

The normal hours of work for labourers of the Stevedoring Syndicate (which has been mentioned in previous reports) are from 7 a.m. to 5 p.m., with one hour off for lunch. The rate of pay for those working on shore is 5s. per diem plus one free meal, whilst those working afloat receive 6s. per diem plus one free meal. Overtime cannot be worked except with the express permission of the Administration, which is given only in special cases. In the event of overtime being worked the rate of pay is 1s. 6d. per hour. The above rates apply to ordinary labourers; the gangers receive from 12s. to 15s. per diem, with 2s. per hour for overtime. It might be pointed out that the Stevedoring Syndicate works only overseas vessels, and, taking an average throughout the year, this represents about one week's work per month. There is no real necessity for Natives to seek paid employment should they not wish to do so, as all Natives can meet their ordinary requirements and necessities by cultivating their family lands. Forced labour does not exist, and section 366 of the Samoa Act, 1921, safeguards contracts entered into by Samoans.

Last year's answers are applicable to all other questions.

III. ARMS TRAFFIC.

1. What measures are being adopted to control traffic in arms and ammunition?
2. What are the statistics relating to imports of arms and ammunition of different categories?

1. The Arms Ordinance, 1921, prohibits the importation or sale of arms or ammunition, except under permit and license. All owners of firearms must hold a license. There is no illicit sale or smuggling of arms or ammunition. Only single-barrelled smooth-bore shot-guns are licensed to Natives for pigeon and pig shooting for food-supplies. No rifles or revolvers whatsoever are licensed to Natives.

2. The following are the details of importation of arms and ammunition of every description:—

Arms—

Double-barrelled breech-loading sporting shot-guns	..	..	..	7
Single-barrel breech-loading sporting shot-guns	..	..	..	134
·22-calibre sporting-rifles	..	..	..	9
·38-calibre sporting-rifle	..	..	..	1
·300-calibre sporting-rifle	..	..	..	1

Ammunition—

12-bore shot cartridges	..	..	..	.. (rounds)	53,000
16-bore shot cartridges	..	..	..	..	39,000
20-bore shot cartridges	..	..	..	..	10,000
32-bore shot cartridges	..	..	..	..	1,200
410-bore shot cartridges	..	..	..	..	10,000
·44-calibre ball cartridges	..	..	..	..	250
·38-calibre ball cartridges	..	..	..	..	250
Sporting gunpowder	..	..	..	.. (lb.)	550
Sporting bird-shot	..	..	..	.. (cwt.)	23
Percussion caps	..	..	..	..	16,000
Chinese fire-crackers	..	..	..	.. (cases)	49

A large quantity of this ammunition is still held in stock by licensed vendors for retail sale to licensed owners of firearms. A large amount of shot cartridges are used for destruction of flying-foxes and other vermin.

IV. TRADE AND MANUFACTURE OF ALCOHOL AND DRUGS.

1. What steps are being taken to assure the prohibition of abuses of the liquor traffic?
2. How is the campaign against alcoholism organized?
3. What are the effects of these measures? (Statistics relative to the import and to the local manufacture of alcoholic liquors, &c.)
4. What are the countries of origin of alcoholic liquor, other than wine and beer, imported into the Territory?
5. What measures have been taken to assure the prohibition or regulation of the importation, production, and consumption of dangerous drugs?

1. The importation and manufacture of all liquor containing more than 3 per cent. of proof spirit is absolutely prohibited by the Samoa Act of 1921, sections 336 to 341, except importation by the Administration for medical, sacramental, or industrial purposes (as provided by section 340). Such importations and the disposal of such liquors so imported are controlled by the Sale of Intoxicating Liquor Regulations, 1920. Sale to both Europeans and Natives is prohibited except when prescribed by a duly qualified Government Medical Officer, and for medicinal purposes only. (See also Board of Health Regulations No. 1.)

2. All liquor on board of visiting ships must be declared in writing on arrival, and at once placed under Customs seal, which must remain unbroken until the ship sails. The police and Customs maintain a watch over every overseas vessel, and ships are frequently searched. The police also take steps to prevent local manufacture.