

Fune Ni Miru Nihonjin Iminshi: Kasato Maru kara kuruzu kyakusen e
[“Japanese Emigration History As Seen Through Ships:
From the *Kasato Maru* to Passenger Cruisers”]
by Michio Yamada

Article 1

Emigrants to Hawaii in the Meiji Era, Part 1

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After spending many years studying passenger ship history, this writer is left with the following impression: Most ocean-going liners were emigrant ships. Obviously, large amounts of capital and labor are needed for the construction and operation of passenger ships. Since this is both a capital-intensive and labor-intensive enterprise, it is definitely not something that can be carried out by a company without sufficient means. This is as true for the passenger ship industry today, with its modern cruisers, as it was in the 19th and early 20th century with its ocean-going liners.

Given these caveats, just what supported the Japanese passenger ship industry for a century and a half?

There were two solid pillars of support. One was the industry-friendliness of the Japanese government. Subsidies for mail transport is an example of such treatment. Another important source of support to help cover operating costs came from construction subsidies given on condition that ships be made available for military use should the need arise.

It is well known that venerable British companies established in the 19th century, such as the Cunard Line and P & O (Peninsula and Oriental Steam Navigation), relied on government supported mail transport contracts as their operational base. Another case in point was the subsidies made available by the enactment of the Navigation Encouragement Law and the Shipbuilding Encouragement Law for the purpose of encouraging overseas scheduled service for Japanese ships after the Sino-Japanese war.

The second pillar of support was the transport of emigrants. It was only after the flow of emigrants became well established, and the demand for emigration transport became large enough, that permanent service could be assured. The North Atlantic sea route, which was the busiest route during the era of scheduled passenger ship service, grew with the transport of emigrants from the Old World to North America. Regular passenger ship routes from Europe to other areas such as South America, Australia, Africa, and the Far East carried mainly colonists and emigrants. If we view the colonist as a type of emigrant, then the scheduled passenger ships on these routes can also be considered as emigrant ships.

The situation was similar in Japan. Transporting emigrants to those regions developed the long-distance shipping services that went to North and South America. Japanese traveling overseas were also the bulk of the passengers on short-range sea routes to Taiwan, South Sakhalin, the Korean Peninsula, and Manchuria.

We can see that in both the West and in Japan, a considerable number of ocean-going liners were emigration ships. It follows, therefore, that in order to trace the actual history of passenger ships and get an accurate picture of them, we need to follow the history of emigration ships and their interconnections with ships and ship routes. This is my motivation for studying the history of emigration ships.

There are many writers dealing with emigration history in Japan, but there are virtually no written historical studies of emigration ships. Further, a look at histories of emigration reveals that even the few references to emigration ships are filled with errors.

Dissatisfied with this state of affairs, I hope to fill in these lacunae in emigration history.

Consequently, in this series of articles, I try to track the changes in emigration ships over a period of more than a century -- from the first emigrant group going to Hawaii during the Meiji Era to the last emigration ship to South America that left Yokohama in February, 1973.

Before proceeding, I want to address the term *imin*, or emigration. Since World War II, the term *ijuu*, or transmigration, has been used instead of *imin* due to government encouragement. The use of *ijuu* instead of *imin* was probably in response to strong criticism of past government emigration policies that treated *imin* as if they were *kimin*--discarded or abandoned people. The very change in terminology, however, signifies that the word *imin* represents a painful and difficult history. Consequently, not using the word *imin* in an article that purportedly addressed history would end up distorting historical truth.

The Gannenmono

Just what does *imin* refer to? Many foreigners have come to Japan to work, but we cannot properly call them *imin* since they come as *dekaseginin* (sojourners). Rather, *imin* refers to people who cut ties to their mother country to go permanently to the country of destination. In other words, it is a matter of whether or not there is an intention to be buried in the country of destination. Consequently, it would be normal to avoid the word *imin* for sojourners who come only to send money back home.

Japanese traditionally had a strong attachment to the Japanese archipelago and did not conceive of the idea of leaving to become citizens of a foreign country. Especially during the Meiji Period, emigrants thought of themselves as *dekasegi* more than *imin* and this was used against Japanese later to exclude them as "unassimilable foreigners."

If we look at emigration history, three groups comprise the beginnings of organized emigration from Japan: the 153 *Gannenmono* of 1869; the 40 contract laborers who went to Guam in the same year; and the party of 40 (according to some accounts from Aizu *han*, a fief, or domain) that went to North America in 1869. The Dutch-American Eugene Miller van Reed wrote about the *Gannenmono* and the group that went to Guam. Detailed records about the latter, however, no longer exist.

The Aizu group, led by trader Edward W. Schnell, set up a colony near Sacramento [in the El Dorado County gold-country town of Coloma—Trans] in California. This was the first Japanese example of a group clearly intending to reside permanently in another country. The group was made up mainly of people from Aizu, a fief that had been on the losing side of the Boshin War. They left on the wooden paddlewheel steamer *China* (3,836 tons, built in 1866) from Yokohama in the beginning of May 1869 and reached San Francisco on the 27th of the same month.

Although full of hope, this group, known also as the Wakamatsu Colony, ended in failure. Only the name of Okei (Schnell's baby sitter), who died prematurely at age 19, is remembered now.

Schnell was a German-born weapons dealer who had sold two Gatling guns for 10,000 *ryo* to Kawai Keinosuke, an elder of the Nagaoka *han*. Like the Aizu *samurai*, Schnell was forced to look for new land overseas because he had gotten too close to supporters of the *shogunate*.

The *Gannenmono* group, which consisted of 153 members, was able to go to Hawaii through the work of van Reed. They went to work as *dekasegi* on a three-year contract in the sugarcane fields. The majority of the group were adult men; out of 153, 146 were men, 5 women, and 2 children. They were called *Gannenmono* in later years because they left Japan in September of 1869 when the Keio Period ended and the Meiji period began. (All emigrants before the *kanyaku imin*, or government-sponsored immigrants, are considered "*Gannenmono*.")

The sugar industry in the Kingdom of Hawaii began with the establishment of the Koloa Plantation on the island of Kauai in 1835. Subsequently, the industry took advantage of Hawaii's tropical climate to become the main industry of the Kingdom. King David Kalakaua, enthroned in 1874, made special efforts to modernize agriculture, especially sugarcane. The sugar industry required large amounts of labor. To fulfill this need, in

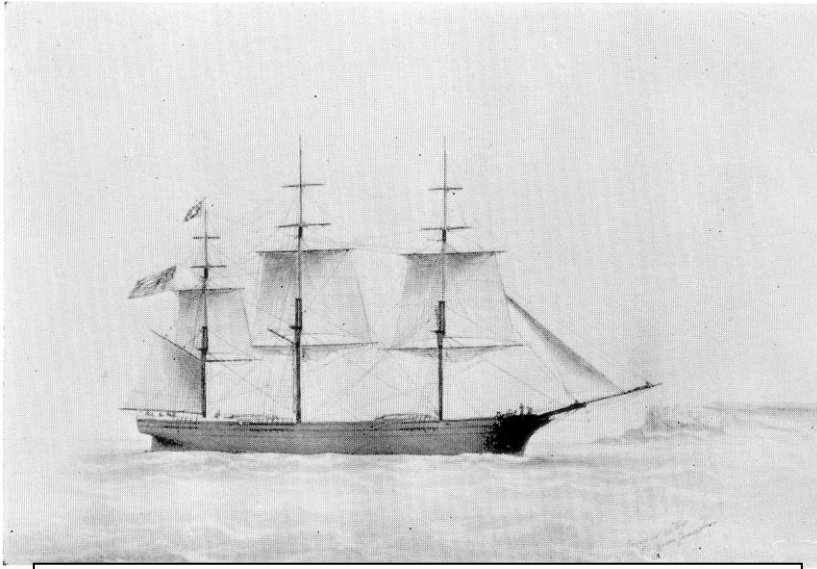
1851 the Kingdom introduced Chinese laborers and began planning to lure Japanese laborers.

In 1867, the Hawaiian Kingdom succeeded in negotiating the "Japan-Hawaii Temporary Friendship Agreement" with the *bakufu* [military government or, more commonly, the Tokugawa shogunate--Trans] through the work of Van Reed, who was working at the Hawaiian consulate in Yokohama. Based on this agreement, Van Reed received "passage stamps" (passports) for 350 *dekaseginin* from the Kanagawa *bugyo* (magistrate) and was entrusted with their recruitment. However, the Meiji Restoration began in the middle of the recruitment drive and the new Meiji government turned against the voyage and annulled all the *bakufu*-issued passage stamps.

Van Reed decided to board the 153 *dekaseginin* on the sailing ship *Scioto* without having received permission from the new government. On May 17, 1868, he boldly ordered the ship to leave Yokohama. The ship reached Honolulu on June 19 (June 20, Japan time) after a 35-day voyage. There were many mishaps along the way, including the death and burial at sea of a Japanese man named Kazuyoshi and a fight among the Chinese cooks. These incidents were recorded in Sakuma Yonekichi's *Gannenmono Toko Nikki* (Journal of the Gannenmono's Voyage).

Since the *Scioto* is not found in the *Lloyd's Register of Shipping*, we do not know much about it. However, according to the *Imin Hyakunen no Nenrin* (A Hundred Years of Japanese Emigration [edited by Zenichi Kawazoe on behalf of the Imin Hyakunen no Nenrin Kankokai, Tokyo: Akatsuki Insatsu, 1968]), the *Scioto* was built in 1849 in Brunswick, Maine and had a total weight of 855 tons. That book describes the ship as having three masts and shows a picture of a square-rigged sailing ship. Many emigration histories, such as the *Hawaii Nihonjin Iminshi* (also published in English as *The History of Japanese in Hawaii*, both by James Okahata; Honolulu: United Japanese Society of Hawaii, 1964) describe it as a British ship. The *Hawaii Nihonjin Iminshi*, however, also writes that it was registered in the British territory of Gibraltar and that its owner was an American from Boston. In the accompanying picture of the *Scioto* there is an American

flag raised on the mizzenmast. The name *Scioto* comes from a tributary of the same name that feeds into the Ohio River. Consequently, the ship's actual owner seems to have been American.¹



The ship *Scioto*

As the pioneer group of organized overseas emigrants from Japan, the 153 *gannenmono* have always been described as the beginning of Japanese emigration history.

Unfortunately, an international incident between Japan and Hawaii developed soon after the *Gannenmono* left because the Meiji Government determined that they had left Japan illegally. The following year, the new government sent Ueno Keisuke as an investigating envoy to Hawaii and entrusted him with negotiations. At age 25, the sharp Ueno not only settled the dispute, but also managed to negotiate for the speedy return of 40 people who wished to leave.

Meanwhile, among the *Gannenmono* who had chosen to stay and endure the harsh labor in the sugarcane fields were those who, at the end of their contract terms, married native women and blended into Hawaiian society. Consequently, the *Gannenmono* have long

¹ See *Pacific Pioneers* for an account of the *Scioto* and the *Gannenmono*; according to American and British diplomatic files cited therein, the *Scioto* was clearly a British vessel.

been remembered as members of the first organized emigrant group to have attached themselves to their new country.

The Start of *Kanyaku* (Government Contract) Emigration under Convention

The word *kanyaku* is not found in the Japanese dictionary. *Kanyaku imin* refers to emigration under treaty between governments. The start of the *kanyaku imin* period for Japan and the Kingdom of Hawaii was 1885, eighteen years after the *Gannenmono* had left. As a result of the international incident involving the *Gannenmono*, the Meiji Government had shied away from organized emigration.

The Hawaiian Kingdom, on the other hand, was encouraged by the Japan-Hawaii Treaty of Commerce and Friendship of 1871 and continued to negotiate to bring Japanese to Hawaii. King Kalakaua was especially anxious to attract Japanese emigrants to Hawaii. The King had witnessed the work of the *Gannenmono* and believed that Japanese were harder workers and more assimilable than the Chinese.

Kalakaua sent John M. Kapena in 1882, and Curtis P. Iaukea in 1884, as Ministers Plenipotentiary to negotiate with Foreign Minister, Count Inoue Kaoru. The Hawaiian Minister Resident in Japan, Robert W. Irwin, played a major role in making Japanese emigration to Hawaii possible through his assistance to both Ministers. Irwin, a Philadelphia-born American, came to Japan in 1866 and had worked for Pacific Mail and Mitsui Bussan (Mitsui Trading Company). Besides Inoue, he had strong ties with Ito Hirobumi, Masuda Takashi (the founder of Mitsui Bussan), and other men of distinction both in and out of government.

In 1884, Irwin submitted to the Japanese what was to become the Emigration Convention. The Japanese government recognized the terms of the Convention, but instead of an agreement between both countries, it interpreted the Convention as an independent contract between the Hawaiian Government Representative (Irwin) and the individual

emigrants. Consequently, the Convention was not a treaty, but merely an emigration contract. The official "Japan-Hawaii Emigration Treaty" was signed on January 28, 1886.

The main points of the Convention are as follows:

- The Hawaiian Government will bear the costs of ship passage (in steerage)
- The contract period will be for three years, with extensions possible.
- Monthly wages of \$9 (\$6 for wives) and monthly food provisions of \$6 (\$4 for wives and \$1 for each child) will be supplied by the Hawaiian Government.
- There will be 26 work days in one month. The workday will be 10 hours in the fields and 12 hours in the mill.
- Twenty-five percent of the monthly wage will be deducted and deposited in a bank via the Japanese Consulate in Honolulu, to cover return passage.

Obviously the groups were making the voyage as *dekaseginin* and were not *imin* in a true sense. However, like the *Gannenmono*, they also eventually put down roots in Hawaii. Incidentally, according to materials from the Bank of Japan's Bureau of Statistics, \$9 was worth approximately 11 yen in Japan at the time. Since carpenters in Tokyo at around the same period were paid about 50 sen (0.5 yen) per day, \$9 per month seems to be a low wage. However, if we include the food allowance, the actual wages were \$15 per month, which was no doubt very attractive compared to those facing hard lives in farming villages.

In any case, the *kanyaku imin* era, which influenced Hawaii's social history greatly, began in 1884. The Japanese Consulate was also established in Honolulu in the same year. Irwin, whose many duties included Hawaiian Kingdom's Consul and Special Agent of the Bureau of Immigration, took the lead in matters related to migration. Japan, of course, cooperated in emigration matters. Irwin not only put great effort into carrying out negotiations related to the voyage, but directed recruitment, transport, and other administrative work. Irwin died in 1925 in Japan, and in recognition of his work the Japanese Government awarded him the First Class Order of the Rising Sun.

Irwin set about recruiting 600 people for the first group of *kanyaku imin*. His letter to the Tokyo Governor requesting cooperation is reprinted in the *Yamaguchi Ken Oshima-gun Kuka-son Bunsho* (Records of Kuka Village, in Oshima District, Yamaguchi Prefecture). In it he talks about the ships to be used to transport the emigrants:

Transport from Yokohama to Honolulu will be on the Pacific Mail's *Tokyo Maru*, the Kyodo Unyu Company's *Yamashiro Maru*, or on a similar first class passenger steamer. My government will furnish all transport costs on these steamers.

The *Tokyo Maru* was also known as the *City of Tokio*. As will be mentioned later, the *City of Tokio* and the *Yamashiro Maru* were among the best ships that America and Japan had at the time. We can get a sense of how persistent the Hawaiian Kingdom was in trying to recruit Japanese emigrants from this letter. The two ships were in direct contrast to the old, cheap, chartered ships that were used in the *Shiyaku Imin* (Private Contract) period that followed the death of the pro-Japan King Kalakaua and the emergence of anti-Japanese forces.

The recruiting efforts were successful and the number of applicants far exceeded expectations. Of the 28,000 people who applied, 944 (a number that varies in some accounts) were chosen to be in the first group to go to Hawaii. Of this number, 676 were men, 158 women, and 110 children. Four hundred and twenty-two were from Yamaguchi Prefecture, 222 from Hiroshima Prefecture, and 144 from Kanagawa Prefecture.

Even among the group from Yamaguchi, 305 came from the Oshima District. Oshima District is on Suo Oshima, the third largest island in the Seto Inland Sea. It is important to note that the Oshima District supplied many emigrants to Hawaii and that 30% of the first group of *kanyaku imin* were from there.

It was during this time that a depression spread throughout Japan due to the government's deflationary policies after the Sainan War (Satsuma Rebellion). The effects of poor crops caused by natural disasters also added to a chronically tragic situation. The Chugoku Region was hit hard and the situation was especially serious in Yamaguchi, where many farmers suffered from poverty and starvation. It is said that the reason why Yamaguchi was the focus of emigration recruitment was due to the efforts of Inoue Kaoru, who was from there and knew the situation.

The *City of Tokio* Embarks on Its Journey

The ship that carried the first group of Hawaii *Kanyaku Imin* was the Pacific Mail Company's *City of Tokio*, as Irwin had promised in his letter. Along with the 944 passengers were Irwin and his Japanese wife, plus the first Japanese Consul General to Honolulu and his wife. The ship left at noon on January 28, 1885 from Nagaura near Yokosuka. The captain was Jefferson Maury. At the time there was an epidemic of smallpox in the Kanto Region and the passengers were housed for one week in Nagaura and received vaccinations and other treatments. They then boarded the ship at Nagaura.

The *City of Tokio* was a trans-Pacific ocean-going liner, not a ship chartered to go to Hawaii as was the *Yamashiro Maru* and other ships that left later. Thus it was similar to the *City of Peking*, which carried the third *kanyaku imin* group the following year. These sister ships were the largest American ships at the time they were built. They were launched in April 1875 for the San Francisco - Honolulu - Yokohama - Hong Kong route, a trans-Pacific route that Pacific Mail had started in 1867. They shortened the Pacific crossing time from 22 days to 16 days.

According to Western maritime histories, the *City of Tokio* had four masts, one bark-rigged. A screw steamer with two funnels, its main features are given below. Incidentally, *Lloyd's Ship Register of Shipping* has no record of it.

Type: Steel-hulled steamer
Weight: 5,079 tons
Length: 124.4 meters
Beam (width): 14.3 meters
One main engine
Speed: 15 knots
Passenger capacity: 150 cabin class/1500 steerage
Built in 1874 in Chester, Pennsylvania by John Roach

The *City of Peking*, of the same class, is listed in the *Lloyd's Register of Shipping* with basically the same dimensions, although with slight differences in weight (5,080 tons), length (128.9 meters), beam (14.6 meters), and draft (8.4 meters)

It is clear from these records and from the illustrations that the *City of Tokio* was a screw steamer. What is unclear, however, is why many emigration histories use pictures of a wooden side-wheeler to represent the *City of Tokio*. Even highly reputable histories of U.S.-Japanese relations, such as the section on emigration in the *Nichibei Bunka Kosho Shi* (A History of U.S.-Japanese Cultural Relations, edited by Nagai Matsuzo; Tokyo: Yoyosha, 1955) and the *Yamaguchi-ken Oshima-gun Hawaii Iminshi* (A History of Emigration to Hawaii: Oshima county, Yamaguchi Prefecture, by Doi Yataro; Tokyo: Matsuno Shoten: 1980) mistakenly use pictures of a sidewheeler similar to the *City of New York* (2,217 tons, built in 1864) to represent the *City of Tokio*.

The voyage of the *City of Tokio* from Japan was blessed with good weather and the emigrants were orderly. Although they were in steerage class, because there were no Chinese emigrants aboard they were fed Japanese food. *Kumi*, or groups, organized the assignment of accommodations. Each *kumi*'s leader was responsible for its behavior. This self-management system was also used on later emigration ships to South America. Since the majority of the emigrants were from rural, agricultural villages, the common attire included *hitoe* (single layer *kimono*), *tsutsusode* (tight-sleeved *kimono*), *momohiki*

(close-fitting trousers), *shirushi banten* (livery coats), and *geta* (wooden clogs). The only people wearing Western clothing were passengers from Tokyo and Yokohama.

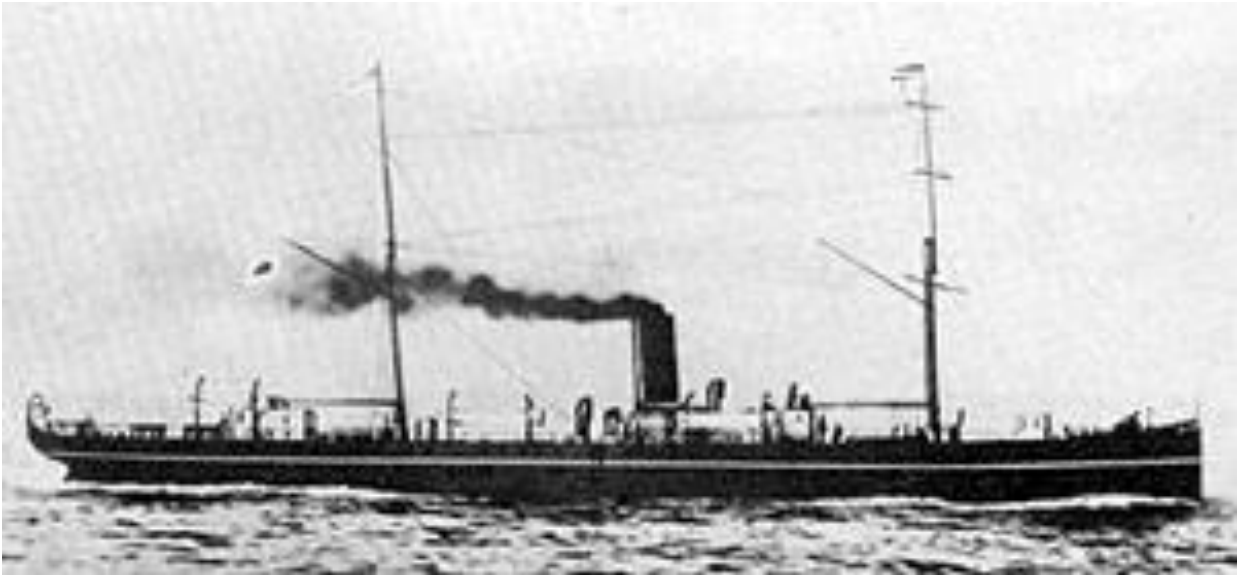
The *City of Tokio* reached Honolulu on February 8 after a 13-day journey, and dropped anchor offshore. The passengers immediately disembarked and stayed temporarily at the immigration station. Between February 16 to 23 they were sent to different sugar plantations. The immigration station was an inspection facility equivalent to New York's Ellis Island, situated on an island off Honolulu called "Quarantine Island." To get there, the passengers crossed the long "China Bridge" that connected the harbor to the island. The pro-Japanese King Kalakaua was there with hula dancers to welcome them.

Four months after this memorable event, the *City of Tokio* ran aground in a storm near Tokyo (in Kanda Bay in Miura-gun, Kanagawa Prefecture) on June 24. All passengers were saved, but the ship was called a total loss a week later.

The First Japanese Emigration Ship: the *Yamashiro Maru*

In the ten-year period starting with the *City of Tokio* and ending with the *Miike Maru*, which reached Honolulu on June 15, 1894 during the Sino-Japanese War, there were 26 emigration voyages to Hawaii. A total of 29,069 emigrants set foot on the new land of Hawaii. The ships and their passengers are shown on the table below. The most used vessel was the *Yamashiro Maru*, which made 12 voyages, or nearly half the total. The second most used ship was the *Miike Maru*, which made 5 voyages. The *Yamashiro Maru* was thus the hardest-working ship in the *kanyaku imin* era.

According to the *Register of Ships* (Shipping Regulation Bureau, Ministry of Communications) and other documents, the main features of the *Yamashiro Maru* are as follows:



Type: Steel-hulled Steamer
Weight: 2,527 tons
Length: 92.0 meters
Beam (Width): 11.5 meters
Depth: 6.5 meters
One main engine
Capacity: 2,200 hp
Nautical speed: 12 knots
Built in 1884 in Britain by Armstrong Co.
Scrapped in Osaka in 1910

The Kyodo Unyu was started in 1882 under the guidance of high officials from the Choshu faction, such as Foreign Minister Inoue Kaoru and Agriculture and Commerce Minister Shinagawa Yajiro. It was established to contribute to the nation's status as a sea power. To gain the help of the Navy, it brought in Navy leaders to be part of its management, such as Rear Admiral Ito Shunkichi and Captain Totake Hideyuki, who later became presidents of the company. The modern-day equivalent would be if a company was established with the backing of the Ministries of Agriculture, Finance, and Defense. Consequently, the company had a strong nationalistic hue and its ships were more like a volunteer fleet than a commercial fleet.

In the beginning, the new company inherited the ships of the Tokyo Fuhansen Kaisha (Sailing Ship Company), Hokkaido Unyu Kaisha (Hokkaido Transport Company), and Etchu Fuhansen Kaisah (Etchu Sailing Company), but because most of the inherited ships were sailing vessels, President Ito and others went to Britain to order 14 steamers. While there, they also purchased two state-of-the-art vessels. Ito enlisted the help of Irwin, who had already been hired by Kyodo Unyu. The *Yamashiro Maru* and *Omi Maru* were the "aces" of Japan's British-made fleet, as well as the best ships in the Japanese sea transport business at the time. Armstrong of Newcastle was one of Britains finest builders of warships, and during the Meiji Era the Japanese Navy ordered many warships from it, including one battleship (the *Yashima*), three cruisers (the *Asama*, *Yoshino*, and *Naniwa*), and numerous warships. It was only natural for Navy veteran Ito to deal with a shipbuilder with military connections when he was in Britain representing his company. The option of ordering ships from a warship manufacturer also seemed appropriate, considering that the purpose of the ships was to contribute to Japan's naval capacity in times of emergency.

The *Yamashiro Maru* and its sister ship, the *Omi Maru*, were steel-hulled steamers that the Kyodo Unyu custom-ordered from Britain. Written documents indicate that the *Yamashiro Maru* was designed like a warship in the guise of a sturdy commercial vessel. A report by the Kyodo Unyu, which was struggling with huge construction costs and competition from Mitsubishi, analyzed some of the company's financial difficulties. The report concluded that the *Yamashiro* and the *Omi* were not fit to be commercial vessels since they were built to warship specifications demanded by the Naval Ministry. An excerpt from the report says:

The Naval Ministry ordered the steamships *Yamashiro Maru* and *Omi Maru*. They were built to be used in emergencies and are thus not suitable for use as commercial vessels. (*Kindai Nihon Kaigun Seisei Shiryo*, Nihon Yusen Kan: 1988)

The *Yamashiro Maru's* regular route was between Yokohama and Kobe. It left Yokohama on the 4th and 9th of every month and left Kobe on the 1st and 6th. It also carried mail in addition to passengers and freight.

The *Yamashiro Maru* carried the second *kanyaku imin* group. It left Nagaura on June 4, 1885, with 988 passengers aboard and arrived in Honolulu on June 17. Since this trip was the beginning of full-scale emigration transport by Japanese ships, it is a notable event in Japan's maritime transport and emigration histories. Although the *Nihon Yusen Kabushikigaisha Hyakunen Shi* (100-Year History of Nippon Yusen Kaisha), published in 1988, wrote that the *Yamashiro Maru* reached Hawaii on December 15, this date is proved wrong by newspaper articles from that year.

Among the passengers, there were 390 from Hiroshima Prefecture, 276 from Kumamoto Prefecture, 149 from Fukuoka Prefecture, 74 from Shiga Prefecture, 37 from Wakayama Prefecture, 12 from Kanagawa Prefecture, 10 from Gunma Prefecture, and 8 from Chiba Prefecture. (These numbers add up to one more than 988.) The three prefectures of Hiroshima, Kumamoto, and Fukuoka provided 80% of the group. There were 947 men and 42 women. Fourteen of the group were children. Adult men were by far the most well-represented.

The choice of the sturdily built *Yamashiro Maru* to be the first Japanese ship to transport the *kanyaku imin* was probably due to the aforementioned pro-Japanese policies of the Hawaiian Government as well as the fact that Irwin had been hired by Kyodo the Unyu.

In September of that year, Mitsubishi and Kyodo Unyu merged to form Nippon Yusen Kaisha (NYK). On the next 11 trips emigration transport trips, the *Yamashiro Maru* worked as a mail carrier. In all, the *Yamashiro Maru* made 12 trips and carried 45%, or 13,121, of the *kanyaku imin* to Hawaii.

Photographs and tables

1. The *Yamashiro Maru*, the first Japanese emigration ship.
2. Eugene Van Reed, self-styled Hawaii Consul in Yokohama, with Hizoko Hamada (also known as Joseph Hiko).
3. The ship *Scioto*.
4. Robert Walker Irwin, Ambassador to Japan from the Kingdom of Hawaii.
5. King David Kalakaua of Hawaii
6. The *City of Tokio* (or *Tokio Maru*).
7. The *City of Peking*
8. Commonly called “Wainaku Nikaisen Camp,” this collection of huts housed the second shipload of contract laborers at Wainuku Plantation on the outskirts of Hilo, Hawaii.

Japanese Emigration to Hawaii during the Government Contract Period: 1885-1894			
No.	Vessel	Arrival Date	No. of Emigrants
1	<i>City of Tokio</i>	Feb. 8, 1885	944
2	<i>Yamashiro Maru</i>	June 17, 1885	988
3.	<i>Peking Maru</i>	Feb 14, 1886	927
4.	<i>Wakaura Maru</i>	Dec 11, 1887	1,447
5.	<i>Takasago Maru</i>	June 1, 1888	1,063
6.	<i>Takasago Maru</i>	Nov. 14, 1888	1,081
7.	<i>Takasago Maru</i>	Dec. 26, 1888	1,143
8.	<i>Omi Maru</i>	Mar. 2, 1889	957
9.	<i>Yamashiro Maru</i>	Oct. 1, 1889	997
10.	<i>Yamashiro Maru</i>	Nov. 21, 1889	1,050
11.	<i>Yamashiro Maru</i>	Jan. 9, 1890	1,064
12.	<i>Yamashiro Maru</i>	Apr. 2, 1890	1,071
13.	<i>Yamashiro Maru</i>	May 22, 1890	1,068
14.	<i>Sagami Maru</i>	June 17, 1890	596
15.	<i>Yamashiro Maru</i>	Mar. 11, 1891	1,093
16.	<i>Omi Maru</i>	Mar. 30, 1891	1,081
17.	<i>Yamashiro Maru</i>	Apr. 28, 1891	1,091
18.	<i>Yamashiro Maru</i>	May 29, 1891	1,488
19.	<i>Miike Maru</i>	June 18, 1891	1,,101
20.	<i>Yamashiro Maru</i>	Jan. 9, 1892	1,098
21.	<i>Yamashiro Maru</i>	June 25, 1892	1,124
22.	<i>Yamashiro Maru</i>	Nov. 28, 1892	989
23.	<i>Miike Maru</i>	Mar. 6, 1893	729
24.	<i>Miike Maru</i>	June 6, 1893	1,757
25.	<i>Miike Maru</i>	Oct. 9, 1893	1,631
26.	<i>Miike Maru</i>	June 15, 1894	1,491
	Total Government Contract Emigrants:		29,069
	Source: Japanese Consulated Records, cited in <i>Hawaii Nippon Jin Iminshi</i> , , James Okahata, ed.		