than about many free immigrants of the same period) has led to some over-enthusiastic researchers wrongly claiming a convict just because someone of the right name lived in approximately the right time and place.

Clues that an individual might indeed have been a convict include:

- arrival in a colony during the period of convict transportation
- the comment 'married with permission of the governor'
- death record states that the deceased was a 'prisoner of the crown'
- 'GS' in a muster or census (meaning they were a Government Servant, that is, a convict employed by the government), while a former convict might be described as 'freed by servitude'
- inclusion in a list of convicts
- their name being associated with the ship that brought them, as in George Best (Stratheden)—indicating that George Best was a convict who was transported on the ship *Stratheden*

Royal Navy surgeons and assistant surgeons served on convict ships from 1793 and many of their journals and shipboard diaries have survived and are now held in The National Archives UK. Digitised copies of some of these are available in the free 'Surgeons at Sea' website. Others are available on the subscription website Ancestry. com in the collections 'UK Royal Navy Medical Journals, 1817–1857' and 'UK Surgeon Superintendents' Journals of Convict Ships, 1858–1867'. Such diaries provide insight into day-to-day shipboard life during the voyage.

Management of convicts meant that their time through the convict system was generally well documented—although not all convicts are listed in all kinds of convict records. The amount of information recorded in the records generally increased over time.

The following are some convict records that identify the convict along with their ship of arrival.

Convict indents were a sort of summary statement about the convict and may record where and when they were convicted, of what crime and with what sentence, and the name of the transporting ship.

If a convict wanted to **marry**, they needed to seek permission. Under some circumstances a convict could also apply to have their spouse or children brought from UK to join them in the colony.

A **convict's bank account** was generally held for when they were freed, but a convict was allowed to draw on their bank account for some expenses, such as defending themselves in a trial.

A convict deemed trustworthy may be granted a **ticket of leave**, allowing them to work for themselves and earn an income, so long as they remained in a specified area. They may have been granted a **ticket of leave passport**, allowing them to travel to another area for work.

Finally there is likely to be some record of how the convict left the penal system— perhaps they received a **conditional pardon**, freeing them early on the condition that they did not return to the place they were sentenced until the full sentence time had elapsed. An **absolute pardon** freed the convict early but without any limitations about where they could travel. A **certificate of freedom** was given to a convict who had served their entire sentence as evidence that they were now free to live and travel as they chose.

Records of convicts' lives in the colonies are held in the archives of the relevant state government, depending on the administering colonial government at the time. A prisoner who reoffended after arriving in one colony may have been sent to a **secondary penal settlement**. Note that the secondary penal colony of Norfolk Island was administered by New South Wales originally, but then control was passed to Van Diemen's Land

(Tasmania) on 14 September 1844. Records of the **Exiles** (sent to Victoria in the 1840s) are held in the Public Record Office Victoria. (The Exiles were convicts given conditional pardons on condition that they did not return to the UK for the remainder of their sentences.)

While convicts were never transported directly to **South Australia**, those who offended in that colony might have been sent elsewhere as a convict.

Those interested in any persons living in the early days of the colony of **New South Wales**—especially in the period up to 1825—should check the Colonial Secretary's Papers of NSW. While these are held by NSW State Records, they have been digitised and are available on Ancestry.com.

While NSW convict records are held by the NSW State Records, the original documents have been digitised and are available on Ancestry.com. Collections of convict records available on Ancestry include transportation registers, convict indents, gaol description and entrance books, musters and censuses, convict savings bank books, applications to marry, wives and children of Irish convicts, tickets of leave, conditional and absolute pardons, certificates of freedom, convict death register, mentions in Colonial Secretary's Papers—and more. As noted previously, not all convicts appear in every list.

Tasmanian convict records are held in the Tasmanian Archive and Heritage Office. Tasmania's Heritage is the website for Tasmanian Archives Online. The records are being digitised so many are freely available online. From the Tasmania's Heritage website, records such as the Convict Indent, Description List, Conduct Record and Appropriation List may be available and may have been digitised.

On the Tasmania's Heritage website, when there is a link to another page, the database number or reference number appears in another colour, and moving the computer's mouse over the reference shows the field with an underline. Clicking on that hyperlink takes researchers to that page.

For records that have been digitised, the hyperlink is the reference number (that should be cited as the source). **Before clicking on the link**, note down any page number given in the reference. The hyperlink generally links to the front page of the collection, often a digitised copy of the book. It is possible to step through the pages, reading one at a time. However, knowing the page number in advance, it is usually possible to select that page number and jump directly to (or near) the desired page, rather than having to step through each of the successive pages.

Growing humanitarian and liberal views in British politics in the 1830s led to the British penal code becoming less harsh, consequently only the more dangerous and hardened criminals were committing offences likely to lead to transportation. Critics of the convict transportation system deemed it cruel, unlikely to lead to the convicts' reform, and also pointed out that maintaining convicts in a far-away penal colony was more expensive then housing them in prisons in the home country. In 1840 the British Government signed a law **ending transportation** to NSW, although the last convicts to NSW arrived in 1850 and in Van Diemen's Land in 1853. For further information see the '1840 Order Ending Transportation to New South Wales' and also 'Bentham v. New South Wales: The Letters to Lord Pelham'.

The earliest settlers in **Western Australia** (WA) originally wanted a free colony; however labour shortages led them to ask for convicts around the same time as the eastern colonies were requesting no further convict transportation. Only male convicts were sent to the west and most were nearing the end of their sentence before transportation. Thus

many WA convicts spent little time in prisons but were given tickets of leave or conditional pardons almost immediately on arrival in the colony. They were set to work building public infrastructure and then later may have been allowed to work for themselves or be employed within the colony. The Fremantle Prison website is the best starting point for information about convicts sent to WA. Then see the information about convict records held by the State Records Office of Western Australia. See also the 'Dead Reckoning' guide to convicts.

In addition to convicts, another group of convict boys were sent from the **Parkhurst** Prison (Isle of Wight) to Western Australia, New Zealand, Victoria, Tasmania and Norfolk Island. These were boys aged from 12 to 18 years, who had been sentenced to punishment in Parkhurst, but had then served sufficient time to be considered 'reformed'. They were transported to Australia and New Zealand and given conditional pardons, allowing them to be 'apprenticed' and work for employers in the colonies, so long as they did not return to England before the term of their sentence expired. For further information on the scheme see the link below entitled 'Parkhurst Boys 1842–1862' and also the 'Dead Reckoning' guide to Parkhurst Boys.

Websites for researching convicts

- 1840 Order Ending Transportation to New South Wales
  http://bit.ly/EndTransportation
- Ancestry.com   **www.ancestry.com**
- Bentham v. NSW: The Letters to Lord Pelham   **http://bit.ly/PelhamLetters**
- Convict expirees arriving in SA   **www.ach.familyhistorysa.info/deserters.html**
- Convict Records (Coraweb)   **www.coraweb.com.au/categories/convicts**
- Convict transportation registers database
  www.slq.qld.gov.au/resources/family-history/convicts
- Convicts Australia   **www.hotkey.net.au/~jwilliams4/cons.htm**
- Convicts to Australia   **http://members.iinet.net.au/~perthdps/convicts**
- Convicts transported from South Australia   **www.jaunay.com/convicts.html**
- National Library of Wales: 'Crime and punishment' database
  www.llgc.org.uk/sesiwn_fawr/index_s.htm
- Dead Reckoning: a guide to family history research in Western Australia
  www.slwa.wa.gov.au/dead_reckoning
  - Convicts   **http://bit.ly/WAconvicts**
  - Parkhurst Boys   **http://bit.ly/WAparkhurst**
- FamilySearch: Ireland Prison Registers
  https://familysearch.org/search/collection/2043780
- Female Convicts Research Centre   **www.femaleconvicts.org.au**
- findmypast   **www.findmypast.com**
- Fremantle Prison Convict Database
  www.fremantleprison.com.au/Pages/Convict.aspx
- High Court criminal trials (National Archives of Scotland)
  www.nas.gov.uk/guides/highCourt.asp
- Ireland-Australia transportation records   **http://bit.ly/IrishTransportation**
- Mayberry Home Page   **http://members.pcug.org.au/~ppmay**
- (The) National Archives UK   **www.nationalarchives.gov.uk**

- • Surgeons at Sea   **www.nationalarchives.gov.uk/surgeonsatsea**
- Old Bailey Online   **www.oldbaileyonline.org**
- Perth DPS: Parkhurst Boys 1842–1862
  http://members.iinet.net.au/~perthdps/convicts/park.html
- Parramatta Female Factory Precinct   **www.parragirls.org.au/female-factory.php**
- PROVguide 57: (Victorian) Convict Records
  http://prov.vic.gov.au/provguide-57
- (The) State Records Authority of NSW (NSW State Records)
  www.records.nsw.gov.au
  - • Musters and other papers relating to convict ships
    http://bit.ly/NSWmusters
  - • NSW Convict Records—'Lost and Saved'   **http://bit.ly/ConvictsLostSaved**
- State Records Office of Western Australia—convict records
  www.sro.wa.gov.au/archive-collection/collection/convict-records
- Tasmania's Convicts: How can I found out about someone's life as a convict?
  http://bit.ly/TasConvicts
  - • Guide to the Public Records of Tasmania, Convict Department
    http://catalogue.statelibrary.tas.gov.au/item/?id=746412
- Transportation, penal ideology and the experience of juvenile offenders in England
  and Australia in the early nineteenth century   **http://chs.revues.org/416**

3. Crew

Those who arrived in Australia working their passage as ship's crew were often not included in passenger lists before 1924 and the lists of crew have generally not been indexed and published to the same extent as passenger lists. Consequently a migrant arriving as crew may be much more difficult to locate.

In the 18th and 19th centuries it was often difficult to find sufficient crew for a voyage, so there were often 'few questions asked' of those who were willing. Thus many crew arrived under false names or else with few details given.

One website seeking to fill this information void is '**Mariners and Ships in Australian Waters**'. The lists on that site 'are being transcribed from State Records Authority of NSW Reels of the Shipping Master's Office, Inwards Passengers Lists'. There is also a note that lists are 'added to weekly'. It is possible to search the site or browse by date or vessel.

From this site comes the following example. When the ship the *Lancashire Witch* arrived in Sydney in 1856, included in the list of those on board were:

MOLISON	A J	MASTER			CREW
SYMINGTON	W	1st MATE	27	BRITISH	CREW
PRAID	JOHN	CARPENTER	25	BRITISH	CREW
DOUGLAS	WILLIAM	A.B.	23	AMERICAN	CREW

Senior officers and masters of ships carrying assisted immigrants that arrived in the Port Phillip District before the 1851 separation from NSW are usually included (along with the assisted immigrant passengers) in the corresponding Assisted Immigrant indexes and registers (held by NSW State Records). Very occasionally other crew members are included.

PROVguide 49 (**Public Record Office Victoria**) describes the records held in the Victorian Government archives about ships' crew that commenced or ended their voyage in Victorian ports between 1852 and 1922. These include:

- Articles of Agreement 1878–1921 (made at the start and end of voyages)
- Release books 1857–1922 (releasing crew members at the port of Melbourne, and covering Australian, foreign and steam ships)
- Seamen's Discharge Certificates (1882–1922)
- Register of Deserters and Discharged Seamen 1852–1922
- Customs, Shipping and Immigration Records 1839–1898

Queensland State Archives has an online index to the Registers of Seamen, 1882–1919. The subscription website findmypast has a collection entitled 'Queensland Ship Deserters' with information collected from the Registers of Seamen.

The **Queensland Family History Society** has recently published a CD-ROM of data compiled from the NAA Series J715 of inward voyages to Brisbane, entitled 'Queensland

Customs House Shipping 1852-1885: Passengers and Crew'. Note that this contains details of passengers and crew from all parts of the world travelling into Brisbane.

The National Archives of Australia (Adelaide office) has a volume entitled 'Register of ships' crew and passenger deaths at sea 27 January 1893 to 26 January 1922 includes indexes 1869–1922'. The series reference is D7, volume 1.

The NAA Adelaide office also has other volumes of crew documents, including the 'Register of engagements (including out-ports)', 'Register of discharges (including out-ports)', 'Registers of members of crew signed on at Port Adelaide', 'Registers of seamen discharged, died, engaged or deserted at Port Pirie' and 'Registers of deserters'. For further information see the guide 'South Australian maritime records—Fact sheet 260' on the NAA website.

State Records Office of Western Australia holds records of merchant seamen arriving and departing from Australia. See their guide to Harbour and Shipping Records.

The National Archives UK holds records of British Navy and marine personnel, as well as merchant seamen, found via their website page 'Looking for a person'.

Lloyd's Captains Registers outlines the careers of captains and mates, for those vessels which provided details to Lloyd's of London. The Guildhall Library website has an index for the period 1869–1911 (from 1851 for those masters and mates still sailing in 1869). The original records are held by the London Metropolitan Archives (LMA). Further information can be found in the LMA Information Leaflet Number 50, entitled 'Lloyd's of London "Captains Registers" and related sources'.

Jenny Fawcett's Genseek website has a **Mariners Index**, containing references to mariners and seamen worldwide that are mentioned in colonial Australian newspapers before 1900.

Crew List Index Project (CLIP) is a voluntary project transcribing and indexing records of British merchant seamen from the second half of the nineteenth century, derived from indexing records at local record offices around the UK. The CLIP crew name index is available online on the website findmypast.

Ancestry.com and findmypast both contain many crew lists and Merchant Navy Seamen lists—such as Ancestry.com's 'UK and Ireland, Masters and Mates Certificates, 1850–1927'. Ancestry.com.au also has digitised various registers of seamen engaged or discharged in NSW, registers held by NSW State Records. This collection can be found as 'New South Wales, Australia, Registers of Seamen, 1859–1936'. Seamen may also be identified in the 19th century British censuses.

Some crew deserted from their ship or stayed behind in port. Such occurrences should have been notified to the local police, but seldom were, as the captain could save money if he did not have to pay the accumulated pay of the deserter. Lists of reported deserters appear in the various colonies' Government Gazettes and Police Gazettes. (These may be seen on the findmypast website.) Jim Melton's book, Ships' deserters, 1852–1900, lists thousands of crew who deserted. For details of the book see Appendix 4.

Websites for researching ships' crew

- Ancestry.com   **www.ancestry.com**
- Australian National Maritime Museum   **www.anmm.gov.au**
- Crew List Index Project (CLIP)   **www.crewlist.org.uk/index.html**
- findmypast   **www.findmypast.com**

- Harbour and Shipping Records (State Records Office of WA)
  http://bit.ly/WAharbour
- London Metropolitan Archives: Information Leaflet Number 50
  http://bit.ly/CaptainsRegisters
- Lloyd's Captains Registers (Guildhall Library)
  www.history.ac.uk/gh/capintro.htm
- Looking for a person (The National Archives UK)
  www.nationalarchives.gov.uk/records/looking-for-person
- Mariners and Ships in Australian Waters   **www.marinersandships.com.au**
- Mariners Index (Genseek)   **www.hotkey.net.au/~jwilliams4/mariner1.htm**
- National Maritime Museum at Greenwich   **www.rmg.co.uk**
- PROVguide 49: Transport—Ships' Crew   **http://prov.vic.gov.au/provguide-49**
- Queensland Customs House Shipping 1852–1885: Passengers and Crew
  http://bit.ly/QFHSPassengersCrew
- Registers of Seamen 1882–1919 (Queensland State Archives)
  http://bit.ly/QldSeamen
- Shipping-Crew (Coraweb)   **http://bit.ly/CoraCrew**
- South Australian maritime records—Fact sheet 260
  www.naa.gov.au/collection/fact-sheets/fs260.aspx

4. Military

Those who arrived in Australia with a British regiment were unlikely to be included on passenger lists and so their arrival may be difficult to locate.

Many soldiers in British regiments came to Australia with their regiment and may or may not have then stayed on as a settler. Often these men were accompanied by their wives and children.

While officers may have been named in the lists of those on board (perhaps only by their surnames), non-officers and any accompanying wives and children were generally not named.

Look for officers arriving in NSW in the website **Mariners and Ships in Australian Waters**. The lists on that site 'are being transcribed from State Records Authority of NSW Reels of the Shipping Master's Office, Inwards Passengers Lists'. There is also a note that lists are 'added to weekly'. It is possible to search the site or browse by date or vessel.

From this site comes the following example. When the ship the *Lancashire Witch* arrived in Sydney in 1856, included in the list of those on board were:

ROE	JOHN	CAPTAIN	PASSENGER XI REGIMENT
DUTCH	EDWARD	LIEUTENANT	PASSENGER XI REGIMENT
LEWIS		ENSIGN	PASSENGER 66th REGIMENT
	251	PRIVATES	PASSENGER MEN

Amongst those listed on board the *Tasmania* when that ship arrived in Sydney in 1857 were:

ONE	SOLDIER	PASSENGER 12th REGIMENT
WOMAN	UNNAMED	PASSENGER 12th REGIMENT
2 GIRLS	UNNAMED	PASSENGER 12th REGIMENT
BOY	UNNAMED	PASSENGER 12th REGIMENT

All the above names were taken from the 'Mariners and Ships' website and demonstrate the potential difficulty in identifying those who were not named on passenger lists.

'**Australia's Red Coat Settlers**' website describes itself thus:
'This site is dedicated to the Soldier's [sic], their Spouses and families of British Regiments who settled in Australia (Be it Officer or General Soldier)'.

The site is run by two historians and contains information gleaned from a number of sources, including 'journals, diaries, primary documents' but also containing contributions from other researchers.

Tip: Information on this website is generally listed by regiment but it is also possible to use Google to check across the whole site. To do this, enter your name of interest and add the word 'site:' (including colon) before the website address. Thus replace <name> with your name of interest, and Google
<name> site:freepages.history.rootsweb.ancestry.com/~garter1/

An excellent article about researching British military ancestors in Australia is to be found on the Digger History website, entitled 'Family history and the British Army in Australia'. This guide leads researchers into the copies of British records, microfilmed under the Australian Joint Copying Project (AJCP). AJCP films are held at national and state libraries around Australia.

Many of the annual **Hart's Army Lists** are freely available online on the Internet Archive website. Some are available on the subscription websites findmypast and TheGenealogist.

Military personnel may also be found **serving** in the colony even if you cannot find the record of their arrival. For example, 'Tasmanian military records' includes a link to an alphabetical index of those serving in Tasmania between 1804 and 1870. Search the various state archives for censuses and musters. For the earliest years of the colonies, also check for the soldier's name in indexes to Colonial Secretary's Office correspondence.

The Society of Australian Genealogists has indexed as one of their databases 'Soldiers and Marines 1787–1830'.

In addition to soldiers who came with their regiment, the British Government also recruited parties of **military pensioners** to accompany convicts on their voyages to Australia. Many were offered free passage for themselves and their family, six months employment and a grant of land. While some retired military stayed on as military guards, generally they sought work amongst the free settlers in the colony, but were available to be called on in times of trouble.

The more than 1100 enrolled pensioner guards who travelled to Western Australia received an allotment of 10 acres of land which they could select and lease for seven years and then hold by freehold. They were also granted a gratuity of ten pounds plus the promise of convict labour to clear the land. For further information see the 'Dead Reckoning' guide to 'Pensioner Guards'.

An alphabetical guide to certain War Office and other military records preserved in the Public Record Office is the title of volume 53 of the series 'Lists and Indexes') produced by The National Archives UK. Volume 53 contains details of ex-soldiers encouraged to resettle in Australia. Copies of this volume are held in some libraries in Australia as well as at TNA. The records indexed are likely to be available in the AJCP films mentioned earlier and held at Australian national and state libraries.

'White Ensign Southern Cross' is a website dedicated to '**Naval** Officers, Men and their families who settled in Australia between 1788–1913'.

It may also possible to find further information about individual soldiers from the relevant **regimental museum** in the UK, as well as regimental history books. See **The National Archives UK** guide 'Looking for records of an army regiment'. Also **The National Archives UK** holds records of British Army, Navy and Marine personnel, as well as Merchant seamen, found via the 'Looking for a person' page.

Some reports back to the British Government about British regiments in the colonies (for example, matters relating to expenses) are to be found amongst the House of Commons Parliamentary Papers, which is digitised and available on ProQuest and may be freely seen by Australian residents via the eResources of their relevant state or national library.

Ancestry.com and findmypast both contain many military service records. In addition military personnel may be identified in the 19th century censuses.

Websites for researching military migrants

- Ancestry.com **www.ancestry.com**
- Australia's Red Coat Regiments
  http://freepages.history.rootsweb.ancestry.com/~garter1/tobegin.htm
- Enrolled Pensioner Guards and Warders
  http://members.iinet.net.au/~perthdps/convicts/pen-wa.html
- Family history and the British Army in Australia
  www.diggerhistory.info/pages-reference/family.htm
- findmypast **www.findmypast.com**
- Hart's Army List (Internet Archive) **http://bit.ly/HartsArmy**
- Mariners and Ships in Australian Waters **www.marinersandships.com.au**
- (The) National Archives UK **www.nationalarchives.gov.u**
  - Looking for a person
    www.nationalarchives.gov.uk/records/looking-for-person
  - Looking for records of an army regiment **http://bit.ly/TNAarmy**
- Pensioner Guards (Dead Reckoning) **http://bit.ly/WApensioners**
- Tasmanian military records
  www.linc.tas.gov.au/tasmaniasheritage/search/guides/military
- TheGenealogist **www.thegenealogist.com**
- Society of Australian Genealogists **www.sag.org.au**
- White Ensign Southern Cross
  http://freepages.history.rootsweb.ancestry.com/~ausnavy

5. New South Wales

In 1788 New South Wales was established as a penal colony—a remote place to send the convicts that were overcrowding gaols in the United Kingdom—after the loss of American colonies in the American Revolution ended the transportation of convicts to North America.

The original area proclaimed as New South Wales included all the land from 135° East longitude, including all the islands adjacent in the Pacific Ocean.
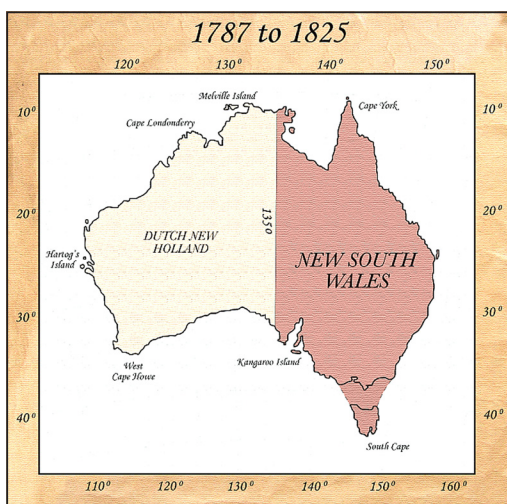

Figure 9: NSW 1787–1825
Atlas of NSW, **http://bit.ly/ChangingBorders**

Because of the distance from supplies, the new colonies had to be self-sufficient and in the earliest years the colony of New South Wales faced starvation. Most convicts had come from towns—few had farming skills and none were familiar with Australian conditions. Something had to be done to attract migrants with the necessary skills to help the colony survive.

Immigration history

In 1790, Governor Phillip asked the British Government to send **farmers**, offering free land grants and the promise of free convict labourers—a few thousand British accepted.

In 1815 the New South Wales Government initiated its own scheme: **fully paid fares** for those with the needed skills, as well as **free land grants**, **convict labour** plus help establishing new businesses—but still insufficient accepted the offer.

At the time, emancipists (ex-convicts) and ex-soldiers were receiving free land grants, in addition to the land granted to settlers.

By the 1820s, the colony was growing and certain trades were much in demand. There was also a desperate need for women, as towns were about 80% male and in some rural areas the gender imbalance was up to 95% male.

An incentive was needed to attract tradesmen with the needed skills to migrate to New South Wales rather than the cheaper alternative of North America—the proposed solution was offering **free or subsidised travel**.

Edward **Wakefield** was a British politician who proposed concentrating settlement and selling rather than freely granting crown land, then using the proceeds to bring out new colonists to farm that land. Encouraging labourers to migrate from the UK to Australia would relieve over-population in Britain while providing necessary labour in the colonies. He especially recommended encouraging young married couples to migrate, to further reduce population in Britain while bringing more stability to the colonies. He proposed setting the price of land high enough that it would take time for labourers to save to become land owners—thus ensuring a labour supply.

From 1825 in NSW there was a gradual shift away from free grants towards selling land (there were no further free grants after 1831). Income from these land sales was used to fund the journeys of desirable settlers (mainly labourers) from the UK. At first the government advanced the passage money to migrants, to be paid back out of their wages. When many refused to pay it back, the loan was converted to a free bounty. This government-administered scheme operated from 1822 to 1830 and then again from 1837 to 1840, using government agents in the UK to find suitable migrants.

> Two systems of assisted immigration to New South Wales operated at various times throughout the 1800s. The Bounty system was controlled in the colonies and involved the payment of part of the cost of passage by the Government to settlers who organised agents to select and send emigrants, usually from the United Kingdom, to the colonies. The Government system also assisted with the cost of passage and worked under regulations determined by colonial needs, but was administered in England.
> **http://investigator.records.nsw.gov.au/Entity.aspx?Path=\Agency\3051**

As more free settlers entered NSW and Van Diemen's Land, there was increasing opposition to the transportation of **convicts** and the dreaded 'Convict stain'. On 22 May 1840 the British Government signed legislation ending transportation to NSW. An attempt to re-introduce convicts in 1848 led to strong local opposition, although the colony reluctantly agreed to accept a final transport ship in 1850.

The Bounty system that operated from 1835 until 1841 involved settlers already in the colonies nominating the numbers and occupations of migrant workers that they required, and paying for their passage. Agents in the United Kingdom found the prospective migrants and chartered ships or arranged their transport. Upon arrival if the government official or board approved the migrant, the settler who had paid their fare was issued with a certificate entitling them to claim the bounty money back from the government.

Colonists preferred the Bounty system because they determined the numbers and occupations of assisted migrants (rather than the British Government) and it was theoretically less likely to lead further unemployment. However most employers lacked British agents and the Bounty system dissolved into commercial speculation controlled by

British ship owners, who recruited migrants by advertisement and received the bounties directly.

Under the Bounty system, the prospective migrant needed to supply 'testimonials of character' (signed by clergymen or respectable inhabitants) and also where possible supply certified copies of baptismal registers, as evidence of their age.

In 1835 the bounty offered was:

- £30 for a married man and his wife under 30 years
- £5 for each of their children over 12 months old
- £10 for every unmarried male 18-25 who must be either a mechanic (able to work machinery) or a farm servant
- £15 for every unmarried female aged 15-30, who must come out to the colony under the protection of a married couple

By 1839 the payments and ages had risen to:

- £38 for a married man and his wife under 40 years (although this could be increased slightly if they brought children of working age)
- £5 for each of their children from 1 year but under 7
- £10 for each of their children over 7 but under 15 years
- £15 for each of their children above 15 years
- £19 for an unmarried female domestic or farm servant aged between 15 and 30 years.

Madgwick, R.B. *Immigration into Eastern Australia 1788-1851*, 2nd impression, Sydney University Press, Sydney, 1969, page 151

Figure 10: NSW Bounty

There were difficulties with this scheme:

- if the migrant could not supply a baptismal certificate, then the Board had to judge the age of the arrival
- there was no guarantee that the migrant actually had the skills he claimed
- there was no guarantee that the testimonial of character was genuine
- when ship owners were paid the bounty for landing migrants, there was an incentive to load as many people on board as possible, so conditions on migrant ships were poor

A statement from the Government Emigration Office (London) in 1841 contains the regulations for selecting labourers for free passage to Sydney or the Port Phillip district of New South Wales as well as to Western Australia and New Zealand.

1. The emigrants must belong to the class of Mechanics and Handicraftsmen, Agricultural Labourers, or Domestic Servants.
2. The classes most in demand may be described as follows: - Shepherds and Farm-Servants; the trades employed in building, such as Carpenters, Sawyers, Joiners, Plasterers, Brickmakers, Bricklayers, Stonemasons, Quarrymen, and Limeburners; country Blacksmiths, who can Shoe Horses; Wheelwrights; Harness Makers, and a moderate number of Tailors and Shoemakers.
3. All the Adults must be capable of Labour, and must emigrate with the intention of

working for Wages after their arrival, and of remaining in the Colony to which a free passage may be granted them.

4. Persons who are proceeding to the Colony to buy Land, or invest a small capital in Trade, are not eligible for a free passage.

5. Persons resident in a Workhouse, or in the habitual receipt of parish relief, are not considered eligible for a free passage.

6. The Emigrants must consist principally of married couples, who will be required to produce their marriage certificates. The Candidates most acceptable are young couples who have no children; and no family can be accepted which includes more than two children under seven years of age.

The National Archives UK, MH 12/13078/305 folios 484-488

The reason those receiving parish relief were not eligible for free passage under the Bounty system is that separate schemes operated under which the parishes or **Poor Law Unions** had their own schemes, whereby they would pay the cost of transporting paupers capable of working, who would otherwise have remained a financial burden on the parish.

Records of the poor sent out by UK parishes and Poor Law Unions are to be found amongst the records of The National Archives (TNA) UK. The records of the poor sent out from a particular county can be found using the Discovery portal to search The National Archives UK records, using search terms like 'emigration' 'new south wales' and the relevant county name.

The offer of subsidised costs was high incentive for someone to lie about their age or occupation. In order to receive cheaper fares, the 45-year-old shoemaker may well have claimed to be a 38-year-old shepherd. Those of good character who wanted to migrate but who were too old or unqualified by occupation could pay to accompany the free migrants—the cost was between £17 and £20 for each person over the age of 14 years.

The **Colonial Land and Emigration Commission** was established in the UK in 1840 to administer the sale of land in the Australian colonies and use part of the proceeds to assist the passage of emigrants to those colonies. These agents supervised the selection of migrants for both government- and privately-sponsored schemes and arranged their passage. It was hoped that such commissioners could avoid the exploitation caused when the ships' owners took control of the first Bounty scheme.

In 1847 a second **Bounty scheme** was established. In this case the Colonial Land and Emigration Commissioners selected and conveyed the migrants, rather than employers in the colonies. So the original concept of the Bounty system disappeared. Upon arrival migrants appeared in Sydney before an Immigration Board, who asked questions about their treatment during the voyage and decided whether or not shipping companies were entitled to payment for the immigrants brought to the colony. After 1873 selection of migrants was made by staff from the Board of Trade.

The Immigration Board (established by September 1838) only very occasionally refused payment—usually because the migrant was obviously far older than they claimed. The Board's role was primarily to investigate complaints from passengers or crew arising from voyages to the colony.

Female migration schemes (to aid the gender imbalance in the colonies) operated under a bounty system from 1832 to 1837, assisting the migration of thousands of single women to NSW and Van Diemen's Land (Tasmania).

These '**bride ships**' were sent by the Emigration Commission (1831–1832) and then the emigration committees of influential philanthropists working with government-appointed Emigration Agents: the London Emigration Committee (1833–1837); the Dublin Emigration Committee (1834–1836) and the Cork Emigration Committee (1832–1836). The first such ship was the *Red Rover* which arrived 1832, bringing single female bounty migrants from Dublin to Sydney. The master of the vessel was paid seven pounds ten shillings for each female landed safely. The women were sponsored and then employed by settler families seeking domestic servants—or at least until they married. Records of the Emigration Commission have been microfilmed as part of the Australian Joint Copying Project (AJCP). Microfilms are available at the national and state libraries in Australia.

In the **House of Commons Parliamentary Papers** are copies of the instructions given in 1831 to the Governors of New South Wales, Van Diemen's Land, and Western Australia, about disposing of Crown Lands. The House of Commons Parliamentary Papers are freely available via the electronic resources collections of Australian state and national libraries.

> Lord Goderich conceives that 10,000 *l.* may be looked upon as by no means an unreasonable estimate of the produce of the sale of land in two Colonies in the course of the next year; and he would therefore propose that the Commissioners of Emigration should be authorized to calculate upon funds to that amount, which would enable them to afford the contemplated assistance to upwards of 1,200 female Emigrants. ...
>
> 1st.—The Commissioners will contribute £.8. (which it is supposed will be about one-half of the total expense) towards the passage of unmarried female Emigrants.
>
> 2ndly.—When Emigrants of the above description, and between the ages of fifteen and thirty, are members of families which are about to proceed to New South Wales or Van Diemen's Land, they will, on applying to the Commissioners for Emigration, be furnished with orders, payable in the Colony, for the above-mentioned sum of £.8.
>
> 3rdly.—Females desirous to emigrate to New South Wales or Van Diemen's Land, and not forming part of any family proceeding to those Colonies… If they be between the ages of eighteen and thirty, and possess the funds which would be necessary, in addition to the sum allowed them by the Commissioners, to complete the price of their passage, they will be admitted as candidates for the bounty of Government.
>
> *Parliamentary Papers, House of Commons and Command*, Volume 19, Great Britain Parliament, House of Commons, H.M. Stationery Office, 1831 (328), New South Wales, &c., (Crown Lands and Emigration), Royal Instructions to Governors of New South Wales, Van Diemen's Land and W. Australia for disposing of Crown Lands, pages 17, 20 (**https://books.google.com.au/books?id=rzQSAAAAYAAJ**)

Dr John Dunmore Lang was the first Presbyterian minister in Sydney. He hated the 'lack of moral standards' in the colony and lobbied to end convict transportation and bring more free immigrants. Aided by a Colonial Office loan and private fundraising, Lang arranged the transport of Scottish tradesmen and their families in 1831, employed to build the Australian College. The migrants repaid their fares from subsequent wages received. (Such migrants were classified as unassisted rather than government-assisted migrants.)

Lang also disliked the increasing number of Roman Catholics in the colony. He recruited Protestant clergy in Scotland, Northern Ireland and Germany. He argued that the poverty in Britain could be eased by the impoverished and unemployed moving to Australia, where their labour would be in demand. He encouraged poor Scottish highlanders to request government-assisted passages to Australia rather than Canada.

In 1846 Caroline Chisholm persuaded the British Government to provide free passage to Australia for the wives and children of former convicts. Wives and families of convicts on bounty ships (1849–1855) were included in the lists of assisted migrants to NSW.

Chisholm was unable to persuade the government to support her goal of reuniting families of free settlers, so with the aid of philanthropists in London, she founded the **Family Colonization Loan Society** in 1849. The society collected funds from families who wanted to migrate—perhaps supplemented by their colonial relatives—then the society lent the migrants the remainder needed to pay their passage, and sometimes chartered the ships to carry them. Agents of the society in the colonies helped the migrants find employment, collected repayments from loans, and then lent the money again. Records of the Family Colonization Society migrants to NSW were included in the lists of assisted migrants.
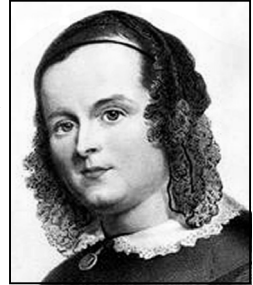

Figure 11: Caroline Chisholm

Inspired by Caroline Chisholm's work, in 1849 Sidney Herbert's **Female Emigration Society** assisted hundreds of women to migrate to Australia. This scheme described single women as 'distressed needlewomen', industrious and hard-working, but lacking employment and husbands. Migrants under this scheme were not considered 'government-assisted' and so were not included in the Agent's lists—and thus are not included in the digitised lists of assisted immigrants on the NSW State Records website.

Another society facilitating female migration was the **Female Middle Class Emigration Society**, founded by Maria Susan Rye. This society was established to help another group of women to migrate—educated women who were capable of working as teachers and governesses but who were unable to find work in Britain and consequently sometimes ended up in workhouses. The Society arranged interest free loans that could be repaid back over a period of 28 months. In addition the society arranged people to greet the migrants on their arrival in the colonies and help them find employment. Women travelling under this scheme were not included in lists of assisted migrants, so look for records of their arrival amongst unassisted passengers.

Records of societies which assisted the emigration of women from Britain are now held in the Women's Library at the LSE (London School of Economics and Political Science). Information about some of these societies can be found via the Archives Hub page entitled 'British Women's Emigration'.

When NSW experienced a labour shortage during the Victorian gold rushes, the NSW Government initiated a scheme whereby colonial residents could pay £3 or £4 for a certificate of passage and the NSW Government would pay the rest. The government would issue certificates for migrants aged 12 to 40 years. If the immigrant did not arrive, the sponsor's deposit was refunded. Records of these certificates are found in the Immigration Deposit Journals. The **Donegal Relief Fund** took advantage of this scheme, bringing out migrants from Donegal (Ireland) between 1859 and 1863, using funds raised by private subscription to purchase the certificates (and relying on the government to pay the rest).

William Kirchner (a German-born merchant resident in Sydney) proposed addressing the labour shortage in NSW by subsidising immigration for **German** families and

guaranteeing them an initial income of £20-25 per annum. At the time Germans had a reputation in the colony as reliable workers.

From 1847 the Colonial NSW Government extended their migration assistance scheme to include **European workers** with special skills. Kirchner was appointed immigration agent for NSW and returned to Frankfurt to recruit German migrants. At a time of poverty, unemployment and civil unrest in Europe, many Germans responded to the appeal, including many wine makers, carpenters and sheep industry workers. The first ship of assisted German workers left London in December 1848, followed by more ships the following year. By 1850 emigrant ships bound for Australia departed from Hamburg.

Often **employers** paid the costs of bringing needed employees to the colony. (If the government was not involved in paying at least part of the fares, such passengers are unlikely to appear in the lists of assisted immigrants.) This was the case of the employees of the **Australian Agricultural Company**, brought out between 1825 and 1886 to work on pastoral estates or the colliery of that company. More information about these can be found in the publication *Pure merinos and others: the 'shipping lists' of the Australian Agricultural Company* by Dr Pennie Pemberton, which is available on the website of the Australian National University Archives.

Various other assisted migration schemes applied at different times.

- The **National Emigration Aid Society** was founded in Britain to ease unemployment by assisting the working classes to take their skills and their labour to the colonies. Emigration clubs were formed around the country and a working man could make small payments for himself and his family, saving for fares to the colonies, which were then subsidised by donations. Suitable women of good character who were willing to work as domestic servants were offered free passages.
- The **Working Men's Emigration Society** had similar goals but worked with trade unions, as well as offering monthly lottery prizes of subsidised fares and even 'working tickets'—where emigrants worked as stewards on the voyage in exchange for some of their fare. See the website 'Exodus: Movement of the People' for more information. Among the JSTOR journals (available via the electronic resources of Australian state libraries) is a pamphlet by John Bate, entitled *Emigration: free, assisted, and full-paying passages : together with the conditions for obtaining land grants, rules for emigration clubs, etc.*
- **The Scottish-Australia Company** (1822–1831) was formed to bring Scottish migrants to Sydney and Hobart Town. Scots were welcome migrants, seen as mainly Protestant, hard-working tradesmen and a good influence on the convicts.
- From 1840–1862 the **Board of Guardians of Irish workhouses** sent girls aged from 14 to 18 under the Orphan Emigration Scheme. For further information, see The National Archives of Ireland 'Guide to the records of the Poor Law'.
- Another 'Irish orphans' scheme was the **Earl Grey Scheme**. Henry George Grey was the British 'Secretary of State for War and the Colonies'. Grey believed he could solve Australia's need for domestic servants and marriageable young women by bringing out female migrants from Ireland's overcrowded workhouses. The Earl Grey Scheme operated from 1848 to 1850 but was suspended following condemnation in Australian newspapers from those who feared that Australia was being flooded by Irish Catholics. A database of Irish Orphans exists on the website of the Irish Famine Memorial Sydney.

- **The Calais Lacemaker** immigrants to NSW and South Australia were Englishmen who had built lace making machines in Nottingham which were then used in Calais. After the 1848 French revolution closed their factories, the workers were destitute and might have ended up in workhouses. Appeals were raised to transport the unemployed workers to NSW and to South Australia. The subscription website findmypast has lists of some who came under this scheme and the Australian Society of the Lacemakers of Calais has further information.
- In 1852 the **Highlands and Islands Emigration Society** was established to alleviate distress among Scottish shepherds and farm workers. With funds raised by private subscription, the society assisted almost 5000 individuals to leave western Scotland for Australia. As emigrants repaid the sums advanced to them, those funds were used to assist others to emigrate. For Highlands and Islands Emigration Society passenger lists 1852–1857 see the Digital Archive of Scottish historical records on the Scottish Archives network website.
- Some **UK landlords** wanting to depopulate or clear their lands paid their tenants and their families to migrate.
- Those in the colonies paid to bring out family and friends.

Gold-rushes in New South Wales began in the 1850s and for a while brought sufficient new migrants that governments suspended funding to encourage more settlers. In time labour shortages led to a reversal of that move. Of the 4000 German migrants who arrived 1854–1857 about half were assisted migrants. The subsidised Germans were generally whole families who were more interested in rural life than following the gold.

The ***Chinese Immigration Regulation & Act 1861*** followed similar Victorian legislation and attempted to limit the number of Chinese migrants, in response to trouble on the goldfields (where Chinese were attacked by other miners).

On census night in 1861 (7 April 1861) the population of NSW was 350,860 ('exclusive of the crews of Colonial vessels at sea and the roving aborigines').
The birthplaces of that population were as follows:

- Australia 47%
- England and Wales 24.4%
- Ireland 15.6%
- Scotland 5.2%
- China 3.7%
- Germany 1.6%
- Other British possessions 1%
- Other foreign countries 1.5%

http://hccda.anu.edu.au/pages/NSW-1861-census-02_14

Figure 12: NSW Census 1861

While some government-assistance to migrants continued until 1896, after the 1850s most NSW assisted passages were at least partly paid by relatives, friends or employers who nominated potential migrants. For example, in 1858 an adult fare from the UK to NSW cost from £13 to £16. For suitable migrants, the NSW Government would pay £10 requiring a NSW resident to pay the difference and nominate a person from the British Isles who could be brought out under the scheme.

There was very little immigration during the depression of the 1890s—prolonged unemployment lasted into the new century.

As the economy recovered, from 1906 the NSW Government resumed payments to attract new migrants, with the offer of land grants in rural areas and other enticements. About half of those who arrived between 1906 and 1914 were assisted migrants, some selected by the NSW Government while others were nominated by family and friends already in Australia. Immigration largely ceased during World War I (1914–18).

By 1921, only 15.4% of NSW residents were born overseas.

See Chapter 12 for information about immigration from 1923.

Arrivals

For areas that were part of NSW, immigration was administered by the NSW Government until the end of 1922. Most of these records are now held by the State Records Authority of New South Wales (NSW State Records). Online indexes on that website provide access to: assisted immigrants until 1896, including for Sydney (1844–1896), the Port Phillip District (later Victoria) (1839–1851), Moreton Bay (Brisbane) (1848–1859) and Newcastle (1844–1859)

- assisted (bounty) immigrants (1828–1842), from records indexed by FamilySearch volunteers
- unassisted immigrants (1842–1855)
- miscellaneous immigrants (1828–1843)
- Ships' Musters (1816–1825) (a Society of Australian Genealogists index)

Tip: On the NSW State Records website the wildcard character used to substitute into a search for none, one or more characters is %.

Thus %Smith% will return any entries with the letters 'smith' somewhere in the name and %Windsor% in a location field will find the word 'Windsor' anywhere in that field (not only the first or last word).

From the NSW State Records website, a link directs users to the 'Mariners and Ships' website for indexes and transcribed records of unassisted passengers and crew arrivals between 1854 and 1900.

Anyone researching early settlers into NSW (especially for the period up to 1825) should also check the online index to the **Colonial Secretary's Papers**. (A KeyName Search of the NSW State Records website searches most online indexes, but does not include a search of the Colonial Secretary's Papers—that index must be searched directly.) This correspondence has been digitised and appears on the website of the subscription website Ancestry.com. The correspondence can be searched for an individual's name or correspondence relating to a ship's voyage—and much more—and then digitised copies of the letters are available online on the Ancestry.com website for the period up to 1856. Sometimes an external source (such as the *Log of logs* books) mentions the existence of particular correspondence.

For further information about the Colonial Secretary's Correspondence, how to search and what may be found, see the link to the Colonial Secretary's Office Correspondence on the website of the State Records Authority of NSW.

On the subject of correspondence, as well as diaries and journals, check the 'Manuscripts, oral history & pictures' collection of State Library NSW, which has much correspondence and many shipboard diaries digitised and even transcribed—transcribed documents may be searched for keywords, including the names of other passengers or events on the voyage.

Details were collected by **UK agents** about assisted migrants before they embarked and then the **Immigration Board** in Sydney collected information on their arrival. When using the NSW State Records website, if only one microfilm reel number is mentioned in the reference field, that reel contains the information collected in the UK. If two reel numbers are mentioned, the second reel contains information given to the Immigration Board when the migrant arrived in NSW and generally is more informative.

Details collected in the Agents' Immigration Lists (before boarding) include name, age and occupation and 'native place'. Details recorded by the Immigration Board in Sydney also includes the name and location of parents, religion, and whether the migrant could read, write or both.

At the Western Sydney Reading Room of the State Records Authority of NSW in Kingswood, researchers can view the reels of microfilms using the reference numbers provided in the online index. Those unable to visit NSW State Records could employ the services of NSW transcription agents Marilyn Rowan or Turtle Consolidated Services to obtain the records on their behalf.

For **assisted migrants** who arrived between 1828 and 1896, the NSW State Records website has online digitised copies of the Agents' Immigration lists (the 'before the voyage' information). The ships are listed in the order of their arrival. Also on the NSW State Records website, a 'Shipping' index can be consulted to find the ships' date of arrival in Sydney (1837–1925).

The subscription website Ancestry.com has digitised copies of the records of 'Assisted Immigrant Passenger Lists, 1828–1896'.

FamilySearch volunteers have transcribed information about bounty immigrants 1828–1842 and digitised the cards and made them freely available online on the FamilySearch website. Search 'Records' on that website, 'browse by location' to select 'Australia and New Zealand' records, and then the collection is called 'Australia, New South Wales, Index to Bounty Immigrants, 1828–1842'.

For the period 1832–1842 this includes the additional information from entitlement certificates (the certificate that entitled someone to receive a bounty when the immigrant arrived). These entitlement certificates contain the name of the ship and the ship's agent as well as native place, occupation, age, health, religion and name of the immigrant plus also a character reference and evidence of baptism. After 1841 the certificates also include information about the conduct and health of the migrant.

Amongst the microfiche available from NSW State Records, one is entitled 'Members of the **Family Colonization Loan Society**, 1854–57; and Passenger lists of the Family Colonization Loan Society, 1854–55 [Microfiche 839]'. The microfiche is available at some genealogical societies and libraries.

The **Colonial Land and Emigration Commission** in London used the proceeds from the sale of colonial land to select emigrants and charter ships. The Commission's records have been copied by the Australian Joint Copying Project (AJCP) and microfilm copies of the records are available at the National Library of Australia and state libraries. Handbooks to the AJCP are available at some genealogy societies and state archives.

About one third of those who came to the Australian colonies between 1830 and 1850 paid their own way. As noted earlier, there is much less information available for passengers who were not assisted by government.

NSW State Records website has an 'Index to the **Unassisted Arrivals** NSW 1842–1855'. This index was compiled by Pastkeys from information in the Sydney Morning Herald, the Shipping Gazette and Sydney general trade list. Pastkeys sells a CD-ROM of the index and records 1842–1857. With the *Sydney Morning Herald* now digitised on Trove, and the *Shipping Gazette and Sydney general trade list* available online on the Australian Cooperative Digitisation Project, researchers can use the NSW State Records index and then look for the corresponding published shipping announcement online.

The names of unassisted passengers (including those in steerage) may be found in the transcriptions made available on the website 'Mariners and Ships in Australian Waters'. Those looking for records of maritime births or deaths (births or deaths at sea) should also look for those on the 'Mariners' website.

Ancestry.com contains a collection called 'New South Wales, Australia, Unassisted Immigrant Passenger Lists, 1826–1922', that includes indexes and digitised records.

Another index on the NSW State Records website is the 'Index to **Miscellaneous Immigrants** 1828–1843' compiled from a range of sources at NSW State Records, including Colonial Secretary's Papers, musters, and early passenger lists.

Another similar list of 'Miscellaneous Immigrants (1815–1865)' was collected by the Society of Australian Genealogists and is available at that society on microfiche.

Those researching non-British European migrants should check the collection '**Emigrants from Hamburg** to Australasia 1850–1879' available on the findmypast website.

The **Deane index to Colonial Office correspondence** (1823–1840) indexes settlers and other individuals named in correspondence with the British Government's Colonial Office. Records include letters from prospective migrants and more. The original letters are now copied as part of the AJCP, however Pastkeys has created a CD-ROM entitled 'Deane Indexed Re-Indexed, 1823–1840' that is available for sale, but also available in some major Australian libraries and genealogical societies.

Immigration Deposit Journals record moneys deposited in NSW by those who wished to sponsor a nominated potential immigrant—often a family member or potential employee. Note that the presence of somebody named as a nominated migrant does not mean they actually came.

> Initially, these volumes show certificate number; particulars re Colonial Treasurer's report; name of depositors; amounts deposited towards cost of passage and outfit; and name and age of sponsored migrant. Later, their form changes, and they then show certificate number; deposit number; name of depositor or sponsor; date of deposit; particulars of name, age, calling and address (in the United Kingdom) of the sponsored migrant; name and address (in the United Kingdom) of referee; amount paid towards cost of passage and outfit; nationality (English, Scotch, Irish, Foreigner) of sponsored migrant; ship and date of arrival; and, if necessary, date of refund of deposit on account of the non-arrival of the nominee.

> …These volumes are particularly valuable for the period 1860-62 when the Board's Immigrant Lists are missing; and after 1870 when they no longer supply the place of origin within the county in Ireland.

> Many months would usually pass between the deposit of the money and the arrival of the immigrant and researchers should keep this time lapse in mind when using these records.

http://investigator.records.nsw.gov.au/Entity.aspx?Path=\Series\5264

While the Immigration Deposit Journals are held by NSW State Records, they are not included in the online indexes on that site. Instead the Ancestry.com collection 'New South Wales, Australia, Immigration Deposit Journals, 1853–1900' has indexed and digitised copies of these volumes.

A microfiche collection entitled 'Irish Assisted Immigrants to New South Wales, Australia: 1848-1870 (an index)' was compiled by Dr Richard Reid from the 'Board's Immigrant Lists' and the 'Agent's Immigrant Lists' held by State Records NSW. The microfiche collection is available at the University of Wollongong Library, the State Library of NSW and the National Library of Australia as well as many family history society libraries. See also Dr Reid's book entitled *Farewell my children: Irish assisted emigration to Australia 1848–1870.*

Departures

NSW State Records holds lists of passengers departing from NSW. The earliest departure list is 1794, but apart from some ships' musters between 1816 and 1825, outward passenger lists were not routinely maintained until 1898.

The 1816–1825 ships' musters were reported in the Colonial Secretary's correspondence. Generally there is little information more than the surname, ship and destination. The Society of Australian Genealogists has indexed these ships' musters as one of their databases.

Lists of departing passengers from NSW from 1898 until 1922 are held by NSW State Records in NRS 13279. The period 1911–1922 has not been microfilmed. Departures from Newcastle 1865–1935, and for the rest of NSW after 1922, are held at the National Archives of Australia.

Ancestry.com has a collection entitled 'New South Wales, Australia, Departing Crew and Passenger Lists, 1816–1825, 1898–1911'.

Some indexes of departing passengers have been compiled from newspaper 'shipping intelligence' columns. Some such indexes are in books, CD-ROMs and on microfiche. Genealogical societies and major libraries hold many of these. However as many of the newspapers originally indexed are now digitised and available on Trove, researchers can usually search directly.

Evidence of departure from NSW can sometimes be obtained from records of arrivals at other ports in Australia or overseas.

Naturalisations

Further information about naturalisations can be found in a section of that title in Chapter 1. From 1849 an 'alien' (person born outside the British Empire) who had lived in NSW for at least five years could apply for naturalisation. Records were kept in the Supreme Court. Until 1859 a 'register of certificates issued' was kept by the Colonial Secretary. The 1876–1903 naturalisation certificates were held by the Colonial Secretary.

An online index on the NSW State records website is compiled from 'Letters of Denization 1834–1847', 'Certificates of Naturalization 1849–1876', 'Registers of Certificates of Naturalization 1849–1859, 1876–1903' and 'Lists of Aliens to whom Certificates of Naturalization have been issued 1859–1876'.

This index includes name, native place, date of certificate and reference number (register, page, item and reel number). The microfilms can be seen at the NSW State

Records Reading Room at Kingswood or obtained via the services of one of the NSW transcription agents, Marilyn Rowan or Turtle Consolidated Services.

Digitised copies of the original naturalisation certificates can be seen in the Ancestry. com collection entitled 'New South Wales, Australia, Certificates of Naturalization, 1849–1903'.

The Chinese Naturalisation Database has been compiled from records held by NSW State Records, including naturalisation records and also Colonial Secretary's Correspondence. The National Archives of Australia holds certificates of naturalisation issued mainly to Chinese people in New South Wales between 1877 and 1896 and subsequently cancelled by the Commonwealth Government (Series A806).

In addition to specific immigration or naturalisation records, NSW State Records holds many other record types in which researchers might find details about their immigrant ancestors. Archives in Brief guides to specific immigrant groups advise records to check for further information about Chinese, French, German, Greek, Italian, Lebanese, Polish and Russian ancestors.

Websites for NSW immigration

- 1861 NSW Census   **http://hccda.anu.edu.au/pages/NSW-1861-census-02_1**
- Ancestry.com   **www.ancestry.com**
- Australian Society of the Lacemakers of Calais   **www.angelfire.com/al/aslc**
- Bounty scheme to NSW ('Australia's Early Immigration Schemes')
  www.angelfire.com/al/aslc/immigration.html
- (The) Bounty System   **http://bit.ly/BountySystem**
- British Women's Emigration (Archives Hub)
  http://archiveshub.ac.uk/features/jun08.shtml
- Chinese Naturalisation Database 1857–1887   **http://bit.ly/ChineseNaturalisation**
- Discovery search (The National Archives UK)
  http://discovery.nationalarchives.gov.uk
- Donegal Relief Fund Passenger Lists
  http://bit.ly/DonegalPassengers *and* **http://bit.ly/Donegal5ships**
- Emigration: free, assisted and full-paying passages
  www.jstor.org/stable/60225619
  Search for title on JSTOR amongst the eResources of your state library
- Exodus: Movement of the People
  www.exodus2013.co.uk/category/emigration
  - The Female Middle Class Emigration Society
    http://bit.ly/FemaleMiddleClass
- FamilySearch   **www.familysearch.org**
- Famine Orphan girls   **www.irishfaminememorial.org/orphans**
- Female Migration to Australia in the 1830s   **www.rushen.com.au/ships.html**
- findmypast   **www.findmypast.com**
- Galway Emigrant Index 1828–1866   **http://bit.ly/GalwayEmig**
- Guide to the records of the Poor Law (The National Archives of Ireland)
  http://bit.ly/IrishPoorLaw
- Highlands and Islands Emigration Society
  www.scan.org.uk/researchrtools/emigration.htm

- Irish Famine Memorial *Sydney* **www.irishfaminememorial.org**
- Italian Migration 1850–1900 **http://bit.ly/ItalianMigration**
- Lacemakers of Calais **www.angelfire.com/al/aslc**
- Large Scale Emigration to Australia after 1832 (from Scotland)
  www.electricscotland.com/history/australia/scotaus3.htm
- Lebanese Settlement in New South Wales **http://bit.ly/LebaneseMigration**
- Mariners and Ships in Australian Waters **http://mariners.records.nsw.gov.au**
- Migration Heritage Centre New South Wales
  www.migrationheritage.nsw.gov.au/homepage
    - Journey to a New Life: Italian Migration in NSW
      www.migrationheritage.nsw.gov.au/exhibition/journey/intro
- NSW transcription agents (for State Records Authority of NSW)
  Marilyn Rowan **www.transcriptions.com.au**
  Turtle Consolidated Services **http://home.iprimus.com.au/lturtle**
- Pastkeys **www.pastkeys.com.au**
- Pauper Emigration under the new Poor Law **www.workhouses.org.uk/emigration**
- Pure Merinos and Others: The 'Shipping Lists' of the Australian Agricultural
  Company, by P.A. Pemberton **http://bit.ly/PureMerinos**
- Sharing the Lode: The Broken Hill Migrant Story
  www.migrationheritage.nsw.gov.au/exhibitions/sharingthelode
- *Shipping gazette and Sydney general trade list*
  www.nla.gov.au/ferg/issn/14403897.html
- Society of Australian Genealogists **www.sag.org.au**
- State Library NSW **www.sl.nsw.gov.au**
- (The) State records Authority of New South Wales **www.records.nsw.gov.au**
    - Chinese migration & settlement in NSW—AIB 33
      http://bit.ly/SRAIB33Chinese
    - Colonial Secretary's Correspondence **http://bit.ly/NSWSRColSec**
    - German migration & settlement in NSW—AIB 50
      http://bit.ly/SRAIB50Germans
    - Immigration from many lands **http://bit.ly/SRNSWsubjects**
      see also Archives in Brief guides 62, 73, 83, 95, 105, 107 and 121
- Trove **http://trove.nla.gov.au**
    - Illustrated Sydney News **http://trove.nla.gov.au/ndp/del/title/107**
- WebGenAustralia **www.webgenaustralia.com/shippingarrivals.html**
- (The) Welsh in Australia **http://bit.ly/WelshAustralia**
- (The) Women's Library at LSE **http://bit.ly/LSEWomensLibrary**

6. Van Diemen's Land / Tasmania

Van Diemen's Land (VDL) was the anglicised version of the name given by Dutch explorer Abel Tasman to the island that is now Tasmania. In 1803 a penal colony was established on the island—at that time administered as part of the colony of New South Wales. In 1825 the island became a separate colony from NSW. Transportation of convicts ended in 1853. In November 1855 the colony was officially renamed Tasmania. The main city was originally named 'Hobart Town' or 'Hobarton' but was officially renamed 'Hobart' in 1881.

Immigration history

Because the colony began as a penal colony and a secondary punishment settlement (for convicts who had reoffended) there were controls about who could arrive in or leave the colony. Prior to 1820 only those with letters of recommendation were allowed to land on the island. Nevertheless free settlers began arriving in VDL from 1816.

By 1822 convicts comprised 58% of the population. Because so many convicts were available for manual labour, finding employment for them was a high priority. So the free settlers most in demand were men with capital to whom convicts could be assigned and who could provide employment for emancipists after they had finished serving their sentences. Land grants in the 1820s were proportional to the amount of capital held—as another incentive to wealthy settlers. Some settlers brought their own accompanying servants, who were then indentured to the employer until the cost of the passage was repaid.

Remember that arrivals prior to 1825 were administered by the NSW Government. The best source of information about the early settlers in that period is the NSW Colonial Secretary's Correspondence (index on NSW State Records website and digitised images of correspondence on Ancestry.com).

The Scottish-Australia Company (1822–1831) was formed to bring Scottish migrants to Hobart Town and Sydney. Its first immigrant ship, the *Greenock*, arrived in Hobart Town in 1824. Further information on the Company is to be found in Chapter 5 (NSW).

The Van Diemen's Land Company was established in 1825 to supply wool for English factories. An 1825 British Government bill granted 250,000 acres in North Western Tasmania to the company, 'remote from settlers'. This was to be farmed by immigrants from England. The company brought out indentured labourers.

> Some years ago an arrangement of this kind was made with the Van Diemen's Land Company, by which they were permitted to carry out fifty persons, an allowance being made towards the redemption of their quit-rent of 20 *l.* for every woman, and 16 *l.* for every man, whom they might thus convey.

Parliamentary Papers, House of Commons and Command, Volume 19, Great Britain Parliament, House of Commons, H.M. Stationery Office, 1831 (328), New South Wales, &c., (Crown Lands and Emigration), Royal Instructions to Governors of New South Wales, Van Diemen's Land and W. Australia for disposing of Crown Lands, page 9 (**https://books.google.com.au/books?id=rzQSAAAAYAAJ**)

Records of the Van Diemen's Land Company are held by the National Archives of Australia's office in Hobart.

Retired military officers on half-pay and retiring naval officers were offered land incentives. Chelsea pensioners (retired soldiers) could exchange their pension for free passage to the colonies. See Chapter 4 (Military) for further information and also the 'Family history and the British Army in Australia' guide on the Digger History website.

Despite the abundance of convict labour, similar gender imbalance and specific skill shortages developed in VDL as occurred in NSW, so the government needed a way to attract particular categories of migrants.

Free land grants to gentleman farmers and retired military officers ended in 1831, after which proceeds from land sales were used to subsidise immigration.

In 1831 a **bounty system** was established, under which single female immigrants who were suitable to work as domestics could pay £8 (about half the cost of passage) to migrate to Van Diemen's Land. The colonial VDL government paid the other half when they arrived. Needy young women could also be lent the £8 out of their future wages.

The **Emigration Commission** in London arranged for the *Princess Royal* to bring female migrants from London to Hobart Town in 1832. This emigration society was succeeded by the London Emigration Committee, which despatched a further six '**bride ships**' of female migrants to VDL between 1833 and 1837. Records of the Emigration Commission have been microfilmed as part of the Australian Joint Copying Project (AJCP). Microfilms are available at the National Library of Australia and state libraries.

Around the same time another scheme **advanced £20** from future wages to mechanics (and later also to agricultural labourers) and their families to assist their migration to the island colony. The task of finding suitable migrants fell to the Emigration Commission.

In 1835 the £20 advance scheme was altered to make the sum an unconditional grant. After this date 'bounty immigrant' became the term used for all government-assisted migrants.

In 1837 the new Lieutenant-Governor Franklin suspended all assisted free immigration to Van Diemen's Land. The Land Fund was essentially empty, having been used to pay government running costs and provide infrastructure. Some of these infrastructure costs—such as the need for more police—were perceived as only necessary because of the ongoing transportation of convicts.

International pressures condemned convict transportation. However those already in the colony feared that the end of a convict system would lead to a shortage of labour. In 1840 colonists called for the Land Fund to be only used to finance immigration and for the convict Assignment System to continue until enough free labour was available. A new **bounty scheme** began in 1840, paying those already in the colony to bring out more suitable migrants.

The government would pay a bounty of:

- £40 for a man and his wife for those under 35 years of age on embarkation (including any children under 3 years of age)
- £19 for each male immigrant, aged 18–35 years on arrival
- £18 for each female domestic, aged 17–35 years on arrival
- £7 for each child 3–10 years, £12 for males 10–18 years and females 10-17 years. Parents of children in this category were eligible for the bounty specified for married couples, regardless of their age.

- Officers on bounty ships were also eligible to receive a fee for bringing migrants, provided their conduct to the migrants was satisfactory. That gratuity (per migrant, for each migrant landed, aged over one year) was 7 shillings to the master, 3 shillings to the first mate and 1 shilling 6 pence to the second mate.

Each migrant brought out under this scheme was required to remain engaged for at least three years and maintained at the expense of the persons sending for them. The occupations eligible were: agricultural labourers, shepherds, masons, bricklayers, blacksmiths, wheelwrights, shipwrights and all other mechanics, as well as male and female domestic servants.

This scheme was not to include wives, husbands or children of convicts (who were eligible for free passage under a scheme paid for by the British Government). The fund for subsidised convict family reunions was also used to bring out the families of military pensioners, who had worked their way out as guards on convict ships.

Convict transportation to Van Diemen's Land did not end until 1853, and some bounty immigrants relocated to the mainland when they found themselves unemployed while free convict labour was available. (Wages were also generally higher on the mainland than in the island colony.)

The Earl Grey Scheme (described in Chapter 5) operated from 1848 to 1850 and brought Irish female orphans of marriageable age to Sydney, Adelaide, Hobart Town and Port Phillip (Melbourne).

In 1851 under another **'Irish females' scheme** (this time operated by the British Government, but using funds from the sale of Crown land) the Colonial Land and Emigration Commission sent out two shiploads of Irish female immigrants who quickly found employment in the colony.

A database of the 'Famine Orphan girls' can be found on the website of the Irish Famine Memorial, Sydney.

In the early 1850s large numbers of men left Van Diemen's Land for the goldfields of Victoria. In the 18 months to August 1852 it is estimated that the colony lost one third of its adult population and one half of its free male labour force. Not only did this lead to a significant labour shortage but also reluctance to subsidise the passage of further migrants who might soon leave the island for the goldfields. This population drain continued through the 1850s.

The British Government had forbidden any migrants it subsidised to be bonded. A scheme was proposed whereby colonial funds would pay the bounty for adult male migrants, who would be bonded for three years to their employer, while British funds could pay to bring out their wives and families who would not be bonded. The British Government refused the scheme, saying it would lead to subsidising the desertion of families in England.

A new **bounty system** devised in 1854 involved a sponsor paying £3 per immigrant (or £5 per family) for which they would receive a bounty ticket. This ticket was sent to an agent in UK to select the immigrant. Upon the immigrant's arrival in the colony, if the Immigration Agent was satisfied, the bounty ticket could be presented to the government to pay the cost of the passage (about £20 per adult). Blank bounty tickets could be purchased by ship's masters and other agents, who would look for prospective suitable immigrants and then claim the bounty once they arrived.

Various charitable organisations took advantage of this bounty system. They purchased blank bounty tickets and sent them back to agents who found suitable migrants.

The **St Andrew's Immigration Society** (otherwise known as the 'St Andrew's Emigration Society') was founded around 1841 but expanded considerably around 1855. They purchased blank bounty tickets and sent them to an agent in Scotland to bring out labourers.

> The Passages are given Free, under condition that the Emigrants agree to pay to the Society, Six Months after arriving in the Colony, £8 for the Family, and £5 for a Single Individual, and to reside in the Colony four years, or pay his proportion of Passage-Money should he remain less than that time.
>
> *Glasgow Courier*, 4 December 1856, image on **http://freepages.genealogy.rootsweb.ancestry.com/~kenmac/ famdocs_mcinnes/news_broomielaw_sct.htm**

The **Highlands and Islands Emigration Society** (1852–1857) also sent blank bounty tickets to an agent in Scotland to assist the migration of labourers. Other private migration societies that took advantage of the bounty system were: the Hobart Town Immigration Society, Caroline Chisholm's Family Colonization Loan Society, the Emigrant and Colonists Aid Corporation and the Immigration League of Tasmania.

In September 1854 a new scheme was introduced which involved the government paying the full cost of transporting the immigrant, who could then either choose to repay the full passage money within 14 days of arrival or else **indenture** himself to an approved employer for two years. The employer would deduct the cost of the passage over the two year period.

In 1855 the **bounty system** was temporarily suspended due to shortage of government funds, but later that same year the Colonial Immigration Board was established and it was authorised to issue £100 debentures (bonds secured on the Land Fund) to raise revenue for an Immigration Fund. Bounty system immigration resumed in March 1856.

From 1855 to 1862 the **Launceston Immigration Aid Society** brought out farm servants as migrants from Norfolk, Sussex and Essex, mostly under the indenture system. On the website for the 'Launceston Immigration Aid Society' (by following the link to 'Immigrants') those interested can find more information about these migrants than in the original arrival records. Volunteers have researched the individuals named, looking for birth, marriage and death information of the migrant and their family.

In 1859 when there were difficulties getting transport from the United Kingdom direct to Tasmania, the Board of Immigration Commissioners approved bounty immigrants travelling via Melbourne to Tasmania.

German settlers began arriving in Van Diemen's Land from the 1820s, but the main period of government-assisted German immigrants was between 1855 and 1872 when several ships from Hamburg brought mainly fruit-growers and market gardeners to the renamed colony of Tasmania. Other German settlers paid their own way in exchange for land freeholds. As with NSW, family migration was encouraged. For details of German migrants, see the record set 'Hamburg, Germany Emigrants' on subscription website findmypast.

In Tasmania the ongoing difficulty with subsidising immigration was trying to find a way to prevent assisted migrants from taking advantage of such schemes but then using the colony as a stepping stone and leaving the colony for the mainland, especially before any bond or indenture period had elapsed.

In 1867 legislation was introduced that again **coupled immigration with land grants**—agents in United Kingdom and Germany could select emigrants and issue them

with land order warrants. The migrant paid their own way to Tasmania, but then on arrival (or within one year) could use the warrants to purchase land.

1. Any man from 18 to 36 could select land in 50 acre lots
2. Land was to be set aside in 50 acre lots which could be selected and reserved alternately.
3. After five years residence, and providing that at least 10 acres was under cultivation, the applicant would be granted 50 acres and would have the option of purchasing the reserved 50 acres adjacent to his land.
4. Two areas of at least 4,000 acres were to be set aside specifically for immigrants from Germany.
5. Agents were to be appointed in Germany and the United Kingdom to select immigrants.

http://stors.tas.gov.au/au-7-0095-02507_1

The scheme was not successful.

In 1882 another scheme proposed that migrants pay their own passage but then each year could **claim a portion of their passage money back** from the government. (They could claim it all back after five years.) Another act that same year proposed extending the bounty system so that upon payment of a **deposit by a sponsor**, certificates would be issued to cover the cost of the immigrant's passage.

Under yet another scheme immigrants from Britain were encouraged to **pay their own fares to Tasmania**, after which the Tasmanian Government would assist them to become established in the colony.

The Colonial Immigration Board was disbanded in 1886, after which the government only sponsored the migration of **relatives nominated by persons who had themselves been assisted immigrants**. It was hoped that the attraction of family in the colony would discourage the migrant from moving away from Tasmania.

All assisted migration schemes were halted during the 1890s depression and only resumed in 1912. From 1912 to 1914 offers of rural land grants and other enticements were used to try to attract more settlers. Immigration largely ceased during World War I (1914–18).

Despite all the above-mentioned incentive migration schemes, most immigrants to Tasmania were 'unassisted' passengers, who either paid their own fares (or had their passage paid by their employer).

- 1829–1850: 16,700 free immigrants, of whom 72% were unassisted
- 1851–1860: 76,000 free immigrants, of whom 80% were unassisted
- 1861–1928: only 3,500 assisted immigrants arrived (assisted migration schemes were discontinued from 1891 to 1912)

At the time of the 1921 census, 92% of Tasmanians were born in Australia, 6% in the British Isles, 0.65% in New Zealand and less for everywhere else.

Further information about the agencies responsible for immigration and the records used for information on immigrant arrivals can be found via 'Tasmanian 19th century arrivals, immigration and departure records'.

Many passengers to Van Diemen's Land / Tasmania in the 19th century travelled on ships that **stopped first in a Victorian or NSW port**. So if the migrant cannot be found in Tasmanian indexes, try checking NSW and Victorian indexes. Also check newspaper shipping notices as records have been lost of many of those who arrived at ports other than Hobart.

Arrivals

The Tasmania's Heritage website has Name indexes which include collections of 19th century arrivals, departures and naturalisations.

At the time of writing, the arrival records are currently being indexed, with surnames A-K already available online and surnames L-Z available on card indexes in the Hobart Reading Room of LINC Tasmania. Most arrivals records are for the port of Hobart as few records of other ports have survived.

Departure records cover the period 1817 to 1867 and are mainly from the port of Launceston. Naturalisation records cover the period from 1835 to 1905.

Tip: The wildcard * is usually unnecessary as the search operates as if a wildcard had been used. Thus searching for surname 'smith' will also find surnames Smithson, Goldsmith, etc. If uncertain whether the given name is, for example, 'Francis' or 'Frank', a researcher should just searching for given name 'fran'—which would find both Francis and Frank.

Tip: When searching for a name and the result includes a reference, it is useful to note down the page number before clicking on the hyperlink in the References field. Clicking on the hyperlink will take the researcher to a digitised copy of the reference book, which can be stepped through page by page. With the page number from the reference, a researcher can scroll to close to the desired page.

As blank pages have not been digitised, the **image** page numbers will probably not exactly correspond to the **reference** page numbers. You can use the arrival date as well as the reference number to locate the reference page of interest.

Example: Searching the index for the name 'Benjamin Franklin' finds a result with **reference MB2/39/1/17 p241** for the ship *Flash* which arrived from Geelong on 2 Nov 1853. Note especially the **reference page number** (241).

Clicking on the hyperlink opens to the front of the digitised book. Scrolling down the (left hand column) list of images and clicking on **image 241**, opens **reference page number 444** in the book (top right), for a ship that arrived in February 1854 (so too late). You need to find reference page number 241, with a date of 2 Nov 1853**.**

Going back to click on **image 140** finds **reference page 250**, a ship that arrived on 7 Nov 1853 (which is close, but still a few days too late). A few pages earlier, **image 135** contains the page for the ship *Flash* which arrived on 2 Nov 1853, with a **reference page number 241** and listing 'Benj. Franklin' as a passenger in steerage.

At the time of writing, an index to unassisted passengers 1803 to 1885 for surnames A-K has been digitised and is available online. Records for L-Z are still on card indexes in the Hobart Reading Room. The website advises that copies of records that have not been digitised can be ordered online using the copy request form.

Other records series online include:

- the Marine Board of Hobart: 'Reports of ships arrivals with lists of passengers 1829–1970'
- the Immigration Agents Department: 'Nominal register of arrivals under the Bounty System 1841–1843'
- Board of Immigration: 'Descriptive lists of immigrants arriving in Hobart and Launceston 1851–1867, 1883–1889'

- Board of Immigration: 'Register of the hiring and disposal of immigrants 1853–1862'
- Board of Immigration: 'Lists of Bounty immigrants who arrived in Tasmania via Melbourne 1867–1884'
- Immigration Board: 'Register of immigrants arriving from Germany 1870–1872'
- 'Index to passenger arrivals and departures from early Launceston Newspapers 1829–1865'.

In addition, an index to 'Unassisted immigrants and coastal passengers to Hobart, Tasmania, 1829–1865' is available on microfiche.

Follow links to these record series from the provided link 'Tasmanian 19th century arrivals, immigration and departure records'.

Departures

While the lists are not complete, the desire to prevent convicts' escape means that at least for some periods, good records of departures were kept. Surviving records have mostly been digitised online as part of the Tasmanian Names Index.

> Records of people departing were not routinely or comprehensively kept at Tasmanian ports, although for some periods such as the 1850s such records are fairly complete. This index covers most available records before 1860 and some beyond that date, and it is being added to gradually. **Generally these records are 'one line' register entries which are fully transcribed into this index.**
> http://www.nla.gov.au/app/eresources/item/2141

Searching for a name of interest returns a list of results, including a column of references. The presence of a hyperlink (shown as not black text) indicates that the record has been digitised. The same recommendation applies as for the arrival index—take note of the reference page number and use that as a short cut for finding the relevant page number in the register.

For records that have not been digitised, the record can be ordered online using the copy request form.

Ancestry.com has a collection entitled 'Tasmania, Australia, Immigrant Lists, 1841–1884'. This information is taken from a variety of sources but the records have been digitised.

> This database contains a variety of documents related to Tasmanian immigrants. These include
>
> - arrival registers
> - certificates of departures
> - hiring registers
> - immigration quarters registers and housing lists
> - departure lists
> - lists of immigrants receiving rations from the government
> - crew lists
> - lists from immigration societies
> - railway lists
>
> http://search.ancestry.com.au/search/db.aspx?dbid=2696

Depending on the source, some of these lists and registers contain a wonderful amount of detail about the migrant, including: name, age, birthplace/nationality, last place of abode, marital status, spouse's name, children, occupation, religion, education, as well as who applied to bring out the migrant (the bounty applicant). Other records name the head of family (and give a man's occupation) but remaining family members are only numbered, not named ('James Davis, Wife & 2 chil… 1 Educated, 1 Read, 2 uneducated'). Another type of records provides only names and ages.

Ancestry.com has another collection entitled 'Tasmania, Australia, Immigrant Applications and Bounty Tickets, 1854–1887'. These digitised registers include information about the bounty applicant's name and address, the immigrant's arrival details, whether family or single tickets were purchased, payment details and applications for refunds on unused bounty tickets. The description of the collection notes that 'Later, bounties included land for immigrants' (**http://search.ancestry.com.au/search/db.aspx?dbid=2697**).

Another Ancestry.com collection is entitled 'Tasmania, Australia, Passenger Arrivals, 1829–1957'. The collection includes digitised images of the records. Description of the collection advises that it mainly contains information about those arriving in Hobart, although it does include some passengers for Launceston. In addition to names, some records include details of the passenger's birth year and place of origin. Parts of the collection are indexed lists from newspaper shipping notices.

Another Ancestry.com collection is entitled 'Tasmania, Australia, Land Applications and Warrants, 1868–1887'. This scheme (described earlier) involved immigrants being able to claim a stipulated number of acres. The digitised records include the name of the migrant, details of the land order or certificate and how many acres were claimed. Sometimes it also includes the place of origin and the ship of arrival as well as age of the migrant.

The **'Indentured servants of the Van Diemen's Land Company' website** has contents deemed sufficiently valuable by the State Library of Tasmania that the website has been archived and is available from the State Library website. Because of the method of archiving, navigation around the site is more complicated—for example, the 'back' button on the user's browser cannot be used. Instead it may be easier to click again on the title of the website in the left margin ('Van Diemen's Land Company indentured servants home page') and then move forward again. There is an overview of the scheme, lists of the ships that came under the scheme, a summary of the voyage, as well as a list of the indentured migrants who came on those ships.

Naturalisations

Applications for denizations and naturalisations in Van Diemen's Land / Tasmania are held in the archives of the Tasmanian Government for the period from 1835 until the end of 1903, after which naturalisations became a function of the Commonwealth Government.

> The first Naturalization Act was passed by the Colonial Government in 1834 to encourage the immigration of respectable foreigners. The Act enabled the Lieutenant-Governor to grant letters of denization to respectable aliens who had either resided in the colony for seven years, or who held a letter of recommendation from the Secretary of State for the Colonies. Naturalized persons were to enjoy all the privileges of British subjects save that of election to the Executive and Legislative Councils. Successful applicants had to swear an oath of allegiance to the local commissioners of the Supreme Court within a month of receiving the letters of denization.

> In 1861 a new Naturalization Act was passed. This Act gave naturalized persons full
> citizenship rights. Applicants were required to submit memorials to the Governor stating age,
> profession or trade and duration of residence in the Colony. An oath of allegiance was again to
> be sworn before the Supreme Court within a month of naturalization.
> **http://stors.tas.gov.au/au-7-0095-02507_1**

Applicants for naturalisation must have resided in Tasmania for at least seven years prior to application. Roman Catholics were not eligible to apply.

An index to the applications for naturalisations appears on the Tasmania's Heritage website. The various documents are gradually being digitised and so, as with the arrivals and departures indexes, sometimes the non-black text in the reference column indicates the presence of a hyperlink, in which case researchers can follow the link to see the digitised copy of the various pages of the application already online. For documents which are not yet digitised, completing the 'Copy Request Form' allows researchers to request a copy of the documents of interest.

Between 1883 and 1903 a large number of Chinese were naturalised in Tasmania but their naturalisations were subsequently cancelled by the Commonwealth Government after Federation (1901). Records of the cancelled naturalisations can be found in the National Archives of Australia records, series A804.

Websites for Tasmanian immigration

- Ancestry.com   **www.ancestry.com**
- Assisted Migrants and Bounty Schemes (Maritime Museum of Tasmania)
  http://bit.ly/TasBounty
- Family history and the British Army in Australia
  www.diggerhistory.info/pages-reference/family.htm
- Female Migration to Australia in the 1830s   **www.rushen.com.au/ships.html**
- findmypast   **www.findmypast.com**
- Highlands and Islands Emigration Society
  www.scan.org.uk/researchrtools/emigration.htm
- Indentured Servants of the Van Diemen's Land Company
  http://catalogue.statelibrary.tas.gov.au/item/?id=1033904
- Irish Famine Memorial *Sydney*   **www.irishfaminememorial.org/en/orphans**
- Launceston Immigration Aid Society
  www.rootsweb.ancestry.com/~austashs/immig/title.htm
- Parkhurst Boys 1842–1862
  http://members.iinet.net.au/~perthdps/convicts/park.html
- Shipping and Immigrants Indexes (Tasmania Gen Web)
  www.rootsweb.ancestry.com/~austas/immigrants.htm
- Tasmanian Archives (Tasmania's Heritage)
  www.linc.tas.gov.au/tasmaniasheritage
- Tasmanian 19th century arrivals, immigration and departure records
  http://bit.ly/Tas19C
- Tasmanian Names Index
  http://linctas.ent.sirsidynix.net.au/client/en_AU/names
- Van Diemen's Land Company   **http://bit.ly/VDLcompany**

7. Victoria

The earliest European settlement in the region that is now Victoria was known as the **Port Phillip District** of the colony of New South Wales and as such fell under the administration of the NSW Government. After two earlier failed settlements, pastoralists began moving into the area in the early 1830s. At that time the Police Magistrate of the Port Phillip District was responsible for all government functions in the region. He in turn reported to the Governor of NSW. On 26 March 1839 the first Superintendent of Port Phillip District was appointed and one of his functions was control of immigration.

On 1 July 1851 when Victoria was created as a colony separate to NSW, administering immigration passed to the Colonial Secretary of Victoria. When parliamentary self-government began in Victoria in 1855, the function of immigration control passed to the Ports and Harbours Branch of the Department of Trade and Customs.

Some aspects were handed to the Commonwealth Government in 1901, but the Victorian Government maintained primary ongoing responsibility for immigration into Victoria until control was finally passed to the Commonwealth in October 1923.

> Melbourne, Geelong, Portland and Port Fairy were all points of landfall during the 1830s. While Melbourne became the dominant landing place for ship loads of immigrants in the 1840s, there were also some direct arrivals of immigrant ships at Geelong and Portland Bay. In the 1850s the Victorian Government's Immigration Agent recommended that more assisted immigrants be landed at Geelong, Portland, Port Fairy and Port Albert and the government also investigated the improvement of Warrnambool Harbour so that immigrant ships could land there. Landing assisted immigrants at ports distant from Melbourne was one way of distributing labourers and servants to the country areas where they were needed. It also cost less to have ships sail directly to ports such as Portland, than to have immigrants landed at Melbourne and then transported by another vessel to one of the 'outer ports'. Many immigrants landed at Geelong, Portland and Port Fairy in the 1850s. Some landed at Port Albert.
>
> But Melbourne was the predominant landing place for immigrants in the 1850s and became the major landing place after that decade.
>
> **www.dpcd.vic.gov.au/__data/assets/pdf_file/0020/139034/Jetties-ONL-Part-2-Chp-1_3.pdf**

Immigration history

As the Port Phillip District grew, assisted immigration schemes were developed to find migrants with specific skills as well as general labourers. Some schemes were administered and funded directly by **government**, which paid the passage of migrants identified by government-appointed Emigration Commissioners in England, via the sale of Crown land.

Other schemes involved private entrepreneurs, such as **employers** in Australia, retaining their own agents in the UK to identify suitable migrants and arrange their passage. When the new migrant arrived in the colony, the sponsoring entrepreneur received reimbursement of much of their costs via a **bounty** from the government. Migrants brought

out under such schemes were often bonded to work for the employer for a pre-arranged term and at pre-arranged wages.

Other bounty recipients were **shipping companies** which advertised in British newspapers and offered free or assisted passage to those with certain occupations and were then reimbursed under the government bounty scheme.

In the Public Record Office Victoria (PROV) indexes, the 'assisted immigrants' index contains **only government-assisted migrants** and not those nominated and sponsored by non-government individuals or organisations and **does not include those brought out under the bounty schemes**.

Many assisted migrants arrived in the Port Phillip District during 1839–1841 and 1847–1851. Between those two periods, a financial depression led to suspension of assisted migration to the region. However in those depression years the British Government sent the Exiles (former convicts, exiled from the UK for the remainder of their sentences). Also during 1846–1849 the Port Phillip District accepted 515 **Parkhurst Boys**, 'reformed' young male juvenile offenders from Parkhurst Prison, sent on conditional pardon to be apprenticed in the colony. Other 'time expired' convicts left from Van Diemen's Land, moving to Victoria or South Australia, once they were free to leave.

See Chapter 5 of this publication for other migration schemes which operated to NSW in the period before Victoria became a separate colony. Bodies such as the **UK workhouses** sent paupers capable of working to NSW and that included the Port Phillip District of NSW. Find records of those poor whose emigration was paid for by the British Government using the Discovery search portal for The National Archives UK.

The **Earl Grey Scheme** similarly brought to Australia (from the workhouses of Ireland) Irish females aged between 12 and 20 years who had lost one or both parents. The PROV website Wiki page on the scheme contains a great deal of information about the orphans who came, their supervisors and the ships that brought them. See also the database on the Irish Famine Memorial Sydney website.

In 1851 the **Family Colonization Loan Society** (founded by Caroline Chisholm) offered loans to assist family reunions.

> Persons, therefore, in Port Phillip, who wish to get out of this country, from England, Ireland or Scotland, their sons or daughters, fathers or mothers, brothers or sisters, or other near relatives; or husbands who have been necessitated to leave their wives and children behind, and may now be anxious to get them out, are informed that they and their relatives at home will be aided and advised by this society in their mutual exertions to be re-united.
>
> This reunion may be carried out as follows:
>
> The present cost for each adult is 12 pounds, from England to Port Phillip- for children under 14 years—6 pounds each, being reckoned to equal to half an adult:
>
> Loans of 4 pounds, or 5 pounds, or 6 pounds, on satisfactory reference, and according to circumstances, will be given to each adult for two years, without interest, parties themselves paying the difference in the first instance, viz. 8 pounds, or 7 pounds or 6 pounds each: a relative in this country may advance the amount, or may jointly with his relation at home make up the sum required.
>
> …Whenever the loans are refunded, the same will be lent again, and if the borrowers wish it, to others of their relations.
>
> **www.hotkey.net.au/~jwilliams4/d2.htm**

Thus, in twelve months [to 1852], during a period that the Government had been unable to fill several of their ships with emigrants to whom they gave a free passage, and when filled had only been able to obtain a class whom Earl Grey termed the refuse of workhouses, inferior to convicts, Mrs Chisholm had been able to collect families of the most industrious and frugal class, numbering one thousand souls, and contributing £5287.

www.londonancestor.com/iln/colonisation.htm

The *Slains Castle* was a ship commissioned by the Family Colonisation Loan Society that sailed from London in September 1851, arriving in Port Phillip on 25 January 1850 and Port Adelaide on 21 February 1851. Web pages entitled '*Slains Castle*—the 1850/51 Voyage to Australia' includes information about the voyage, a list of passengers and extracts from a passenger's diary.

Between 1852 and 1854 the **Highlands and Islands Emigration Society** sponsored hundreds of migrants to travel from western Scotland to Geelong, Melbourne, Port Phillip and Portland Bay. The database listed includes many of their names.

Around 89,000 assisted migrants arrived into Victoria during the 1850s—most in 1851–1852 when the impact of lost labour to the goldfields was first felt. During the same period about 374,000 paid their own fares to Victoria.

Following the successful experiment in NSW, Victoria also tried to attract Germans as assisted migrants. Initially the colony only wanted vine dressers and did not follow the example of NSW of offering any guaranteed income, nor emphasising family migration. The first group who came were urban lower-middle class and the government was reluctant to pay them the bounty which had been offered specifically for 'vine dressers'. The single men were also more attracted to the goldfields. When assistance was offered to families instead, more German families came and settled in rural areas.

From 1852 it became mandatory for all passenger lists to be handed to immigration officials—including lists of those who arrived from other Australian ports. (Before then only lists containing government-assisted migrants were regularly collected).

Nevertheless there are gaps in the records during the early 1850s, due to occasions when a ship entered Port Phillip Bay and everyone (passengers and crew alike) rushed off to the goldfields before immigration officials had arrived. Government administration as well as private companies faltered because of the labour shortages.

The gold rush migrants exacerbated the gender imbalance—by 1854 the ratio of adult males to females in Victoria was about three to one. Assisted migration schemes aimed to correct the imbalances, favouring:

- tradesmen and agricultural labourers with families (married men were thought most likely to stay in their jobs rather than leaving for the goldfields)
- families with more girls than boys
- young single women with good character references.

Family and friends already in Victoria could also pay in advance '**immigration remittances**' to bring out family or friends from UK. If the nominated migrants fitted the criteria of age and occupation the government would pay the rest of their costs. Figure 13 lists the occupations that qualified for such sponsorship and the remittances to be paid in advance in 1856.

Class 1. Agricultural laborers, shepherds, herdsmen, farm and domestic servants, railway laborers, blacksmiths, brickmakers, bricklayers, carpenters, masons, quarrymen, sawyers and wheelwrights, with their near relatives.

Sex	Children under 1 year of age	Children between 1 and 12	Persons between 12 and 20	Persons between 30 and 40	Persons between 40 and 50	Persons between 50 and 60	Persons exceeding 60
	£	£	£	£	£	£	£
Male	1	3	4	6	8	12	16
Female	1	2	2	3	4	10	16

Class 2. Other mechanics and artizans with their near relations.

Sex	Children under 1 year of age	Children between 1 and 12	Persons between 12 and 20	Persons between 30 and 40	Persons between 40 and 50	Persons between 50 and 60	Persons exceeding 60
	£	£	£	£	£	£	£
Male	2	4	6	8	12	16	18
Female	2	3	3	4	6	12	18

1. The candidates who will receive a preference are respectable young women trained to domestic service, and families in which there are fewest young children.
2. The separation of husbands and wives, and of parents from children under 18, will in no case be allowed.
3. Single women under 18 cannot be taken without their parents unless they go under the immediate care of some near relatives. Single women over 35, and single men over 40 years of age, are ineligible. Single women with illegitimate children can in no case be taken.
4. Families in which there are more than two children under seven, or than three under ten years of age; widowers and widows with young children; persons who intend to resort to the gold fields, to buy land, or to invest capital in trade; or who are in the habitual receipt of parish relief; or who have not been vaccinated, or not had the small pox, cannot be accepted; nor can the wives and children of persons who have emigrated and left their families behind.

Victoria Government Gazette, No. 88, Tuesday, July 22 1856, pages 1189 and 1190 **http://gazette.slv.vic.gov.au**

Figure 13: Occupations qualifying for sponsorship in 1856

When Chinese miners on the goldfields were attacked by other prospectors, the Victorian Government introduced the ***Chinese Immigration Act 1855***. Under the pretext of providing protection, this legislation limited ships landing in Victorian ports to carry no more than one Chinese passenger for every ten tons of ship's cargo, and imposed a £10 per head tax on any Chinese entering a Victorian port. Enterprising ships' captains chose to land their Chinese passengers instead in South Australia to avoid this tax.

A podcast (online lecture) available on the website of the National Archives of Australia illustrates the discriminatory attitudes to Chinese Australians in the early 20th century –'A legacy of White Australia: Records about Chinese Australians in the National Archives'.

After 1861 the numbers of Europeans migrating to the Australian colonies fell. About 60 percent of Europeans who arrived hoping to make a fortune remained in the colonies; others returned home or followed subsequent gold rushes, after the easing of the initial Victorian discoveries. (The gold rushes to the South Island of New Zealand began in 1861.)

The large numbers who stayed reduced the need to offer subsidised fares to increase migration. By 1857 more than half of those in Victoria had been born in either England or Scotland and for the first time the population in Victoria exceeded that of NSW.

Meanwhile organisations in Britain, such as the **British Women's Emigration Association,** the **Female Middle Class Emigration Society** and the **British Ladies Emigrant Society** encouraged educated middle-class women to emigrate, to relieve the pressures of over-population in Britain and to send 'worthy stock' to the new colonies. Surviving records of these and other female migration societies are now held at the Women's Library at the LSE (London School of Economics and Political Science). See also the information about women's emigration societies available via the Archives Hub page entitled 'British Women's Emigration'.

The **National Emigration Aid Society** formed emigration clubs around Britain, to help working classes emigrate to the colonies. A working man could make small payments for himself and his family, which would then be subsidised by donations. Suitable women of good character who were willing to work as domestic servants—plus a few married farm labourers—were offered free passages. See the website 'Exodus: Movement of the People'.

In 1868 an Agent-General for Victoria was appointed in London to promote migration, select emigrants and arrange their passage.

Government sponsored immigration was phased out in the 1870s, partly due to the deteriorating economic climate, and ceased by 1883. After the economy recovered, there were more assisted migrants between 1907 and 1914, with the Victorian Government offering rural land grants to try to attract more migrants.

Immigration largely ceased during World War I (1914–18) but then resumed 1920–1930. The Commonwealth Government took control of all Australian immigration after October 1923.

Arrivals

On the website of the Public Record Office Victoria (PROV) are three online indexes, inaccurately described as Assisted Immigrants, Unassisted Immigrants and Outward Passengers. To avoid confusion, researchers should read the full titles of the indexes and consider which records they index.

The '**Assisted Immigrants' index** on the PROV website indexes the Registers of Assisted Immigrants from the United Kingdom 1839–1871. It includes those whose passage from the UK was arranged and paid for by government. It does not include those whose fares were paid by others, even if that non-government sponsor subsequently received a government bounty reimbursing part of the costs. The index also does not include assisted immigrants from anywhere other than UK.

The above index directs researchers to microfiche copies of the register 'VPRS 3502 Microfiche copy of Register of Assisted Immigrants from United Kingdom 1839–1871'. These PROV microfiche are available at many genealogical societies and some libraries.

The records for each voyage begin with general information about the voyage, such as the name of the ship, port and date of departure, port and date of arrival, sometimes the captain or master and the tonnage of the ship. Next follows a list of migrants, beginning with family groups including children under 14 years, followed by unmarried males and then unmarried females. Families with older children may be split across the sections, with the older children included with the lists of unmarried males and females. Each section is arranged alphabetically.

The passenger list is typically divided into two sections, a nominal list and a disposal list, and there should be an entry for each assisted migrant in each list. After 1851 the nominal and disposal lists may be combined together into facing pages within one register.

Ship:	*Herald of the Morning*
Name:	Rebecca Mills
Calling:	GS [*general servant*]
Native Country:	England, Middlesex
Religious Denomination:	Church of England
Education (can read/write):	Yes
Age of adults:	Single female, 19
Disposal list – By whom engaged:	with Aunt, Mrs Mills, Commercial Rd, Prahran
VPRS 14, book 11 page 323	

Figure 14: Register of Assisted British Immigration 1839–1871

The nominal list contains information about each passenger including name, occupation, native place (usually place of birth but sometimes last residence), religion, education (could they read or write), age and marital status.

The disposal list notes what happened to the assisted passenger after arrival, such as were they indentured to an employer, and for how long and for what wages, as well as the date the migrant left the depot. 'On own account' in the employment column of the disposal list indicates that the migrant left to find their own accommodation or employment, outside the depot.

After the lists of names there are reports of births and deaths at sea and then notices of any payments or bonuses paid to either ships' officers or passengers employed on the voyage.

This list indexes assisted immigrants from the United Kingdom until 1871. After that, look for assisted immigrants in the 'unassisted' index of passengers. (Some assisted passengers before that date are included in both indexes.)

Two series of registers are available for information about assisted immigrants from Germany. These are available on PROV microfiche and are available at some genealogical societies and libraries. The series are VPRS 8811 **'German Immigrants—Estray Correspondence and Passenger Lists'** and VPRS 11402 'Index to VPRS 8811'. The records relate to three ships of assisted German immigrants which arrived in Port Phillip from Hamburg between February and April 1849. The ships' owners tried to claim the bounty for these migrants, despite the fact that they were neither British and also not in the approved occupational categories.

The PROV online index entitled 'Index to **Unassisted Inward Passenger Lists** to Victoria 1852–1923' (and thought of as the 'unassisted passengers' index) is actually correctly titled 'Index to Inward Overseas Passenger Lists from British, Foreign and NZ ports 1852–1923'. This indexes the ships' passenger lists, which from 1852 needed to be verified by customs before passengers were allowed to go ashore.

The information collected on these passenger lists usually includes name, gender, age, occupation and place of origin. The lists usually begin with steerage passengers, followed by cabin class passengers, but sometimes steerage passengers were not included.

A 'warrant passenger' was one whose fares were paid by future employers or relatives and who was then admitted on board by a 'warrant'.

The passenger lists categorised the port of origin of the voyage as either 'British' (B), 'New Zealand' (N), 'Foreign' (F—that is, anywhere other than Britain, New Zealand or Australia) or 'Australian'. The series VPRS 944 'Inward Passenger lists (Australian ports)' (coastal or domestic shipping) has not been filmed or indexed and is not included in this index.

After finding someone of interest in the index, researchers should look for further information in the microfiche copies of the registers themselves. The relevant series are:

- VPRS 7666 Microfiche copy of Inward Overseas Passenger Lists (British Ports)
- VPRS 7667 Microfiche copy of Inward Overseas Passenger Lists (Foreign Ports)
- VPRS 13439 Microfiche copy of Inward Overseas Passenger Lists (New Zealand Ports)

Other Australasian colonies may not have indexes for passengers on ships from non-British origins. These lists help researchers identify passengers from (for example) North America.

Victorian ports were often the 'first port of call' (especially for sailing ships following the great circle route from Europe and approaching Australia from the south) so these Victorian indexes also contain the arrival record of migrants who proceeded to other colonies. Sometimes these migrants are found in the indexes of incoming or outgoing passengers from Victoria, while they may or may not also be listed as arriving at their eventual destination.

Births and deaths at sea were not always included on passenger lists, but on the website of 'Births, Deaths & Marriages Victoria' is the **Marine index**, 'relating to births, marriages and deaths that happened between 1853 and 1920 on board international and coastal ships bound for port in Victoria'.

NSW State Records website has an online index of **Assisted Immigrants** arriving in the Port Phillip district before Victoria became a separate colony (1839–1851). Information about assisted migrants (collected in the UK before boarding) is also digitised on the NSW State Records website for the same period. While the questions asked were similar to those contained on the Victorian microfiche, the information on the NSW site is not an exact copy of that available in Victoria. Often there was more information collected about assisted migrants in this earlier NSW period than under the Victorian Government administration that followed from July 1851.

Ancestry.com has an index entitled **'Victoria, Australia, Assisted and Unassisted Passenger Lists, 1839–1923'**. The collection contains transcriptions (rather than digitised images) of information in the indexes, and does not include all the available information (especially for assisted migrants). These Ancestry indexes include:

- Inward overseas passenger lists from UK ports to Victoria, 1852–1889, 1900–1923
- Inward overseas passenger lists from foreign ports to Victoria, 1852–1879, 1900–1923
- Inward overseas passengers from New Zealand to Victoria, 1852–1923
- Index to Assisted British Immigration, 1839–1871

Findmypast holds records of these Victorian arrivals and also departures in Record sets entitled 'Victoria, inward passenger lists 1839–1923' (transcriptions and images) and 'Victoria, outward passenger lists 1852–1915' (transcriptions only).

A book by Florence Chuk entitled ***The Somerset years***: *government-assisted emigrants from Somerset and Bristol who arrived in Port Phillip/Victoria, 1839–1854* is listed amongst the Reference Books in Appendix 4. The author has researched in great detail the voyages taken by government-assisted emigrants from Somerset during that period. Logs and diaries as well as official records have been consulted and the results are very readable accounts of great interest, especially to anyone who had a family member on any of the voyages included, whether or not the particular family member is named or came from Somerset.

Departures

An online index on the PROV website is entitled 'Index to **Outward Passengers to Interstate, UK, NZ and Foreign Ports 1852–1923'**. This indexes VPRS 3506 which is a microfilm copy of lists 'created by the Department of Trade and Customs for the purpose of recording passengers leaving Victorian ports for interstate or overseas destinations' (**http://prov.vic.gov.au/provguide-50**).

This list is particularly useful for identifying passengers whose ship stopped first at a Victorian port, before travelling on to other colonies or states. Some of these passengers may not be listed as arriving at their eventual destination, so their departure from Victoria and planned destination might be the only available record.

Many of those who followed the Victorian gold rushes did not stay after the initial rush—they either returned home or else moved on when gold was discovered in the South Island of New Zealand in the 1860s. Some of those who followed the gold fever to New Zealand were not named in the arrival records into New Zealand, and so their departure from Victoria might be the only document of their journey.

Naturalisations

Naturalisations in Victoria were administered by the Victorian Government until the end of 1903, after which it became a function of the Commonwealth Government. Nevertheless the records of Victorian naturalisations in the 19th and 20th century are now held in the National Archives of Australia (NAA).

> Until 1863, persons were naturalised in Victoria under New South Wales legislation of 1828 and 1847, because the legal position did not change after separation from New South Wales in 1851. The acquisition of real and personal property was available to naturalised persons and those born of a natural-born British mother. Women were deemed naturalised by marriage. … persons previously naturalised in the United Kingdom or a British colony could seek naturalisation.
>
> …A further series comprises certificates of naturalisation (A801) issued mainly to Chinese people in Victoria 1853-1903, which were subsequently cancelled by the Commonwealth government. A photograph is often attached to these certificates.
>
> *Finding families*, Margaret Chambers (compiler), Hale & Iremonger, Sydney, 1998, page 45

To search indexes of Victorian naturalisations, search the collection on the NAA website using RecordSearch. Most of the Victorian naturalisations are not only indexed but also digitised on the NAA website. Some of these naturalisation documents contain many pages of correspondence, providing evidence of the arrival as well as age, occupation, residence and family details.

Websites for Victorian immigration

- Ancestry.com **www.ancestry.com**
- Assisted Immigrants arriving in Port Phillip District, 1839–1851
  www.records.nsw.gov.au
- British Women's Emigration (Archives Hub)
  http://archiveshub.ac.uk/features/jun08.shtml
  - British Women's Emigration Association
    http://archiveshub.ac.uk/features/0806bwea.html
- Discovery portal (The National Archives UK)
  http://discovery.nationalarchives.gov.uk
- Earl Grey Scheme **http://bit.ly/EarlGreyScheme**
- Exodus: Movement of the People **www.exodus2013.co.uk**
  - Emigration Archives **www.exodus2013.co.uk/category/emigration**
  - The Female Middle Class Emigration Society
    www.exodus2013.co.uk/the-female-middle-class-emigration-society
- Family Colonization Loan Society **www.hotkey.net.au/~jwilliams4/d2.htm**
  also **www.londonancestor.com/iln/colonisation.htm**
  - *Slains Castle*—the 1850/51 Voyage to Australia
    http://freepages.genealogy.rootsweb.ancestry.com/~crossland
  - Passenger List **http://bit.ly/FamColSocSlains**
- findmypast **www.findmypast.com**
- Geelong and Portland Bay, Emigration Society 1845–1846
  www.hotkey.net.au/~jwilliams4/geelong2.htm

- Highlands and Islands Emigration Society
  www.scan.org.uk/researchrtools/emigration.htm
- Immigration and Ethnicity
  www.egold.net.au/biogs/EG00006b.htm
- Immigration Museum Victoria—Immigration history
  http://bit.ly/ImmVicHistory
    - History of immigration from Germany
      http://museumvictoria.com.au/origins/history.aspx?pid=22
    - Origins, Immigrant Communities in Victoria
      http://museumvictoria.com.au/origins
- Irish Famine Memorial *Sydney*   **www.irishfaminememorial.org**
- Italian Migration 1850–1900   **http://bit.ly/ItalianMigration**
- Marine births, deaths and marriages (via 'Family history')   **www.bdm.vic.gov.au**
- National Archives of Australia   **www.naa.gov.au**
    - A Legacy of White Australia: Records about Chinese Australians
      http://bit.ly/NAAChinese
- Passenger Arrivals at Port Phillip & other Victorian ports Index 1846 (Pastkeys,
  see 'indexes')   **www.pastkeys.com.au**
- Passengers on the Emigrant Ship *Emigrant*
  www.genuki.org.uk/big/Indexes/PassengerLists/Emigrant.html
- Passengers on the Emigrant Ship *Lizzie Webber*
  www.genuki.org.uk/big/Indexes/PassengerLists/LizzieWebber.html
- Passengers on the Emigrant Ship *Lord Delaval*
  www.genuki.org.uk/big/Indexes/PassengerLists/LordDelaval.html
- Passengers on the Emigrant Ship *Saldanha*
  www.genuki.org.uk/big/Indexes/PassengerLists/Saldanha.html
- Public Record Office Victoria   **http://prov.vic.gov.au**
    - Irish Famine Orphan Immigration (PROV Wiki)
      http://bit.ly/IrishFamineOrphans
    - PROVguide 52: Immigration Records   **http://prov.vic.gov.au/provguide-52**
      see also guides 49, 50, 53, 54
- Queenscliffe Maritime Museum   **www.maritimequeenscliffe.org.au**
- (The) State Records Authority of NSW   **www.records.nsw.gov.au**
- Thematic history of maritime infrastructure   **http://bit.ly/MaritimePorts**
- Victoria as the heartland of diversity (before 1900)
  http://bit.ly/VicMulticultural
- (The) Women's Library at LSE   **http://bit.ly/LSEWomensLibrary**

8. Queensland

The European settlement in the region that is now Queensland was initially known as the Moreton Bay District of the colony of New South Wales and as such fell under the administration of the NSW Government. Queensland formally separated as a free colony from New South Wales in 1859.

Immigration history

The first European settlement in the area was a secondary punishment colony, for convicts who reoffended after transportation. Moreton Bay operated as a penal colony from 1824 to 1842, and all immigrants at that time came via Sydney. After February 1842 Moreton Bay was opened to free settlement. In 1847 the port of Maryborough was opened as a wool port.

Dr John Dunmore Lang was a Presbyterian minister in Sydney who encouraged the migration of Protestant farm workers from England, Scotland, Wales and Ireland to Australia, with the aim of easing poverty in Britain as well as helping the growth of the Australian colonies.

Following a depression in the early 1840s that temporarily halted government support for migrants to the Australian colonies, Lang travelled to and around Britain, promoting free migration to Australia. He founded emigration societies and announced that free settlers who paid their own fares would receive free land grants in proportion to their passage money. There is no evidence that Lang had received any such assurance from any government. Lang arranged migrant ships to Port Phillip (Melbourne) and Moreton Bay (Brisbane), informing prospective settlers that their land grants would be waiting for them.

In early 1848 the colony at Moreton Bay had a population of 800 and was short of supplies. In December 1848 the *Artemisia* brought 240 government-assisted settlers to Moreton Bay—the first free assisted migrants to the colony. Other ships soon followed—in 1849 the *Fortitude* and then in 1850 *Chaseley* arrived, bearing migrants organised by Lang (and thus expecting to find land grants waiting for them). The *Hashemy* and the *Mt Stuart Elphinstone* followed, bringing 270 convicts. Next came the *Lima*—another ship of settlers arranged by Lang. The colony was inundated with new migrants who arrived with few supplies and without any preparations having been made for their reception. Lang intended the new settlers to grow cotton, but the government refused to issue land grants or acknowledge those 'grants' issued by Lang.

The diary of one *Fortitude* passenger is held in the John Oxley Library. Extracts from the diary as well as further information about Dr John Dunmore Lang and the *Fortitude* are available online—see 'Some Interesting Snippets about the Fortitude'.

In 1852, thirty three emigrants were sponsored by the **Highlands and Islands Emigration Society** to the fledgeling Moreton Bay colony. For details of the migrants, see the database on the Scottish Archives Network (SCAN).

Queensland formally became a separate colony from New South Wales in 1859—records for any arrivals before that date are held by NSW State Records and there are online indexes on that organisation's website.

From 10 December 1859 Immigration was one of the sub-departments that fell under the control of the Queensland Colonial Secretary. Correspondence to and from the colony (including communications with the British Government but also with individuals who may have enquired about immigrating) are held within the Colonial Secretary's Correspondence. For further information, see the Queensland State Archives (QSA) Brief Guide 44 on that subject.

Within a year of separation, the Queensland Parliament had appointed its first **Agent for Immigration**, to begin recruiting settlers from Britain to the new colony of Queensland. In later years Queensland immigration agents also operated out of Ireland, Scotland, Hamburg and Bremen.

> Immigration was seen as critical to the success of the new colony of Queensland, consisting as it did of a vast geographical area and a very small population. Queensland's first agent-general to Great Britain, Henry Jordan, had been appointed on 9 October 1860. His job was to encourage immigration to Queensland, thus ensuring its growth and development. This he did, for 'new chums' flocked to the colony at the rate of a thousand a month and over 50 000 by 1865. Some idea of the impact this immigration had on the colony can be ascertained from the fact that the net immigration, or excess of arrivals over departures for the period 1861 to 1865 was 52 855 people in Queensland, compared with only 11 562 in New South Wales, 5 656 in Victoria, 16 263 in South Australia, 4 165 in Western Australia and a decrease of 4 355 people in Tasmania during this period.
>
> **http://queenslandhistory.blogspot.com.au/2011/03/john-douglas-agent-general-for.html**

In 1862 the Emigration Commission reported to the British Government:

> An emigration agency has likewise been established in Germany …with authority to select emigrants. There are, it is stated, already some thousand Germans naturalized in Queensland, and regulations were issued by the Colonial Government in February 1860, to enable any naturalized foreigner to bring out any friend or relative by paying a small sum, varying from 2 *l.* to 8 *l.*, according to the age of the immigrant. The regulations on this subject are taken from and are substantially the same as the remittance regulations in New South Wales. There are similar regulations for enabling British subjects to obtain passages for their friends in this country. The payments in these cases are 4 *l.* for each person over 12, and 2 *l.* for each person between 1 and 12 years of age.
>
> *House of Commons Parliamentary Papers*, 1862 [3010] Emigration Commission. Twenty-second general report of the Emigration Commissioners, page 23. Available in the eResources of the National Library of Australia as **http://gateway.proquest.com.rp.nla.gov.au/openurl?url_ver=Z39.88-2004&res_dat=xri:hcpp&rft_ dat=xri:hcpp:fulltext:1862-038187:14**

There is a blog, 'Tales from Colonial Queensland', with stories about the earliest German immigrants. In particular see the post 'The First German Immigrant Ships Arrive, 1855'. See also the article 'They Came and They Stayed' on the 'Germany down under' blog. See also the SL blogs of John Oxley library, in particular:

> However, according to a notice that was published in the Queensland Government Gazette on Saturday, 19th May, 1862, Messrs Heussler and Francksen informed the public at large that they had become German immigration agents under the bounty immigration scheme. The German emigrants recruited in this way left Germany for Queensland on ships that departed from Bremen and Hamburg. Johann Christian Heussler is credited with recruiting some 2000

German emigrants to settle in Queensland. Thus the ancestors of many Queenslanders of German descent came to the newly-minted colony.

http://blogs.slq.qld.gov.au/jol/2012/06/01/a-colourful-character

The huge expanses of land in Queensland meant that there was nearly always a shortage of labour. Employers could engage indentured labourers by paying the government the full passage money and the government agent would recruit a suitable **migrant who would receive a contract binding them to their employer** in Queensland for a set time. Migrants from United Kingdom or Europe could also be **nominated**—and have their fares paid—by friends or relatives already in Queensland.

The Queensland Government offered free passage for **farm labourers** as well as **female domestics**. In addition the government would pay part or all of the fares of those who claimed competence in one of a number of needed occupations: including carpenters, bricklayers, sawyers, curriers, blacksmiths, wheelwrights and shipwrights. For more information about the schemes available in 1869, a pamphlet held by the British Library of Political and Economic Science (LSE) is available on JSTOR, a subscription service but freely available to those with the library cards offered by Australian state and national libraries. The pamphlet is called *Emigration: free, assisted, and full paying passages: together with the conditions for obtaining free land grants, rules for emigration clubs, etc.* A stable link to the pamphlet is given at the end of this chapter, however those with state or national library cards should go to the eResources section of their library website, log in, find the JSTOR collection and search for some key words such as 'emigration', 'free', 'assisted'.

The government also supported some charitable groups, such as the '**distressed cotton operatives**'. In 1861 the American Civil War halted cotton exports to UK mills, which are mainly located in Lancashire and South West Scotland. This led to large scale unemployment of mill workers as well as a huge jump in the price of cotton. The Queensland Government encouraged cotton growing by offering free passage as well as land grants to five hundred former mill workers from Manchester, Lancashire, Glasgow and Coventry, **on condition that they grow and export cotton**. The incentives led many cotton farms and cotton companies being established in south-east Queensland.

The scheme was a failure, largely because the former cotton mill workers were city dwellers with no farming skills. The result was farms left to the women and children while the men sought employment elsewhere.

The shortage of labourers on the cotton farms led to some employers importing '**kanakas**' from the Pacific Islands (primarily Vanuatu and the Solomon Islands) to work their cotton farms. However their lack of knowledge about growing cotton, as well as floods and crop disease, led to the failure of the cotton industry.

When the American Civil War ended, cotton prices returned to normal levels. Some Queensland cotton farms switched to growing sugar. In the 1890s more 'Kanakas' were brought to work in the sugar cane fields—many of them kidnapped or tricked into coming, under a process known as 'blackbirding'. Following Federation (1901) legislation declared that all Pacific Islanders still in Australia in 1906 were to be deported. For further information see the Queensland State Archives Guide 51, 'Australian South Sea Islander records'.

When Queensland was opened up for settlement, authorities hoped the large rural areas would also provide employment for convicts who had completed their sentences, and in

particular would distance Tasmanian emancipists from the temptations of the Victorian goldfields.

However gold was discovered in 1858 at Canoona, in 1867 at Gympie and in 1872 on the Palmer River, south of Cooktown. Each of these discoveries sparked gold rushes. By 1877 there were 17,000 Chinese on Queensland goldfields, prompting the passing of the *Queensland Chinese Immigrants Regulation Act* and the *Goldfields Amendment Act* restricting the access of Chinese to the goldfields.

From 1861 to 1874 **free orders for land** (worth £18 initially, although later rising to £30) were offered as a migration incentive to those who paid their own fares or who paid in full for another. The land order could be exchanged as legal tender to purchase land at auction. After two years residence in the colony the migrant was eligible for another order worth £12. At certain times even nominated, assisted or indentured passengers were eligible for land orders. Initially land orders, being transferable, were bought and sold freely. Even migrants who had paid their own way often sold their land orders as soon as receiving them—often to squatters trying to secure ownership of their runs. Late in 1863 the government made the land orders no longer transferable.

Henry Jordan was the Queensland Immigration Agent in Britain and took advantage of the land order scheme in the 1860s. He contracted with the Black Ball Line for passenger agents of the company to recruit and screen potential migrants in return for a 5 percent commission. The company then would send a migrant ship each month to Queensland offering passengers free passage in exchange for their land orders, saving the new colony from having to raise funds to pay for new migrants. Amongst those brought by Black Ball Line ships under this scheme were some of the '**distressed cotton operatives**' mentioned earlier.

There were ongoing tensions about this arrangement with the Black Ball Line company:

- passengers complained about conditions
- the government objected when the company began carrying fare-paying cabin passengers
- other shipping companies complained about the monopoly

When the company started charging passengers cash payment in addition to their land orders, the government called for tenders and the Black Ball Line monopoly ended.

The first Roman Catholic Bishop of Queensland James Quinn, created a self-perpetuating charitable scheme based on the land orders scheme, in order to bring starving farmers from Ireland to Queensland. He collected money from Irish already resident in Queensland and founded the **Queensland Immigration Society** in 1863. Once there were sufficient funds for the first ship-load of Irish migrants, the process became self-continuing. The migrants paid a contribution to their fares before travelling, forfeited their land order to the Society and also promised a further payment at the end of six months. The money raised was then used to pay for the next migrant to come.

> The motives that prompted me to originate the Queensland Immigration Society soon after my arrival in this colony were:
> First — to alleviate the distress then prevailing in Ireland;
> Second — to procure for this colony a population capable of developing its great resources and of supplying an urgent demand for labour in it;

Third — to procure for single females immigrating to this Colony sufficient protection, which was not secured to them under any existing system of immigration.

"The Queensland Immigration Society": A Notable Experiment in Irish Settlement, **http://espace.library.uq.edu.au/ eserv/UQ:212719/s00855804_1963_1964_7_2_307.pdf**

Queenslanders feared that large numbers of Irish immigrants might eventually lead to a Roman Catholic colony in Queensland. The compromise reached was that there should be no more Irish allowed in Queensland than their proportion of the total population in the United Kingdom (that is, about one quarter). The Agent for Immigration in England complained about the above scheme, calling it 'pauper trafficking', while the shipping agents complained about lost business (because the Society's fares were so low), so eventually the government conceded, passing laws that declared that only those who applied for migration via the official Immigration Agent would be eligible for land orders. This brought an end to the society in 1863.

The earliest migrants to Queensland came via the great circle route and so travelled up the eastern coast from the south. Ships sailing to Queensland generally carried **only** migrants for that colony, with most passengers taking advantage of some Queensland migration scheme. Many of these ships did not stop at a southern port before Queensland.

The Suez Canal opened in 1869 but it was not until 1881 that the **British Steam Navigation Company** offered regular steamer services via the Suez Canal and approached Queensland from the north. These larger steamships may have also carried passengers to southern ports after Queensland.

Queensland Immigrant Steamers.

BRISBANE , Thursday.-The Government have accepted the tender of Messrs. Gray, Dawes, and Co, of Fenchurch-street, London, to supply six bounty immigrant steamers, to sail from London to Queensland ports, the passengers to pay £7 and the Government £10 per head; also two steamers from Glasgow, the passengers to pay £6 10s each and the Government £9 10s each.

'Queensland Immigrant Steamers', *Newcastle Morning Herald & Miners' Advocate* (NSW: 1876 - 1954) , 16 May 1885, p. 5, **http://nla.gov.au/nla.news-article139074957**

Figure 15: Bounty migration advertisement

In other Australian colonies immigrants arrived first in the capital city and were then transported out to rural areas where their labour was needed. Because of the steamship route passing down the Queensland coast, Immigration Depots were established at ports along the coast: at Thursday Island, Cooktown, Cairns, Townsville, Bowen, Mackay, Rockhampton, Bundaberg, Maryborough and Brisbane. The new Kangaroo Point Depot in Brisbane was completed in 1887 and renamed Yungaba in the 1940s. A description of the Immigration Depot in South Brisbane appeared on page 2 of *The Courier* of 1 October 1863 (see **http://nla.gov.au/nla.news-article3166018**).

Police magistrates or 'Clerks of Petty Sessions' were appointed as Assistant Immigration Agents or Sub-Assistant Immigration Agents. Their duties included:

• publicising ships' arrivals in the local press
• providing information, accommodation and rations to the migrants at the Immigration depots
• arranging employment
• gathering statistics and information about the immigrants

Assisted immigration schemes were deliberately aimed at those with rural or farming skills—however the constant labour shortage meant that anybody who was young and healthy could apply. In the latter 1880s particular efforts were given to bring out men, women and families from agricultural communities in England and north-east Scotland. From 1907 the Queensland Government offered £5 passages per adult to farmers possessing capital of at least £50.

Queensland migration schemes were so successful that by 1881 around 60 percent of Queenslanders were immigrants. By 1901 migrants still made up about 50 percent of the population, and of these:

- about half had been born in England
- about one quarter were Irish
- about one eighth each were Scots or Europeans (mostly Germans).

Between 1860 and 1900, 95% of all overseas migrants to Queensland were assisted, comprising one third of the total number of assisted immigrants to Australia in that period. Indeed Queensland was the only eastern colony that did not halt assisted migration schemes during the 1890s depression, so some migrants took advantage of such offers, travelling to Queensland on assisted passages, before moving on to their preferred Australian destination.

While it is true that almost all migrants were assisted, it is difficult to say how many unassisted arrivals there were, because of the way the government counted 'immigrants' as:

- those who came with free or assisted passage
- those who were nominated or sponsored migrants or
- those who arrived with land orders

So unassisted passenger arrivals in Queensland were not counted as immigrants.

Indeed such unassisted travellers were often not noted at all, unless they were recorded arriving in another colony before proceeding to Queensland—or unless they were named in a newspaper report. To look for those who paid their own way, search shipping notices in the digitised newspapers in Trove to see if unassisted passengers were named.

It should be noted that some 1860s immigration records are missing because they were destroyed during the 1893 Queensland floods.

Indexes and passenger lists

From the front page of the Queensland State Archives (QSA) website, a link takes researchers to a collection of 'Immigration indexes'—some of these indexes now link directly to digital copies. As volunteers at QSA are still actively indexing records, it is likely that more immigration indexes will become available.

Tip: Some migrants are named in more than one QSA index, while other settlers are not named at all. In addition to checking the various lists available, use Google to search the whole of the Queensland State Archives site for a name of interest. Thus Google

"<surname> <given name>" site:archives.qld.gov.au

where <surname> and <given name> are those of the migrant of interest.

Assisted immigration indexes 1848–1912 contains an index to the original shipping registers of passenger and vessels that arrived in Queensland for that period. In addition the indexes link to online digitised copies of the registers. The first letter of the surname determines the relevant index file to open (in PDF format).

The indexes generally provide name, age and date of arrival, as well as microfilm number and QSA Item ID. In addition each entry has a hyperlink associated with the ship name. Take note of the relevant page number associated with the index entry. Click on the hyperlink to open the digitised copy of ship's registers, then step through to the previously noted page number, to find the entry for the immigrant of interest.

The migrants listed in the register are

> usually arranged by type of passage (eg free, assisted, remittance, bounty, steerage) or sometimes by type of immigrant (eg railway workers).
>
> …The passenger lists are primarily for assisted passengers from the United Kingdom and Europe. Please note that this list does not include passengers from New Zealand, the Americas, Asia, Africa, other Australian ports or those passengers who paid their own fare (in a few lists there are fare paying passengers included).
>
> www.archives.qld.gov.au/Researchers/Indexes/Immigration/Pages/Immigration1848.aspx

It was the job of the Assistant Immigration Agents in each port to care for the immigrants after arrival, finding them accommodation and employment and issuing them with rations until they could become self-sufficient. Amongst the indexes on the QSA website are indexes to records created by the **Assistant Immigration Agent for Maryborough**, listing those who received rations. Another index for Maryborough documents those who were prospective immigrants nominated for passage, naming both the nominator as well as the prospective immigrant.

Another index on the QSA site, **'Passage certificates 1887–1906'** indexes the register kept by the Sub-Immigration Agent for Warwick, recording applications to sponsor immigrants.

Also on the QSA website is the index to the **'Register of immigrants 1864–1878'** which is an index to the register recording application for passage certificates kept by the Assistant Immigration Agent in Toowoomba—'passage certificates' being applications by sponsors of immigrants.

On the QSA website is a collection called the **'Registers of immigrants 1882–1938'**. The names indexed are not a complete list of migrants who arrived during the period, but rather an index to various and sundry registers. These include registers of immigrants per ship that landed at the Immigration Depot at Townsville, at Brisbane and elsewhere.

Another index on the QSA website is the **'Card index to nominated immigrants 1908–1922'**. The cards index correspondence relating to a scheme whereby a natural born or naturalised person living in Queensland could pay for a friend or relative in Europe to come to Queensland. Names of both those nominated as well as the nominee are indexed, including those who made enquiries about migrating to Queensland but didn't come or were rejected. The online index is in the form of a PDF file containing name, age, year, ship, as well as card and microfilm reference. The full (off-line) card index covers more years than are available online, and includes names of immigrants as well as the names of those who employed them after arrival, 20th century dossiers including photos and biographical information—and more.

There are other **card registers** at Queensland State Archives which do not yet have online indexes, including:

- migrants nominated by the Overseas Settlement Committee
- free indented labourers (mostly railway workers)
- free domestic immigrants
- rejected migrants

'Land orders 1861–1874' is an index on the QSA website compiled from several series of records relating to land orders that were created by the Immigration Department. Land orders were legal tender for the purchase of land and were issued as an inducement to encourage migrants to Queensland. These land order documents include migrants who do not appear on other immigrant lists. Again the index is available as a PDF file on the QSA website. The site menu (left hand side of the page) contains a subgroup entitled 'Resources for researchers' and expanding that (clicking on the '+') contains collections of 'Brief guides' as well as 'Search procedures'.

There are other indexes on the Queensland State Archives website that refer to migrants arriving after 1922 (when the Commonwealth Government administered immigration). Those will be discussed in Chapter 12.

From the above indexes, once you have determined the relevant ship's name and particular voyage, the '**card index to ships**' (at Queensland State Archives) lists on the card whether there are any additional documents for the voyage, such as health reports or correspondence about the voyage held in the Colonial Secretary's Office correspondence. (Also check the *Log of logs* books, for diaries and other correspondence about the voyage.)

For those indexes without digitised images, information on the QSA website advises the cost of obtaining a copy of the full record. By definition an index only contains part of the available information, so researchers should always try to obtain complete records and not rely on indexes.

'Brief guide 16' is a guide to immigration records held by QSA, including information about many of the indexes, such as the Assisted Immigration, Immigration Agent Records and Land Orders indexes, as well as a glossary of definitions of some of the terms used in describing these records.

Before these indexes were available online, QSA produced the Immigration Historical Resource Kit, and made it available at many places around Australia as well as Auckland, New Zealand. The microfilm kit mainly contains records from the Queensland Immigration Department as well as a small quantity of records from the Colonial Secretary's Office. See the link entitled Queensland State Archives Immigration Historical Resource Kit.

In addition a printed 'Pathways' guide to Queensland immigration records contains more information about files, series and also records relevant to immigration that are not often used by researchers. This Pathways guide is available from Queensland State Archives, just for the cost of postage.

> Queensland State Archives sources that may give immigration details include passport records, hospital admission registers, benevolent asylum records, naturalisations, inquests, Premier's Department undertakings and Police Gazettes (especially 'missing friends', 'persons inquired for' and 'deserters').
>
> *Tips for Queensland research* (2008), Judy Webster, page 12

As noted above, there are many other records that researchers might not expect to be a source of immigration details. For example, the Dunwich Benevolent **Asylum: admission**

books (QSA A/52866) sometimes note the ship of arrival of the inmate. The Croydon Hospital Admission register (HOS14A) include questions about the place of birth as well as the ship in which the patient arrived in Queensland and also 'how long in the colony'. Prison admission registers likewise note ship and year of arrival. For further information see the website 'Judy Webster's Genealogy Advice'.

Records of those who arrived in the area that became Queensland **prior to separation from NSW** (1848–1859) are held by NSW State Records.

The subscription site findmypast has a collection entitled 'Queensland Early Pioneers Index 1824–1859' which was compiled by the Queensland Family History Society, indexing a number of sources. Some of these note the actual ship and date of arrival, while others provide evidence that an individual was in the Moreton Bay area prior to separation from NSW.

Also on the findmypast website is a collection called 'Queensland Ship Deserters 1862–1911'. The index has been compiled from those named as deserters in the Register of Seamen in the Queensland State Archives.

Ancestry.com includes a collection entitled 'Queensland, Australia, Passenger Lists, 1848–1912'. This collection indexes some of the records included in the Queensland State Archives' collection 'Assisted immigration 1848–1912'. As the QSA version of the collection also includes links to digitised copies, researchers are advised to use the QSA website.

Ancestry.com also has a collection entitled 'Far North Queensland, Australia, Pioneers and Settlers Registers 1825–1920', compiled by the Cairns and District Family History Society. The amount of information for each person or family varies, but for at least some of the people there is information about the ship and date when they migrated to Queensland.

Another Ancestry.com collection is entitled 'Maryborough, Queensland Australia, Immigrants from the British Isles & Germany 1861-91'. This collection is based on Janet Reakes' research in the Queensland State Archives. The information contained is collected from the passenger lists, and generally includes name, age, ship and year of arrival.

Janet Reakes also initiated an **Immigration Wall of Honour**, based in the Hervey Bay area of Queensland. The names can be searched online via the website of the Hervey Bay Family History Association.

As noted in Chapter 1, the **National Archives of Australia** holds many passenger lists from 1852 and many of these are held in the Brisbane Office of the NAA. See the NAA guide 'Passenger records held in Brisbane (Fact sheet 190)'. Queensland Family History Society has recently published on CD-ROM the database compiled from Series J715 entitled 'Queensland Customs House Shipping 1852–1885: Passengers and Crew'. This includes details of passengers and crew, including for many ships for which the Queensland State Archives has no details available in their online index. Voyages covered include those from all around the world into Brisbane. This CD is available from purchase from the society.

Eileen Johnson wrote a number of books researching particular voyages to Queensland. These are published in the 'They came direct: Immigration vessels to Queensland' collection. The books provide well researched accounts of the journeys of particular ships with a great deal of information. Many of the books can be purchased from Gould Genealogy and History, by following the link to 'Queensland' and then 'Shipping & Immigration'.

Naturalisations

Non-British subjects could apply for certificates of naturalisation, swear an oath of allegiance, and have the naturalisation recorded in the Supreme Court.

Copies of oaths of allegiance, naturalisation certificates and references to lists of naturalised aliens created by the Supreme Court in the Brisbane, Rockhampton and Townsville districts as well as the Colonial Secretary's Office and the Government Residents Office have been indexed under the title 'Naturalisations 1851–1904' on the Queensland State Archives website.

The index can be searched online and information on the website advises the costs and how to obtain copies of individual naturalisation records.

Another index is compiled from entries in the 'Queensland Votes and Proceedings' of those who took the Oath of Allegiance to be naturalised in the years 1880 to 1885. That index is also available on the QSA website and the website advises that records of the originals are available on microfilm at the QSA and the State Library of Queensland.

Websites for Queensland immigration

- Ancestry.com   **www.ancestry.com**
- Emigration: free, assisted and full-paying passages : together with the conditions for obtaining free land grants, rules for emigration clubs, etc.
  www.jstor.org/stable/60225619
  Search for title on JSTOR amongst the eResources of your state library
- Emigration Archives (Exodus: Movement of the People)
  www.exodus2013.co.uk/category/emigration
- Fifty Years in Queensland: Living Pioneer Colonists   **http://bit.ly/QldPioneers**
- findmypast   **www.findmypast.com**
- (The) First German Immigrant Ships Arrive 1855, ('Tales from Colonial Queensland')   **http://bit.ly/FirstGermans**
- German Immigration to the Toowoomba Area   **http://bit.ly/GermanToowoomba**
- Germany Down Under
  http://germanydownunder.com/they-came-and-they-stayed
- Gould Genealogy & History   **www.gould.com.au**
- Highlands and Islands Emigration Society
  www.scan.org.uk/researchrtools/emigration.htm
- Immigration terminology
  www.mackayfamilyhistory.org.au/immigration-terminology
- Immigration Wall of Honour Database (Hervey Bay Family History Association)
  http://bit.ly/ImmigHonourWall
- John Douglas, Agent-General for Emigration to Queensland 1869–71
  http://bit.ly/JohnDouglas
- Judy Webster's Genealogy Advice   **www.judywebster.com.au**
- *Log of logs* Volumes 1, 2 & 3   **http://bit.ly/LogOfLogs**
- (The) National Archives of Australia   **www.naa.gov.au**
  - Passenger records held in Brisbane (Fact sheet 190)
    www.naa.gov.au/collection/fact-sheets/fs190.aspx
- Queensland Family History Society   **www.qfhs.org.au**
  - Queensland Customs House Shipping 1852–1885: Passengers and Crew

http://bit.ly/QFHSPassengersCrew
- Queensland Heritage Register Migration Places **http://bit.ly/QldMigrationPlaces**
- Queensland Historical Atlas **www.qhatlas.com.au**
    - Colonial immigration to Queensland **http://bit.ly/QHAColonialImmig**
    - Italians in north Queensland
      www.qhatlas.com.au/content/italians-queensland
- (The) Queensland Immigration Society **http://bit.ly/QldImmigrationSoc**
- Queensland Immigration and the Black Ball Line **http://bit.ly/BlackBallLine**
- Queensland Migration Heritage Hub **http://bit.ly/QldMigrationHeritage**
- Queensland Past and Present *(see Chapter 3, Demography)*
  http://bit.ly/QldPastPresent
- Queensland State Archives **www.archives.qld.gov.au**
    - Australian South Sea Islander records (Brief Guide 51)
      http://bit.ly/QSASouthSeaIslanders
    - Colonial Secretary's Correspondence 1859–1903 (Brief Guide 44)
      http://bit.ly/QSAguideColSec
    - Immigration Guide (Brief Guide 16) **http://bit.ly/QSAImmigrationGuide**
    - Immigration Historical Resource Kit **http://bit.ly/QSAImmigKit**
    - Immigration indexes **http://bit.ly/QSAImmigrationIndexes**
    - Moreton Bay convict settlement **http://bit.ly/QSAMoretonBay**
    - Naturalisation Guide (Brief Guide 15)
      http://bit.ly/QSANaturalisationGuide
    - Naturalisations 1851–1904 **http://bit.ly/QSANaturalisations**
    - Yungaba Immigration Centre **http://bit.ly/QSAYungaba**
- Some Interesting Snippets about the Fortitude
  www.halenet.com.au/~jvbryant/fortlet1.html
- The short reign of King Cotton **http://bit.ly/KingCotton**
- State Library of Queensland **www.slq.qld.gov.au**
    - A colourful character (SL blogs) **http://bit.ly/QSLcolourful**
    - Immigration and shipping: getting started **http://bit.ly/SLQimmigration**
    - Immigration and shipping **http://bit.ly/SLQshipping**
- (The) State Records Authority of New South Wales **www.records.nsw.gov.au**
- Trove **http://trove.nla.gov.au**
- Understanding the effects of migration and settlement
  http://bit.ly/QldMigrationEffects
- You May Well Become Slaves (Norwegian migration to Queensland)
  http://reisefredrik.com/2013/06/06/you-may-well-become-slaves

9. South Australia

The South Australian colony was founded according to the Wakefield model. Edward Wakefield was an English lawyer who proposed a model of 'systematic colonisation', funded by the sale of crown land, with the resulting revenue used to pay the cost of bringing migrant labourers to work the land. Land prices were to be set at fixed prices, reasonable enough to attract investment but high enough to discourage speculators who might leave the land idle. High land prices ensured that labourers would need to work and save before they could become land-owners—thus providing a labour force. In addition Wakefield recommended regulating according to demand the number of labourers allowed to emigrate, thus avoiding unemployment.

Prominent philosopher Jeremy Bentham was one of many who criticised convict transportation, believing remote penal colonies to be uneconomical and also unlikely to lead to the convicts' reform. He originally opposed Wakefield's colonisation plans but was eventually persuaded, adding his own 'Vicinity-Maximizing or Dispersion-Preventing principle', arguing that there would be increased efficiency as well as increased security when colonial facilities as well as settlement were concentrated in area. This principle of Bentham's was also incorporated into the South Australian model.

For further information see the links at the end of this chapter to 'The Wakefield Model of Systematic Colonisation in South Australia' and also 'How Colonel Light designed Adelaide before lunch'. In addition see online a copy of the 1915 book by Richard Charles Mills entitled *The colonization of Australia (1820–42): the Wakefield experiment in empire building*.

The *South Australian Colonization Act* (passed in 1834) also established the Colonization Commissioners of South Australia:

> they are hereby empowered to …make such orders and regulations for the surveying and sale of such public lands… and to employ the monies from time to time received … in conducting the emigration of poor persons from Great Britain or Ireland to the said province

> ...no part of the said public lands shall be sold …for a lower price than the sum of twelve shillings Sterling per English acre

> And be it further Enacted that no person or persons convicted in any court of justice in Great Britain or Ireland or elsewhere shall at any time or under any circumstances be transported as a convict to any places within the limited herein-before described.

http://foundingdocs.gov.au/resources/transcripts/sa1_doc_1834.pdf

A transcription of the Act is included in the links at the end of this chapter along with an article by G.L. Fischer entitled 'South Australian Colonization Act and other related Constitutional Documents'.

Immigration history

By 1835 enough land was sold to begin financing migration. The colony was founded in 1836, and by 1840 9000 applications had been received for free passage to the new colony. Free passage was only available to those from Great Britain or Ireland but non-British could pay or work their own passage.

While **South Australia never received convict transports**, many emancipists made their way to the new colony, especially from Van Diemen's Land / Tasmania. The subscription website findmypast has a record set entitled 'South Australian ex-convicts' listing many of the ex-convicts who made their way to South Australia.

The following regulations were dated 27 February 1839 and were published in the *West Briton and Cornwall Advertiser*:

> With respect to laborers wishing to emigrate the following are the regulations:
>
> 1. The Act of Parliament declares that the whole of the funds arising from the sale of lands, and the rent of pasture, shall form an Emigration Fund, to be employed in affording a free passage to the Colony from Great Britain and Ireland for poorer persons; "provided that they shall, as far as possible, be adult persons of both sexes in equal proportions, and not exceeding the age of 30 years."
>
> 2. With a view to carrying this provision into effect, the Commissioners offer a free passage to the Colony (including provisions and medical attendance during the voyage) to persons of the following description:
>
> 3. Agricultural laborers, Shepherds, Bakers, Blacksmiths, Braziers, and Tinmen, Smiths, Shipwrights, Boat-builders, Butchers, Wheelwrights, Sawyers, Cabinetmakers, Coopers, Curriers, Farriers, Millwrights, Harness-makers, Lime-burners, and all persons engaged in the erection of buildings.
>
> 4. Persons engaged in the above occupations, who may apply for a free passage to South Australia, must be able to give satisfactory references to show that they are honest, sober, industrious and of general good character.
>
> 5. They must be real laborers, going out to work for wages in the colony, of sound mind and body, not less than 15, nor more than 30 years of age, and married. The Marriage Certificate must be produced. The rule as to age is occasionally departed from in favour of parents of large families.
>
> 6. To the wives of such laborers as are then sent out, the Commissioners offer a free passage with their husbands.
>
> 7. To single women a free passage will be granted, provided they go out under the protection of their parents, or near relatives, or under actual engagement as servants to ladies going as cabin passengers on board the same vessel. The preference will be given to those accustomed to farm and dairy work, to seamstresses, strawplatters, and domestic servants. …
>
> 10. All Emigrants, adults as well as children, must have been vaccinated.

www.cornwall-opc.org/Resc/emigration_s_australia.php

A subsequent regulation stipulated that those in England who purchased land could nominate one emigrant for a free passage for every £20 spent.

Unlike New South Wales, the Colonial Office allowed South Australian commissioners to also **select and assist non-British migrants**. This led to many Germans among the early colonists. The legislation that stipulated that there was to be **no religious**

discrimination encouraged a large group of Prussians fleeing religious persecution to join the early settlers. Further information about the early colony is available on the Atlas South Australia website on the 'Organizing a Colony' page.

> Three organisations played sometimes conflicting roles in the preparation and establishment of the settlement. The first organisation was the Colonial Office [British government], which through the government controlled all matters except emigration and land sales. The second was the Board of Commissioners in London, with Torrens as Chairman. The board represented the interests of the colonising enthusiasts and had control of land sales and emigration until its abolition in 1842. The third organisation was the South Australian Company, a commercial venture formed by a number of wealthy Londoners including George Fife Angas. Its assets comprised a large stock of town and rural land orders, some whaling ships, and the determination of a number of sound professional men to profit from the company's proposed mercantile and land interests.
>
> **www.atlas.sa.gov.au/resources/atlas-of-south-australia-1986/the-course-of-settlement**

Conflicts between the colony's governors and the commissioners resulted in the land fund being misused, leading to a serious financial crisis. In 1842 the British Government abolished the South Australian commissioners, and gave control of the land fund to the newly formed **Colonial Land and Emigration Commission** in London. The majority of assisted migrants arriving in South Australia by 1860 came under schemes managed by the Colonial Land and Emigration Commission, funded by the sale of crown land. The commissioners managed the money, selected the emigrants and chartered the ships.

Private ships brought those who received land grants in exchange for paying their own passage or those who were nominated and whose fares were paid by settlers already in the colony.

Information about the ships that brought passengers between 1836 and 1845, including the size of the ship, the departure date and the number of passengers can be found on the website of the Pioneers Association of South Australia. In addition the site provides some early history of the colony.

'Sailing to South Australia' is another website describing the conditions on board and difficulties faced on some of the early voyages to the colony.

Severe drought between 1840 and 1845 led to the suspension of assisted migration. Government-assisted passages were resumed from 1846—the main settlers from that period being agricultural labourers, country mechanics, domestic servants and **Cornish miners**.

The '**Calais Lacemakers**' were English workers who had built the lace making machines used in Calais, France. Following the 1848 French Revolution, a charitable appeal raised funds to transport unemployed workers to NSW and South Australia. Findmypast has a collection of some who came under this scheme. Further information can also be found on the website of the Australian Society of the Lacemakers of Calais Inc.

The *Slains Castle* was a ship commissioned by Caroline Chisholm's **Family Colonization Loan Society** that sailed from London in September 1851, arriving in Port Phillip on 25 January 1850 and Port Adelaide on 21 February 1851. A website dedicated to the voyage includes information about the voyage, as well as a list of passengers and extracts from a passenger's diary.

The 'Earl Grey Scheme' (or 'Pauper Immigration Scheme') (described further in Chapter 5) operated from 1848 to 1850 and brought 606 orphan girls of marriageable age from Irish workhouses to Adelaide. The three ships that brought them were *The*

Roman Emperor (1848), *Ramilies* (1849) and *Inconstant* (1849). The scheme was stopped following pressure roused by anti-Catholic newspaper reports.

In the 1850s over 5400 **Germans** settled in South Australia, beginning the wine industry in the Barossa Valley and opening Lutheran churches. An historical overview of German settlement in South Australia is contained in the article 'German Settlers in South Australia'. Another site, 'German Emigration to the British Colony of South Australia', contains the text of an 1845 newspaper article, describing the German migrants aboard the *George Washington* and the *Patell*, travelling from Bremen to South Australia.

Between 1852 and 1855, the **Highlands and Islands Emigration Society** sponsored the migration of hundreds of poor families from western Scotland to Australia. The Scottish Archives Network website contains a database of many of these.

Many **Chinese** landed in South Australia during the mid-1850s but few of them stayed:

> To evade the Victorian Act of 1855 for the restriction of Chinese immigration, the shipping companies landed their Chinese passengers in Guichen Bay, South Australia, whence they travelled overland to the Victorian goldfields. With a view to prevent this, and thereby aid the neighbouring colony in its efforts to check the rapid growth of the Chinese population, South Australia in 1857 passed an Act almost identical with the Act passed by Victoria two years earlier. This Act being considered superfluous was repealed in 1861. After the intercolonial conference in 1880-81, South Australia copied Queensland's Act of 1878, but exempted the Northern Territory from its provisions. In 1888 the restrictive measures were extended to the Northern Territory, and so completed the barrier against the entry of Chinese into Australia.
>
> **http://bit.ly/ChineseStats**

After South Australia gained its own representative government in 1856, the colony took control of the land fund. In 1858 South Australia was the first colony to send their own **Immigration Agent** to London to arrange the selection and transportation of emigrants in lieu of the imperial London-based Colonial Land and Emigration Commission.

Assisted migration to South Australia was suspended:

- June 1840—mid-1845 (due to depression)
- February 1861—October 1862 (drought)
- July 1867—June 1872 (red rust and drought ravaged crops)
- 1879–1880 (falling copper prices)
- mid-1883–1910 (due to depression)
- during World Wars I and II and the 1930s depression.

Following Federation (1901) the new state of South Australia continued to administer its own immigration schemes, sometimes independently and sometimes in conjunction with the Commonwealth. For example, from 1911 the state government offered an assisted migration scheme, involving land grants and other concessions.

South Australia was the first state to initiate government guardianship of **juvenile immigrants**, with legislation passed in 1901. Initially only boys who were willing to be trained as farmers could receive assisted passage. The scheme was halted by the outbreak of World War I. Further information about youth migration schemes is found in Chapter 12.

The State Library of South Australia has an online guide to 'Immigration to South Australia', including overviews of immigration in various periods as well as guides for researchers—most resources mentioned are held by the State Library (a few are online).

Those interested in the history of migration to South Australia should view the website of the Migration Museum. While primarily designed as an adjunct to personal visits to the museum, there are photos, articles, videos and audio recordings providing historical context about immigration to South Australia.

Indexes and passenger lists

The above-mentioned guide on the website of the State Library of South Australia also provides a list of the various series relating to migration that are held by the archives, including passenger lists, applications and nominations as well as the costs and schedules relating to immigration.

Some passenger lists are searchable online via the website of State Records of South Australia. From 'The Archive' menu, select the 'Our Catalogue' menu item to find ArchivesSearch. Select the link 'on-line using ArchivesSearch'. (At the time of writing) this page has a dark blue menu on the left hand side, within which users can click on the word 'Searching' to expand the options—and select the option 'Passenger List Search'. This allows users to search passenger lists of assisted migrants who arrived between 1845 and 1886. Into the search box, type in the surname or else the given name and surname separated by the word AND (in capital letters) and then hit the Search button. This finds the Id or series and file details that contain the name being sought. Clicking on the (underlined) hyperlink brings up further record details, allowing those able to visit State Records of South Australia to order the file to see the relevant passenger list.

State Records of South Australia holds other series of records that may include shipping information, but were not necessarily compiled for immigration purposes. For example, GRG28/5 is the Register of admissions to the Destitute Asylum. An online search of this register includes a column advising the ship of arrival and the number of years the person was resident in Australia. The easiest way to see if any person of interest is included in this particular collection is to select from the left-hand (blue) menu to do a 'Keyword Search'. Enter the surname of interest, AND (in capital letters) and a keyword such as 'destitute'. Then press Search. For example

brown AND destitute   Search

Then click on the underlined hyperlinked id for more details. Further information can be found in the original records at the State Records Office. Gradually these records are being added to the online ArchivesSearch, so researchers can do a Name Search and, if the list of results includes an entry in the 'Register of admissions to the Destitute Asylum', then clicking on the hyperlinked id will lead to this same result.

For those unable to visit in person to the State Records Office, there are other websites with online indexes of arrivals in South Australia.

Arrivals up to 1850 are most easily found via the free online indexes created by Family History South Australia. 'South Australian Pioneer Families' is a portal to free databases indexing 'Early settler arrivals, births, marriages, deaths and burials' for the period from 1836 until the early 1850s. Researchers can search individual databases, such as the 'shipping arrivals and passenger lists'—or at least know from birth, death and marriage information that a migrant of interest was already in the colony by some specific date.

The Family History South Australia index relating to passengers and shipping is named '**South Australian Passenger Lists**'. A wide variety of sources have been used to create an index of passengers arriving in South Australia (usually Port Adelaide) from Germany/ Prussia up to 1854, UK and Ireland up to 1850 and other foreign ports up to 1847.

'Immigrants to South Australia, (**UK, assisted passage**) 1847–1886' is a project on the ShipsList website, transcribing original passenger lists of mostly assisted migrants from the UK. Not all years are currently available online. Additional information on the

website describes the terms and conditions of various migration schemes, qualifications to be accepted as an emigrant and the payment towards passages for passengers in 1849. For many of the voyages there are newspaper extracts regarding the particular ship, taken from the *Sydney Shipping Gazette* and the *South Australian Register*.

Amongst the passenger lists on the State Library of South Australia website are collections entitled '**Pioneers and Settlers bound for South Australia**' and passenger lists bearing **Family Colonization Loan Society** migrants.

Those researching **Irish** migrants should check the database of the young women brought to the Australian colonies listed on the Irish Famine Memorial website, as well as the Record set on the findmypast website entitled 'Irish Famine Immigrants, 1846–1851'. The State Library of South Australia's website has a description of '**Earl Grey's Pauper Immigration Scheme**'.

Those researching **Germans** who came to South Australia are advised to see the collection entitled 'German Emigrants to South Australia, 1837–1866', which includes extra information about the voyage as well as passenger lists. The subscription website findmypast also has a record set entitled 'Hamburg, Germany Emigrants' (described in previous chapters).

Graham Jaunay's **Adelaide Proformat** website has a page entitled '19th century South Australian shipping', with an index to '1836 to 1840 emigrants who applied for free passage', as well as a subsequent index for the same period of those who applied for free passage but did not take up the offer, and a third index of vessels that brought assisted emigrants to the colony 1836–1841 and 1847–1886. Those who find items of interest in these indexes can employ Adelaide Proformat for further information.

Findmypast also has a record set entitled 'Emigrants Seeking Free Passage to South Australia 1836–1841'. Another is 'South Australia passenger lists 1847–1886' (apparently the same collection of records described earlier that is on the ShipsList website). Yet another record set is 'Passengers to South Australia On Board Buffalo 1836'. Also in the findmypast 'Travel & Migration' section is a collection entitled 'South Australia convicts' which indexes those convicted within South Australia and sent to a penal colony. Another set contains records of ex-convicts who subsequently made their way to South Australia.

Records of the **South Australian Colonization Commission** and its successor the **Colonial Land and Emigration Commission**, have been microfilmed as part of the Australian Joint Copying Project (AJCP) and the microfilms are available at the national and state libraries in Australia.

During 1913 and 1914, the South Australian State Government operated a **farm apprentice scheme**, whereby 'respectable boys between the ages of 15 years to 19 years' could receive assisted passage to the state in order to train to become farmers. Information and an online index are available via the link to 'South Australia's British Farm Apprentices 1913–14'. The records are transcribed in a findmypast record set entitled 'South Australia, immigrant agricultural workers 1913–14'.

The '**Horner Index**: Shipping Departures South Australia 1836–1887' was original available on microfiche or CD-ROM, but is now available on the website of the State Library of South Australia. It is an alphabetical list of passengers departing from South Australia directly for overseas 1836–1887. It was compiled by Sally Horner from the *Register* newspaper.

The '**Hodge Index**: index to passenger lists published in South Australian newspapers of arrivals in South Australian ports from interstate and New Zealand and departures from

South Australian ports for interstate and New Zealand' is a microfiche index compiled from passenger lists published in South Australian newspapers.

'South Australian maritime records—Fact sheet 260' is a guide created by the National Archives of Australia, describing a wide range of records about vessels, boat licenses, crew and passengers. Most of these records are not available online.

While the **shipping columns** and passenger lists that appeared in newspapers are a source of information about ships and passengers arriving in and departing from most places in Australia, digitised newspapers are especially useful for South Australian migration research, where many resources are not online. Also travellers often arrived in South Australia from other Australian colonies and newspapers sometimes contained lists of overland passengers.

Naturalisations

> From the earliest days of the colony of South Australia there were non-British immigrants. A German was on the Duke of York, the first ship arriving in 1836.
> **http://www.ach.familyhistorysa.info/naturalization.html**

'Non-British Colonists and Naturalization: South Australia's Early Days' is an excellent article about the history of naturalisation in South Australia as well as the story of some of the larger ethnic migrant groups.

'South Australian Naturalizations 1839–1903' is a searchable database of non-British subjects, compiled by Maureen Leadbeater and available on the website of Adelaide Cooperative History. The information is compiled from lists in the *South Australian Government Gazettes*, the National Archives of Australia and State Records of South Australia. Findmypast also has a Record set of 'South Australia Naturalisations 1849–1903'.

Original records of South Australian naturalisations are held at the National Archives of Australia, even for the period prior to 1904 when naturalisation was under colonial/state control.

Websites for South Australian immigration

- 19th century South Australian shipping   **www.jaunay.com/ships.html**
- Adelaide Cooperative History (South Australian History)
  www.ach.familyhistorysa.info
  - Non-British Colonists and Naturalization: South Australia's Early Days
    www.ach.familyhistorysa.info/naturalization.html
  - South Australian Naturalizations
    www.ach.familyhistorysa.info/naturalizations.html
- Atlas South Australia: Organizing a Colony   **http://bit.ly/AtlasSAcolony**
- Australian Society of the Lacemakers of Calais Inc   **www.angelfire.com/al/aslc**
- (The) Colonization of Australia (1829–42), the Wakefield experiment in empire building   **http://bit.ly/WakefieldExperiment**
- Earl Grey's Pauper Immigration Scheme   **http://bit.ly/PauperImmigration**
- Family Colonisation Loan Society barque 'Slains Castle'
  http://freepages.genealogy.rootsweb.ancestry.com/~crossland
- Family History South Australia   **www.familyhistorysa.info**
  - South Australian Passenger Lists
    www.familyhistorysa.info/shipping/passengerlists.html

- South Australian Pioneer Families
  www.familyhistorysa.info/colonists.html
- findmypast **www.findmypast.com**
- Flinders Rangers Research: South Australian & Northern Territory History
  www.southaustralianhistory.com.au
  - German Settlers in South Australia
    www.southaustralianhistory.com.au/german.htm
  - Sailing to South Australia
    www.southaustralianhistory.com.au/sailingships.htm
- German Emigration to the British Colony of South Australia
  www.hotkey.net.au/~jwilliams4/sa1.htm
- Highlands and Islands Emigration Society
  www.scan.org.uk/researchrtools/emigration.htm
- How Colonel Light designed Adelaide before lunch
  http://bit.ly/ColLightAdelaide
- Irish Famine Memorial **www.irishfaminememorial.org**
- Migration Museum **http://migration.historysa.com.au**
- National Archives of Australia **www.naa.gov.au**
  - South Australian maritime records—Fact sheet 260
    www.naa.gov.au/collection/fact-sheets/fs260.aspx
  - Youth migration to South Australia
    http://bit.ly/SAyouths
- (The) Pioneers Association of South Australia Inc
  www.pioneerssa.org.au/ships_1836-1845.html
- (The) ShipsList **www.theshipslist.com**
  - German Emigrants to South Australia, 1837–1866
    www.theshipslist.com/ships/australia/SAgermanindex.shtml
  - Immigrants to South Australia (UK, assisted passage) 1847–1886
    www.theshipslist.com/ships/australia/SAassistedindex.shtml
- South Australian Colonization Act
  http://foundingdocs.gov.au/resources/transcripts/sa1_doc_1834.pdf
- South Australian Colonization Act & other related Constitutional Documents
  http://bit.ly/SAColonizationAct
- South Australia's British Farm Apprentices 1913–14
  www.familytreeoz.com/sa-farm-apprentices-1913-14.html
- State Library of South Australia **www.slsa.sa.gov.au**
  - Bound for South Australia **http://bit.ly/SLSABoundSA**
  - Horner Index to overseas departures
    www.slsa.sa.gov.au/site/page.cfm?u=723
  - Immigration to South Australia **http://guides.slsa.sa.gov.au/immigration**
- State Records of South Australia **www.archives.sa.gov.au**
  - Immigration to South Australia **http://bit.ly/SASRimmigration**
- Trove **http://trove.nla.gov.au**
- (The) Wakefield Model of Systematic Colonisation in South Australia
  http://bit.ly/WakefieldModel

10. Northern Territory

When the British first colonised Australia, the area that was to become Northern Territory was initially part of New South Wales. Three attempted British settlements on the north coast failed while under NSW administration.

> For several hundred years traders from Macassar (located on the Indonesian island of Sulawesi) came to the Territory searching for trepan. Dutch and French explorers sailed along the northern coast… The British established a series of northern forts in the 1820s, primarily to ensure that no other country laid claim to the area.
>
> **http://guides.naa.gov.au/records-about-northern-territory/part1/chapter1/index.aspx**

As South Australian pastoralists sought to expand their interests, they pressured their government to explore the region to their north. In 1863 the region was annexed and became part of South Australia and was known as the Northern Territory of South Australia. After another failure in this period, the first successful European settlement, named Palmerston, was established at Port Darwin on 5 February 1869.

Immigration history

In 1870, James Fergusson (Governor of South Australia) wrote to Earl Granville in the British Government:

> To encourage the immigration of ordinary labourers from Europe into the Northern Territory would at present be a mistake; that region, though promising a liberal return to the investment of capital, either in the cultivation of tropical crops or in stock-farming (of horned cattle), being entirely unsuited to the general outdoor labour of Europeans.
>
> *House of Commons Parliamentary Papers*, 1871 [C.335] [C.335-1] Correspondence respecting emigration, page 53, held in the eResources of the National Library of Australia as **http://gateway.proquest.com.rp.nla.gov.au/openurl?url_ver=Z39.88-2004&res_dat=xri:hcpp&rft_dat=xri:hcpp:fulltext:1871-047378:55**

This view of the harsh living conditions being unsuitable for European migrants explains the absence of the assisted migration schemes to the Northern Territory before 1928. Most early European arrivals in the Territory were prospective settlers who came to Darwin from South Australia or other colonies.

In 1871, during construction of the Overland Telegraph line from Adelaide to Darwin, workers found gold near Pine Creek (near Katherine), triggering another Australian **gold rush**. The heat, humidity and isolation meant that few Europeans stayed, but Chinese diggers persisted. Smaller gold discoveries followed in other areas before large gold deposits were found in the 1930s near Tennant Creek, triggering Australia's last major gold rush.

In 1882 the first **Sub-Collector of Customs** for South Australia was posted to Darwin. The Sub-Collector was responsible for collecting customs duties, seizing prohibited goods and registering vessels using Northern Territory ports. In addition the Sub-Collector administered immigration for the Northern Territory. The role passed

under Commonwealth control in 1916 but largely remained unchanged until a separate Immigration department branch office was created in Darwin in 1948.

Historically few passenger ships travelling between Europe and Australia stopped at Darwin, however it was frequently visited by the many merchant vessels **trading between Asia and Australia**. With the growth of **air travel** from the 1930s Darwin became a regular stopover for overseas travellers and there was a steady growth in the number of passengers arriving and departing.

> Darwin and the Northern Territory have always had a strong immigrant presence, which accelerated with the arrival of Chinese migrants in response to the gold rushes of the 1870s. While few became rich as a result of prospecting, many stayed on as market gardeners. Their movements were restricted following the passage of the South Australian Chinese Migration Act in 1885. The adoption of the White Australia Policy in 1901, achieved through the Immigration Restriction Act, virtually ended Chinese migration to Australia for many decades.
> **http://guides.naa.gov.au/records-about-northern-territory/part2/chapter10/10.6.aspx**

The South Australian Government arranged to 'import' **Chinese** to work in the Territory—in 1874 Chinese were employed in agriculture and building the overland telegraph line and then in 1886 to 1887 in building the railway line from Darwin to Pine Creek. The discovery of gold also led to many Chinese immigrants. South Australia had explicitly excluded Northern Territory from the Chinese immigration restriction act passed in 1881, but following pressure from other colonies, the restrictions were extended to limit Chinese settling in the Territory as well.

The harsh climate made the region unattractive to European settlers. In 1901 the Territory's population stood at only 3894 Europeans, Chinese, Japanese pearlers, Malays and others (but not counting indigenous people). The indigenous population at the time was estimated to have been between 23,000 and 50,000.

On 1 January 1911 administration of the Northern Territory passed into **Commonwealth Government** control. That government hoped to develop the Territory in conjunction with pastoralists, farmers and the mining industry. A Land Classification Board was created in 1912 to classify vacant Crown land prior to leasing and administer leases and lease-holders. In fact the policies adopted better suited large pastoral companies rather than new farmers.

In 1913 an '**Advances to Settlers Ordinance**' provided financial assistance for new settlers to the Territory—offering a maximum payment of £800. This was insufficient incentive compared to establishment costs, such as sinking a new water bore. In June 1914 the government proposed creating new railway lines and shipping ports to attract settlers but then invested no government funds, hoping instead that private entrepreneurs would foot the bill. The outbreak of World War I soon overtook all government expenditure and policy.

Government employees often only stayed in the Territory around two or three years and then returned home. This transient population contributed to short-term policy making and did not really change until after World War II.

In 1926 the area was divided into two regions, **Central Australia** and **North Australia** (divided along the line of 20° South). Each region was administered by a 'Government Resident' until the Northern Territory was reunited in 1931. Again attempts were made to develop the region, but the government was susceptible to southern taxpayers criticising

large spending for small returns, leading again to insufficient funds being allocated. The Depression and another world war intervened.

The **bombing of Darwin** in 1942 led to the evacuation of civilian administration to Alice Springs and military administration of the northern part of the Territory for the remainder of World War II. The military improved roads and extended existing railways. Following the war, the government recognised the need to prioritise developing northern Australia. By the end of the 1940s it was hoped that sufficient and sensible government investment and management plus a partnership with the cattle and mineral industries could lead to successful development of the Territory.

Darwin was substantially damaged by cyclones in 1897, 1937 and then Cyclone Tracy largely destroyed the city in 1974. The bombing of Darwin, the period of military administration, cyclones plus the harsh tropical climate (which increased the difficulty of record preservation)—all these contributed to the loss of some of the archives of the Northern Territory.

Figure 16: Northern Territory 1927

Limited self-government was granted to Northern Territory on 1 July 1978.

The 2006 census statistics recorded that there were 192,898 people in the Northern Territory, of which 26,539 (25.4%) were born overseas. The population described their heritage thus:

- 32.5% of indigenous Australian descent
- 30.6% of English descent
- 6.8% of Irish descent
- 5.6% of Scottish descent
- 3.7% of German descent
- 1.9% of Chinese descent
- 1.5% of Italian descent

Further information about the history of the Northern Territory and the resulting records held by the National Archives of Australia can be found in the publication 'Commonwealth Government Records about the Northern Territory' by Ted Ling, which is now available as an online guide on the NAA website.

Indexes and passenger lists

Records of those arriving in Darwin overland or by sea were maintained by the South Australian Government until 1911 and after that by the Commonwealth.

The Commonwealth Government required foreign vessels entering Australian ports to provide lists of all crews. For 1910–1978 the 'Record of imported crews' are held at the NAA office in Darwin.

The National Archives of Australia (NAA) Darwin office also holds some lists of passengers who arrived in or left from the Northern Territory 1872–1883 and then an 'Index to passenger lists, 1889–1934' as well as 'Sub-Collector of Customs, Darwin— Inwards and outwards passenger lists Darwin' 1898–1934 and also files for later periods. For more information see the NAA guide 'Passenger arrivals and departures, Darwin' on the NAA website.

Lawrie Debnam has compiled indexes of boats and people mentioned in Northern Territory newspapers from 1873 (generally to 1914 although some as late as 1931). These microfiche indexes may be found in some genealogical societies and libraries. The Genealogical Society of the Northern Territory has compiled microfiche indexes to Port Darwin passenger lists as well as names lists taken from the *Northern Territory Times and Gazette* (which operated from 1873 to 1932). However, as this newspaper is now available digitised on Trove, researchers can search Trove directly for their names of interest.

Many family historians were unaware that an ancestor spent some years in the Territory until their name is found on a list. Perhaps the family member followed a gold rush or took a job for some years in the Territory before drifting south.

For other indexes that might be helpful in establishing that the person of interest was in the Northern Territory, researchers can check the subscription website findmypast. Record sets that might be helpful include: Northern Territory censuses, Northern Territory electoral rolls, Northern Territory Parliamentary Index, Northern Territory baptisms, marriages, deaths and burials, Northern Territory Almanac Directory—as well as the Northern Territory section from the Adelaide Almanac and Directory and also that section from the Queensland Post Office Directory.

Naturalisations

The National Archives of Australia (NAA) in Darwin holds an index to naturalised aliens (1858–1865), a Register of Aliens (1916–1921), correspondence files regarding aliens (1939–1946) and Aliens' registration files (1949 to ongoing). In addition the NAA office in Darwin holds records of refugee arrivals in the Northern Territory from 1975.

Findmypast has a record set entitled 'Aliens Registered in the Northern Territory 1916–1921'.

The Northern Territory Archives Service (NTAS) has a 'Guide to Archives Relating to Chinese People in the Northern Territory' on the website of the Department of Arts and Museums. NTAS holds oral history interviews and personal papers as well as government and non-government documents.

Websites for Northern Territory immigration

- 2006 Census Community Profiles for Northern Territory   **http://bit.ly/NT2006**
- findmypast   **www.findmypast.com**
- Letters Patent annexing the Northern Territory to South Australia, 1863 **http://foundingdocs.gov.au/item-did-49.html**
- National Archives of Australia   **www.naa.gov.au**
    - Commonwealth Government Records about the Northern Territory **http://guides.naa.gov.au/records-about-northern-territory**
    - Passenger arrivals and departures, Darwin **http://bit.ly/NAADarwinPassengers**
- Northern Territory Archives Service (NTAS) **www.artsandmuseums.nt.gov.au/ntas**
    - Archives Relating to Chinese People in the Northern Territory **www.artsandmuseums.nt.gov.au/ntas/research/guides/chinese**
- Trove   **http://trove.nla.gov.au**

11. Western Australia

In 1788 when Governor Arthur Phillip landed on the eastern coast of Australia, he claimed for Britain 'all the Country Inland to the Westward as far as the One hundred and Thirty fifth Degree of East Longitude' (the eastern half of the continent) and named it New South Wales (Figure 9). The remaining western half initially remained as Dutch New Holland. In 1825 NSW was extended westwards, to 129° East.

The first British settlement in the west was a small military and convict settlement in 1827 at King George's Sound (Albany)—established amidst fears of French occupation. At the time this settlement was an outpost of NSW.

Immigration history

Following his exploration of the Swan River in 1827, Captain James Stirling proposed that the British Government support a western settlement of free immigrants along that river. The government agreed on condition that funds for any new colony were raised privately.

Stirling began promoting the new colony to investors. Thomas Peel established the **Peel Association** to invest in the colony, with plans to acquire land and establish 10,000 people over four years in the new colony. Figure 18 contains extracts from correspondence between Peel and the government. Disappointed with the government response, many investors pulled out.

The British Government did however propose a **land grant system** to encourage independent migrants—land was granted to settlers according to the value of assets and labour they brought to the colony. The British Government also paid to send troops and some settlers to the Swan River from 1829.
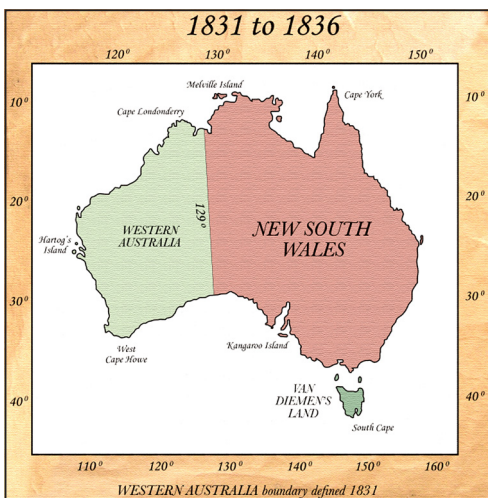
Figure 17: NSW/ WA 1831–1836.
Atlas of NSW, **http://bit.ly/ChangingBorders**

The western coast of New Holland was claimed for Britain and the whole area was renamed the Swan River Colony (replacing the name of New Holland) with Perth declared as the new principal town.

In 1832 the Swan River Colony was renamed Western Australia (Figure 17). Thus with the temporary exception of the settlement at Albany, Western Australia was the only Australian colony that was not originally part of NSW.

The outpost at **King George's Sound** (Albany) remained part of NSW until 1831, when it was handed over to the Swan River Colony and the convicts were returned to NSW.

In April 1830 the population of the colony was 1500 excluding soldiers. The new colony struggled—there was insufficient fertile land and the grants spread the settlers widely, exacerbating the labour shortage. The land grant system was abolished in January 1832 and auctions of crown land introduced.

> As a rule, men and women with substantial resources themselves became immigrants to Western Australia, but they brought with them labouring families bonded for a term of years... Each employer looked forward to a substantial land grant, the size of which might be calculated according to the number of employees brought out.

> …The colony in Western Australia was not an immediate success. Peel was ruined within a few months of landing and, because of the barrenness of the soil, even immigrants with smaller ambitions and greater ability than he found it hard to prosper. Large numbers of labourers were released from their indentures and much of the promised land granted to employers was given up as useless. During the 1830s immigration virtually ceased. … During the 1840s small numbers arrived and departures became less numerous.

> *The Australian people*, James Jupp (ed), Cambridge University Press, Cambridge UK, 2001, pages 27–28

Those interested in a description of life in the earliest years of Western Australia (plus information available to migrants) can read a book online that was published in 1839. The title in full is: *The colony of Western Australia: a manual for emigrants to that settlement or its dependencies, comprising its discovery, settlement, aborigines, land-regulations, principles of colonial emigration; statistical, financial, and agricultural reports; also instructions and hints to settlers, directions for the anchorages, &c.; with the most correct map extant* by Nathaniel Ogle.

A more modern take on the earliest history of the colony may be found in the article 'Settlement of the Swan: The Birth of Perth'.

Shortage of labour quickly became the critical factor preventing the development of the colony. A scheme was proposed whereby people could obtain land either by bringing out their own labourers or else pay a bounty, which could be used to bring out migrants. Few took up the offer.

Fines from dormant land and revenue from land sales were gathered into a fund which was used to bring out labourers, however again these arrived in insufficient numbers.

Labour shortages led to escalating wages. In 1840 it was noted that sailors frequently deserted their ships in Western Australian ports in order to take advantage of the **high wages**.

The remoteness of Western Australia meant higher costs for supplies—and less infrastructure made colonial life difficult. It was just easier and cheaper for potential migrants to take up opportunities in the eastern colonies.

**Copy of a MEMORIAL from Mr. Thomas Peel, Sir Francis Vincent and others …
to the Right Honourable Sir George Murray, His Majesty's Principal Secretary of
State for the Colonies**.

The undersigned propose to provide shipping for the purposes of taking out 10,000 of
His Majesty's subjects from England, Ireland and Scotland, to the Settlement at Swan
River, and to fund them in provisions, and every other necessary usually allowed to
emigrants.

That they will bring to the Settlement 1,000 head of bulls, cows, bullocks and
calves, for the purpose of further improvement, and have three small vessels running
from Sydney to the Settlement, as occasion may require. … they will have to take ships
to a place where there is no back freight or prospect of a cargo.

It necessarily follows, that the expense of conveyance of families from England to
Swan River will be much higher than it is to Hobart Town or Sydney.

These considerations bring the undersigned to make a nominal estimation that each
person will cost them £30.

Copy of a LETTER from Mr Hay to Mr Thomas Peel … and others…

His Majesty's Government … limit the grant to which you request, to a maximum of
one million acres. Half a million of these will be allotted to you as soon as possible
after the arrival of the first vessel taken out by you, which may not contain less than
four hundred persons of both sexes, in the proportions of not less than five female to
six male settlers; and if you shall have covered this grant by investments, in accordance
with the enclosed terms, before the expiration of the year 1840, the remaining half
million will be allotted to you by degrees, as fresh importations of settlers and capitals
shall be made.

…Although it is the intention of His Majesty's Government to form a settlement on
the western coast of Australia, the Government do not intend to incur any **expense** in
conveying settlers, or in supplying them with necessaries after their arrival.

Such persons, however, as may be prepared to proceed to that country, at their own
cost, before the end of the year 1829, in parties comprehending a proportion of not less
than five female to six male settlers, will receive grants of land, in fee simple, (free of
quit rent) proportion to the capital which they may invest … at the rate of forty acres
for every sum of £3 so invested… The passages of labouring persons, whether paid for
by themselves or others, and whether they be male or female, provided the proportion
of the sexes before-mentioned be preserved, will be considered as an investment of
capital, entitling the party by whom any such payment may have been made, to an
allowance of land at the rate of £15, that is of two hundred acres of land for the passage
of every such labouring person over and above any other investment of capital.

House of Commons Parliamentary Papers, 1829 (238) Swan river settlement, pages 3 to 7, contained in the eResources of the
National Library of Australia, starting at **http://gateway.proquest.com.rp.nla.gov.au/openurl?url_ver=Z39.88-2004&res_
dat=xri:hcpp&rft_dat=xri:hcpp:fulltext:1829-011677:3**

Figure 18: Migration proposal relating to the Swan River Settlement

As noted in Chapter 1, most sailing ships travelling from Europe to Australia around Africa took advantage of the fast winds of the Roaring Forties to travel eastwards, and only headed north when necessary. With most people and goods travelling to the eastern colonies, more ships made their first port of call in Melbourne or Sydney—even though this meant that some people and goods then needed transporting back to the west.

The West Australian Company was formed in London in 1840 and acquired land, hoping to create a settlement based on the Wakefield principles of selling land at a reasonable price and using the money to transport migrants to the area. Their settlement was named **Australind**—its goal was to raise horses and produce food for sale to India. In 1841 almost 500 settlers were brought to the area. The scheme involved dividing the grant into small farms and selling the land for one pound an acre. The poor soil and extreme weather conditions were unsuitable for such small-scale farming and by 1843 the settlement had failed and the settlers moved elsewhere.

The years 1843 to 1849 were years of **depression**, with falling stock prices and the colony's subsequent inability to pay for imports. Few migrants came in these years to any of the Australian colonies—by 1844 more were leaving the western colony than arriving. Colonists could not afford to sponsor migrants and requested a loan from the British Government to establish a migration fund—but that was refused.

Fledgling industries in wool, oil, hardwood and sandalwood, coal and minerals had started in the colony. The only hindrance to their growth was insufficient labour. In 1847 an unsuccessful attempt was made to obtain Chinese coolies for workers.

The Swan River colony had been planned as a free settlement, but the ongoing shortage of available labour led to an experiment. In August 1842 the British Government sent out 18 juvenile offenders, deemed to have been previously 'reformed' in the **Parkhurst Prison** on the Isle of Wight. The youths were given conditional pardons in exchange for being 'apprenticed' to local employers and not returning to England during the term of their sentence. The boys were much in demand and from 1842 to 1849 Western Australia accepted 234 Parkhurst 'apprentices', all males aged between the ages of 12 and 18 years. For further information, see the link entitled 'Parkhurst Boys 1842–1862'.

The success of this experiment coincided with the eastern colonies refusing to accept further convicts and led to a reconsideration of convict labour.

> The original settlers at Swan River, proud of their free origins, brought their servants with them. After twenty years of diminishing fortunes there were less than five thousand people in the colony, and men outnumbered women by two to one. Whereas formerly the dominant need had been for male labourers, for the first time there was an official call for female servants in large numbers.
>
> *The bride ships* by Rica Erickson, Hesperian Press, Carlisle (WA), 1992, page 2

In 1848 the colony's administrator asked the British Government for 50 **female servants**. The Colonial Land and Emigration Commission would provide funds from Crown Lands sold, but in the Swan River Colony in the 1840s the land sold was only enough to finance the passage of 12 servant girls. Nevertheless fifty young women were chosen from London poorhouses and orphanages and those institutions contributed £5 per head—which was the cost of a fare to Canada. Further savings were made by bringing the girls on a ship chartered to bring Parkhurst Boys. The shortfall of costs would be recovered from the colonists who ultimately employed the girls. The young women and Parkhurst Boys were conveyed on the *Mary*, the first of the **bride ships** that brought young women to the colony between 1849 and 1889.

After several considerations and refusals, Western Australia agreed to accept **male convicts**, and around 9720 British convicts were sent to the colony between 1850 and 1868. A further 104 Parkhurst Boys were sent to the colony in this period. Many of the convicts received their 'Ticket of Leave' or Conditional Pardon almost immediately on landing, allowing them to be immediately employed in the colony. Convicts without such freedoms were also required, for the building of roads and public buildings.

> Early in [1850] …the Home Government intended to send out free persons in equal number to the convicts. This, and the prospect of many necessary public works being at last undertaken, led the colonists to admit that at any rate transportation offered 'a gleam of hope'…They were to be at first entirely under the control of the Government for employment on public works— roads, harbours, buildings, and timber cutting. When they were set free from such labour, on account of good behaviour, their services would be available for colonists. The whole expense of the system would be defrayed by the Home Government, and a further sum would be set aside annually for promoting free emigration.
>
> J. S. Battye, *Western Australia: A history from its discovery to the inauguration of the Commonwealth,* **http://gutenberg. net.au/ebooks05/0500301h.html#ch7**

The increased population plus the money distributed by the penal department increased the market for local produce at the same time as public infrastructure was being built.

The British Government had promised to send and pay for free migrants to those colonies that were receiving convicts—supposedly as many free settlers as convicts. However by the end of convict transportation, the number of free settlers sent was significantly less than that of convicts. Also many migrants who arrived in Western Australia moved on to the eastern colonies.

The **military pensioners** who came out with the convicts were not retained as a permanent guard. Usually they were accompanied by their families and settled in the communities, although they were available to help in the event of any prisoner outbreak. Each pensioner was allowed to select an allotment of 10 acres, to be held on lease for seven years after which they would receive the freehold. Also each was given 10 pounds and promised convict labour to clear the ground. For further information about the Enrolled Pensioner Guards who came, see the page of that name on the website of the Perth DPS.

The **Colonial Land and Emigration Commissioners** in London used the proceeds of land sales in the colony to subsidise the passage of suitable migrants to Western Australia between 1851 and 1867.

In 1850 to 1851 the **Colonisation Assurance Corporation** offered a form of migration similar to life assurance: those wishing to migrate could pay an annual premium (for a term of years or for life) in return for the immediate possession of 100 acres of land, and subsequent reversion to freehold for himself or his heirs according to the policy. A cash payment of 50 pounds could be exchanged for three free passages for labourers and 50 acres of land. Around 100 migrants travelled to Western Australia under this scheme and in return, the Corporation received a grant of a large area of land at Greenough, divided into farm blocks of varying sizes, which was then made available to their policy holders.

The **Western Australian Colonisation Assurance Corporation** obtained some funding from the Colonial Land and Emigration Commission and some money from counties in Britain which could allocate a portion of their poor rates to assist inmates of **poorhouses** and orphanages to migrate.

The **Sidney Herbert Society** was a charitable body in Britain committed to assisting destitute young women of respectable character from the middle and lower classes (referred to as '**distressed needlewomen**'). That society offered to select and train domestic servants and send them to the colony, provided that arrangements were made to protect and assist them on their arrival. The **Ladies Committee of the Servants' Home** agreed to receive the girls. Twenty-one girls trained by the Sidney Herbert society were sent on the *Will Watch*, which was a ship chartered by the Colonisation Assurance Corporation. They arrived in the colony in February 1852. All the girls were placed in service within two days.

The demand for young single women was so pressing that the Colonial Land and Emigration Commissioners arranged ships carrying large numbers of **Irish** girls and young women, selected mainly from orphanages and poorhouses of Cork and Dublin. At first employers were reluctant to take untrained servants, especially Roman Catholics, but the shortage of staff and the willingness of the girls to learn, generally led to their acceptance.

In the 1860s and 1870s many of the young women sponsored to emigrate came from Lancashire, unemployed when the cotton mills closed as a result of the Civil War in North America.

Once arrived in the colony, many of the young female migrants married, especially to emancipated convicts.

The bride ships—experiences of immigrants arriving in Western Australia 1849–1889 is a book by Rica Erickson describing immigration to WA in that period, including that of convicts and their military escorts as well as free settlers, and how each of these groups affected the colony. A reviewer of the book wrote:

> The title refers to a period of time (1849-1889) in Western Australian history, when the government and some of the older settlers were trying to encourage an influx of single young women into the colony—primarily for the purposes of providing domestic service, but also to balance out the gender imbalance in the colony. As it turns out there were mixed results. Ships did arrive with single young women aboard. But as Rica Erickson records the arrival of each ship, it looks like every ship bearing young single women also bore a similar number (sometimes more) of young single men, and married couples with or without children. So the gender balance in the colony was not really addressed. On a number of years the 'outflux' of migrants was as great or greater than the 'influx', and some of the young women brought to the colony were of 'dubious' character. Some of the people engaged to carefully select the young women who could emigrate were more interested in the money per head they received, and filling the passenger quotas on the ships than they were in the 'quality' of the passengers.
>
> **http://michellesheritage.wordpress.com/2011/01/17/book-review-the-bride-ships**

While the colony's tiny population continued to grow, the numbers were insufficient to develop industries or expand land settlement. In 1874 the Legislative Council authorised the Governor to spend more on bringing out migrants and in particular to spend 1000 pounds on **Chinese or Javanese coolies**. In addition, between 1875 and 1877 nearly 2000 **assisted immigrants** were brought to the colony at a cost of about 15,000 pounds.

To encourage new migrants to stay, after two years' residence 'each adult immigrant of the labouring class' was entitled to select up to 50 acres of the **unimproved Crown lands** open to selection, while those between the ages of 16 and 21 were allowed 25 acres. However no family could receive more than 150 acres in total. In order to keep the land, certain land improvements had to be made within three years.

Even this offer proved insufficient. Many of those assisted moved on to the eastern colonies so effectively Western Australia was paying to increase the population of Victoria and New South Wales. To prevent this, all immigrants landed after 1876 were required to enter into an agreement to stay for three years in the colony or refund the whole of their passage.

In 1883 an **Immigration Board** was appointed with a grant of £20,000, charged with bringing one thousand migrants to the colony within two years. At the time negotiations were underway to build railways connecting Albany and Geraldton with Perth. The government offered land grants to the contracting companies and agreed to subsidise the fares of migrating employees at 10 pounds per adult. These companies needed skilled tradesmen, so for the first time such workmen were given preference over agricultural workers for assisted passages.

Difficulties attracting migrants changed when in 1886 the Kimberley gold rush began and men came from the eastern colonies to try their luck.

On 21 October 1890 Western Australia achieved colonial self-government.

Gold had been discovered in various places around the colony but it was the huge discoveries at Coolgardie (1892) and then Kalgoorlie (1894) that opened up the colony. A stream of immigrants rushed to the goldfields.

The 1890s were a time of major depression in most of eastern Australia, but a boom time in the west. In 1894 the population of Western Australia was 82,014—in the next three years it almost doubled. Migrants came from all over the world—although the majority came from other colonies of Australia, dislocated by the depression elsewhere.

Along with increased trade and the growth of industries old and new, inevitably such rapid growth brought its own problems. The rush of immigrants and massive growth caused congestion and frustration.

The gold fields were in areas of extremely harsh and dry conditions—the main problem facing these prospectors was lack of water. Once it was apparent that the gold would not soon run out, and artesian water and catchment dams proved insufficient, an answer had to be found. In 1898 the **Goldfields Water Supply** was established to bring water 530 kilometres (330 miles) from the coast to the eastern goldfields. It was completed in 1903.

From the earliest days of the colony **access to Fremantle by sea** was difficult. The entry to the river estuary was blocked by a rocky bar, on which many ships foundered. Jetties were built to land people and goods: South Jetty (1857) and Long Jetty (1873). These problems accessing Fremantle meant that more ships landed in Albany.

From 1880 steam ships began commonly stopping in Western Australia. Fremantle Harbour silted up altogether in 1880 and had to be dredged and largely rebuilt. Between 1880 and 1898 nearly all ships stopping in Western Australia made port in Albany. Thus in the great gold rushes of the 1890s, all those arriving by ship, whether from overseas or from the eastern colonies, typically arrived in Albany first, before making their way on foot to the goldfields or by train to Perth. Albany was also the port used by the **Mail Packet** ships until replaced by Fremantle in 1900. See the link 'Australian Mail' for the history of how the mail was carried to Australia.

It was only with the reopening of Fremantle Harbour in 1898 that that port could become the gateway to the west. In 1901 Fremantle surpassed Albany for the first time in total tonnage of ships.

The 1901 census of the British Empire reported that:

> Western Australia is the most conspicuous example of a Colony where immigration has been active during the last intercensal period, for it is stated in the Report for that Colony that in 1901 nearly 90 per cent of the immigrant population had been resident there for less than 11 years. The distribution, by birthplace, of the total population shows that the 69.4 per cent born outside Western Australia included 40.8 per cent that were Natives of other parts of Australasia and 22.0 per cent that were Natives of the United Kingdom; the Australian-born immigrants included 39,491 persons from Victoria, 16,327 from South Australia, and 14,124 from New South Wales, the remaining Australasian colonies furnishing only 7,197. European Foreign Countries were returned as the birthplace of 6,047 persons or 3.2 per cent; of these, 1,522 were Natives of Germany, 1,494 of Sweden, Norway and Denmark, and 1,354 of Italy; Asia supplied 1 475 Chinese, 867 Japanese, and 769 Natives of India.
>
> *House of Commons Parliamentary Papers*, 1905 [Cd. 2660] Census of the British Empire, 1901. Page xli, see
> **www.forgottenbooks.com/readbook_text/Census_of_the_British_Empire_1000569482/41**

In 1900 there had only been 13,000 assisted immigrants into Western Australia, but by 1928 that number had reached 82,500.

Those interested in the history of Western Australia prior to 1901 are encouraged to read the history written in 1924 by J.S. Battye, entitled *Western Australia: a history from its discovery to the inauguration of the Commonwealth*. The book is freely available on Project Gutenberg.

Another history that is now freely available online was written by Warren Kimberly in 1897, entitled *History of Western Australia: a narrative of her past*.

Indexes and passenger lists

The **Colonial Secretary's Office** in Western Australia dealt directly with the British Government in all matters relating to the colony. As such, the earliest records of those in or arriving in the colony are likely to be found amongst the Colonial Secretary's Office correspondence or in newspapers.

The Dead Reckoning guide to the Colonial Secretary's Office describes the correspondence covering 1828–1973 and where the records may be found. While some correspondence has been microfilmed, and some can be searched through the AEON search engine, most is not yet available online and so will require someone able to visit the State Records Office (SRO) in WA in person. Also see the State Records Office of Western Australia's guide to Colonial Secretary's Office Records.

Most immigration records prior to 1923 are held at the State Records Office of Western Australia although some records are held at the WA Branch of the National Archives of Australia (NAA). See the SRO guide entitled 'Passenger Lists and Immigration Records' for information.

Several **CD-ROM indexes** have been created by the Western Australian Genealogical Society (WAGS) from passenger arrival information held by the State Records Office of Western Australia and the Battye Library. These CDs are available at many major Australian libraries and genealogical societies and also are available for sale from WAGS:

- 'Passenger Arrivals into Western Australia, 1839–1890'—including details of free immigrants as well as convicts and their guards

- 'Passenger arrivals in Western Australia, Bonus Disc: Ships Crew List 1829–1887, Overland Arrivals in Esperance 1893–1895, Passenger Arrivals in Esperance 1863–1896'
- 'Passenger Arrivals into Western Australia, 1898–1925'—including passengers from overseas as well as from other Australian ports
- 'Passenger arrivals and departures Swan River colony 1826 to 1838', for passengers arriving and departing from Fremantle and Albany
- 'Passenger arrivals in Western Australia, 1898–1925', for passengers to Fremantle

Another relevant CD-ROM is entitled 'Colonial Secretary's Office, Western Australia, inward correspondence index, January 1829 to December 1832'.

These indexes are also available online to members of the Western Australian Genealogical Society through the society's website. In addition the Ancestry.com collection 'Western Australia, Australia, Crew and Passenger Lists, 1852–1930' has been compiled from the same sources and includes images of the records.

There are also microfiche indexes of passenger arrivals into Fremantle, Albany and Esperance, some of which include **overland arrivals** from other colonies. For further information see the Dead Reckoning guides to 'Arrivals', 'Immigration' and also to 'Passenger Lists'. Also see the SRO guide 'Passenger Lists and Immigration Records'. An 'Information sheet' for those researching passenger lists in the State Records Office is entitled 'Passenger Lists, W.A. Ports'.

Some of these electronic indexes have been incorporated into the online index called 'Western Australia, Australia, Crew and Passenger Lists, 1852–1930', available on Ancestry.com. The collection description advises that the 'majority of records involve arrivals from the Eastern States, but immigrants from overseas are also included'. Because the collection is compiled from several sources, the information given in each record varies greatly.

Another collection available on the Ancestry.com website is entitled 'Fremantle, Western Australia, Passenger Lists, 1897–1963' and includes data collected from passenger ship arrivals and also arrivals at Perth airport. This collection has copied original data held by the National Archives of Australia (NAA). More will be said about immigration from 1923 in the chapter on Commonwealth Immigration that follows (Chapter 12).

Lists of migrants arriving on Colonial Land and Emigration Commissioners' Ships 1851–1867 are held by the SRO in Acc 115, AN 371. Again, like most Western Australian passenger lists, these are not digitised and need to be researched in person at the State Records Office.

The SRO guide 'Passenger Lists and Immigration Records' also lists some other series of records that identify passenger arrivals for smaller ports. These include various police station records, police occurrence books, register of inmates at Immigrants Depot and documents relating to nominated immigrants.

A project undertaken by the Perth DPS is a collection of '**Western Australian Shipping**' details, listing passenger ships arriving, sorted by date. Some of the ships' names have hyperlinks to passenger lists. However some link to lists which were previously publicly available but are now only available to members of the Western Australian Genealogical Society.

Those interested in further information about the **Parkhurst Boys** should see the Dead Reckoning guide of that name. This directs researchers to both government archival

records and also private archives. Also see the guide to the Parkhurst Boys on the Perth DPS website. Andrew Gill has compiled a list of the names of Parkhurst Boys who arrived in Western Australia 1842–1851 (which is before the official convict period). This list is freely available to the public via the WAGS website. See the link 'Parkhurst Boys database'. An article about the story of a few boys in particular is entitled 'Parkhurst Boys from Devonshire'.

As with other colonies, records of those who arrived in the west were often listed in the shipping columns of newspapers. In particular, ships that brought those suitable to be employed as labourers or servants often advertised for potential employers. See the digitised newspapers on Trove.

The Western Australian Museum at Fremantle has '**Welcome Walls**', with information about migrants who arrived in Western Australia, contributed by family members. Again the link is given at the end of this chapter.

A separate link is given to the Western Australian Maritime Museum. While much of that museum's website is designed for those able to visit in person, there are also various online collections about subjects related to the waters around Western Australia. One of these is a Shipwreck Database, with details about Western Australian shipwrecks recorded by the museum.

Naturalisation

Prior to 1871 naturalisation was effected by separate and individual acts of the Legislative Council. The *Naturalisation Act* of 1871 allowed the granting of a certificate of naturalisation to any non-British subject who requested it and who agreed to take the prescribed oath.

Records for this period are held by the State Records Office of Western Australia. These include:

- the Colonial Secretary's Office, Naturalisation Register, 1841–1903
- Supreme Court, Naturalisation Certificates, 1871–1903
- Supreme Court, Registers of Naturalisation Act Certificates, 1871–1903

Again, researchers will need someone in Western Australia to access these records. For further information see the State Records Office of Western Australia guide to Passenger Lists and Immigration Records.

An alphabetical list of naturalised persons that was held by Battye Library has been microfilmed by the Church of Jesus Christ of Latter-day Saints (LDS) and is available for borrowing on microfilm through LDS FamilySearch Centers. This microfilm is entitled 'Naturalization register, 1841–1903' (mf 918776, item 8). Item 7 on the same microfilm is entitled 'Naturalization certificates issued, 1871–1903'. Both these indexes include an alphabetical list of persons naturalised, including name, number, country of origin and year.

After 1903 naturalisations came under the authority of the Commonwealth and so records for that period are held by the National Archives of Australia.

Websites for Western Australian immigration

- Ancestry.com   **www.ancestry.com**
- Australian Mail   **www.trains-worldexpresses.com/webships/400/404.htm**
- *(The) colony of Western Australia: a manual for emigrants* (1839)
  http://catalog.hathitrust.org/Record/008642536
- Dead Reckoning: a guide to family history research in Western Australia
  www.slwa.wa.gov.au/dead_reckoning
  - Arrivals   **http://bit.ly/WAarrivals**
  - Colonial Secretary's Office   **http://bit.ly/WAColSec**
  - Immigration   **http://bit.ly/WAimmigration**
  - Parkhurst Boys   **http://bit.ly/WAParkhurst**
  - Passenger Lists   **http://bit.ly/WApassengers**
- History of West Australia: a narrative of her past (1897)
  http://en.wikisource.org/wiki/History_of_West_Australia
- Parkhurst boys from Devonshire
  www.oakside.myzen.co.uk/bftext/parkhurstboysweb.htm
- Perth Dead Persons' Society (DPS)   **http://members.iinet.net.au/~perthdps**
  - Enrolled Pensioner Guards and Warders
    http://members.iinet.net.au/~perthdps/convicts/pen-wa.html
  - Parkhurst Boys 1842–1862
    http://members.iinet.net.au/~perthdps/convicts/park.html
  - Western Australian Shipping
    http://members.iinet.net.au/~perthdps/shipping/mig-wa.htm
- Settlement of the Swan: The Birth of Perth
  http://heritageperth.com.au/files/2012/11/Settlement-of-the-Swan-.pdf
- State Records Office of Western Australia   **www.sro.wa.gov.au**
  - AEON—Archives Explored Online
    http://aeon.sro.wa.gov.au/investigator/investigator.htm
  - Colonial Secretary's Office Records   **http://bit.ly/SRWAColSec**
  - Passenger Lists and Immigration Records   **http://bit.ly/SRWApassengers**
  - Passenger Lists, W.A. Ports   **http://bit.ly/WAports**
- Trove   **http://trove.nla.gov.au**
- Western Australian Genealogical Society—Indexes and Databases
  http://membership.wags.org.au/members-data/indexes-and-databases
  - Parkhurst boys database   **http://bit.ly/WAGSParkhurstBoys**
- Western Australian Maritime Museum
  www.museum.wa.gov.au/museums/maritime
  - Welcome Walls   **www.museum.wa.gov.au/welcomewalls/browse-names**
- *Western Australia: a history from its discovery to the inauguration of the Commonwealth*, by J. S. Battye
  http://gutenberg.net.au/ebooks05/0500301h.html

12. Commonwealth of Australia

At the time of Federation in 1901, the six colonies of Australia came together to form the Commonwealth of Australia, a self-governing member of the British Empire. While the Commonwealth gradually took control of immigration policy, the states continued to administer new arrivals.

There was no 'Australian citizenship' until 1949—before that Australians held the status of British subjects.

1901–1921

In its first year the new Commonwealth Government passed the *Immigration Restriction Act 1901* which enabled the **White Australia Policy**. The purpose of the act was 'To place certain restrictions on Immigration and to provide for the removal from the Commonwealth of prohibited Immigrants'.

> The mechanism restricting immigration could not be overtly based on race as this was opposed by Britain and frowned on by Britain's ally Japan. Instead, the basis was literacy, assessed by a Dictation Test.
>
> …The Immigration Restriction Act enabled the government to exclude any person who 'when asked to do so by an officer fails to write out a dictation and sign in the presence of the officer, a passage of 50 words in length in a European language directed by the officer'.
>
> …It was initially proposed that the Test would be in English, but it was argued that this could discourage European migration and advantage Japanese people, and Americans of African descent. Instead, any 'European language' was specified. In 1905 this was changed to 'any prescribed language' to lessen offence to the Japanese.
>
> …The Dictation Test was administered 805 times in 1902-03 with 46 people passing and 554 times in 1904-09 with only six people successful. After 1909 no person passed the Dictation Test and people who failed were refused entry or deported.
>
> The Act, frequently amended, remained in force until 1958.
>
> *Immigration Restriction Act 1901,* **www.foundingdocs.gov.au/item-did-16.html**

The **Dictation Test** applied to all non-Europeans entering Australia between 1901 and 1958 and could also be applied to exclude undesired Europeans. Further information can be found on the NAA page 'Immigration Restriction Act 1901 (commonly known as the White Australia Policy)'.

> In the early twentieth century Australia defined itself as a white man's country, yet the reality was something different. As well as Indigenous Australians, there were many thousands of non-Europeans, including Chinese, Japanese, Indians, Afghans, Syrians and Malays.
> **www.invisibleaustralians.org**

Much information was gathered about non-Europeans living in Australia under the White Australia Policy. An NAA guide entitled 'Records about Chinese Australians in the

National Archives' provides case studies showing the information that is available to be found. '*Invisible* Australians' is a website dedicated to providing access to those records.

From 1 January 1904 the Commonwealth assumed sole responsibility for **naturalisation**. All residents who had been naturalised previously in the colonies or states retained the same status under the Commonwealth—and thus attained the rights of **British subjects**. Applicants for naturalisation could not be natives of Africa, Asia or the Pacific Islands (except New Zealand).

In 1901 South Australia was the first state to initiate government guardianship of **juvenile immigrants.** Boys who were willing to be trained as farmers could receive assisted passage to the state. The scheme was halted by the outbreak of World War I.

The 1890s depression in the eastern colonies had halted assisted migration schemes everywhere except Queensland and Western Australia. As economic conditions improved, so the new state governments gradually resumed assisting migrants. An Australian High Commissioner was appointed in London in 1909, chiefly in order to promote migration.

From 1905 until the outbreak of World War I in 1914 around 390,000 new migrants arrived in Australia, mostly from the British Isles.

> In 1912, the Premiers Conference agreed on uniform maximum assistance - £6 for an adult, half the minimum fare. One year later the Federal Government commenced the advertising campaign in Britain …to attract migrants. It worked through cinema, press, lectures and posters. …Migration boomed: 92,000 migrants arrived in 1912, and many more in the two subsequent years before the outbreak of war.
> **http://guides.naa.gov.au/good-british-stock/chapter1/index.aspx**

Funds had been raised to purchase a Dreadnought battle ship for the British Navy. When the new Royal Australian Navy was established in 1911, it was decided instead to spend half the funds on establishing a naval college and to deposit the other half in a charitable trust. This Dreadnought Trust was used to sponsor boys from British cities to be trained as rural workers on NSW farms. Under the **Dreadnought Scheme**, the boys were to be aged between 16 and 19 years and be 'of good character and physique'. The fund paid the NSW Government five pounds for each lad sent. The scheme operated until 1939 (with the exception of war years and the Great Depression) bringing 5595 British boys. Records are held by the NAA.

During the war years, antagonism to 'aliens' led the government to change the naturalisation laws in 1917 so applicants were required to:

- renounce their own nationality
- advertise their intention to become naturalised
- be able to read and write English

Following peace in 1918 assisted migration schemes were resumed. The British Government offered **ex-servicemen** free passage anywhere in the Empire and 17,000 arrived in Australia between 1919 and 1922. Some took up the **Soldier Settlement** schemes offered to returned Australian and Imperial soldiers, settling in the more remote and under-inhabited areas in all states of Australia. Sometimes the land assigned was unsuitable for farming, while in Tasmania properties were purchased and established farmers were replaced by inexperienced soldiers.

These schemes are now largely regarded as failures as many already traumatised soldier farmers were forced off their properties, crippled by debt, drought and depression.

The various Soldier Settlement schemes are described on the Australian Bureau of Statistics page 'Settlement of Returned Soldiers and Sailors 1914–18'. Records are held in the various state archives offices.

1921–1945

Under the **Joint Commonwealth and States Scheme**, from 1921 the Commonwealth Government arranged the selection, medical examination and transportation of all prospective immigrants, according to the numbers and categories nominated by the states. In return the states arranged the settlement and after-care of the new arrivals.

During the 1920s more than 300,000 immigrants arrived in Australia, two thirds of whom were 'assisted'. The majority came from Britain but there were also large numbers of Italians and Greeks. In response to World War I, German immigrants were banned until 1925.

The ***Empire Settlement Act 1922*** established an assisted migration scheme for British migrants, with costs shared equally between Australia and Britain. The stated aim was to settle rural lands and boost the labour force. The states determined the numbers and categories of migrants they required, after which the Commonwealth promoted the scheme overseas and selected the migrants. This scheme operated from 1922 till 1937, although it was temporarily suspended during the early 1930s due to the economic depression.

> Immigrants from Britain came from all walks of life. Women, especially, were enticed to Australia. Domestic servants were in high demand. Turnover was high; frequently, young women who arrived to work as servants married or took jobs in clothing, footwear or food processing factories. Widows and children of British men lost at the Front formed another group of female arrivals looking for a new life.
> **http://australia.gov.au/about-australia/australian-story/changing-face-of-modern-australia-1900s-to-1940s**

There were tensions between the two countries as to the sorts of migrants who would be supported—Britain hoped to alleviate high urban unemployment while Australia wished to settle sparsely populated rural areas with young and able farmers.

The Premier of South Australia, Sir Henry Barwell, revived an earlier youth migration scheme, bringing teenage migrants to replace men killed during the war. The **Barwell Boys** were brought out under legislation passed in 1923 under which young British male and female migrants were supervised in farm and domestic apprenticeships. Young men aged 15 to 18 and young women aged 18 to 21 were apprenticed for three years, with the South Australian Commissioner of Crown Land and Immigration appointed as their legal guardian. Further information about the scheme can be found in the NAA page entitled 'Youth migration to South Australia' as well as in the State Library of South Australia 'Immigration schemes' pages.

When rising unemployment led to community antagonism against adult migrants, there was more tolerance towards the sponsoring of deprived youngsters, especially as these generally worked in rural areas at low wages.

The **Big Brother Movement** (BBM) sought to attract middle-class British boys by matching each youth migrating (the 'Little Brother') with an adult in Australia (the 'Big Brother'), who would provide support and encouragement during the young migrant's period of adjustment. The scheme was halted during the Depression years and then again during World War II, finally ceasing when the end of the White Australia Policy in 1966

led to the termination of preference for British migrants. See the BBM Youth Support website for further information.

Dr Barnardo's Homes in Britain were originally homes for destitute and abandoned youngsters. The organisation began sending children to Australia after World War I, in the belief that emigration was the way to help the children escape poverty while easing population pressures in Britain. On arrival children were placed in homes until they were sought as farm or domestic servants. Child migration continued until 1967.

The first **Fairbridge Farm School** was established in Western Australia in 1913. The aim was to remove deprived city children from England and send them elsewhere within the Empire, where boys could learn to be farm labourers and girls to be domestic servants. The children received primary education at the local state school until aged 14, then 12 to 18 months training before placement in their first jobs. The **Lady Northcote Farm School** in Victoria followed the Fairbridge pattern.

Various Catholic orphanages and farm schools in Western Australia cared for needy Catholic boys and young men, training them to be farm labourers. When assisted immigration resumed in the mid-1930s following the Depression, **British Catholic welfare agencies** sent child migrants from Britain into the already established institutions in Australia. The British, Commonwealth and Western Australian governments contributed to the children's maintenance.

The **Church of England's Army** sponsored British migrants to Australia from 1921, including ex-Servicemen and boys to learn farm work. These assisted migrants were sent mainly to Queensland and NSW in the 1920s. After World War II some children were sent to Perth, WA.

The **Salvation Army** assisted the migration of families and boys to be trained for farming—mainly in the 1920s, but a small number of youths in the 1950s. Most were sent to Queensland.

Between 1950 and 1954 the **Methodist Church** brought children to Methodist homes in Sydney, Melbourne, Adelaide and Perth. The Presbyterian Church brought a small number of boys to northern Victoria.

The **Australian Jewish Welfare Society** and the Jewish Welfare Guardian Society brought a small number of Jewish refugee children to Victoria in 1938–39, in a scheme based on the Big Brother Movement. More refugee children were brought from 1947, including survivors from concentration camps.

Further information about these various **child and youth migration schemes** can be found in the NAA research guide entitled 'Good British Stock: Child and Youth Migration to Australia'. Chapters 3 and 4 in particular describe the different schemes and available records held by the NAA. Most records of such schemes are held by the private organisation although some are to be found in the relevant state's government archives.

CAARA (Council of Australasian Archives and Records Authorities) has a guide entitled 'Child Migrants: Accessing records held by Commonwealth and State Archives', which describes the records held by these and other institutions and the organisations that can help child migrants find more information about their families. See also the site for former child migrants entitled 'Child migrants to Australia'.

Find & Connect is another organisation helping child migrants find more information about their origins. See their link to 'NSW Child and Youth Migration (1911–1983)'. 'PHIND—Personal History Index for former child migrants to Catholic Homes in

Australia 1938–65' is an index available to former child migrants and their descendants who were housed in Catholic homes in Australia.

On Coraweb, Cora provides links to a number of websites with information about and for child migrants. See the link 'Child migration schemes'.

After World War I several **Southern European countries** suffered economic depression and increasing numbers of emigrants left in search of work. In 1928 Australia introduced restrictive quotas on migrants from Southern Europe.

Assisted migration schemes were halted between 1929 and 1937 and indeed there was almost no other immigration in this period, with the exception of around 7000 refugees (mainly German or Austrian Jews) who arrived before the outbreak of World War II, some close dependent relative migrants and children for the Fairbridge Farm School in Western Australia.

The **Group Settlement Scheme** was an assisted migration scheme that operated in Western Australia from 1921 until halted by the Great Depression of 1929. It followed the pattern of the soldier settlement schemes, but was offered to non-military as well. British migrant settlers received financial assistance to travel to Australia and in return were required to work in small communities to develop a dairy industry in undeveloped areas of south-western Australia. After some supervision by experienced farmers and being paid a wage during an establishment period, settlers were required to repay a 30-year loan. The task was huge and many walked off their land.

During the Second World War, internment camps for 'enemy aliens' were established across Australia, interning first **Germans** and later **Italians** and **Japanese**. Italian soldiers captured during the war were held in prisoner of war camps in Australia—many later returned to Australia as immigrants.

After World War II

Between 1939 and 1946 Australia experienced a net migration loss—for example, losing 15,148 people in 1946.

Soldier settlement schemes were again introduced for returning Australian and British soldiers, settling them on undeveloped rural land. While there were some improvements over the earlier schemes, many mistakes were repeated.

In addition the Repatriation Commission authorised free passage to Australia for servicemen's wives, fiancées and children. These voyages of '**war brides**' arrived mostly between 1944 and 1949, although records exist up to 1968 for arriving Japanese wives of Australian servicemen.

> "Populate or perish" is a phrase continually repeated by the Minister for Health (Mr. W. M. Hughes). He is outspoken in his opinion that if Australia does not do something to populate and settle her wide open spaces, others will take upon themselves the self-appointed responsibility of doing it for her.
>
> 1937 'POPULATE OR PERISH.', *The Dubbo Liberal and Macquarie Advocate* (NSW : 1892 - 1954), 23 March, p. 2, **http://nla.gov.au/nla.news-article131601571**

Figure 19: 'Populate or perish'

See the NAA page 'War brides' for further information. In addition a UK site entitled 'War Brides' documents those who left Britain to join their allied servicemen husbands.

Threats to Australia during World War II led to the belief that a small population in a large country could not defend itself, typified by the catch-phrase '**Populate or perish**'.

The first federal **Department of Immigration** was created in 1945. The first Migration Program was established, seeking to increase Australia's population by 1% per annum through immigration and 2% per annum overall—with a priority given to attracting British immigrants.

The majority of British migrants to Australia were recipients of assisted passages.

'Ten Pound Poms' is perhaps the most famous assisted immigration scheme to Australia, begun immediately after World War II. The scheme was available not only for migrants from United Kingdom, but also for those from most British colonies. Adult migrants were charged 10 pounds sterling, while children travelled free. The government promised employment and housing—however migrants were usually housed in migrant hostels and jobs were not always available. Assisted migrants were expected to remain in Australia for two years after arrival or else refund the cost of their assisted passage. The scheme attracted over one million migrants between 1945 and 1972, costs shared between the British and Australian governments.

When the British Government stopped providing assistance to emigrants in 1972 the cost of assisted passage was increased to £75 per family. The Australian Government continued sponsoring British migrants until 1981.

'Ten Pound Pom: Glossary' links to a virtual museum dedicated to telling 'Everything you want to know about Ten Pound Poms and Australia's immigration history'. There are stories, photos and a forum for discussions.

The **British Child Migration Scheme** resumed operations from 1947 until 1967. The states provided financial assistance towards accommodating the children.

From 1957 the '**Bring out a Briton**' campaign encouraged employers and organisations to sponsor particular families and assist in their settlement.

From 1947 under the **Empire and Allied Ex-Servicemen's Scheme** Australia provided free passage for British and Polish ex-servicemen and their dependants. Later schemes offered free or assisted passages to ex-servicemen from USA, Netherlands, Norway, France, Belgium and Denmark.

Under the **Mass Resettlement Scheme** for Displaced Persons, between 1947 and 1954 Australia settled more than 170,000 **European refugees** and displaced persons after the war. Displaced Persons were required to work for two years on government projects.

With a post-war economic boom, Australia undertook an ambitious program of attracting immigrants and also building infrastructure. For example, in 1949 work began on the **Snowy Mountains Hydro-Electric Scheme**, employing large numbers of immigrant labourers from many European countries.

In 1948 peace treaties with **Italy**, **Romania**, **Bulgaria** and **Hungary** led to migrants from these countries.

Most of the 25,000 Jewish refugees who came to Australia after the war were supported by Australian Jewish relief organisations, such as the **United Jewish Overseas Relief Fund**.

The policy of attracting migrants was so successful that the proportion of Australians born overseas grew from 9.8% in 1947 to 18.4% in 1966. That percentage has continued to grow.

On 26 January 1949 the ***Australian Nationality and Citizenship Act 1948*** came into effect, introducing the new concept of Australian citizens and 'belonging to Australia' rather than to Britain. As with other British Commonwealth countries, Australian citizens remained British subjects. Under this Act, 'aliens' were all those who were

not British subjects, excepting Irish citizens and 'protected persons' within the British Commonwealth.

The NAA has published online a book by David Dutton entitled 'Citizenship in Australia: a guide to Commonwealth Government records'. For further information see the link to the 'Nationality and Citizenship Act 1948' and also the guide 'Australian citizenship: a chronology of major developments'.

Under the **Colombo Plan** from 1951 Australia sponsored thousands of Asian students to study in Australian institutions and many more paid their own way as private students. On completion of their studies, students were required to return to their own countries to help their own people.

In 1951 new assisted passage schemes were agreed with the **Netherlands** and **Italy**. Even more Italians migrated at their own expense than received assistance.

In 1952 Australia agreed to sponsor the migration of 3000 West **Germans** each year and grant entry permits for a further 1000 unassisted Germans. Between 1951 and 1962, 84 percent of German migrants received assistance.

In 1952 the Australian Government began offering Greek citizens assisted passage while the **Greek** Government was struggling financially. More than 75,000 Greek immigrants received assisted passage to Australia between 1952 and 1982.

Large numbers came to Australia from **New Zealand** as movement between the countries was unrestricted. Only since 1973 have citizens required passports to travel between these two countries.

> By 1991 the number of New Zealand-born living in Australia had increased to 264,094. At this stage they represented 7.2 per cent of Australia's overseas-born population, and were for the first time the second largest birthplace group after the United Kingdom-born, displacing the Italy-born.
>
> …It is apparent that a significant proportion of New Zealand migration is not intended to be permanent and that many expect to return to New Zealand after a number of years in Australia.
> **www.immi.gov.au/media/publications/statistics/federation/body2.pdf**

The end of the **White Australia Policy** came slowly. In 1949 the Australian Government allowed 800 non-European refugees to remain in Australia and Japanese war brides to come. Then in 1957 non-Europeans with 15 years residence in Australia were allowed to become Australian citizens. In 1958 the infamous Dictation Test was abolished—although the government used other methods to exclude non-European arrivals. From 1966 'well-qualified' non-Europeans were allowed to migrate.

From 1973 legislation officially removed race as a factor in the selection of migrants. In addition, in that same year changes to the *Australian Nationality and Citizenship Act* declared that Australians were no longer British subjects.

Australia entered the **Vietnam War** in 1965. Returning troops brought their wives and children, while Australian families began adopting orphaned Vietnamese babies and young children.

From 1975, Australia accepted refugees who feared reprisals from communist regimes because of their economic or political activities under the previous government.

From 1976 thousands of asylum seekers from **Vietnam**, **Cambodia** and **Laos** were resettled from refugee camps in nearby Asian countries or came in boats directly from Vietnam.

From 1982 Australia accepted Vietnamese refugees with the skills that were in demand or those with close family already in Australia. This became the '**Vietnamese Family Migration Program**' and followed the pattern of the 1976 '**Australian-Chinese Family Reunion Agreement**'.

> In the early 1970s, the refugee intake began to diversify. In 1972, 198 Asians expelled by Uganda's President Idi Amin were settled. Humanitarian settlement from Chile commenced the following year after a military coup deposing the Allende Government. Cypriot refugees began arriving after the Turkish invasion of Northern Cyprus in 1974 and the 1975 war in East Timor brought 2,500 evacuees to Darwin, marking the beginning of a Timorese refugee diaspora in Australia.
>
> **www.refugeecouncil.org.au/fact-sheets/australias-refugee-and-humanitarian-program/history**

The last of the assisted passage schemes ended in 1975, except for refugees. With the end of financial assistance, the number of British and European immigrants declined dramatically.

In 1979 the '**Numerical Multifactor Assessment System (NUMAS)**' was introduced. This immigrant selection system gave weight to factors such as family ties, age, education, capital, occupational and language skills as indicators of the likelihood of successful settlement. The system has been updated several times, giving greater priority to those with certain skills or migrants with friends or family in Australia prepared to assist them.

All travellers entering Australia were required to carry a passport from 1981, largely to avoid undocumented entry via New Zealand.

The 'boat people' who began arriving in northern Australia in 1975 have come from **East Timor**, **Vietnam**, **China**, and most recently, the **Middle East**.

Overseas crises and changing political responses in Australia have created tensions in immigration policy, balancing immigration numbers in three major streams, '**family**', '**skills**' and '**humanitarian**'.

In 1988 the Fitzgerald Inquiry recommended reducing the numbers of arrivals coming under 'family reunion' and instead emphasising **skilled and business** categories.

For information about the **countries of origin** of the population born overseas, follow the given link to the Australian Bureau of Statistics (ABS) section on 'Historical Censuses (Pre 1996)'. Select the census for the year of interest, look at the available Downloads, and select the file corresponding to 'Nationality', 'Birthplace' or 'Analysis of Population' (or similar).

See also the Department of Immigration and Border Protection article 'Immigration and Population History of Selected Countries of Birth'. More information can be found in the Department of Immigration and Multicultural Affairs publication 'Immigration: Federation to Century's End 1901–2000' and also the ABS article 'A Century of Population Change in Australia'. Another ABS article 'The impact of migration on Western Australia's population' focusses on migration in and out of that state since 1999.

Those who want to read more about the history of citizenship and naturalisations should see David Dutton's book *Citizenship in Australia: a guide to Commonwealth Government records* on the NAA website.

National Archives of Australia (NAA)

Fact sheet 227 on the NAA website is entitled 'Immigration records' and provides an overview of the various categories of immigration records held by the NAA as well as links to further information.

In the first half of the twentieth century, immigration policy in Australia was primarily concerned with **keeping out unwanted arrivals** and this is reflected in the NAA holdings of immigration records for this period, which nearly all concern non-British. The NAA holds passenger lists for all ports of Australia from 1924 and these are the best source of information about British arrivals.

Before 1948 the captain or master of all passenger ships and aircrafts was required to provide Customs with **a list of passengers** arriving in or leaving from a port. From 1948 cards filled in by passengers were introduced, and gradually replaced lists (especially for those arriving by air). While these records are held by the NAA, few are indexed. Copies of the records from July 1924 to June 1936 exist on microfilm.

Dr Michele Langfield's book, *More people imperative immigration to Australia, 1901–39*, (on the website of the NAA) provides a guide to NAA holdings, in particular relating to immigration policy.

In the interests of national security, during both world wars '**aliens**' in Australia (those not born in Australia or Britain or naturalised) were required to register and also report all changes of name, address, job or marital status. These 'Alien registration forms' are also available at the NAA.

There are many more records of individuals arriving after the creation of the **Immigration Department** in 1945, including migrant selection documents and case files. Before that period, immigration policy and administration was under various government departments:

- Department of External Affairs, 1901–16
- Department of Home and Territories, 1916–28
- Department of Home Affairs, 1928–32
- Department of the Interior, 1932–39

Migrant selection documents were completed from 1945 by all those who sought to migrate to Australia under the many assisted passage schemes, including those who sought 'refugee' or 'displaced person' status. These records are also available at the NAA.

The guide 'Making Australia Home—Your family migration records' summarises the migration records (some even including photographs) that might be available at the NAA and how to obtain them.

Following the '**Search the collection**' link on the NAA website takes researchers to the RecordSearch gateway. For information about an individual, enter the name of the migrant in the search box under the 'Basic search' tab. This will find the record details for many of those who arrived—under assisted passage schemes in particular and also the naturalisation records of many non-British arrivals. Many of the earlier naturalisation records have been digitised.

The results of these searches provide item details and reference numbers, as well as the location of the NAA office holding the original record. If the access status is 'Open' or 'Open with exception', researchers can order the file to be brought to the relevant reading room. If the status is 'not yet examined', researchers should apply to the NAA to check whether any of the contents are sensitive or too recent for the 'open access period' (usually 30 years).

Records of **naturalisations** from 1904 are held by the National Archives of Australia. Naturalisation records not listed on RecordSearch may be located using the Department of Immigration Citizenship Index. This index is available at all NAA offices and lists all

applicants for naturalisation from 1904 to the present. (Records less than 30 years old have 'Closed' access.)

Also on RecordSearch is another tab labelled 'Passenger arrivals index'. This is a 'Search for passengers arriving by ship in Fremantle and other **Western Australian** ports between 1921 and 1950; or arriving at Perth airport between 1944 and 1950'. Microfilm copies of the passenger lists are available at NAA offices in Canberra, Sydney, Melbourne and Perth, and in the Battye Library of Western Australian History in Perth. Images of the original records can be found in the Ancestry.com collection 'Fremantle, Western Australia, Passenger Lists, 1897–1963'.

While the online database of these Western Australian records covers the period 1921–1950, the complete NAA series contains records from 1898–1978. Note that the date of arrival refers to the arrival in Western Australia, even for vessels that then proceeded to eastern ports.

Another online guide on the NAA website is entitled 'Commonwealth Government Records about the Northern Territory'. Chapter 10 of this guide is 'Immigrants to the Northern Territory' and gives the series of records held in the NAA offices of Canberra and Darwin for immigrants to the Territory for 1928–77.

Fact sheet 123 on the NAA website is entitled 'Records of **British** migrants held in Canberra' and describes records of Group Settlement, British ex-servicemen and women as well as the assisted migration records—some of which can be found by the RecordSearch described above.

Regarding **child migration**, the NAA only holds records in cases where the Commonwealth Government became involved and do not hold records of private schemes or homes or orphanages run by charitable organisations. Fact Sheet 124 on the NAA website is entitled 'Child migration to Australia' and describes the records that are held by the NAA.

See also the fact sheet entitled 'Fact sheets on migration and citizenship' as it lists further relevant fact sheets, which in turn cover migration schemes and the various documents held by the NAA in its various branch offices.

Further information about migration records held by the NAA may be found via the webpage '**Migration and citizenship**', which directs researchers to various resources, including books published by the NAA (many of which are freely available online). In these can be found the story and records relating to child and youth migrants and also Jewish migrants as well as migrants from places like China, Japan and Indonesia.

A **podcast** (online lecture) available on the website of the NAA illustrates the discriminatory attitudes to Chinese Australians in the early 20th century. This is entitled 'A legacy of White Australia: Records about Chinese Australians in the National Archives'.

'Destination: Australia' is an Australian Government website with links to the photographs taken by the Department of Immigration and now held by the NAA. The website invites people to search the photographs and contribute their own immigration stories.

State government records

Records of arrivals before 1924 are more likely to be found amongst the archives of the relevant state government and are described in the earlier chapters in this book.

Records of the various **soldier settlement schemes** are generally held by the relevant state's government archives. Further information can be found via the following links:

- 'A Land Fit for Heroes?' (NSW)
- Queensland State Archives: 'Soldier Settlement—Brief Guide 35'

- State Library of South Australia: 'European Settlement: Soldier Settlement'
- 'Soldier Land Settlement Scheme' (Tasmania)
- Public Record Office Victoria: 'Soldier Settlement'
- 'Soldier Settlement After World War One in South Western Victoria'
- Dead Reckoning: 'War Service Land Settlement Scheme' (WA)

For Western Australia see also 'Dead Reckoning: **Group Settlement**' which was modelled on the scheme for ex-servicemen but available for those without military qualifications.

The State Records Authority of **NSW** has an Archives in Brief guide (91) entitled '20th century child and youth migration', describing the history of the various programs and the records that are held in their government archives.

The NSW Migration Heritage Centre describes itself as a virtual museum providing a gateway to various collections concerned with migration to NSW. The site has online exhibitions and resources. One such exhibition examines 'Child Migration to Australia' and in particular the Fairbridge Scheme.

Queensland State Archives (QSA) has various collections of 20th century immigration records. One index is entitled 'Immigration 1922–1940' and is compiled from passenger lists for that period. As with other QSA indexes, the page advises researchers how they can obtain copies of original records, if they find an entry of interest in the indexes.

Dossiers on assisted or nominated immigrants 1921–30 (Queensland State Archives: IMM/83) contain much information about assisted or nominated migrants, including physical description (often with photographs), family details, as well as information about place of origin, ship and year of arrival, occupation, family members in Australia and more.

The QSA website also has an index to the Passport Registers 1926–39, compiled from the Passport Clearance Registers of immigrants arriving in that state. Queensland Family History Society has published on CD-ROM an index to the Queensland passport registers for 1915–25 held at the NAA in Brisbane. The CD can be purchased from that society.

Another QSA index is entitled 'Oronsay immigration 1925–1972' and indexes nominated and assisted immigrants who arrived in that state on the ship *SS Oronsay*. These passenger lists are also mostly available in the Ancestry.com collection 'UK, Outward Passenger Lists, 1890–1960' and the findmypast record set 'Passenger Lists Leaving UK 1890–1960'.

The State Records of **South Australia** have a guide 'Immigration to South Australia' which discusses the record groups held in the archives for schemes before 1970.

The **Tasmania**'s Heritage gateway page to immigration records is entitled 'Tasmanian 19th century arrivals, immigration and departure records'. Despite that title, the records described extend until 1982.

Public Record Office **Victoria** (PROV) guide 53 is entitled 'British Post World War II Immigration' and describes the relevant record series held by that state, some including details of the nominator as well as the immigrant.

The State Records Office of **Western Australia** website guide entitled 'Passenger Lists and Immigration Records' mostly relates to 19th century migrants but includes descriptions of records relating to 20th century schemes such as Group Settlement and also Child Migration. Some immigration records, including Migrant Reception Centres' records, extend up to 1986.

Ancestry.com

Already described in Chapter 1 is the Ancestry.com collection entitled 'UK, Outward Passenger Lists, 1890–1960' which corresponds to The National Archives UK series BT 27, for all intercontinental journeys (beyond Europe) from all ports in Britain and also all Irish ports up to 1921 and Northern Irish ports after that date.

A corresponding collection for passengers travelling into UK ('UK, Incoming Passenger Lists, 1878–1960') is compiled from TNA series BT 26 and is also worth noting because it allows researchers to follow the journeys of those already in Australia who travelled back to UK, perhaps to visit family and friends. Their return journeys can then be found in the BT 27 collection described above.

Another relevant collection on the website is entitled 'Fremantle, Western Australia, Passenger Lists, 1897–1963'. The source of the collection is the NAA series K269 described earlier, taken from inward passenger manifests for ships and aircraft arriving in Western Australia between December 1897 and December 1978. The Ancestry.com description says that the collection was compiled from passenger arrivals, crew lists, air arrivals and quarantine lists. The amount of information varies between the different types of records. While finding a record on the NAA site provides the NAA source reference, the same record on Ancestry.com also contains an image of the record. Note the different date ranges available on the NAA website, the NAA microfilms and the Ancestry.com website.

Ancestry.com also holds a collection entitled 'Western Australia, Australia, Crew and Passenger Lists, 1852–1930' corresponding to the same records compiled into the CD-ROMs created by the Western Australian Genealogical Society, and described earlier in Chapter 11. Note that the majority of records involve arrivals into Western Australia from the eastern states, although overseas immigrants are included.

Another Ancestry.com collection is entitled 'Tasmania, Australia, Passenger Arrivals, 1829–1957' and has already been described in Chapter 6. Most records refer to passengers arriving in the port of Hobart although some refer to arrivals in Launceston.

findmypast.com

Findmypast also holds the record set 'Passenger Lists Leaving UK 1890–1960' compiled from The National Archives UK series BT 27 (mentioned above com and also described in Chapter 1).

Other places

In addition to the websites of the government archives, many websites concentrate on individual ships or groups of immigrants—too many to list them all. There is so much more to know about an immigrant than just their date of arrival. There may be photographs of the ship or perhaps even the migrant, reports of voyages, immigrant diaries—and more.

The Museum Victoria website has a group of 'Infosheets' discussing some immigrant groups (**Brazilian**, **Croatian**, **Dutch**, **Ethiopian** and **German**) as well as particular immigrant ships (*Australis*, *Castel Felice* and *Fairsea*).

Some websites are dedicated to just one ship—such as the *SS Asturias*, which operated as a migrant ship in the 1940s and 1950s. That website has sections dedicated to British, Maltese and also child migrants.

Some websites concentrate on particular groups of migrants, such as the 'Fifth Fleet' site, dedicated to the **European displaced persons and refugees** brought to Australia after World War II.

The 'Immigrant Ships Transcribers Guild' also has a gateway page entitled '**World War II Refugees** to Australia' with passenger lists of European refugees and Displaced Persons brought to Australia 1947–1966.

The **Western Australian** Museum 'Welcome Walls' pay tribute to Western Australians who were born overseas and who landed at Fremantle or Albany. Many of the migrants listed have short stories or biographies contributed by their families.

'First families 2001' was a similar project funded by the State Library of **Victoria**, gathering life details about Australian immigrants. The site itself is no longer 'live', however it has been archived online by the National Library of Australia on Pandora. Direct searches are no longer possible but researchers can browse to their page of interest.

Remember too that 'a journey has two ends' and look also for details of emigrants held by the country of embarkation. For example, The National Archives (**UK**) has a guide entitled 'Emigration' describing emigrant records held by that institution. Nationaal Archief (the National Archives of the **Netherlands**) has an index entitled 'From the Netherlands to Australia: Emigrants 1946–1991'.

Another website 'Post-war Dutch and other migration to Australia 1945–1970' displays the migration propaganda campaign aimed at prospective Dutch migrants and shows how the Dutch government wanted to reduce over-crowding as much as the Australian government was seeking workers.

Casahistoria is a website of resources for modern history students. Their 'Emigration to Australia' page contains links to resources about background information to the emigration process. Their sections on 'The 20th Century **"White Australia" policy**' discusses the policy and the process of migrating as well as articles about 'The Forgotten Children'—the child migrants. The following section provides resources about 'Asian immigration'.

Cora Num has written an excellent book on this period entitled *How did they get here? Arrivals after 1924*, that is well worth consulting. In addition her website 'Coraweb' provides researchers with links to many other websites.

Websites for Commonwealth period immigration

- Ancestry.com   **www.ancestry.com**
- Australian Bureau of Statistics   **www.abs.gov.au**
    - (A) Century of Population Change in Australia
    http://bit.ly/20cPopulationChange
    - Historical Censuses (Pre 1996)   **http://bit.ly/ABScensuses**
    - (The) impact of migration on Western Australia's population
    http://bit.ly/WAimpactimmigration
    - Settlement of Returned Soldiers and Sailors 1914–18
    http://bit.ly/ABSReturnedSoldiers
- Australian citizenship: a chronology of major developments
    www.citizenship.gov.au/_pdf/cit_chron_policy_law.pdf

- Australian Government Department of Immigration and Border Protection
  www.immi.gov.au
  - Immigration and Population History of Selected Countries of Birth
    http://bit.ly/DeptImmPopulationHistory
  - Immigration: Federation to Century's End 1901–2000
    http://bit.ly/Immigration20C
- BBM (Big Brother Movement) Youth Support   **www.bbm.asn.au**
- Casahistoria: Emigration to Australia: The 20th Century "White Australia" policy
  http://bit.ly/CasaHistoriaEmigration
- Child Migrants: Accessing records held by Commonwealth and State Archives
  (CAARA)   **http://bit.ly/CAARA_ChildMigrants**
- Child migrants to Australia
  http://child-migrants-to-australia.beep.com/involvement.htm
- Coraweb (Cora Num)   **www.coraweb.com.au**
  - Child migration schemes   **http://bit.ly/CoraChildMigrants**
  - Shipping and migration
    www.coraweb.com.au/categories/shipping-and-migration
- Dead Reckoning: a guide to family history research in Western Australia
  www.slwa.wa.gov.au/dead_reckoning
  - Group Settlement   **http://bit.ly/WAGroupSettlement**
  - War Service Land Settlement Scheme   **http://bit.ly/WAWarSettlement**
- Emigration (The National Archives UK)
  www.nationalarchives.gov.uk/records/research-guides/emigration.htm
- Fifth Fleet   **www.fifthfleet.net**
- Find & Connect: NSW Child and Youth Migration (1911–1983)
  www.findandconnect.gov.au/guide/nsw/NE00507
- findmypast   **www.findmypast.com**
- First families 2001 (on Pandora)   **http://pandora.nla.gov.au/tep/10421**
- *Invisible* Australians: Living under the White Australia Policy
  http://invisibleaustralians.org
- Migration Heritage Centre NSW   **www.migrationheritage.nsw.gov.au**
- Museum Victoria: Immigration History Infosheets
  http://bit.ly/ImmVicInfosheets
  - Child Migration to Australia   **http://bit.ly/FairbridgeChildren**
- Nationaal Archief: From the Netherlands to Australia: Emigrants 1946–1991
  www.gahetna.nl/en/node/5064
- National Archives of Australia (NAA)   **www.naa.gov.au**
  - (The) Big Brother Movement   **http://bit.ly/NAABigBrother**
  - Child Migration to Australia—Fact sheet 124
    www.naa.gov.au/collection/fact-sheets/fs124.aspx
  - Citizenship in Australia   **http://guides.naa.gov.au/citizenship**
  - Destination Australia   **www.destinationaustralia.gov.au/site**
  - Fact sheets on migration and citizenship   **http://bit.ly/
    NAAMigrantsCitizens**
  - Good British Stock: Child and Youth Migration to Australia
    http://guides.naa.gov.au/good-british-stock
  - Immigrants to the Northern Territory   **http://bit.ly/NAANT**

- Immigration records—Fact sheet 227
  www.naa.gov.au/collection/fact-sheets/fs227.aspx
- Immigration Restriction Act 1901 (White Australia Policy)
  http://bit.ly/NAAWhiteAustralia
- Making Australia Home—Your family migration records
  www.naa.gov.au/collection/explore/migration/home.aspx
- Migration and citizenship
  www.naa.gov.au/collection/explore/migration/index.aspx
- More People Imperative—Immigration to Australia, 1901–39
  http://guides.naa.gov.au/more-people-imperative/index.aspx
- Passenger arrivals and departures, Darwin
  http://bit.ly/NAADarwinPassengers
- Records about Chinese Australians in the National Archives
  http://bit.ly/NAAChinese
- Records of British migrants held in Canberra—Fact sheet 123
  www.naa.gov.au/collection/fact-sheets/fs123.aspx
- RecordSearch **www.naa.gov.au/collection/search/index.aspx**
- War brides **www.naa.gov.au/collection/a-z/war-brides.aspx**
- Nationality and Citizenship Act 1948
  http://foundingdocs.gov.au/item-did-26.html
- PHIND—Personal History Index for former child migrants to catholic homes in Australia, 1938–1965 **www.cbers.org/archive/phind.asp.htm**
- Post-war Dutch and other migration to Australia 1945–1970
  www.daaag.org/node/60
- Public Record Office Victoria **http://prov.vic.gov.au**
  - British Post World War II Immigration (PROVguide 53)
    http://prov.vic.gov.au/provguide-53
  - Soldier Settlement
    http://prov.vic.gov.au/whats-on/exhibitions/soldier-settlement
- Queensland Family History Society **www.qfhs.org.au**
- Queensland State Archives **www.archives.qld.gov.au**
  - Immigration 1922–1940 **http://bit.ly/QldImmigration1922**
  - Passport registers 1926–1939 **http://bit.ly/QldPassports**
  - Oronsay immigration 1925–1972 **http://bit.ly/QldOronsay**
  - Soldier Settlement—Brief guide 35 **http://bit.ly/QldSoldierSettlement**
- Soldier Land Settlement Scheme (Tasmania) **http://bit.ly/TasSoldierSettlement**
- Soldier Settlement After World War One in South Western Victoria
  http://bit.ly/VicSoldierSettlementFrost
- *SS Asturias* **www.ssasturias.net**
- State Library of South Australia **www.slsa.sa.gov.au**
  - Immigration schemes **http://bit.ly/SLSAimmigration**
  - European settlement: Soldier Settlement
    www.samemory.sa.gov.au/site/page.cfm?u=1328

- (The) State Records Authority of NSW (NSW State Records)
  www.records.nsw.gov.au
    - 20th century child and youth migration (Archives in Brief 91)
      http://bit.ly/NSWSRchildmigrants
    - A Land Fit for Heroes?   **http://soldiersettlement.records.nsw.gov.au/**
- State Records of South Australia   **www.archives.sa.gov.au**
    - Immigration to South Australia   **http://bit.ly/SASRimmigration**
- State Records Office of Western Australia   **www.sro.wa.gov.au**
    - Passenger Lists and Immigration Records   **http://bit.ly/SRWApassengers**
- Tasmanian Government Archives (Tasmania's Heritage)
  www.linc.tas.gov.au/tasmaniasheritage
    - Tasmanian 19th century arrivals, immigration and departure records
      http://bit.ly/Tas19C
- Ten Pound Pom: Glossary   **http://tenpoundpom.com/glossary.php**
- War Brides 1946–1947   **www.warbrides.co.uk**
- Western Australian Museum: Welcome Walls
  http://museum.wa.gov.au/welcomewalls
    - Welcome Walls store   **http://museum.wa.gov.au/store/welcome-walls**
- World War II Refugees to Australia   **www.immigrantships.net/ww2_au.html**

Book

How did they get here? Arrivals after 1924, by Cora Num, published by the author, Moruya Heads (NSW), 2nd edition, 2012.

Glossary

For images of sailing ships, see **http://cblights.com/cruising/typesOfSailingVessels.pdf**

Assisted migrant   Assisted migrants had some or all of their migration costs paid by someone else. Sometimes colonial governments were willing to pay some or all of the fares of categories of immigrants that were in demand in the colony or offer land incentives. Fares may also have been subsidised by charities, employers or family members.

Barque or bark   A sailing ship, typically with three masts, in which the foremast and mainmast are square-rigged and the mizzenmast is rigged fore and aft.

Barquentine or barkentine   A sailing ship, typically with three masts and similar to a barque, but with only the foremast square-rigged and the remaining masts rigged fore and aft.

Bride ships   Under various assisted passage schemes in the 19th century, 'bride ships' brought young women of marriageable age to the Australian colonies. Some schemes offered free passage for women suitable for domestic service.

   After World War II 'bride ships' brought the wives and families of Australian servicemen who had married overseas.

   Also after World War II 'bride ships' brought 'proxy brides' to young male migrants (of various ethnic groups) who had settled in Australia and then written back to their home country asking for an arranged marriage with a respectable young woman from a nearby village.

Brig   A two-masted square-rigged ship, typically having an additional fore-and-aft sail on the gaff and a boom to the mainmast.

Brigantine   A two-masted sailing ship, with a square-rigged foremast and a mainmast rigged fore and aft.

Bounty immigrant   Under a 'bounty system', colonial governments paid a bounty to others who identified suitable migrants and brought them to Australia. Sometimes the term 'bounty immigrant' is loosely applied to all assisted migrants.

Civil registration   Births, marriages and deaths were registered with the government (as opposed to the earlier church records of baptisms, marriages and burials). In Australia, births, marriages and deaths are administered by the relevant state or territory government. Civil registration began in different colonies at different times:

- Tasmania (Van Diemen's Land) from December 1838
- Western Australia from September 1841
- South Australia from June 1842
- Victoria from July 1853
- New South Wales (and Queensland) from March 1856
- Northern Territory from August 1870
- Australian Capital Territory from January 1930

Colonial Land and Emigration Commission (or Board)   A British Government department (1840–73) which managed land sales in British colonies and used proceeds to promote and assist emigration.

By 1873 the Commission's functions had all been handed over to the relevant colonies. Records are held by The National Archives UK in CO 386.

> When the Commission was established, all eleven officers stationed at London, Liverpool, Bristol, Greenock, Leith, Dublin, Cork, Belfast, Limerick, Sligo, and Londonderry were selected from the Royal Navy. The Commissioners were to prepare schemes of emigration, select persons for free passages, charter ships, regulate conditions on board British vessels, safeguard the health and comfort of emigrants by appointing surgeons and matrons, and protect emigrants against fraud and imposition.
> **http://investigator.records.nsw.gov.au/Entity.aspx?Path=%5CAgency%5C3050**

Clipper   A fast sailing ship, usually with concave bows and tall raked masts, built for great speed.

Denization   An alien (foreigner) could be granted limited rights of a British subject (including the right to own or inherit land) by an Act of Parliament which named the specific person and then allowed the Governor the right to grant a letter of denization. Denization did not allow the holding of public office. Denization was replaced by the simpler process of naturalisation.

Emancipists   Convicts who had finished serving their sentences.

Federation of Australia   The six separate British self-governing colonies of Queensland, New South Wales, Victoria, Tasmania, South Australia and Western Australia united to form states within one nation, the Commonwealth of Australia, on 1 January 1901. After Federation, the states retained most of their previous colonial functions while ceding the federal government responsibility for matters concerning the whole country. From 1788 immigration was separately administered by the colonies/states until it passed under Commonwealth Government control in 1923.

Indented labourers   An employer (such as in Queensland) could pay the cost of bringing out migrant labourers, who would then be bound under contract to work for the employer for a fixed term.

Naturalisation   The legal process by which foreign-born 'aliens' could acquire citizenship. Until 1949 in Australia, 'aliens' meant someone born outside the British Empire, without the rights of a British citizen or subject. Aliens did not have the right to vote, hold government positions or own land. Naturalisation was administered by the colonies/states until 1903 and after that by the Commonwealth. On 26 January 1949 the *Australian Nationality and Citizenship Act* introduced the new concept of Australian citizenship.

Nominated or remittance passages   A natural born or naturalised person residing in an Australian colony, who wanted to bring a friend or relative from Europe, could pay an amount to the government in exchange for a passage warrant, which was then sent to the friend or relative in Europe. On presentation of the warrant, the government representative would then arrange passage for the migrant.

Schooner   A sailing ship with two or more masts, typically with the foremast smaller than the mainmast.

Steerage   The part of a ship which provided the cheapest accommodation for passengers. Typically the 'steerage section' was located below the quarter-deck and immediately before the bulkhead. The area offered only the most basic amenities for passengers, with no privacy, limited toilet use and the poorest quantity of food. The name 'steerage' came from the fact that the control lines of the rudder ran on this level of the ship.

Unassisted passenger   Unassisted passengers paid all their own travelling costs.

Appendix 1—Immigrant's Guide (1853)

The following excerpts are taken from *The Immigrant's Guide to Australia*, by John Capper which was published in Liverpool, England by George Phillip & Son in 1853. According to the Guide this book contains "the full particulars relating to the recently discovered gold fields, the government regulations for gold seeking".

WHAT TO BRING ONBOARD THE SHIP

Page 96, para 1 The following list of articles for an outfit for a married couple, contains as few things as they could well go with; of course, the more they can add the better, as it is not possible to wash on the voyage, unless it be a few very small things, the supply of water being limited to three quarts a day. For the wife; three cotton dresses, one pair stays, four petticoats, sixteen chemises, two flannel petticoats, twelve pairs cotton stockings, four pairs black worsted ditto, six night dresses and caps, six pocket-handkerchiefs, four handkerchiefs for the neck, six caps, two bonnets, cloak and shawl, one pair boots, two pairs shoes, and eight towels. For the husband: two fustian jackets, waistcoats, and trousers, three pairs canvas trousers, one over-coat, two felt hats, one Scotch cap, sixteen striped shirts, two Guernsey shirts, twelve pairs cotton half-hose, four pairs worsted hose, six handkerchiefs, eight towels, two pairs boots, and one pair shoes, strong but not heavy. Children in like proportion. The family will also require a flock mattress and bolster, one pair blankets, one coverlet, six pairs cotton sheets, two or three tablecloths, six pounds yellow soap, three pounds marine soap, metal wash-hand basin, knives and forks, one quart tin hookpot, one coffee-pot, comb and brush, besides a supply of string sewing materials, tape, buttons, &c. Should a little extra means be at command, let it be expended in laying in small supplies of calicoes, brown holland, camlet, fine canvas &c.; and it will always be desireable [sic] that the wife make as many of her clothes on board as possible, as the occupation serves to pass away many an otherwise idle, heavy hour.

What to bring on board ship (1853)
www.slsa.sa.gov.au/fh/passengerlists/1853ImmigrantsGuide.htm

Appendix 2—*The Passengers Act 1855*

14. For determining the number of passengers to be carried in any "passenger ship" the following rules shall be observed:

(1.) No ship propelled by sails only shall carry a greater number of persons (including every individual on board) than in the proportion of one statute adult to every two tons of her registered tonnage :

(2.) No ship shall carry under the poop, or in the round house or deck house, or on the "upper passenger deck", a greater number of passengers than in the proportion of one statute adult to every fifteen clear superficial feet of deck allotted to their use :

(3.) No ship shall carry on her lower passenger deck a greater number of passengers than in the proportion of one statute adult to every eighteen clear superficial feet of deck allotted to their use : Provided, nevertheless, that if the height between such lower passenger deck and the deck immediately above it shall be less than seven feet, or if the apertures (exclusive of side scuttles) through which light and air shall be admitted together to the lower passenger deck shall be less in size than in the proportion of three square feet to every one hundred superficial feet of the lower passenger deck, no greater number of passengers shall be carried on such deck than in the proportion of one statute adult to every twenty-five clear superficial feet thereof:

(4.) No ship, whatever be her tonnage or superficial space of "passengers decks", shall carry a greater number of passengers on the whole than in the proportion of one statute adult to every five superficial feet, clear for exercise, on the upper deck or poop, or (if secured and fitted on the top with a railing or guard to the satisfaction of the emigration officer at the port of clearance) on any round house or deck house:

…21. There shall not be more than two tiers of berths on any one deck in any "passenger ship", and the interval between the floor of the berths and the deck immediately beneath them shall not be less than six inches, nor the interval between each tier of berths and between the uppermost tier and the deck above it less than two feet six inches: the berths shall be securely constructed, and of dimensions not less than six feet in length and eighteen inches in width for each statute adult, and shall be sufficient in number for the proper accommodation of all the passengers contained in the lists of passengers herein-before required to be delivered by the master of the ship. No part of any berth shall be placed within nine inches of any water-closet erected in the between-decks.

…22. In every "passenger ship" all the male passengers of the age of fourteen years and upwards who shall not occupy berths with their wives shall, to the satisfaction of the emigration officer at the port of clearance, be berthed in the fore part of the ship, in a compartment divided off from the space appropriated to the other passengers by a substantial and well-secured bulk-head, without opening into, or communication with, any

adjoining passenger berth, or in separate rooms if the ship be fitted with enclosed berths: not more than one passenger, unless husband and wife, or females or children under twelve years of age, shall be placed in or occupy the same berth.

…24. In every "passenger ship" there shall be a sufficient space properly divided off to the satisfaction of the emigration officer at the port of clearance, to be used exclusively as a hospital or hospitals for the passengers:

…25. No "passenger ship" shall clear out or proceed to sea unless fitted, to the satisfaction of the emigration officer at the port of clearance, with at least two privies, and with two additional privies on deck for every one hundred passengers on board, and in ships carrying as many as fifty female passengers, with at least two water-closets under the poop, or elsewhere on the upper deck, to the satisfaction of such emigration officer for the exclusive use of the women and young children;

…27. Every "passenger ship" shall carry throughout the voyage a number of boats according to the following scale; (that is to say,)

Two boats for every ship of less than two hundred tons

Three boats for every ship of two hundred and less than four hundred tons

Four boats for every ship of four hundred and less than six hundred tons

Five boats for every ship of six hundred and less than ten hundred tons

Six boats for every ship of ten hundred and less than fifteen hundred tons

Seven boats for every ship of fifteen hundred tons and upwards: provided that no "passenger ship" shall be required to carry a greater number of boats than are sufficient in the judgment of the emigration officer at the port of clearance to carry all the persons on board of such ship. One of such boats shall in all cases be a long boat, and one shall be a properly fitted life boat, which shall be carried in such a manner as to be, in the opinion of the emigration officer, most available for immediate service:

Maclachlan, David, *A treatise on the law of merchant shipping*, 1862, pp 756-759 **books.google.com/books?id=bSkwAQAAMAAJ**

The master of every vessel must pay to the Collector or chief officer of Customs a rate of five shillings for every statute adult, before legal entry can be made of his ship, and in case of neglect a penalty of £100, in addition to the amount of such rate, is imposed; and any passenger in the ship being in such a condition of body as to render it likely that he will become a charge upon the public, renders it imperative on the master to enter, with two sureties, into bond of £100 to repay any expenses incurred for the maintenance of such passengers for the next five years. …Any master refusing to execute such a bond is liable to a penalty of £100, and cannot clear out his ship until such penalty be paid and such bond executed.

This act gives very great protection to passengers arriving in this colony.

1855 'NEW LAWS.', *The Argus* (Melbourne, Vic. : 1848 - 1957), 29 June, p. 4, **http://nla.gov.au/nla.news-article4810001**

Appendix 3—Websites for further reading

The following websites contain articles and links to information likely to be of interest to those researching the topic of immigration into Australia.

- Airline timetable images   **www.timetableimages.com**
- Ancestor Search   **www.searchforancestors.com/locality/australia/passenger.html**
- Australasian Emigrant Ship Service
  http://freespace.virgin.net/donald.hazeldine/austral.htm
- Australia's Virtual Immigration Wall of Honour
  www.janetreakesgenealogy.com/VirtualWall/Welcome.htm
- Australian Joint Copying Project
  www.nla.gov.au/microform-australian-joint-copying-project
- (The) Australian Women's Register: Women's Migration and Overseas
  Appointment Society   **www.womenaustralia.info/biogs/AWE0702b.htm**
- British Women's Emigration Association
  http://archiveshub.ac.uk/features/0806bwea.html
- Diet, Disease and Death at Sea on the Voyage to Australia, 1837–1839
  http://bit.ly/DietDeathAust
- Emigration Archives (Exodus: Movement of the People)
  www.exodus2013.co.uk/category/emigration
- Emigration from Great Britain, by Dr C.E. Snow
  www.nber.org/chapters/c5111.pdf
- Family History Research Immigration blogs
  http://famresearch.wordpress.com/category/immigration
- Find Boat Pictures   **www.findboatpics.com**
- (The) Immigrant's Guide to Australia (1853)
  www.slsa.sa.gov.au/fh/passengerlists/1853ImmigrantsGuide.htm
- Indexes and passenger records (Coraweb)
  http://bit.ly/CoraPassengers
- Large Scale [Scottish] Emigration to Australia after 1832
  www.electricscotland.com/history/australia/scotaus3.htm
- Magellan—The Ships Encyclopedia   **www.cimorelli.com/magellan**
- Making multicultural Australia   **www.multiculturalaustralia.edu.au**
- National Archives of Australia   **www.naa.gov.au**
  - Allies, Enemies and Trading Partners: Records on Australia and the
    Japanese   **http://bit.ly/NAAJapanese**

- Chinese-Australian Journeys: Records on Travel, Migration, and Settlement, 1860–1975 **http://bit.ly/NAAChineseJourneys**
- Norway Heritage: Hands Across the Sea **www.norwayheritage.com**
- Passenger ships to Australia: A comparison of vessels and journey times to Australia between 1788 and 1900 **http://bit.ly/ANMMVoyageComparisons**
- Pauper Emigration under the New Poor Law **www.workhouses.org.uk/emigration**
- Pity the Poor Immigrant (Assisted Single Female Migration) **http://bit.ly/PityThePoor**
- Royal Museums Greenwich **www.rmg.co.uk**
  - Royal Museums Greenwich Picture Library **http://images.rmg.co.uk//en/page/show_home_page.html**
- Shipboard: the 19th century emigrant experience **http://bit.ly/SLNSWShipboard**
- Ships' Logs, Journals, Pictures and Passenger Ship Links **www.members.optushome.com.au/lenorefrost/shipslog.html**
- Shipwrecks: Images and Perceptions of Nineteenth Century Maritime Disasters **http://bit.ly/19Cshipwrecks**
- Surgeons at Sea (The National Archives UK) **www.nationalarchives.gov.uk/surgeonsatsea**
- WebGenAustralia **www.webgenaustralia.com/shippingarrivals.html**

If these links change, look for corrected URLs on the website of the author at **http://bit.ly/ImmigAustralia**

Appendix 4—Books for further reading

Brown, C. *Passage to the world: the emigrant experience 1807–1940*, Seaforth Publishing, Barnsley UK, 2013.

Chambers, M. (compiler) *Finding families: the guide to the National Archives of Australia for genealogists*, Hale & Iremonger in association with the National Archives, Sydney NSW, 1998.

Chisholm, C. *The A.B.C. of colonization: in a series of letters*, John Ollivier, London, 1850 and available as a Google eBook.

Chuck, F. *The Somerset years: government-assisted emigrants from Somerset and Bristol who arrived in Port Phillip/Victoria, 1839–1854*, Pennard Hill Publications, Ballarat Vic, 1987.

Erickson, R. *The Bride Ships: experiences of immigrants arriving in Western Australia 1849–1889*, Hesperian Press, Carlisle (WA), 1992.

Haines, R. *Emigration and the labouring poor: Australian recruitment in Britain and Ireland, 1831–60*, St Martin's Press, New York, 1997.

Hicks, S. *What was the voyage really like?: a brief guide to researching convict and immigrant voyages to Australia and New Zealand*, Unlock the Past, Modbury SA, 2010.

Johnson, E.B. *They came direct: "Saldanha" 1863*, published for the author by Gould Genealogy and History, St Agnes SA, 2005.

Jupp, J. *From white Australia to Woomera: the story of Australian immigration* (Second edition), Cambridge University Press, Cambridge UK, 2007.

Jupp, J. (ed) *The Australian people: an encyclopaedia of the nation, its people and their origins*, Cambridge University Press, Cambridge UK, 2001.

Kershaw, R. *Migration records: a guide for family historians*, The National Archives, Kew UK, 2009.

Kershaw, R. & Pearsall, M. *Family history on the move*, The National Archives, Kew UK, 2006.

Madgwick, R.B. *Immigration into eastern Australia, 1788–1851*, 2nd impression, Sydney University Press, Sydney, 1969.

Melton, J. *Ships' deserters, 1852–1900 including stragglers, strays and absentees from H.M. ships*, Library of Australian History, Sydney, 1986.

Nicholson, I. *Log of logs: a catalogue of logs, journals, shipboard diaries, letters, and all forms of voyage narratives, 1788 to 1993, for Australia and New Zealand and surrounding oceans*, 3 volumes (1990, 1993, 1999), published by the author jointly with the Australian Association for Maritime History, Yarooma Qld.

Num, C. *How did they get here? Arrivals after 1924*, 2nd edition, published by the author, Moruya Heads NSW, 2012.

Num, C. *How to find shipping and immigration records in Australia*, 4th Edition, published by the author, Cumberland Park SA, 2000.

Peake, A.G. (ed) *National register of ship arrivals, Australia and New Zealand*, 4th edition, Australasian Federation of Family History Organisations, Bayswater WA, 1999.

Peake, A.G. *South Australian history sources*, Gould Books, Modbury SA, 2007.

Public Record Office Victoria *Coming south: Victorian Archives of Immigration 1839–1923, a guide*, Public Record Office Victoria, Melbourne Victoria, 1995.

Reid, R.E. *Farewell my children: Irish assisted emigration to Australia 1848–1870*, Anchor Books, Spit Junction NSW, 2011.

Roberts, S.H. *History of Australian land settlement, 1788–1920*, Macmillan and Melbourne University Press, Melbourne, 1924. (Also in Google books.)

Rushen, E. & McIntyre, P. *Fair game: Australia's first immigrant women*, Anchor Books, Spit Junction NSW, 2010.

Rushen, E. & McIntyre, P. *Quarantined! The 1837 Lady Macnaghten immigrants*, Anchor Books, Spit Junction NSW, 2007.

Rushen, E. *Single & free: female migration to Australia, 1833–1837*, Australian Scholarly Publishing, Kew Victoria, 2003.

Stanley, Peter *The remote garrison: the British Army in Australia 1788–1870*, Kangaroo Press, Kenthurst NSW, 1986.

State Records of South Australia *Ancestors in Archives*, New revised edition, State Records of South Australia, Netley SA, 2000.

Walsh, Kate *The changing face of Australia : a century of immigration*, *1901–2000*, Allen & Unwin, Crows Nest NSW, 2001.

Watts, C.T. & M.J. *Tracing births, deaths and marriages at sea*, Society of Genealogists Enterprises, London, 2004.

Webster, J. *Tips for Queensland research, 2008 edition*, published by the author, Brisbane Qld, 2008.

Woolcock, H.R. *Rights of passage: emigration to Australia in the nineteenth century*, Tavistock Publications, London, 1986.

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More Unlock the Past guide books

DNA for genealogists
Kerry Farmer

As well as providing information about ourselves, DNA testing allows us to find others who share our ancestors, and also to confirm or challenge apparently known relationships. Such tests can provide evidence of relationship even when no documents exist. Previously available only to medical and law-enforcement professionals, commercial testing companies now make genetic testing directly available to anyone who is interested.

DNA testing will not replace the more familiar genealogical research techniques of gathering oral and documentary evidence and compiling family trees. Instead it offers entirely new research tools—more information to augment the documents and oral histories—as well as a way of testing family trees, to see if conclusions drawn are confirmed by this new evidence. This book shows how you can use DNA to harness this exciting new range of genealogical research tools.

The amount of scientific jargon associated with genetics can be intimidating. This publication provides a contextual understanding of DNA suitable for genealogists and discusses the currently available tests that are likely to be of interest to family historians, especially those wanting to prove (or disprove) compiled family trees, to connect 'new' relatives by means of inherited genetic material and to draw conclusions about where we fit into the greater human family.
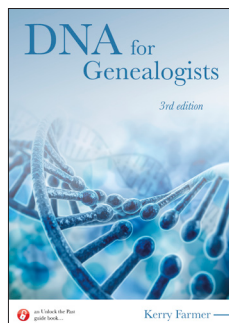
Nurses & midwives in Australian history: a guide historical sources
Noeline Kyle

Nursing and midwifery have been the occupations of women for centuries and almost every one of us will find an ancestor who engaged in these traditional feminine pursuits. This book, written by experts in nursing history, women's history and family history, provides practical advice on how to research the lives of nurses and midwives, the hospitals they trained and worked in, and is a guide to the many public and private repositories where sources are found in Australia, New Zealand and the United Kingdom.

Nurses and midwives worked in hospitals, refuges, asylums, prisons, charitable institutions and were pioneers of bush nursing, established maternity hospitals and were often important health providers in small communities in past decades.

The records of their lives are found in a wide range of places, and as well as online and digitised records, this book also points the researcher toward the myriad of documentary and private records which are useful for writing their lives.
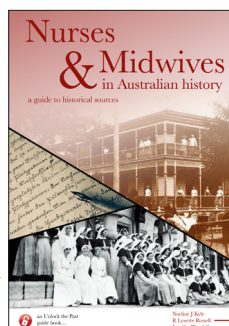
500 best genealogy and family history tips
Thomas MacEntee

500 best genealogy & family history tips could best be described as a 'brain dump' of me, Thomas MacEntee, and my many years of knowledge about genealogy and family history. Basically what I've done is to extract my favourite tips and tricks from over 85 presentations, 10 books and numerous articles. In addition, I've reviewed the social media posts and conversations from Facebook, Twitter and other platforms to highlight those issues most important to today's genealogists.

What will you find in this 'best tips' guide? Everything from practical ways to use Google, advice on protecting your privacy online, information about secret or little known resources for genealogy research, and more. The best way to use this guide is to browse the table of contents to find a topic of interest. Also simply search the book when trying to find a solution to a problem, such as how to cite a source or locate an app to generate bibliographic information.
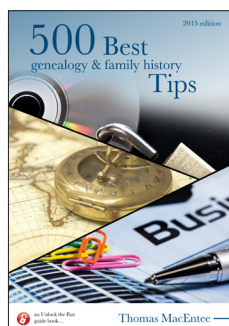
Unlock the Past publications — all available in both print and ebook editions

Ron Austin
· AIF unit histories of the Great War 1914-1918

Carol Baxter
· Guide to convict transportation lists: Part 1, 1787–1800
· Guide to convict transportation lists: Part 2, 1801-1812

Lesle Berry
· Organising a family reunion
· Writing and publishing your family history

Christine Clement
· Migration to New Zealand: a guide for family history researchers

John Donaldson
· Opening doors to Family Tree Maker: or how to enter your information correctly
· So you are totally new to Family Tree Maker (2nd edition)

Kerry Farmer
· DNA for genealogists (3rd edition)
· Arrivals in Australia from 1788

Janet Few
· 'Til death us do part: causes of death 1300-1948

Shauna Hicks
· Discover your sporting ancestors: it was not all work and no play!
· Family history on the cheap
· Family and local history resource directory for Victoria
· Finding ancestors in church records: a brief guide to resources
· It's not all online: a guide to genealogy sources offline
· My ancestor was in an asylum: brief guide to asylum records in Australia and New Zealand
· Tracing mining ancestors: a brief guide to resources in Australia and New Zealand
· Trove: discover genealogy treasure in the National Library of Australia
· What was the voyage really like?
· Where do I start? A brief guide to researching your family in Australia and New Zealand
· Your family history archives: a brief introduction

Graham Jaunay
· Cracking the code of old handwriting
· Family history research in South Australia
· Pitfalls in family history
· Solving riddles in 19th century photo albums
· Tracing your English ancestors

Eric Kopittke
· Locating your German ancestor's place of origin
· Researching in German civil and church records

Rosemary Kopittke
· ScotlandsPeople: the place to launch your Scottish research (2nd edition)

Noeline Kyle
· Citing historical sources: a manual for family historians

· Finding Florence, Maude, Matilda, Rose: researching and writing women into family history
· How to write your family history: a guide to creating, planning, editing and publishing family stories
· Nurses and midwives in Australian history: a guide to historical sources - with Lynette Russell & Jennifer Blundell

Thomas MacEntee
· Family history trippin': a guide to planning a genealogy research trip
· 500 best genealogy and family history tips (2015 edition)
· Pinning your family history
· Preserving your family's oral history and stories
· Wolfram|Alpha for genealogy and family history research

Paul Milner
· Discover English parish registers
· Buried treasure: what's in the English parish chest

Allan & Joy Murrin
· Insights into New South Wales births, deaths & marriages index

David Parker
· Guide to Baptist history resources in Australia

Chris Paton
· British and Irish newspapers
· Discover Scottish church records
· Discover Scottish civil registration records
· Discover Scottish land records
· Down and out in Scotland: researching ancestral crisis
· Irish family history resources online (2nd edition)

Geoffrey D. Rasmussen
· Digital imaging essentials

Carole Riley
· Evernote for family historians
· Land research for family historians in Australia and New Zealand
· Social media for family historians (2nd edition)

Coral Shearer
· Papers Past: New Zealand's yesteryear newspapers

Helen V. Smith
· Death certificates and archaic medical terms

Lieutenant Colonel Neil C. Smith
· Finding the family Redcoat: tracing your British military ancestors in Australia
· That elusive digger: tracing your Australian military ancestors
· War on the Veldt: tracing your Australian military ancestors in the Boer War 1899-1902

Alan Stewart
· London and Middlesex family history resources online

Unlock the Past
· History and genealogy 2011: Australia and New Zealand

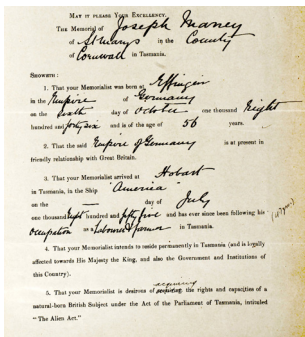**Susie Zada**
· Sewerage records: an untapped magnificent resource

This book introduces the history and records of migration to Australia from 1788.

Migrating to a new country was one of the most dramatic life changes anyone undertook and it certainly affected the lives of their descendants. Investigating their journey is a key part of your family history research.

However immigration records in Australia are not all held in one place – when, where and how they arrived affect where (and whether) records of their arrival can be found. Understanding categories of arrivals and the immigration schemes in place as well as the general principles of where documents are held, will give you confidence that you have looked in all the right places